Documentation of Public Hearing

Project Location
Tarrant County, Texas

Southeast Connector

CSJs: 0008-13-125, 0008-13- 206, 0172-06-080, 0172-09-028, and 2374-05-066

Project Limits

I-20 from Forest Hill Drive to Park Springs Boulevard,
I-820 from I-20 to Brentwood Stair Road, &
US 287 from Bishop Street to Sublett Road

Hearing Location
Virtual

Hearing Date and Time
June 4th, 2020 at 6 p.m.

Translation Services
Spanish

Presenters
Ricardo Gonzalez, P.E., TxDOT
Katelyn Kowalczyk, BGE
Oscar Sandate, BGE

Elected Officials in Attendance
N/A

Total Number of Attendees (approx.)
420 Total Views (347 English, 73 Spanish)

Total Number of Commenters
201

Contents

A. Comment/response matrix
B. Public hearing officer certification
C. Notices provided (including tear sheets, website screen captures, distribution lists with copy of notice sent, etc.)
D. Sign-in sheets
E. Transcript
F. Comments received
G. Figures

A. Comment/Response Matrix

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
1	Daniel Haase	5/17/2020	Email	(5/17/2020) I attempted to find the Draft Environmental Assessment on your website and the most current status of the Southeast Connector project, but everyting I found did not have that title. Can you send me a link to the correct information? (5/26/2020) Thanks very much. Hope you are getting back to normal. Those ransomware people figured out they have a better success rate with businesses and governmental agencies than they do with regular folks, who, in some cases just elect to start over and not pay the ransom. Anyway, can you tell me what the criteria are for noise barriers to be installed? I am specifically wondering about residential areas between East Lancaster and Brentwood Stair. Some do and some do not have barriers. Another similar area is between Rosedale and Ramey on both sides of 820, where no barriers are shown. Daniel Haase	Public Involvement / Information Request Noise barriers	(5/22/2020) Daniel, Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Thanks for showing interest in the Southeast Connector project, Curtis Loftis (5/26/2020) Daniel, Information concerning proposed noise barriers can be found on the website listed below. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. Thanks for showing interest in the Southeast Connector project, Curtis Loftis
2	Daniel Haase	5/31/2020	Email	1. Is there anything planned in the way of décor or design enhancements? For example, on I-30, the Oakland and Beach bridges feature a more decorative railing and stars. Or in Arlington along I-30, there are relief images of various scenes related to Arlington's role in entertainment and assembling cars on the side walls. I would really like to see something at least basic considered. For instance, East Lancaster has a history tied to transportation, from horse and buggy to the Interurban trolley system, to cars and buses. See https://www.pid20.org/landcaster-history. Meadowbrook has always been a wooded area, which is not typical for north Texas. Maybe a tree image or bluebonnets? Any plans related to anything like that? If nothing else, some sort of patterns? 2. Are there any plans to plant (and maintain till they are self-sufficient) and trees along any part of this?	Aesthetics	The décor and design elements will be included in the Project Aesthetics Plan that will be developed during the detailed construction design phase of this project. Specific décor and design elements would be developed based on coordination with local cities for their input on the plan. Landscaping (i.e. tree planting) is not included in the proposed project and would be determined during the detailed construction design phase of this project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
3	Paulo Betancourt	5/18/2020	Email	(5/19/2020) To whom it may concern, About two years ago I received information in the mail regarding the sound wall to be built along along the I-20 corridor from little road to Bardin Rd. and a couple of other residential areas. I would like to know what the status of the project is. My house backs up the Green Oaks to I-20 eastbound service road, behind the big lots. So you can imagine that we get all kinds of cars speeding up with loud mufflers! It gets annoying. It gets difficult to enjoy the backyard and have people over, we are constantly yelling in order to be heard. The sound barrier wall would greatly help. Any update would be appreciated. Paulo Betancourt (5/20/2020)	Noise barriers	(5/19/2020) Paulo, I have attached roll 3 of 8 of the Public Hearing Layout for the Southeast Connector project. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Proposed noise wall locations are only shown on the north side of I-20 between Green Oaks Boulevard and Park Springs Boulevard. There are no proposed noise wall locations for the south side of I-20 between Green Oaks Boulevard and Kelly Elliott Road. One reason for no proposed noise wall locations on the south side of I-20 is due to the two commercial properties #225 and #226 located between the eastbound I-20 frontage road and the Overland Stage Estates neighborhood. Property #224 is the only Overland Stage Estates neighborhood property adjacent to TxDOT right of way for the Southeast Connector project. Traffic noise throughout the project limits was evaluated in accordance with TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. In the event that noise abatement was determined reasonable and feasible for the project, further public involvement efforts will be utilized to communicate the options that would be available to noise receivers adjacent to the proposed

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				So just to make sure I understand, no wall because of commercial property 225? Property 224 is my neighbor, and his is the only direct adjacent property to Txdot property. And because commercial property 225 is directly behind my property, therefore I'm adjacent to that, but not Txdot property. And supposedly the TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise, the noise is acceptable for me and my neighbors? I don't think so. The noise levels have only increased as time has gone by. I've lived here 4 years, and in that short time span the traffic noise has only increased! I would appreciate acknowledgment that my house is in an elevated noise level area. That wall, if built behind my house, would benefit approximately 12 houses, especially 6 houses. If commercial property 225 is to blame, then please point the fingers at them. I know that the owner is some investment company out of California. Please do not ever say that the traffic noise doesn't impact my house or my neighbors, and yes, building the wall for the one house, property 224, would actually benefit the whole neighborhood, although on paper you say not feasible. To conclude this email, I am disappointed and upset that my neighbors and I will not get a noise reducing wall. Being categorized not feasible or reasonable was offensive. Again, I would rather hear that commercial property 225 was unreasonable and unrealistic trying to work something out with Txdot. And finally, my neighbor, property 224, and the rest of me and my neighbors are the closest to I-20 Hwy. Looking at the map, no other neighborhood who is getting a wall comes anywhere as close to the highway as ours does. That should be acknowledged. Thank you for your time reading this long email, I hope there might be other solutions to the increased noise that is already here, but will get worse once the extension is completed. Paulo Betancourt		project. So it was not reasonable or feasible to construct a noise wall just for property #224 (an adjacent property). There is a proposed virtual Public Hearing for the Southeast Connector project June 04, 2020. Environmental Clearance for the Southeast Connector project is expected by September 2020. However, major construction for the project would not start until 2022. Currently, TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved information will be available on the Public Hearing website. If you have any other comments for the Southeast Connector project please contact me by email. Thanks, Curtis Loftis (5/21/2020) Paulo, At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Environmental Documents' Please see the Traffic Noise Technical Report. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis
4	Susan Paton	5/19/2020	Email	Good morning Mr. Loftis, I received a letter in the mail about the Southeast Connector and it mentioned possible relocation and property acquisition. Could you please tell me if my property is affected? I tried to call but your number is not working so I was given your email address. My property address is 7100 Cadillac Blvd, Arlington 76016. Thank you for your time. Susan Paton	ROW/Displacements	(5/19/2020) Susan, I have attached roll 2 of 8 of the Public Hearing layout. Your property is shown on this roll, #364. There will not be any need to acquire any of your property for the Southeast Connector Project. The westbound I-20 frontage road will be reconstructed behind your house along with the rest of I-20. The only potential affect that I see for your property is that a noise wall may be constructed along the back edge of your property. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Currently, the TxDOT phone system is down due to a ransomware attack. I am in the process of trying to get a work cell phone. If you have any questions about the layout please email them to me. Thanks, Curtis Loftis
5	Angelina Richard	5/19/2020	Email	Curtis— My name is Angelina, I received a letter yesterday regarding expansion of I-20 which is behind my house. I was trying to get in contact with someone to see how/if this affects my property. Please be in touch — 337-499-7982 Angelina	ROW/Displacements	(5/19/2020) Angelina, I have attached roll 3 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your property is shown as #259 on this roll. The Texas Department of Transportation (TxDOT) will not need any of your property to construct this project. The westbound I-20 frontage road along with I-20 is to be reconstructed. The only potential affect that I see for your property is that a noise wall may be constructed along the back edge of your

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						property on TxDOT right of way. Traffic noise throughout the project limits was evaluated in accordance with TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. In the event that noise abatement was determined reasonable and feasible for the project, further public involvement efforts will be utilized to communicate the options that would be available to noise receivers adjacent to the proposed project. Currently, TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the public hearing website. If you have any more questions on Southeast Connector project, please email me. Thanks for showing interest in this project, Curtis Loftis
6	Michael Jeter	5/19/2020	Email	Hello, The only issue I see is the roads going into neighborhoods. The construction of new frontage roads between Green Oaks Boulevard and Kelly Elliot road. This would cause large amounts of traffic and even more crime straight into quiet neighborhoods. Green Oaks blvd and Kelly Elliott road should be enough access without straight in roads from the hwy. Sincerely Michael Jeter	Traffic in adjacent neighborhoods	(5/19/2020) Michael, I have attached roll 3 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. TxDOT is proposing to construct new frontage roads between Green Oaks Boulevard and Kelly Elliott Road. Any future street connections to or from the frontage road would need to be approved through the City of Arlington and TxDOT. Currently, Overwest Drive is not shown to connect to the proposed eastbound I-20 frontage road. Currently, TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the Public Hearing website. If you have any more questions on Southeast Connector project, please email me. Thanks for showing interest in this project, Curtis Loftis (8/28/2020) TxDOT understands there are security concerns related to addition of new frontage roads between Green Oaks Boulevard and Kelly Elliot Road. Discontinuous frontage roads exist at eastbound between Forest Hill Drive and Anglin Drive and both east and westbound over Kee Branch (between Green Oaks Boulevard and Kelly Elliot Road). These discontinuities create barriers for local traffic circulation and the adjoining street system. Traffic is forced into neighborhoods, and entrance/exit ramps are placed too close to the cross-streets they serve. Additionally, there are no detour routes in the corridor when main lane wrecks occur or lane closures due to maintenance activities. Without continuous frontage roads, there is no operational flexibility or incident management capability. TxDOT prioritizes the public safety impacts of reducing vehicular, bicycle, and pedestrian crashes. Efficient transportation infrastructure is a critical component for emergency response. Concerns regarding instances of crime should be directed to local police and elected officials.
7	Susan McDuff	5/19/2020 6/08/2020	Email	5/19/2020 My name is Susan J. McDuff, 5111 Overridge Dr. Arlington, TX 76017. Cell phone: 817-689-7976.	Public Involvement /	(5/19/2020) Susan, Currently, TxDOT is having difficulties posting Public Hearing documents to the TxDOT website

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				I have tried to call the 817 phone number but have been unable to get through. It rings once and the call fails. I also tried to find more information on the txdot website, but many of the pages aren't loading. Would I be correct to think that I received a letter regarding potential residential displacement because my residence is on the list of considerations? Please explain. If so, what is the timeline for this to occur? I plan to attend the virtual hearing on June 4, 2020. Since I am retired and over 65, I was anxious to obtain more information prior to the hearing. I was in the process of making improvements to my home, but this will be put on hold until my questions are answered. Thank you for your time and assistance. Sincerely, Susan J. McDuff 6/08/2020 Thank you for the information. Your response was very helpful. Unfortunately, my family was out-oftown for a graveside service on Thursday, June 4th. Do you know if any of the trees directly behind that stretch of the I 20 service road/Green Oaks entrance east will be removed for this project? Also, do you know if this project will negatively affect the value of my house? Again, thank you very much for your previous detailed response. Sincerely, Susan J McDuff 5111	Information Request ROW/Displacements	due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the public hearing website. I have attached roll 3 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your home is not a potential displacement for the Southeast Connector project, nor is any of your property needed to construct this project. You are being contacted because your property is close to the project and also because I believe you provided a comment for a Public Meeting that was held back on July 19, 2018. Environmental Clearance for the Southeast Connector project is expected by September 2020. However, major construction for the project would not start until 2022. If you have any more questions concerning this project please email me. Thanks for showing interest in this project, (8/28/2020) TxDOT does not provide compensation for expected changes in property value on properties that are not directly impacted by the proposed project. Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions. Trees located within the existing and proposed TxDOT right-of-way and within the areas of proposed construction (including trees directly behind that stretch of the I 20 service road/Green Oaks entrance east) are anticipated to be impacted by the proposed project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
8	Larry Byrd	5/19/2020	Voicemail	(5/19/2020) Oh yes, my name is Larry Byrd and I'm representing the community, the people in my neighborhood. My address is 6019 Flintshire Court an I live in the Windsor Terrace community. My number is 972-388-6824 and I was calling about the winding of the highways within our area, our neighborhood, and I was wondering why they keep winding the highways. Theres more traffic and noise and more people... I've been arguing with TxDOT and Arlington about cutting the side of the highway before June because the grass is high. Why do we have to do everything and spend more of our taxpayer money on large highways to make more noise.Why don't they use that money to cut the highway at an earlier time than June, so we don't have a forest in our neighborhood to up bring our neighborhood. Also, they put sound walls up from the highway so we don't have to hear the highway noise every day of everybody driving up and down the highways and on the side roads. That is my question. I won't spend longer on why make more highways to make more traffic and noise for the neighborhood and not spend the money for the cutting of the grass earlier than June and only one or two times with in the summer months. Then y'all could use also use that money you try to use to widen the highway, atrracting more traffic and noise for us in this neighborhood, in this community, for sound walls. So we don't have to hear the traffic in our homes. Thank you. Bye.	Highway Landscaping Noise	(5/26/2020) Larry, It was nice speaking to you earlier today and I hope I was able to answer your questions concerning mowing issues and traffic noise. Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 2 - I-20 from west of BUS 287 (Mansfield Highway) to US 287 you can find proposed improvements to US 287 next to your home. Your property is listed on this roll, #203. There will not be any need to acquire any of your property for the Southeast Connector Project. The northbound US 287 frontage road will be reconstructed along the side of your house along with the widening of US 287. The only potential affect that I see for your property is that a noise barrier may

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				*message transcribed from voicemail with poor audio		be constructed along the edge of your property on Texas Department of Transportation (TxDOT) right of way. On the website listed above, under 'Environmental Documents' you can find the Traffic Noise Technical Report. Information concerning proposed noise barrier R112 which may be placed along your property can be found on pages 6, 19, 20, (46 of 143), (120 of 143) and (139 of 143). Thank you for showing interest in the Southeast Connector Project, Curtis Loftis (08/28/2020) Roadside mowing is performed in accordance with TxDOT's Roadside Vegetation Management Manual (May 2018) which provides for up to two mowing cycles per year. The first cycle is scheduled to allow wildflower seeds to mature and reset in the late spring. The second cycle is scheduled for the late fall to provide maximum regeneration of native grasses, maintain nesting cover for wildlife and reduce vegetative competition with spring-blooming widlflowers. This project is needed because (a) the capacity of I-20, I-820, and US 287 within the project limits is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service (LOS) within these project limits, (b) the connectivity of I- 20, I-820, and US 287 with the existing local transportation systems is inefficient resulting in reduced mobility such as short weave/merge distances, insufficient sight distances, and reduced vertical clearance, and (c) there are currently no continuous pedestrian/bike facilities within or along frontage roads and no connection to municipal bike trails or facilities resulting in lack of connectivity. Tarrant County and the cities of Arlington, Fort Worth, and Kennedale have experienced steady growth, development, and expansion. The City of Forest Hill experienced a slight decrease between 2000 to 2010. However, population growth percentage is projected to increase between 2010 and 2040. This overall growth and development have increased motor vehicle numbers utilizing these roadways. Traffic volumes continue to increase as a result of the area population growth and associated development. The purpose of the proposed project is to (a) reduce traffic congestion and improve mobility on the I 20, I-820, and US 287 roadways within the project limits, (b) improve mobility and connectivity of I 20, I-820, and US 287 with the existing local transportation systems, and (c) provide continuous pedestrian/bike facilities within or along frontage roads and connection to planned municipal bike trails or facilities.
9	Maureen Cook	5/19/2020	Voicemail	My name is Maureen Cook. I live at 6304 High Country Trail, 76016. My phone number's 817-891-4129. I've tried to call this 817-370-6807 phone number several times and the call always fails. I need to speak to someone, I have questions about how this will affect my property. If someone could please call me and tell me a correct phone number to call I would appreciate it, also, I would like to know how I attend this virtual public hearing. This letter does not explain that, so I've tried several times to call 817-370-6807 and the call fails. My number is 817-891-4129. My name is Maureen Cook and I represent myself. I've lived in the same house for 30 years at 6304 High Country Trail. Arlington, TX 76016. Thank you.	Public Involvement / Information Request	(5/19/2020) Maureen, I spoke with you earlier today. Currently, TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the Public Hearing website. Sorry for the inconvenience. I have attached roll 2 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your property is shown on this roll, #326. There will not be any need to acquire any of your property for the Southeast Connector Project. The westbound I-20

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						frontage road will be reconstructed behind your house along with the rest of I-20. The only potential affect that I see for your property is that a noise barrier may be constructed along the back edge of your property on Texas Department of Transportation (TxDOT) right of way. Traffic noise throughout the project limits was evaluated in accordance with TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. In the event that noise abatement was determined reasonable and feasible for the project, further public involvement efforts will be utilized to communicate the options that would be available to noise receivers adjacent to the proposed project. The virtual hearing will be held June 4, 2020 at 6 p.m. To log onto the virtual public hearing, go to the following web address at the date and time indicated above: www.txdot.gov and search keywords: "Southeast Connector". (Hopefully the TxDOT website will be up and running by then.) The virtual hearing will be a pre-recorded presentation. The presentation will include both audio and visual components. Environmental Clearance for the Southeast Connector project is expected by September 2020. However, major construction for the project would not start until 2022. If you have any more questions concerning the Southeast Connector project please email me.
10	Jovanny Ortega	5/19/2020	Email	(5/19/2020) Curtis, this is Jovanny , from 6141 Craig street fort worth Texas 76112, I purchased my home last year and two months ago I found out about this project taking place in the near future, I'm doing a full renovation to this home with everything inside the home being top quality , I am investing a ton of money and would hate to have it all torn down in a year or two , would you be able to give me some info or guidance of when this project will take place and what I should expect if my property falls on land that is needed to complete this project ? I appreciate your time, you can also reach me anytime at (214)715-5058, Thanks. (5/22/2020) hey curtis good morning man , i did get the email but like you mentioned, i did have a problem opening up the documents containing information on homeowners rights and displacement process. i also went online but also cannot open the files on computer.	ROW/Displacements	(5/19/2020) Jovanny, I have attached roll 6 of 8 of the Public Hearing Layout for the Southeast Connector project. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your property is shown on the attached layout (SEC_PH_Schematic-Layouts 6 (820).pdf), #490-A. I'm sorry to inform you that your property is shown as a potential displacement for the Southeast Connector project. Environmental Clearance for the Southeast Connector project is expected by September 2020. However, major construction for the project would not start until 2022. Currently, TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the Public Hearing website. Sorry for the inconvenience. I have attached three additional documents for you. The first is the 'The State of Texas Landowners Bill of Rights' (landowners_bill_of_rights.pdf); this provides information on your rights as a property owner in the State of Texas. The second document is 'State Purchase of Right Of Way' (Acq. booklet.pdf) this discusses the State of Texas process of acquiring property from a property owner. The third document is the 'Texas Department of Transportation (TxDOT) Relocation Assistance booklet (Relocation booklet.pdf) which explains how TxDOT will help assist property owners relocate if they displaced by a TxDOT project, in this case the Southeast Connector project. For additional information concerning the TxDOT Right of Way process please contact: Jessica Tijerina Fort Worth District Right of Way Project Delivery Office

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Texas Department of Transportation 2501 SW Loop 820 Fort Worth, Texas 76133-2300 817-370-6551 – Office (This number is currently not working) 817-269-6766 ~ Cell Jessica.Tijerina@txdot.gov If you have any more questions concerning the Southeast Connector project please email me. (5/22/2020) Jovanny, Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Curtis (8/28/2020) TxDOT mailed a copies of the Landowners State of Texas Landowner Bill of Rights, Relocation Assistance, State Purchase of Right of Way Brochures to you on August 7, 2020 for more information.
11	Ms. Martin	5/20/2020	Phone	TxDOT spoke with Ms. Martin via phone on 5/19/2020. Her concerns were as follows: 1. Was her property going to be taken? 2. Was her property going to be affected? 3. How will she log on to the Public Hearing? 4. Her and husband could not sell their house because a freeway will be constructed by their house and the noise.	ROW/Displacements Public Involvement /Virtual Public Hearing	(5/19/2020) Ms. Martin, I spoke with you earlier today. Currently, TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the Public Hearing website. Sorry for the inconvenience. I have attached roll 2 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your property is shown on this roll, #335. There will not be any need to acquire any of your property for the Southeast Connector Project. The westbound I-20 frontage road will be reconstructed behind your house along with the rest of I-20. The only potential affect that I see for your property is that a noise barrier may be constructed along the back edge of your property on Texas Department of Transportation (TxDOT) right of way. Traffic noise throughout the project limits was evaluated in accordance with TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. In the event that noise abatement was determined reasonable and feasible for the project, further public involvement efforts will be utilized to communicate the options that would be available to noise receivers adjacent to the proposed project. The virtual hearing will be held June 4, 2020 at 6 p.m. To log onto the virtual public hearing, go to the

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						following web address at the date and time indicated above: www.txdot.gov and search keywords: "Southeast Connector". (Hopefully the TxDOT website will be up and running before then.) The virtual hearing will be a pre-recorded presentation. The presentation will include both audio and visual components. Environmental Clearance for the Southeast Connector project is expected by September 2020. However, major construction for the project would not start until 2022. If you have any more questions concerning the Southeast Connector project please email me. Thanks for showing interest in this project.
12	Paul Shannon	5/22/2020	Survey Monkey	I live in the northeast corner of the intersection of I-820 and I-20 and need to use the frontage road to access both 820 and I-20 daily. I am interested in: 1. What is the proposed final design of that intersection? 2. How will construction impact my access to my neighborhood?	Roadway alignment Access	The overall interchange of I-20 and I-820 would be reconstructed to provide right exits and entrances and add collector-distributor lanes for US 287 travel. The frontage roads would be reconstructed with similar operations as today. Per the proposed design shown on the Public Hearing schematics, access to neighborhood would remain from the westbound I-20 frontage road and Treasure Island Trail. Access to the street of Treasure Island Trail would remain during construction.
13	Debbie and John Moore	5/22/2020	Survey Monkey	(5/22/2020) Sound barriers are currently needed on the south side of I-20 between Green Oaks and Kelly Elliott. With the planned expansion of I-20 and the construction of an access road, the sound will be increased for the Willow Bend neighborhood. We live on the south side of Willow Bend Drive that runs south of I-20. Even though we live across the street from houses that directly back up to the interstate, traffic is easily heard on the back side of our property now! Please add sound barriers to this project! (6/2/2020) Mr. Loftis, Thank you for your reply. Can you confirm that the temporary pedestrian fix at the Kelly Elliott bridge will be redone as part of the plans? I tried to look at Roll 3, but am unable to tell from the drawing. Michael Peters, in an email conversation last year, informed me that this bridge would be fixed during the expansion. At first he said it was the Park Springs bridge, but later corrected himself and said it was the Kelly Elliott bridge. However, a neighbor has read the entire report and stated that she did not see any mention of this bridge. In 2013, TXDOT created a temporary fix for this bridge when you were made aware that dozens of high schoolers were dangerously crossing this bridge twice a day to walk to school and back. But it is only a band-aid and needs to be permanently built to effectively handle pedestrians and cars. Thanks for your help, Debbie Moore	Noise barriers Pedestrian accommodations (Kelly Elliot Road)	(6/2/2020) Debbie and John, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road. Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. Thank you for showing interest in the Southeast Connector Project, (6/3/2020) Debbie, There are proposed improvements to Kelly Elliott Road and pedestrian elements. The proposed bridge will have 4-12' lanes and there proposed 10' sidewalks (Share Use Path) along each side. Texas Turn arounds will be on both sides of Kelly Elliott Road as well. The proposed design is a better than the temporary fix. I have attached roll 3 of 8 of the Public Hearing Schematic, proposed improvements to Kelly Elliot Road are shown. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. Thank you for showing interest in the Southeast Connector Project.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						(08/28/2020) Based on the proposed design shown on the Public Hearing schematics, Kelly Elliott Road includes four 12 foot lanes, and 6-foot buffered bike lanes and 10-foot wide shared use paths on each side.
14	Eric Alberts	5/22/2020	Survey Monkey	Request needed noise barriers along I20 Kelly Elliott off ramp along Willow Bend drive.	Noise barriers	(6/2/2020) Eric, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road. Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. Thank you for showing interest in the Southeast Connector Project, Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. (08/28/2020) A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A).

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
15	Don Mocek	5/25/2020	Survey Monkey	I am very concerned that a proposed sound wall is not being considered on the southside of I-20 from Green Oaks to Kelley Elliott I have lived at this address for 14 years and the noise level has quadrupled... we are at a lower elevation then the northside... a sound wall on the northside will increase our sound level that already is unbearable in your backyards... you can even watch the sound waves in the bird baths, unbelievable what it will be with a increase in traffic... I will even invite you to come and sit in the backyard, sunroom and house if that is what it takes to propose a sound wall.	Noise barriers	Don, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road. Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. (08/28/2020) A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. For representative receivers R44 and R46 (as described in the "Traffic Noise Technical Report"); a noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. For representative receivers R50 (as described in the "Traffic Noise Technical Report"); a noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
16	Kathy and Tyler Erlandsen	5/26/2020	Survey Monkey	I live in the Thousand Oaks - Willow Bend community on the South side of I-20 of the proposed construction of the I-20 from Little Road to Park Springs Boulevard, where reconstruction and widening to five main lanes, reconstruction of existing frontage roads from two to four lanes, and construction of new frontage roads between Green Oaks Boulevard and Kelly Elliot Road will take place.	Noise barriers	(6/2/2020) Kath and Tyler, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				We walk, bike and exercise in this neighborhood and would request that sound barriers be added to the plans to maintain a quieter atmosphere. The traffic has already increased in sound as the volume of vehicles increases everyday. Please consider this addition of adding sound barriers. Sincerely, Kathy & Tyler Erlandsen		not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road. Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. (08/28/2020) A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
17	Dolores Connor	5/29/2020	Email	Chad, After discussions with Torchy, we are asking for the TxDot staff to please provide us with a professional drawing of our recommendation. How soon can we get this? Thank you for your assistance & getting this in the right department to help us. We are confident that this is the right solution for all involved.....especially our neighborhood. Thank you all. Dolores Connor	Carver Heights Neighborhood	(7/29/20) Dolores, I want to let you know how much we really appreciate your ideas and working to try to come up with solutions for our project and your neighborhood. The layout and 3D Visualization exhibit showing your braided ramp solution are at the bottom of the response letter. Curtis Hanan (8/28/2020) Please see the response that is provided in comment number 102.
18	Hassan Jawad	4/15/2020	Email	Hello my name is Hassan Jawad owner of the property @ 6100 e Rosedale F.W the next door business owner received a letter from a lawyer offering his help about the government taking his property so they can widening HI 820 we contacted the lawyer and said my property @ 6100 is going to be taking also by the state to widening the Hi 820 I really don't know if this a scam so my question is that information accurate I'm currently stuck overseas because of the virus and the local airport closed and my mail is at hold at the post office until my return if any thing have been sent to me via email in regards to this matter I don't have a way to read it until my return I really appreciate if you are able to inform me about this matter.	Displacements/ ROW	(4/22/2020) Mr. Jawad, I'm sorry to hear that you are unable to travel right now and hope you are able to return soon. I hope you and your family are doing well with the development of the COVID19 virus. As part of the Southeast Connector project, I-20 will be reconstructed from Forest Hill Drive to Park Springs Boulevard, I-820 will be reconstructed from I-20 to Brentwood Stair Road, and US 287 will be reconstructed from Bishop Street/Wichita Street to Sublett Road. I-820 will be reconstructed to an eight lane facility with four lanes in each direction from US 287 to Brentwood Stair Road. Please see the attached PDF file '6100 East Rosedale Drive', it shows the latest plan view of I-820 from north of Berry Street to Brentwood Stair Road. This design is subject to change. The frontage roads will be reconstructed along I-820 and ramps relocated. East Rosedale Street will be reconstructed from the southbound I-820 frontage road to the east, to Rosser Street. TxDOT would need to acquire a portion of your property for improvements proposed along East Rosedale Street. Additionally, to improve safety two of the four driveways to your property would need to be removed. The other two driveways would need to be reconstructed. During the construction process you will have access to your property. TxDOT would need to pay you for the property that they want to acquire and for the access (two driveways) that we would be removing. I have attached the State of Texas Landowners Bill of Rights. This discusses your rights as a land owner. I have also attached the State Purchase of Right Of Way. This discusses the State's process of acquiring property (right of way) from a property owner. Currently, with the COVID19 pandemic, TxDOT is planning to have a virtual Public Hearing on June 4, 2020. There will be a prerecorded video that will explain the project. This information along with the Public Hearing schematics will be able to be viewed online. Usually, the process to acquire right of

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						way doesn't begin until environmental clearance is obtained. TxDOT plans on obtaining environmental clearance in September of 2020. Major construction for this project would probably not begin until 2022. If you have any questions concerning the proposed design please contact me. If you have any questions regarding the purchase of right of way (ROW), I will put you in contact with the right of way project manager for this project.
19	Mary Seiffert	4/3/2020 4/21/2020	Email	(4/3/2020) Curtis, When is this project schedule to start? Mary Seiffert (4/3/2020) Curtis, I am just confirming with you as to what TxDOT's appraiser, Jason Jackson, had sent to me today. He is showing the that everything from the North of the red line is being taken by TxDOT. I am assuming as he is the appraiser, that his aerial is correct. I don't see how Taco Bell can shift this store in the area South of the red line though I will need my architects to confirm. If they confirm we cannot shift the store, then it is a full take which I told Jason this, for appraisal reasons. Mary Seiffert (4/21/2020) Hi Curtis, Taco Bell would like to be heard at the next Public Hearing on this project. Someone had mentioned that we need to register to do this. What is the process to get on the Public Hearing agenda? Mary Seiffert	Displacements/ ROW	(4/3/2020) Mary, We are planning to have a Public Hearing this June (2020). If environmental clearance is obtained by August 2020, construction could begin in the fall of 2021 and major construction starting in 2022. (4/6/2020) Mary, I was able to confirm that Jason Jackson is an appraiser hired by TxDOT. The information he is showing is consistent to what is shown on the schematic that is being developed for the Public Hearing. (8/28/2020) A virtual hearing was held on June 4, 2020 at 6 p.m. To access the pre-recorded hearing, go to the following web address: www.txdot.gov and search keywords: "Southeast Connector". The presentation included both audio and visual components.
20	Mary Seiffert	5/20/2020	Email	Hi Ricardo, I wanted to introduce myself to you. I am the Property Manager for Taco Bell Company stores. I handle commendations for Taco Bell and have been working with Curtis Loftis on this take. You have had a discussion with David Gregory pertaining to TxDOT's project. David is an engineer consultant for Taco Bell and was not aware that I handle all condemnations for Taco Bell. I have informed David that all communication regarding this project is to be conducted between me and TxDOT. Today I had a call with the Stateside right of Way Services people in regards to relocation portion. As I informed them, I cannot sign any documents pertaining to relocation as the only information that I have received on this take is 1) being contacted by an appraiser to conduct an external appraisal and 2) a site plan from Curtis and from the appraiser. I have not received any other information on this project. I was informed of a Public Hearing that was to occur sometime the beginning of June, so that we can learn more on this project. To date I have not been informed of this Public Meeting though I have left a voice mail and email for Curtis asking for an update on the meeting. If it has been scheduled, please provide me the date, time and location as I will want David and my Operation Team member to attend. Any additional information on this project, i.e. when I will receive the appraisal package, when this project is scheduled to start, would be very helpful.	Displacements /ROW Public Involvement / Virtual Public Hearing	(5/21/2020) Mary, Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing A virtual hearing will be held June 4, 2020 at 6 p.m. To log onto the virtual Public Hearing, go to the following web address at the date and time indicated above: www.txdot.gov and search keywords: "Southeast Connector". (Hopefully the TxDOT website will be up nd running before then.) The virtual hearing will be a pre-recorded presentation. The presentation will include both audio and visual components. I have attached roll 6 of 8 of the Southeast Connector Public Hearing Layout (SE-C_PH_Schematic-Layouts 6 (820).pdf). The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The Taco Bell property is shown on this roll, #511. The Taco Bell property is shown as a potential displacement for the Southeast Connector project. I have attached three additional documents for you. The first is the 'The State of Texas Landowners Bill of Rights' (landowners_bill_of_rights.pdf); this provides information on your rights as a property owner in the State of Texas. The second document is 'State Purchase of Right Of Way' (Acq.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						booklet.pdf) this discusses the State of Texas process of acquiring property from a property owner. The third document is the 'Texas Department of Transportation (TxDOT) Relocation Assistance booklet (Relocation booklet.pdf) which explains how TxDOT will help assist property owners relocate if they displaced by a TxDOT project, in this case the Southeast Connector project. For additional information concerning the TxDOT Right of Way process please contact: Jessica Tijerina Fort Worth District Right of Way Project Delivery Office Texas Department of Transportation 2501 SW Loop 820 Fort Worth, Texas 76133-2300 817-370-6551 – Office (This number is currently not working) 817-269-6766 ~ Cell Jessica.Tijerina@txdot.gov Environmental Clearance for the Southeast Connector project is expected by September 2020. However, major construction for the project would not start until 2022. If you have any more questions concerning the Southeast Connector project please email me.
21	Jhin Yu Frey	5/20/2020	Email	I am a resident next to where the planned 287 highway construction will be taking place. The highway now is already quite loud and if there are plans to increase lanes on the highway and frontage roads, I would respectfully like to request that a wall be built to help keep noise pollution down for the residents. Regards, Jhin Yu Frey 5418 Wild West Dr. Arlington, Tx 76017	Noise barriers	(5/20/2020) Mr. Frey, I have attached roll 8 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your property is shown on this roll, #174. There will not be any need to acquire any of your property for the Southeast Connector Project. The northbound US 287 frontage road will be reconstructed behind your house along with widening of the US 287 main lanes. The only potential affect that I see for your property is that a noise barrier may be constructed along the back edge of your property on Texas Department of Transportation (TxDOT) right of way. Traffic noise throughout the project limits was evaluated in accordance with TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. In the event that noise abatement was determined reasonable and feasible for the project, further public involvement efforts will be utilized to communicate the options that would be available to noise receivers adjacent to the proposed project. Currently, TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the Public Hearing website. Sorry for the inconvenience.
22	Roy Hopkins	5/19/2020	Email	I live at 4317 WILLOW BEND DR, ARLINGTON TX 76017. The current noise levels are between 60 and 80 dB . as measured on my deck.Your proposed new highway additions will only make this much worse!! Highway noise has already contributed to my hearing loss. Build a wall please. Can you provide me additional details regards the impact on my property? Thanks Roy Hopkins 8179135787	Noise barriers	(5/21/2020) Roy, I have attached roll 3 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your property is shown on this roll, #236. There will not be any need to acquire any of your property for the Southeast Connector Project. The proposed eastbound I-20 frontage road will be constructed behind your house along with the rest of I-20. There is no proposed noise barrier between your property and the eastbound I-20 frontage road. Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing. (08/28/2020) A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. In addition to the aforementioned, based on the design shown on the Public Hearing schematics a drainage easement is proposed at your property. As a property owner, you have the constitutionally guaranteed right to receive just compensation for the property that will be purchased from you. Even though you have the right to receive such

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						compensation, you may make a gift or donation of all or part of the property if you wish to do so. Where payment is to be made, the real property will be appraised to determine just compensation. Our representative will contact you before any appraisal is made. A thorough investigation of your property will be made to determine its value in accordance with state law. You or your designated representative will be given an opportunity to accompany the appraiser who is evaluating the real estate during the inspection of the property. Your cooperation and input will aid greatly in ensuring that nothing is overlooked which ought to be included in the appraisal of your property. All appraisals are carefully reviewed by the department to assure that proper appraisal principles and methods have been used to arrive at the value to be offered for your property. As soon as the appraisal and appraisal review work can be completed, you will be provided a written offer in the amount of the total approved value. You will be provided a copy of the state's appraisal report and you should note that if you already have an appraisal report you are required to provide a copy of it to the state. If you decide to have a separate appraisal done, you are required to provide a copy of it to the state in accordance with the Texas Attorney General's Landowner's Bill of Rights, a copy of which will be provided to you. You will also be advised in the written offer concerning the possible option of retaining any building or other improvements located on the land needed for right of way. Where appropriate, the just compensation for the real property to be acquired and for compensable damages to remaining real property will be stated separately.
23	Nancy Creel	5/19/2020	Email	I'd like to encourage you to put a sound wall between I 20 and Willow Bend Dr as you expand. Some relief from the noise would be much appreciated. Nancy Creel 4401 Willow bend	Noise barriers	(5/21/2020) Nancy, I have attached roll 3 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your property is not listed on this roll because your property is not adjacent to the Texas Department of Transportation right of way. Based on the address you provided your property south of property #229 on the south side of Willow Bend Drive. There will not be any need to acquire any of your property for the Southeast Connector Project. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road. Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be accessible on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing (08/28/2020) A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
24	Sue Schambacher	5/20/2020	Email	Can you please send me a map of the project area? I can't seem to get it to load off of the website. We want to see how this is going to affect our Business/area. Thank you! Sue Schambacher Office Admin. Storm Master Inc. 3404 East Loop 820 South Fort Worth, Texas 76119 817-589-7190	Public Involvement / Information Request	(5/21/2020) Sue, I have attached roll 5 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your property is shown on this roll, #603. There will not be any need to acquire any of your property for the Southeast Connector Project. The proposed southbound I-820 frontage road will be reconstructed in front of your business along with the rest of I-820. Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing
25	Hervey Levin	5/20/2020	Email	Is there a map available which reflects the proposed construction involving the intersection of Little Road with 287 in Arlington Texas?	Public Involvement /	(5/21/2020) Hervey, Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				Sent from my iPad Hervey Levin 972-896-4312 cell	Information Request	Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 2 - I-20 from west of BUS 287 (Mansfield Highway) to US 287 and Roll 3 - I-20 from Little Road to Park Springs Boulevard for proposed improvements to Little Road from US 287 to I-20.
26	Broderick Beasley	5/21/2020 6/12/2020	Voicemail	(5/21/2020) Yes, my name is Broderick Beasley. My address is 4900 Oldfield Drive Arlington TX. We received a letter explaining information about the southeast connector improvement project. And my phone number is 6824382267. What my question is how do we go about to find out if the 23 residents that will be affected by this improvement project? What addresses will be affected by this. We are concerned be'cause as we speak we have a crew in our backyard that is digging. With lawyers quit Minton and we are concerned that might be more work done in our backyard. Thank you very much, bye. (6/12/2020) Yes, my name is Broderick beastly my address is 4900, Old Field Dr Arlington, TX, 76016 my phone number is 6824382267. I received a brochure and mail, giving me information on the southeast corner improvement plan. And I'm trying to find out where do you go to see if your address? Might be in the one of the houses that might be moved or relocate worked on with the project. I just need more information on that because I did read that they set up to 23 houses might be affected and I'm just trying to see if my particular address 4900. Old field drive is amongst those houses that might be affected. Thank you very much, bye.	Displacement/ROW Public Involvement / Information Request	(5/21/2020) Broderick, It was nice speaking to you earlier today and I hope I was able to answer your questions. Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 3 - I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your home. Your property is listed on this roll, #277. Under 'Environmental Documents' you can find the Traffic Noise Technical Report. Thank you for showing interest in the Southeast Connector Project. (08/28/2020) Information concerning the location of the displaced properties, as described in the Public Hearing materials, can be found at www.txdot.gov and search keywords: "Southeast Connector". Under Environmental Documents see the 'Community Impacts Assessment Technical Report'. Based on the proposed design, there would be no right of way acquisition from your property. Your home would not be removed as part of the proposed project.
27	Liesel Massey	5/20/2020	Voicemail	My name is Liesel Massey. I am owner of 7716 Smuggler's Cove, Arlington, TX 76016. My property backs up to I-20 right where 287 meets I-20 and goes up and turns into. 820 so I am right there, smack dab where all of this construction and added lanes are going to take place. I right now have terrible noise. I can hear it inside my house but outside in the backyard. We have a ton of traffic noise, and I am very concerned about my property value as this will add to the noise. ... My number again 214-906-5753 we need to be compensated with our taxes going down as this is going to affect our property value in a big way. Thank you	Noise	(5/21/2020) Liesil, It was nice speaking with you earlier today and I hope I was able to answer your questions. Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site:

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 2 - I-20 from west of BUS 287 (Mansfield Highway) to US 287 you can find proposed improvements to I-20 next to your home. Your property is listed on this roll, #396. Under 'Environmental Documents' you can find the Traffic Noise Technical Report. (08/28/2020) Based on the proposed design, there would be no right of way acquisition from your property. TxDOT does not provide compensation for expected changes in property value on properties that are not directly impacted by the proposed project. Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. Due to existing site constraints (utility relocation, and additional ROW), an Alternate Barrier Cost Assessment was performed and the additional estimated construction costs are included in the total cost of this barrier. Based on preliminary calculations, a noise barrier 2,150 feet in length (two barriers, one 1,525 feet long and one 625 feet long) and 16 feet in height along the ROW would reduce noise levels by at least 5 dB(A) for 17 first row receivers and achieve the 7 dB(A) design goal for at least one receiver at a total cost of $1,532,984 or $90,176 for each benefitted receiver. The estimated cost of the barrier exceeds the reasonable, individual cost-effectiveness criterion of $52,500 per benefitted receiver, but is less than the cost averaging criterion of $105,000 per benefitted receiver. The cumulative estimated build cost per benefitted receiver is $48,244 and is

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						cost-effective cumulatively; therefore, this noise barrier is proposed for incorporation into the proposed project.
28	Craig Trimble	5/23/2020	Email	(5/23/2020) Dear Mr. Loftis: We received information of the public hearing on the Southeast Connector program. I looked at the project website, its PPT's and Exhibits. I could not see any design drawings that covered the intersection (including frontage road expansions) of Kelly Elliott and I-20 in Arlington. I own a residence at the SW corner of the I-20 East frontage road and Kelly Elliott and the backyard runs along the frontage road (4303 Willow Bend Dr). Our street terminates in a cul-de-sac that dead ends at Kelly Elliott and part of my property also extends along the right hand turn onto Kelly Elliott. I am trying to ascertain if the frontage road will be widened and as a result what that new alignment will be plus if any turn realignment will also occur and what its alignment may be. Is there a preliminary drawing of this area completed yet that is available for public comment at this point? If so is there a link to that document? Thanks in advance for your consideration in this matter. Craig N Trimble, AIA, NCARB (5/23/2020) We feel your pain. Had the same thing happen to us last year at Huitt-Zollars. Took us down 3 days. Thanks for your prompt reply and the document. All the best – this thing looks like a tiger by the tail. I've managed 3 Billion$ programs. They are great fun.	Public Involvement / Information Request Project Impacts (I-20 Frontage Roads)	(5/23/2020) Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing
29	Paul Shannon	6/2/2020	Email	I live in the northeast corner of the intersection of I-820 and I-20 and need to use the frontage road to access both 820 and I-20 daily. I am interested in: 1. What is the proposed final design of that intersection? 2. How will construction impact my access to my neighborhood?	Project Impacts (I-20 and I-820)	(06/02/2020) Paul, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 2 - I-20 from west of BUS 287 (Mansfield Highway) to US 287 you can find proposed improvements to I-20 next to your home. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis (08/28/2020)

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						The overall interchange of I-20 and I-820 would be reconstructed to provide right exits and entrances and add collector-distributor lanes for US 287 travel. The frontage roads would be reconstructed with similar operations as today. Per the proposed design shown on the Public Hearing schematics, access to neighborhood would remain from the westbound I-20 frontage road and Treasure Island Trail. Access to the street of Treasure Island Trail would remain during construction.
30	Melissa Hajicek	6/3/2020	Email	How do I attend the Southeast Connector Virtual Public Hearing on 6/4/2020? I know there is a lot of people in my neighborhood the wants to voices their opinions, also. Warmest Regards, Melissa Hajicek | Billing Specialist Topographic Land Surveyors 1400 Everman Parkway, Ste. 146 Fort Worth, TX 76140 o: 817.744.7512 | f: 817.744.7554	Public Involvement / Virtual Public Hearing	(6/3/2020) Melissa, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a 'Submit Your Comment' button on the website. Additionally, you can call and leave a comment at (817) 887-6150. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis
31	Sherman and Shirley Perry	6/3/2020	Email	It would be very helpful to have a wall for sound on our South side. Our neighborhood is next to the freeway, and traffic sounds can be very loud, especially in some seasons. It would be a great service to have sound walls. Thank you, Sherman and Shirley Perry Overland Stage Addition	Noise barriers	(6/3/2020) Sherman and Shirley, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road. Information concerning proposed noise barriers can be found on the website listed above. Under

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a 'Submit Your Comment' button on the website. Additionally, you can call and leave a comment at (817) 887-6150. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis
32	Lord Daniel and Marjorie Waltens	6/3/2020	Email	I am a resident on the south side of I-20 in Overland Stage Estates between Green Oaks and Kelly Elliot. We currently have tremendous noise from the I-20 traffic. I don't understand why there would be a proposal for the sound barrier to be built on the north side of I-20 but not on the south side. The south side residents pay taxes, are part of the county and city and live just as close if not closer to the highway noise. Please put the south side sound barrier into the plans of development. Thank you. Lord Daniel and Lady Marjorie Waltens Home owners on Grey Dawn Drive	Noise barriers	(6/3/2020) Lord Daniel and Lady Marjorie, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road. Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a 'Submit Your Comment' button on the website. Additionally, you can call and leave a comment at (817) 887-6150. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis (08/28/2020) A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						[FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. For representative receivers R44 and R46 (as described in the "Traffic Noise Technical Report"); a noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. For representative receivers R50 (as described in the "Traffic Noise Technical Report"); a noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
33	Brent Huckaby	6/3/2020	Email	The roar of almost constant traffic on I-20 is hazardous to the well being of the resident living south of I-20 between Green Oaks Blvd and Kelly-Elliott in Arlington. Noise pollution of the heavy traffic	Noise barriers	(6/3/2020) Brent,

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				adds to our stress and takes away our sense of well being. If the north side of I-20 gets a sound barrier, it defies logic why the south side would not receive the same noise protection. Please include a noise barrier wall on the south side of I-20 in your immediate plans for improving the lives of the citizens of Arlington. Thank you from a concerned resident. Brent Huckaby 4792 Wood Springs Ct Arlington, Tx. 76017		The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road. Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a 'Submit Your Comment' button on the website. Additionally, you can call and leave a comment at (817) 887-6150. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis (8/28/2020) A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
34	Kathy Breen	6/3/2020	Email	I am not sure who to talk to about this project but I would like to request a sound wall be erected on Green Oaks Blvd from I20 south to Kelly Elliot Rd. This sound barrier has been much needed for many years as traffic has increased. Now that new plans are in place to exceed current capacity I would like to see additional consideration of a sound barrier wall to be placed for homes alongside Green Oaks Blvd. Please let me know who I can call or write to be considered for a sound barrier wall. Thank you, Kathy Breen 4812 Fawn Valley Ct. Arlington TX 76017	Noise barriers	(6/3/2020) Kathy, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road. Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						the website until June 22, 2020. There is a 'Submit Your Comment' button on the website. Additionally, you can call and leave a comment at (817) 887-6150. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis (8/28/2020) A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
35	Mark Reynolds	6/3/2020	Email	Hi, We live on the south side of 20 and would like a sound barrier wall. Sincerely, Mark Reynolds Operations Manager Metal Work Pneumatic, USA 817-701-4000	Noise barriers	(6/3/2020) Mark, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road. Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the ‘Traffic Noise Technical Report’, page 6, Proposed Mitigation. The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a ‘Submit Your Comment’ button on the website. Additionally, you can call and leave a comment at (817) 887-6150. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis (8/28/2020) A traffic noise analysis was conducted in accordance with TxDOT’s (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT’s Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the “worst case” loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						"reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
36	Paula Gore	6/3/2020	Email	I have a statement first. You have to realize by now wider roads are NOT the solution. Here's a statement you should take to heart. Narrow minds and wider roads? Here you are proposing to widen a service road that will practically be in peoples yards. Its unfortunate for many that we don't have people in place to be more imaginative to actually formulate a more creative solution to this problem. We who live here already live with unacceptable noise levels.	Noise barriers	(06/03/2020) Paula, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road. Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a 'Submit Your Comment' button on the

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						website. Additionally, you can call and leave a comment at (817) 887-6150. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis (08/28/2020) This project is needed because (a) the capacity of I-20, I-820, and US 287 within the project limits is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service (LOS) within these project limits, (b) the connectivity of I- 20, I-820, and US 287 with the existing local transportation systems is inefficient resulting in reduced mobility such as short weave/merge distances, insufficient sight distances, and reduced vertical clearance, and (c) there are currently no continuous pedestrian/bike facilities within or along frontage roads and no connection to municipal bike trails or facilities resulting in lack of connectivity. Tarrant County and the cities of Arlington, Fort Worth, and Kennedale have experienced steady growth, development, and expansion. The City of Forest Hill experienced a slight decrease between 2000 to 2010. However, population growth percentage is projected to increase between 2010 and 2040. This overall growth and development have increased motor vehicle numbers utilizing these roadways. Traffic volumes continue to increase as a result of the area population growth and associated development. The purpose of the proposed project is to (a) reduce traffic congestion and improve mobility on the I 20, I-820, and US 287 roadways within the project limits, (b) improve mobility and connectivity of I 20, I-820, and US 287 with the existing local transportation systems, and (c) provide continuous pedestrian/bike facilities within or along frontage roads and connection to planned municipal bike trails or facilities.
37	Richard Pruitt	5/30/2020	Email	Name: Mr. Richard Pruitt Address: 6509 Ellis Road Fort Worth, TX 76112 Phone: (817) 451-7980 Requested Contact Method: Reason for Contact: Customer Service Complaint: No Comment: My concern is the probable increase of vehicular traffic on existing north bound frontage road between Meadowbrook Drive & Brentwood Stair. The plan currently shows "shared paths" which are overgrown in several places causing pedestrians to step into high speed traffic in order to progress. Are sidewalks, bike lanes and no-parking planned?	Pedestrian accommodations (Meadowbrook Dr to Brentwood Stair Rd)	(6/3/2020) Richard, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 6 I-820 from Spur 303 (E. Rosedale Street) to Brentwood Stair Road you can find proposed improvements to I-820 next to your neighborhood. Your property is listed on this roll, #909. There will not be any need to acquire any of your property for the Southeast Connector Project. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed northbound I-820 frontage road will be reconstructed behind your neighborhood/property along with the widening of I-

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						820. A shared use path is proposed to be constructed in the existing Texas Department of Transportation (TxDOT) right of wat along the northbound I-820 frontage road. The shared use path is a ten foot (10') wide sidewalk that will be used for pedestrian traffic and bicyclist. There is no proposed noise barrier between your neighborhood and the proposed northbound I-820 frontage road. Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a 'Submit Your Comment' button on the website. Additionally, you can call and leave a comment at (817) 887-6150. A detailed response to your comments will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project, the no-parking issue and increase in traffic will be addressed in that response. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis (8/28/2020) The proposed frontage road from Meadowbrook Drive to Brentwood Stair Road is estimated to have heavier traffic volumes due to the proposed removal of the exit ramp to Brentwood Stair Road. TxDOT projects total traffic volumes to increase along the frontage road from approximately 19,000 vehicles per day (vpd) in the year 2025 to 25,500 vpd by the year 2045. There are currently two lanes on the frontage road and narrow shoulders. The proposed frontage road would be reconstructed to include three lanes with no shoulders to accommodate estimated increases in traffic. Parking would not be allowed on the proposed frontage road.
38	Gayla Geist	6/3/2020	Email	I am writing to see why are the noise barrier plan only for the North side (west bound) of I20. I live at 5307 Rustle Leaf Dr, Arlington, TX 76017 and can hear the the traffic on I20. A noise barrier on the South side of I20 would be really helpful. Thanks, Gayla Geist CLASP Volunteer	Noise barriers	(6/3/2020) Gayla, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a 'Submit Your Comment' button on the website. Additionally, you can call and leave a comment at (817) 887-6150. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis (8/28/2020) A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. The TxDOT ENV approved Traffic Noise Technical Report can be found at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I-20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project.
39	Nathan Rohn	5/27/2020	Email	Hi, I have property at 5124 Trail Dust Ln and 5121-5123 Hawkins Cemetery Rd in Arlington, TX 76017. I am trying to find out how these will be affected by the Southeast Connector. Thanks, Nathan Rohn	Displacement/ROW	(6/3/2020) Nathan, I talk to you last Wednesday and forgot to provide you information with the website for the Southeast Connector project. The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 8 – US 287 from south of I-20 to Sublett Road you can find proposed improvements to US 287 next to your properties. One of your properties is listed on this roll, #186. There will not be any need to acquire any of your property for the Southeast Connector Project. The northbound US 287 frontage road will be reconstructed along the side of your property along with the widening of US 287. The only potential affect that I see for your property is that a noise barrier may be constructed along the edge of your property on Texas Department of Transportation (TxDOT) right of way. On the website listed above, under ‘Environmental Documents’ you can find the Traffic Noise Technical Report. Information concerning proposed noise barrier R117, which may be placed along one of your properties, can be found on pages 6, 19, 20, (46 of 143), (120 of 143) and (140 of 143). The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a ‘Submit Your Comment’ button on the website. Additionally, you can call and leave a comment at (817) 887-6150. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis (7/24/2020)

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. Based on preliminary calculations, a noise barrier 1,837 feet in length (seven barriers, one 581 feet long, one 200 feet long, one 423 feet long, one 227 feet long, one 117 feet long, one 168 feet long and one 121 feet long) and 14 feet in height along the ROW would reduce noise levels by at least 5 dB(A) for 18 first row receivers and achieve the 7 dB(A) design goal for at least one receiver at a total cost of $900,130 or $50,007 for each benefitted receiver. The proposed barrier is cost-effective stand alone; therefore, this noise barrier is proposed for incorporation into the proposed project.
40	Kathy McCoy	6/4/2020	Email	We need a barrier on the southside of I-20 between Green Oaks and Kelly Elliott to protect our community from excessive noise. Thank you. Kathy McCoy 57515 Stage Line Ct. Arlington, TX 76017 817-478-3989 Cell 817-946-4941	Noise barriers	(6/4/2020) Kathy, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						and the proposed eastbound I-20 frontage road. Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. The Virtual Public Hearing will be posted to the website today June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a 'Submit Your Comment' button on the website. Additionally, you can call and leave a comment at (817) 887-6150. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. Thank you for showing interest in the Southeast Connector Project, (8/28/2020) A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. The subdivision in question is located behind several commercial properties; therefore, the subdivision was not modeled. Any potential mitigation considered would restrict access to adjacent properties.
41	Mark Johnson	6/4/2020	Email	To those working with this project's planning: I wish to add my voice regarding the noise abatement need for this project. I live over half a mile from the highway and even now can hear highway noise both night and day. We need to have noise abatement walls installed to help cut the noise level overall throughout this area. Please make this part of the considerations while planning.	Noise barriers	(6/4/2020) Mark, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				Only one life, 'twill soon be past Only what's done for Christ will last For me, to live is Christ		not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road. Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. The Virtual Public Hearing will be posted to the website today June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a 'Submit Your Comment' button on the website. Additionally, you can call and leave a comment at (817) 887-6150. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. Thank you for showing interest in the Southeast Connector Project, (8/28/2020) A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
42	Joshua Altom	6/1/2020	Email	Mr. Bussell, My name is Josh Altom and I'm on the Kennedale city council. If the following concern has already been addressed, then I apologize. I'm attempting to educate myself because I'm certain these question will arise once our citizens become more familiar with this project. My question is in regards to overflow into our city during the project. You and I both know that Kennedale will certainly become a cut through during this project. Mansfield/Kennedale parkway is a major concern mostly because of school traffic congrats that area already. Any plans for relief or maybe improving Kennedale parkway prior to the project starting? Thank you for your time and God bless. "The person who risks nothing, does nothing, has nothing, is nothing, and becomes nothing. He may avoid suffering and sorrow, but he simply cannot learn and feel and change and grow and love and live." Leo F. Buscaglia Thanks, Joshua K Altom Kennedale City Council Place 1 972-345-3000	Corridor traffic relief	(6/4/2020) Mr. Altom, I would like to thank you for your interest on the Southeast Connector project and appreciate any feedback that can assist us as we develop this project for construction. In addressing your concern of use of Kennedale Pkwy (Business 287) as an alternative during construction, we currently have no planned construction project along the corridor. However, we will take the opportunity to look at the corridor and evaluate the signals for timing modification and evaluate need for additional signals or modification for school traffic. I will coordinate with our Traffic Operation section to look at this corridor. We will reach out to your city staff and coordinate as we move forward on this evaluation. I also wanted to mention, as we move forward with our Design Builder for the project, there will also be additional opportunities for our stakeholder input as the project progresses. We will continue to partner with the City of Kennedale to address mobility needs and concerns through the corridor. If you have any further questions or concerns, please do not hesitate to contact us. Ricardo Gonzalez, P.E. Director of Transportation Planning & Development Fort Worth District 2501 SW Loop 820 Fort Worth, TX 76133 817.370.6541 (Office) Ricardo.gonzalez@txdot.gov
43	Torchy White	6/8/2020	Phone	Torchy White left a message corresponding with Curtis Loftis about information he had provided by email that morning and describing the audio on the presentation was not loud enough.	Public Involvement - Virtual public hearing	Curtis Hanan responded by email on 6/8/2020 that TxDOT would review the presentation to assess the issue with the volume and on 6/9/2020 describing that the volume was adjusted to be more audible and that the updated presentation was now available.
44	Torchy White	6/8/2020	Email	Hi Chad, This is so sad ! I tried to submit these comments regarding the Public Meeting Website. I filled out	Public Involvement -	(6/8/2020) Ms. White,

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				every line and could not submit the following comments. I spoke with Curtis this morning. Can you forward this to him please. He expects these comments as per our conversation. Several members of the Executive Committee of the Historic Carver Heights NA logged in for the Southeast Connector Public Hearing. Technical difficulties occurred. Some were unable to access the prerecorded Public Hearing Website. Regarding the sound, for some it was reported as non- existing. Personally, the sound varied inconsistently from low to inaudible, even with the sound on my end at 100 %. Additionally, the female presenters sounded as if they were speed reading. The presentation appeared to be rushed. Please produce a prerecorded version that is consistently audible and one that is consistent on each of your web sites. Further, we have serious concerns, and 350 Characters will not be enough to accommodate our response. Please provide the ability to submit an attachment in your email. Thank you in advance. Torchy White, President HCHNA	Virtual public hearing	I received your phone message you left for Curtis Loftis this morning around 9:50 am regarding the volume on the presentation. I am gathering his phone messages as he is out of town for the rest of this week. We are trying to make the audio portion of the presentation louder and I had planned to call you back after it was updated to let you know. Until then, the Presentation Slides and Script are also provided on the website. If you would like us to mail you a copy of the written script or presentation, please let us know. You may email comments to me or to our email for the project at SoutheastConnector@txdot.gov and add any attachments you would like. The email you provided to Chad did not have attachments. Curtis Hanan
45	Douglas Allen	5/21/2020	Mail	It is too much road noise, we need a noise reduction barrier for our homes. The noise coming off I-20 is unbearable, plus you say we are giving up part of our property.	Noise barriers ROW/Displacements	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A continuous noise barrier along the ROW would restrict access to these residences. Gaps in the

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						noise barriers would satisfy access requirements but the resulting noise barrier 822 feet in length (15 barriers, one 71 feet long, one 47 feet long, two 43 feet long, one 38 feet long, two 39 feet long, one 36 feet long, one 42 feet long, two 63 feet long, one 72 feet long, one 83 feet long, one 45 feet long, and one 98 feet long) and 20-foot tall non-continuous barrier segments would not be sufficient to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers and the 7 dB(A) design goal for at least one receiver. A noise barrier 1,406 feet in length and 20 feet in height between the main lanes and frontage road would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. Based on the proposed design, there would be no right of way acquisition from your property.
46	Mildred Mcelvy	5/21/2020	Voicemail	(Poor quality audio/transcription) My name is Mildred Mcelvy, 90 years old. I wanna know if my home. is taken in this uh, project a little bit 6028 Truman Drive. Access Rd Craven's road. It looks like my home is taking I just like to know. Thank you.	ROW/Displacements	Based on the proposed design, there would be no right of way acquisition from your property. Your home would not be removed as part of the proposed project.
47	Brian Brown	5/27/2020	Voicemail	(5/27/2020) Hello, my name is Brian Brown - 4913 Melinda Drive Forest Hill, Texas 76119. And my phone number is 817-821-5125, 817-821-5125. What I need to know is, I know there's a virtual hearing on June the 4th at 6:00 PM. What I was wondering also if it's through June 22nd. So I'm wondering if June the 4th is the only virtual meeting. And if not I would like to know if there's any other meetings besides that. I may not be able to make this one that's why I'm asking so just please call me and let me know. I would appreciate that very much. Thank you bye bye. (6/3/2020) Hi my name is Brian the phone number to reach me at is 817-821-5125, 817-821-5125. My question is, are they gonna be having any more of those virtual things online for this besides this Thursday, the 4th? Can you please let me know if they're going to have any more besides this day because I don't think I'm gonna be able to attend this one online Thursday. So I just wondered if they're gonna have anymore besides this Thursday. Can you please let me know I really appreciate that thank you bye?	Public Involvement - Virtual public hearing	A virtual hearing was held on June 4, 2020 at 6 p.m. To access the pre-recorded hearing, go to the following web address: www.txdot.gov and search keywords: “Southeast Connector”. The presentation included both audio and visual components. This was the only virtual public hearing planned for the proposed project.
48	Julie Ledford	6/8/2020	Voicemail	Hello my name is Julie Ledford My telephone number is 817-454-2334 and I'm a citizen in the historic Handley neighborhood where a Handley Neighborhood Association and HHDC both reside. My address is 2913 Handley Drive, 76112 and I'm calling because I've been to a lot of the southeast connector meetings and my main concern is that this area of town where I grew up in off of Brentwood Stair at Meadowbrook might be isolated by the way the preliminary plants were presented in the tentative maps that were presented. I've been to several of the meetings and added my comments because I feel like if, originally, they were proposing to eliminate the Lancaster exit, and the Meadowbrook and the Brentwood exit that would mean people could not get of unless they went off at Rosedale or at John TY and that is just too long of a section for people not be able to access their neighborhoods. One of my favorite things about living at my current location is that I can easily exit Craig St and I have accessibility to 820 and 30 an I-20 from my house, and I understand that some of the proposals have been revised, but it's hard to keep up with all the revisions when this so negatively impacts our property value. So the other thing I also wanted to bring up is the pedestrian bridge that is in between Craig and Meadowbrook on 820, I think it's an important landmark and it's also historical I would hate to see that eliminated. Some people that are representatives of TxDOT brought up that they thought that it was a dangerous place or a place where crime occurs, I've never	Project Impacts Access Pedestrian bridge	In July 2018, TxDOT conducted an advertised Public Meeting for the Southeast Connector (SEC) project. The currently proposed SEC roadway schematic design is based on input received at the Public Meeting which includes improving or maintaining I-820 access to and from the cross-streets, and accommodating bike and pedestrian travel modes in a safe and effective manner which includes a Craig Street bridge design that entails 10-foot wide curbed Shared Use Paths (SUPs) on each side of the bridge which link installed SUPs and sidewalks located at each end the bridge and interconnected with the SUPs and sidewalks proposed throughout the SEC project. The proposed design would remove the closely spaced ramps and collector distributor roadways leading directly to Craig Street as they do not meet current TxDOT criteria for ramp spacing. The design includes reconstructing the northbound and southbound I-820 Meadowbrook Drive exits and entrances. The Craig Street exits would be closed but access would be provided through the southbound I-820 exit to Meadowbrook Drive and through the northbound I-820 exit to E. Rosedale Street which leads to E. Lancaster Avenue through the northbound frontage road. The proposed improvements for Craig Street were developed for local street circulation connecting

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				experienced that in all of my years on the Eastside. I've never seen anything but people walking across 820 and utilizing it in order to stay out of traffic and stay safe. So I like that bridge aesthetically it's pleasing. And I think it would be a sad thing to see that become a casualty of the southeast connector. So again, I'm I'm resident of historical Handley here and recently we've had a lot of construction on 820 and you've been re routing through Handley, which makes it busy and dangerous. We already have a lot of traffic from Jean Mcclung Middle School. So if you eliminate any exits on 820 you're going to be routing it down Handley which makes it dangerous for residents that live here small children, and family and the other issue we've had with local police is it is a 30 mile per hour speed zone and when you close parts of 820 and re route through Handley, people drive up to 45 miles an hour and blow through the stop signs on Handley and Craig and that's making it very dangerous for us, so please don't consider Handley as an option for rerouting traffic or for eliminating exits and just having them drive down Handley. I want to invite you to come to historical Handley here in between Lancaster and Craig on Hanley, an experienced the Art Galleries, the wedding businesses and all the lifestyle that we have here, the gazebo. We have a festival and that's just not conducive to having rerouted traffic from the freeway driving higher than the speed limit and endangering the lives of the residents and their families. So thank you in advance for considering our concerns. I'm planning on attending the virtual meeting this evening or trying to log in. If you have any additional questions regarding my comments, please feel free to call me at 817-454-2334. Again, My name is Julie Ledford My email if you need it. Is Ledford [redacted].Thank you for considering Fort Worth citizens in your drafts. Bye. Bye.		neighborhoods on both sides of I-820. Crossing the frontage roads require jug handle-type connections from Craig Street to the frontage roads. If the jug handle-type connections are not utilized then other local streets would have to be used to access to Craig Street. A bike and pedestrian bridge is currently located north of Craig Street and provides access across I-820 for users traveling from the area of West Handley Elementary School on the west side of I-820 to the area of Handley Park and Handley Meadowbrook Community Center on the east side of I-820. Bridge users must walk across existing frontage roads on both sides of I-820, and even though those frontage roads carry low volumes of traffic traveling at relatively low speeds, there is no signage or protected pedestrian crossing across at frontage roads. TxDOT conducted pedestrian and bike counts on the existing pedestrian bridge, the Craig Street bridge, and the Meadowbrook Drive bridge. Based on those counts, the Meadowbrook Drive bridge was crossed by 373 users, the Craig Street bridge was crossed by 65 users, and the existing pedestrian bridge was crossed by 27 users during the four-day period. TxDOT assumes these travel counts reflect the preferences of bike and pedestrian users that currently cross I-820. Based on the pedestrian and bike counts study, the existing pedestrian bridge would be removed as part of the proposed project, and those bike and pedestrian users would be accommodated by using the proposed sidewalk or shared-use paths that would be installed on the Craig Street and Meadowbrook Drive bridges to cross I 820. TxDOT historians have reviewed the pedestrian/bicycle bridge north of Craig Street, and while it is more than 50 years old, it is not National Register-eligible. Because it's part of the Interstate system, TxDOT does not evaluate it under Section 106 (see the Interstate exemption here: https://www.achp.gov/digital-library-section-106-landing/exemption-regarding-historic-preservation-review-process). Based on the lack of engineering significance but also in large part because of the Interstate exemption, TxDOT historians did not formally coordinate evaluation of this bridge with the Texas State Historic Preservation Office. We discussed it informally, though, on its own and as a connecting piece to historic-age neighborhoods covered by the Historic Resources Survey Report, which may be found online at https://www.txdot.gov/inside-txdot/projects/studies/fort-worth/southeast-connector/southeast-connector-historic.html. The proposed project does not propose to utilize Handley as a detour route for I-820 traffic. Detour routes for I-820 traffic would be directed to State routes and frontage roads. During construction implementation, the construction contractor would be required to communicate all roadway and ramp closures and staging analyses with each Governmental Entity having jurisdiction for roads that may be affected by the Project. When roadway and ramp movements are diverted or detoured along existing roads, the construction contractor shall be responsible for any and all user costs and schedule risk that may be assessed for the use of these existing roads. This may include traffic operation analysis, temporary traffic control devices, and road user costs. The construction contractor is responsible for obtaining the necessary approvals from any Governmental Entity having jurisdiction over the routes used.
49	Madeline Morris	6/8/2020	Voicemail	Madeline Morrison 4611, Sierra Lane, Arlington, TX, 76016, phone number 817-907-2457. And my concern is, I am on that service road to Little Road, so I would like to get clarification as to what's going to happen here on my property. Again, Madeline Morris and thank you.	General Information Request	(6/17/20) Curtis Hanan with TxDOT spoke with Ms. Morrison and described the following items on the public hearing display: the frontage road is shown to be reconstructed in green, the 6 foot sidewalk proposed is shown in blue and the proposed noise barrier is shown in red within the existing TxDOT right of way. No property or right-of-way would be required from her home. She requested to know what would happen to the drainage near the frontage road and Curtis explained that would be designed during the next stage of the project but no property would be required from her home. Ms.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Morrison had trouble getting the layouts on-line so Curtis emailed her pdf's of the 1"=200' scale layout near her home and emailed the direct link to the layout on the public hearing site. (08/28/2020) Based on the proposed design, improvements near 4611 Sierra Lane include reconstruction of the existing two-lane frontage road into a two-lane curb and gutter frontage road with a 6-foot wide sidewalk between the frontage road and the right of way line. The reconstruction occurs within the existing right of way. There would be no right of way acquisition from your property.
50	Samuel Simmons	6/8/2020	Voicemail	My name is Samuel Simmons with North Central Texas Council of Governments my addresses 616, Six Flags Dr Arlington, TX, phone numbers 817-704-2523. I'm here this evening representing the regional transportation council and the North Central Texas Council of governments together serving as the Metropolitan Planning Organization for the Dallas Fort Worth area. The southeast connector is a vital transportation corridor that sustains the local, regional and state economy and the North Texas region. This corridor also serves multiple routes for local commuters and provides access to several key highways and transportation facilities. The proposed improvements to the southeast connector are essential for commuters and other travelers in the corridor by providing increased management congestion, reduced leaving and improved reliability. The recommended improvements to these sections of I-20, I 820, and US 287 include the reconstruction and widening of main lanes and frontage roads in four lane collector-distributor roads on I-20 between I-820 and US 287. Bicycle and pedestrian accommodation, including shared use paths and sidewalks along frontage roads and at cross street intersections are recommended. The proposed improvements are consistent with mobility 2045 and feature called supports project recommendations that are consistent with mobility 2045 and will improve regional mobility safety and air quality. The southeast connector is one of several planned projects in Tarrant County and in the region. Building consensus, partnering, coordinating and ongoing work on this project dates back nearly 20 years. The southeast connector is the original priority of the RTC. Because of its importance, the RTC and NCTCOG will continue to provide any assistance in the planning, funding, design and implementation of the proposed improvements to this project.	Project Support	Thank you for your support on the proposed project.
51	April Breen	6/11/2020	Voicemail	Blank voicemail Blank voicemail Blank voicemail Blank voicemail		Comment noted.
52	Jackee Miller	6/11/2020	Voicemail	Blank voicemail		Comment noted.
53	Valles Garay Ju	6/12/2020	Voicemail	Blank voicemail		Comment noted.
54	Michael Morris	6/15/2020	Voicemail	Hello this is Michael Morris. I'm the director of Transportation at the North Central Texas Council of Governments, 616 Six Flags Dr Arlington, TX 76011. My office phone number is 817-695-9241. First of all, thank you for giving us a chance to comment and continue the dialogue from previous comments that are agency has given on this topic. I first would like to complement the Texas Department of Transportation on a very comprehensive analysis of this South Connector Project. It has lots of legs and arms, and they've done a good job with regard to the different modes of transportation, the location of those modes and then the connection and lane balance that has to occur. Second of all, I want to reaffirm earlier communication. We have the project in the federally required mobility plan. We have the project and all air quality conformity documents. We have communicated to the public lots of times over probably close to 10 years with regard to this particular a project. Reinforcing the teamwork between the Metropolitan planning organization and the TxDOT Fort Worth district. The third and last item is a plea to expedite the review of the environmental, so the project has a chance of going to construction early. This project is fully funded and in a post COVID-19 world it would be nice to continue the delivery of transportation projects, keeping the employees and the	Project Support	Thank you for your support on the proposed project.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				transportation field working, keeping contractors working, getting the economic multipliers that occur in the economy from the investment in transportation, for other jobs that occur as a result of transportation investment, and then obviously seeing the direct benefits of this particular project with regard to mobility, safety and air quality. Thank you again for the opportunity to speak to you in support of advancing the southeast connector		
55	Bobbie and Thomas Andress	5/25/2020	Mail	Sir, I am concerned that the upcoming southeast connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4404 Willow Bend Drive. This Db level is louder with trucks chaning grade and motorcycles and will certainly be louder after the highway expansion. Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesnt make sense with the high house density on the south side as well as the fact that we are signifcantly closer to the freeway. My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliot (exit 447) along the frontage road to the Kelly Elliot Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without elimination the trees which provide some visual relief from the eyesore of the highway. A noise barrrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDoT and US Highway max recommended noise levels. Thank you for your consideration in this significant matter, Bobbie and Thomas Andress	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I 20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
56	Steven and Sharon Trammel	5/25/2020	Mail	Sir, I am concerned that the upcoming southeast connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4408 Willow Bend Drive. This Db level is louder with trucks chaning grade and motorcycles and will certainly be louder after the highway expansion. Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesnt make sense with the high house density on the south side as well as the fact that we are signifcantly closer to the freeway. My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliot (exit 447) along the frontage road to the Kelly Elliot Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without elimination the trees which provide some visual relief from the eyesore of the highway. A noise barrrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDoT and US Highway max recommended noise levels. Thank you for your consideration in this significant matter, Steven and Sharon Trammel	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I 20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
57	Shelley Ames	5/29/2020	Mail	Sir, I am concerned that the upcoming southeast connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4319 Willow Bend Drive. This Db level is louder with trucks chaning grade and motorcycles and will certainly be louder after the highway expansion. Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesnt make sense with the high house density on the south side as well as the fact that we are signifcantly closer to the freeway. My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliot (exit 447) along the frontage road to the Kelly Elliot Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without elimination the trees which provide some visual relief from the eyesore of the highway. A noise barrrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDoT and US Highway max recommended noise levels. Thank you for your consideration in this significant matter, Shelley Ames	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I 20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
58	Roy Hopkins	5/28/2020	Mail	Sir, I am concerned that the upcoming southeast connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4317 Willow Bend Drive. This Db level is louder with trucks chaning grade and motorcycles and will certainly be louder after the highway expansion. Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesnt make sense with the high house density on the south side as well as the fact that we are signifcantly closer to the freeway. My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliot (exit 447) along the frontage road to the Kelly Elliot Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without elimination the trees which provide some visual relief from the eyesore of the highway. A noise barrrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDoT and US Highway max recommended noise levels. Thank you for your consideration in this significant matter, Roy Hopkins	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I 20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
59	Matthew Kelly	5/25/2020	Mail	Sir, I am concerned that the upcoming southeast connector project does not adequately address the	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4315 Willow Bend Drive. This Db level is louder with trucks chaning grade and motorcycles and will certainly be louder after the highway expansion. Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesnt make sense with the high house density on the south side as well as the fact that we are signifcantly closer to the freeway. My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliot (exit 447) along the frontage road to the Kelly Elliot Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without elimination the trees which provide some visual relief from the eyesore of the highway. A noise barrrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDoT and US Highway max recommended noise levels. Thank you for your consideration in this significant matter, Matthew Kelly		TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I-20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
60	Kalpesh Patel	5/27/2020	Mail	Requesting an access from our properties located at 3550 S.E Loop 820, Forest Hill, TX 76140 and 3501 S.E. Loop 820, Forest Hill, TX 76140, to service road. This will be the road TxDoT is proposing from Forest Hill at circle road to Anglin Dr. on south side of I-20.	Driveway Access	There is currently no access control at 3501 S.E. Loop 820. Driveway access can be requested through permit by contacting Mark Price at the TxDOT South Tarrant County Area Office at 817 370-6909. Control of Access (COA) currently exists along the eastbound I-20 frontage road near the property

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						located at 3550 S.E Loop 820. Portions of this access denial are to be retained due to the presence of the entrance ramp located near the site. However, the easternmost COA line appears to end prior to the site's eastern property line which in turn may allow for driveway access from the site to the proposed frontage road. Access control is proposed to be released at the east end of the property located at 3550 SE Loop 820 and a permit for access may be requested after the frontage road is constructed.
61	John Kubinsky	5/21/2020	Mail	Sir, I am concerned that the upcoming southeast connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4318 Willow Bend Drive. This Db level is louder with trucks chaning grade and motorcycles and will certainly be louder after the highway expansion. Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesnt make sense with the high house density on the south side as well as the fact that we are signifcantly closer to the freeway. My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliot (exit 447) along the frontage road to the Kelly Elliot Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without elimination the trees which provide some visual relief from the eyesore of the highway. A noise barrrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDoT and US Highway max recommended noise levels. Thank you for your consideration in this significant matter, John Kubinsky	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I-20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
62	Mark Matson	5/1/2020	Mail	Regarding parcel #790 The currently proposed route requires the acquisition fo private property at parcel 790, beginning at the NE corner of parcel 790 going west ±10 feet and continuing south tapering to zero feet across the front of parcel 790, a triangular slive of land must be acquired. There is more than adequate vacant land east of the parcel 790 service road and freeway to accomplish the widening project without disruption of the commercial property located on parcel 790. Someone please call me and discuss why this cannot be done.	ROW (Parcel 790)	TxDOT has revised the proposed design at this location and no longer requires acquisition of property (right of way) from this property (parcel /property ID 790).
63	Bruce and Lana McMillen	5/25/2020	Mail	Sir, I am concerned that the upcoming southeast connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at Willow Bend Drive. This Db level is louder with trucks chaning grade and motorcycles and will certainly be louder after the highway expansion. Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesnt make sense with the high house density on the south side as well as the fact that we are signifcantly closer to the freeway. My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliot (exit 447) along the frontage road to the Kelly Elliot Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without elimination the trees which provide some visual relief from the eyesore of the highway. A noise barrrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDoT and US Highway max recommended noise levels. Thank you for your consideration in this significant matter, Bruce and Lana McMillen 4316 Willow Bend Dr.	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I-20 from your neighborhood,

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
64	William and Jane Carlisle	5/28/2020	Mail	Dear Sir: We are requesting that a sound barrier on the south side of the Kelly-Elliot exit from I-20 be included in the Southeast Connector Project. We are concerned that the upcoming Southeast Connector Project does not adequately address the noise increase associated with highway expansion. We live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. We have measured from 60-80Db at our home at 4320 Willow Bend Drive. This Db level is louder with trucks changing grade and motorcycles and will certainly be louder after the highway expansion. Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesn't make sense with the higher house density on the south side, as well as the fact that we are significantly closer to the freeway than anyone on the north side. Our request is to build a south-side noise barrier near the I-20 exit to Kelly-Elliot (exit 447) along the frontage road to the Kelly-Elltion Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without eliminating the trees, which provide some visual relief from the eyesore of the highway. A noise barrier is greatly needed in this area and would help bring the noise levels in our subdivision into complianse with TxDoT and US Highway max recommended noise levels. Thank you for your consideration in this significant matter. Very truly yours, William W Carlisle Jane M Carlisle 4320 Willow Bend Drive	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I-20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
65	John and Deborah Moore	5/25/2020	Mail	Sir, I am concerned that the upcoming southeast connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4312 Willow Bend Drive. This Db level is louder with trucks chaning grade and motorcycles and will certainly be louder after the highway expansion. Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesnt make sense with the high house density on the south side as well as the fact that we are signifcantly closer to the freeway. My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliot (exit 447) along the frontage road to the Kelly Elliot Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without elimination the trees which provide some visual relief from the eyesore of the highway. A noise barrrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDoT and US Highway max recommended noise levels. Thank you for your consideration in this significant matter, John and Deborah Moore	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I-20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
66	Marlin and Geneva Simmons	5/25/2020	Mail	Sir, I am concerned that the upcoming southeast connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4305 Willow Bend Drive. This Db level is louder with trucks chaning grade and motorcycles and will certainly be louder after the highway expansion. Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesnt make sense with the high house density on the south side as well as the fact that we are signifcantly closer to the freeway. My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliot (exit 447) along the frontage road to the Kelly Elliot Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without elimination the trees which provide some visual relief from the eyesore of the highway. A noise barrrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDoT and US Highway max recommended noise levels. Thank you for your consideration in this significant matter, Marlin Simmons Geneva Simmons	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I-20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
67	Signature illegible	5/25/2020	Mail	Sir, I am concerned that the upcoming southeast connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at Willow Bend Drive. This Db level is louder with trucks chaning grade and motorcycles and will certainly be louder after the highway expansion. Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesnt make sense with the high house density on the south side as well as the fact that we are signifcantly closer to the freeway. My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliot (exit 447) along the frontage road to the Kelly Elliot Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without elimination the trees which provide some visual relief from the eyesore of the highway. A noise barrrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDoT and US Highway max recommended noise levels. Thank you for your consideration in this significant matter,	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I-20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
68	Sylvia Grogan	5/25/2020	Mail	Sir, I am concerned that the upcoming southeast connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4323 Willow Bend Drive. This Db level is louder with trucks chaning grade and motorcycles and will certainly be louder after the highway expansion. Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesnt make sense with the high house density on the south side as well as the fact that we are signifcantly closer to the freeway. My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliot (exit 447) along the frontage road to the Kelly Elliot Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without elimination the trees which provide some visual relief from the eyesore of the highway. A noise barrrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDoT and US Highway max recommended noise levels. Thank you for your consideration in this significant matter, Sylvia Grogan	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I-20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
69	Debi and David Shawen	5/29/2020	Mail	Mr. Bussell, We live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. Our concern is the project plan does not sufficiently address the increased noise levels created by the highway expanion In particular, the properties that run parallel to I-20 on both sides of Willow Bend Drive, that will be affected to the greatest degree. Db levels have been measured at our home at 4302 Willow Bend Drive at 60-80. That increases with long haul travelers, motorcycles, etc. The increased traffic will also affect these measurements. While a noise barrier is planned for the north side of I-20, none is planned for the south side which seems inconsistent with ome density levels and proximity of the highway in comparison to the north side. We ask that consideration be given to including a noise barrier near the I-20 exit (447) to Kelly Elliot, along the frontage road to the Kelly Elliot bridge. On Roll 3, this barrier would be from properties 229-243, and hopefully constructed without eliminating exisiting trees. The noise barrier would help bring noise levels in our subdivision into compliance with US Highway and TxDOT recommended maximum levels. Thank you for your consideration in this significant matter, Debi and David Shawen	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I-20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
70	Robert Mehalick	5/1/2020	Mail	1. Where are the 23 residencdes located that will be afftected? 2. Will they put in sound barriers to reduce the noise that will occur when the expansion is	ROW/Displacements	1. Information concerning the location of the displaced residences can be found at www.txdot.gov and search keywords: "Southeast Connector". Under Environmental Documents see the 'Community

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				completed? Will they lower the hihway and build natural hills to reduce noise of the highway from Sharewood west to city of Fort Worth line as you go westbound on I-20 and its service road in Arlington on the northside where houses are located? 3. Will there be multi-level ramps at the interchange like at I-20 and Highway 360?	Noise barriers Ramp design	Impacts Assessment Technical Report'. 2. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. Due to existing site constraints (utility relocation, and additional ROW), an Alternate Barrier Cost Assessment was performed and the additional estimated construction costs are included in the total cost of this barrier. Based on preliminary calculations, a noise barrier 921 feet in length and 10 feet in height between the main lanes and frontage road would reduce noise levels by at least 5 dB(A) for 11 first row receivers and achieve the 7 dB(A) design goal for at least one receiver at a total cost of $470,297 or $42,754 for each benefitted receiver. The estimated cost of the barrier is cost-effective stand alone; therefore, this noise barrier is proposed for incorporation into the proposed project. 3. The proposed improvements entail multi-level overhead connecting ramps within the highway interchanges of I-20/I-820, I-20/US 287 and I-820/US 287.
71	Berrien Barks	6/3/2020	Phone	Mr. Barks requested information about how to access the public hearing video.	Public Involvement	(6/3/2020) Berrien, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a 'Submit Your Comment' button on the website. Additionally, you can call and leave a comment at (817) 887-6150. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis
72	Robert	6/3/2020	Phone	Mr. Muckleroy requested information about if his place of business was going to be affected by the proposed Southeast Connector Project.	Property Impacts	(6/3/2020) Robert, It was nice talking to you earlier today. The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 4 I-820 from north of I-20 to E. Berry Street you can find proposed improvements to I-820, US 287 and Carey Street near your property. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Roll 4 has also been attached to this email. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis
73	Ms. Gaylord	6/4/2020	Phone	Ms. Gaylord requested additional information about the project. She stated that she still wanted access to the back of their neighborhood during construction. She also stated that no one was going to use the sidewalks in the area near her home.	Project information request	(6/4/2020) Ms. Gaylord, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 2 - I-20 from west of BUS 287 (Mansfield Highway) to US 287 you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some information on the roll. The proposed westbound I-20 frontage road will be reconstructed next your

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						neighborhood along with the reconstruction of I-20/I-820 Interchange. There is no proposed noise barrier between your neighborhood and the proposed westbound I-20 frontage road. Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. The Virtual Public Hearing will be posted to the website today June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a 'Submit Your Comment' button on the website. Additionally, you can call and leave a comment at (817) 887-6150. A detailed response to comments will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis (8/28/2020) Bicycle and Pedestrian accommodations are being provided in accordance with TxDOT's Guidelines Emphasizing Bicycle and Pedestrian Accommodations and The United States Department of Transportation (USDOT) 2010 Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations. Including sidewalks also upholds the legal requirements set forth in civil rights laws such as the Americans with Disabilities Act (ADA) 42 USC 126, which prohibits discrimination and guarantees that people with disabilities have opportunities equal to others for participating in mainstream American life. The primary focus of the FHWA ADA program is to ensure that pedestrians with disabilities have the opportunity to use the transportation system in an accessible and safe manner. As part of FHWA's regulatory responsibility under Title II of the ADA and Section 504 of the Rehabilitation Act of 1973, FHWA ensures the following: ▪ Recipients of federal aid and state and local entities responsible for roadways and pedestrian facilities do not discriminate on the basis of disability in any highway transportation program, activity, service or benefit they provide to the general public; and ▪ People with disabilities have equitable opportunities to use the public rights-of-way system. The Southeast Connector is an opportunity to directly address some of these transportation disparities that exist within the limits of the proposed project. This transportation investment includes providing viable and safe pedestrian connectivity throughout the length of the project in order to be inclusive of all users of the transportation system. In addition to achieving a regional solution to congestion and mobility issues throughout this corridor, TxDOT seeks to improve livability for the communities along the corridor and within the project area. This includes strengthening community cohesion by providing new connections between and among neighborhoods, providing access to community facilities, and enhancing pedestrian safety. The existing bicycle and pedestrian facilities in the project corridors are discontinuous and scattered mainly along I-820 (primarily at cross-streets), making them functionally inaccessible. None were built

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						during the original freeway construction but were subsequently added at isolated intersections. There are no accommodations along US 287 and I-20. The proposed project would provide bidirectional shared-use path (for bicycles and pedestrians) on one side of the project corridors and a sidewalk on the other side of the corridors. These facilities would be located adjacent to frontage roads. For users wanting to travel along the project corridors, pedestrians will be accommodated on both sides, while bicyclists would be accommodated on one side. Wheelchair-accessible ramps would be constructed throughout the project.
74	Sheila Harris	6/3/2020	Phone	Ms. Harris mention that she has just inherited her home and had gotten married an was going to start making renovations. She wanted to know if her house was going to be taken due to the Southeast Connector project. She did not want to spend money on her house if it was going to be taken by TxDOT. She also asked if a noise wall was going to be provided next to her house.	Project information request Noise	(6/3/2020) Sheila, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Under 'Schematics', see Roll 1 I-20 from Forest Hill Drive to west of BUS 287 (Mansfield Highway) you can find proposed improvements to I-20 next to your neighborhood. Your property is listed on this roll, #19. There will not be any need to acquire any of your property for the Southeast Connector Project. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. This roll has also been attached. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the widening of I-20. There is a proposed noise barrier between your neighborhood that is shown to be constructed between the proposed eastbound I-20 frontage road and eastbound I-20 main lanes. Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation. The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a 'Submit Your Comment' button on the website. Additionally, you can call and leave a comment at (817) 887-6150. A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis
75	Ms. Jefferson	6/4/2020	Phone	Ms. Jefferson questions about when the public hearing presentation would be placed on the website and how long it would be available on the website.	Project Information Request	(6/4/2020) Ms. Jefferson, The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience. At this time Public Hearing information for the Southeast Connector project can be found at the following site: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing The Virtual Public Hearing will be posted to the website today June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a 'Submit Your Comment' button on the website. Additionally, you can call and leave a comment at (817) 887-6150. Thank you for showing interest in the Southeast Connector Project, Curtis Loftis
76	Wendy Casas	5/27/2020	Survey Monkey	Will this expansion be necessary in light of the changes caused by COVID 19? More companies have their employees working from home. Also, will my neighborhood which lies in the corner of 287/20 be given adjustments for increased noise disturbance?	Project need Noise barriers	The proposed improvements are being developed to provide enough capacity for year 2045 forecast traffic volumes based on historical growth patterns and traffic counts taken 2018 and 2019. The improvements were also developed based on the North Central Texas Council of Government's regional traffic model that provides comparison forecast volumes for year 2045 based on projected demographics and expected travel patterns. There are no formalized studies that indicate traffic patterns will not resume to normal conditions within the first two years post COVID. There have been no attempts to make predictions on the long term effect of traffic patterns (TxDOT confirmed with the FHWA Texas Area Engineer, FWHA Texas Area Major Project Engineer, and FHWA Traffic Safety Analyst in Washington, D.C.). At this time, current data suggests that all traffic patterns will resume as normal and continue on projected growth patterns starting in 2023. The need for the project still remains at this time with the current data. This project is needed because (a) the capacity of I-20, I-820, and US 287 within the project limits is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service (LOS) within these project limits, (b) the connectivity of I- 20, I-820, and US 287 with the existing local transportation systems is inefficient resulting in reduced mobility such as short weave/merge distances, insufficient sight distances, and reduced vertical clearance, and (c) there are currently no continuous pedestrian/bike facilities within or along frontage roads and no connection to municipal bike trails or facilities resulting in lack of connectivity. Tarrant County and the cities of Arlington, Fort Worth, and Kennedale have experienced steady growth, development, and expansion. The City of Forest Hill experienced a slight decrease between 2000 to 2010. However, population growth percentage is projected to increase between 2010 and 2040. This overall growth and development have increased motor vehicle numbers utilizing these roadways. Traffic volumes continue to increase as a result of the area population growth and associated development. The purpose of the proposed project is to (a) reduce traffic congestion and improve mobility on the I 20, I-820, and US 287 roadways within the project limits, (b) improve mobility and connectivity of I 20, I-820, and US 287 with the existing local transportation systems, and (c) provide continuous pedestrian/bike facilities within or along frontage roads and connection to planned municipal bike trails or facilities. TxDOT does not provide compensation for expected changes in property value on properties that are

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						not directly impacted by the proposed project. Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions.
77	Leon Wilson	5/28/2020	Survey Monkey	Great project. Seperating US287 and I-20 traffic is the only way to alleviate some of the congestion. Please do not change the schematic design.	Project support	Thank you for your support on the proposed project.
78	Melissa Hajicek	5/31/2020	Survey Monkey	I live at 5001 Overridge Dr, Arlington Texas 76017 and the highway noise is so loud we can not enjoy our backyard. We need a sound wall.	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
79	Shelley Barnett	6/2/2020	Survey Monkey	PLEASE reconsider and build a wall on the south side of I-20 between Green Oaks & Kelly Elliott. It is already loud and with the increased hwy lanes, along with a frontage road, the noise will be closer and will greatly increase. The noise is already especially loud in the winter when fronts blow in from the north and the trees don't have leaves. Please, please include our stretch of hwy for a wall. Sincerely, Shelley Barnett	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the “worst case” loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
80	Paula Morales	6/3/2020	Survey Monkey	Please provide sound barrier on south side of I-20 at a Green Oaks to Park Springs.	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT’s (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT’s Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the “worst case” loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A).

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
81	Thomas Hajicek	6/3/2020	Survey Monkey	I live at 5001 Overridge Dr, Arlington Texas 76017 and we need a sound wall install between our property and the highway. We can not enjoy our backyard because of the sounds coming from the highway. We can also hear the highway noise in our house.	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
82	Fay Davis	6/3/2020	Survey Monkey	Please consider a sound wall on the northern edge of Overland Stage, which would be the southern side of I-20 eastbound. The traffic noise already is bothersome; we looked at a property that backs up to the green space and turned it down because of the traffic noise. We did buy in Overland Stage, but near Bardin instead.	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
83	Becky Purvis	6/4/2020	Survey Monkey	Please add a noise barrier wall on the south side of 820 as well. I live in Overland Stage, which is a peaceful neighborhood that is disturbed by the highway noise. Thank you. Becky Purvis	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the “worst case” loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
84	Adam Purvis	6/4/2020	Survey Monkey	The noise from I-20 is quite loud, particularly for residents loving on the north side of the neighborhood. A noise barrier would help to mitigate this.	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT’s (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT’s Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the “worst case” loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A).

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
85	Craig Marquis	6/4/2020	Survey Monkey	1) Will there be a sound wall built for the houses South of HWY 20? The noise is very bad now. 2) What will be the exit for the Overland Stage group? 3) Will there be commercial buildings north of Overland Stage along HWY20?	Noise barriers Project design questions	1. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. 2. The most direct routes to the Overland Stage Estates neighborhood would include the westbound and eastbound exits to Green Oaks Boulevard. The eastbound exit is proposed to remain near the same location and be shifted west slightly to allow additional distance for cars queueing along the frontage road from the intersection. The westbound exit is proposed to be reversed with the entrance from Kelly Elliott Road. The westbound exit would be relocated approximately to the existing location of the entrance ramp and a westbound frontage road provided between the cross streets. 3.TxDOT does not determine the type of development on adjacent, private property. The City of Arlington is responsible for the planning and zoning of the vacant property between I-20 and Overridge Drive.
86	Linda Coyle	6/4/2020	Survey Monkey	I have several questions. 1st—if we are taxpayers why were so many of my neighbors not notified about this meeting. Had I know others hadn't gotten the letter I did I would have started talking to all of them more than the day before the meeting. MOST which means 75% of my neighbors knew nothing about it and we all backup to I-20. 2nd—. The noise is almost unbearable now. Moving the freeway even closer will make it worse and removing trees how much exhaust are we going to be effected by. Our Health will be effected. I am requesting noise barriers as you have put on the opposite side of 20 across from us. I think all people backing up to this freeway need to be notified before any decisions are made. That's how other cities do it! I am 100% opposed to this Freeway increase to 5 lanes and increasing the size of the Green Oaks entrance ramp. Save the money. The cost is outrageous. Thanks for your time! Have a great day! Linda Coyle 8178008821	Public hearing notifications Noise barriers	The public hearing for the proposed project was advertised in accordance with the requirements codified in the Texas Administrative Code (TAC) at 43 TAC 2.101 to 2.110 and 43 TAC 1.5, as well as in the Code of Federal Regulations (CFR) at 23 CFR Part 771 for federal projects. Notices were sent to those adjacent to the project (which is required by State rules) and were also sent to properties most likely to experience effects associated with the various street closures and access changes. Additionally, the list of the stakeholders receiving project mailouts and emails was expanded to include a range of stakeholders that are anticipated to have connections with communities along the project corridors. These notifications directed the public to the project website to access project materials and provided a phone number to allow the public to request assistance with accessing project materials and the public hearing. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. This project is needed because (a) the capacity of I-20, I-820, and US 287 within the project limits is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service (LOS) within these project limits, (b) the connectivity of I- 20, I-820, and US 287 with the existing local transportation systems is inefficient resulting in reduced mobility such as short weave/merge distances, insufficient sight distances, and reduced vertical clearance, and (c) there are currently no continuous pedestrian/bike facilities within or along frontage roads and no connection to municipal bike trails or facilities resulting in lack of connectivity. Tarrant County and the cities of Arlington, Fort Worth, and Kennedale have experienced steady growth, development, and expansion. The City of Forest Hill experienced a slight decrease between 2000 to 2010. However, population growth percentage is projected to increase between 2010 and 2040. This overall growth and development have increased motor vehicle numbers utilizing these roadways. Traffic volumes continue to increase as a result of the area population growth and associated development. The purpose of the proposed project is to (a) reduce traffic congestion and improve mobility on the I 20, I-820, and US 287 roadways within the project limits, (b) improve mobility and connectivity of I 20, I-820, and US 287 with the existing local transportation systems, and (c) provide continuous pedestrian/bike facilities within or along frontage roads and connection to planned municipal bike trails or facilities.”
87	Melissa Shearin	6/4/2020	Survey Monkey	Regarding S Cravens Frontage Rd resident MELISSA J SHEARIN #589 corner house of 6044 Prothrow St in which I own. How does this project effect me & my family? Will we be required to sale our home &	ROW/Displacements	Based on the proposed design, there would be no right of way acquisition from your property. Your home would not be removed as part of the proposed project.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				we need to re-locate? Or will it just take away some of our property? And if so, how much property & where exactly? Thanks, MELISSA J SHEARIN (817)353-1648 Text or Call any time		
88	Angela Linam	6/4/2020	Survey Monkey	We will be directly impacted by this plan because our home is located on Overridge Dr. on the south side of I-20. We can already see the traffic heading East on I-20 from our front porch. We already have noise from existing traffic 24 hours a day. Adding lanes to I-20 will exponentially add to that noise level which will dramatically impact our quality of life as well as home value. Additionally, the frontage road construction between Green Oaks and Kelly Elliot and expansion of the existing frontage road will make commuting for work much more difficult as well as impacting leisure travel. I realize that it may be impossible to avoid the significant impact this project will have on our ability to travel to and from work, to church, etc. However, we own our home and this project simply must include some significant noise barrier or abatement as a result of the additional lanes on I-20, frontage road construction, and marked increase in traffic dramatically impacting our ability to sleep at night and enjoy our home during the day. This also might provide further deterioration of our home value as a result of five years of construction as well as permanent increased volume of traffic on I-20 in both directions.	Noise barriers Increased times Property value	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The construction contractor would be responsible for developing and implementing a public information and communication program in order to maintain a high level of two-way communication by informing and engaging local Governmental Entities, special interest groups, businesses, communities, and the general public about the project status throughout the design and construction period.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						TxDOT does not provide compensation for expected changes in property value on properties that are not directly impacted by the proposed project. Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions.
89	Mary Gonzalez	6/4/2020	Survey Monkey	How can I find out if my home lands in the ROW and will be purchased? I could not find a definitive answer on line. I am coming across conflicting information. My address is 5433 Sun Valley Drive FW, TX 76119. In addition my in laws my show to fall under ROW their address is 5404 Laster Road FW, TX 76119 will their home be purchased? I look forward to your response.	ROW/Displacements	Information concerning the location of the displaced properties, as described in the Public Hearing materials, can be found at www.txdot.gov and search keywords: "Southeast Connector". Under Environmental Documents see the 'Community Impacts Assessment Technical Report', page 8, Residential Displacement, and pages 11 -12, Commercial Displacement . Based on the proposed design, there would be no right of way acquisition from your properties. The homes located at 5433 Sun Valley Drive and 5404 Laster Road would not be removed as part of the proposed project.
90	Danny Reed	6/5/2020	Survey Monkey	I own houses at 6308 Lambeth Lane and 6313 Lambeth Lane. After looking at the visualization diagram of the Meadowbrook improvements, I do not believe that these houses will be suitable for residential purposes when this project is completed. Traffic is now at least 25 feet from these houses and is at ground level. It looks as if pedestrian traffic will be brought to within 5 feet and will be elevated...resulting in a loss of privacy, increased noise levels, and perceived increased threat to personal safety for the residents of these houses. It doesn't matter what the TEXDOT studies show; If my tenants do not feel safe, they will not stay. Maybe a 10 ft wall/privacy fence from Meadowbrook to Martha, or maybe these houses should be condemned. I would like to talk to someone who can address my concerns. Danny Reed 817-774-8171	ROW/Displacements Property concerns	The existing frontage road is currently approximately 34 feet from both homes with access from Lambeth Lane. The proposed project would not shift the roadway closer to the homes. Based on the proposed design, the project would include the construction of an adjacent shared use path for bicycle and pedestrian accommodations within existing right of way, which would be located approximately 22 feet from both homes. Based on the current design, the vertical profile of the shared use path near southern end of the property at 6308 Lambeth Lane would be elevated and is expected to transition down to grade near the north end of the property at 6813 Lambeth Lane. The project would also remove frontage road access from Lambeth Lane and would construct a cul-de-sac which would require some right of way acquisition and control of access from both properties located at 6308 and 6313 Lambeth Lane. Your home would not be physically impacted by the proposed project. The removal of access from Lambeth Lane and the addition of shared use paths along the frontage road serves the purpose of improving both motorist and pedestrian safety. As a property owner, you have the constitutionally guaranteed right to receive just compensation for the property that will be purchased from you. Even though you have the right to receive such compensation, you may make a gift or donation of all or part of the property if you wish to do so. Where payment is to be made, the real property will be appraised to determine just compensation. Our representative will contact you before any appraisal is made. A thorough investigation of your property will be made to determine its value in accordance with state law. You or your designated representative will be given an opportunity to accompany the appraiser who is evaluating the real estate during the inspection of the property. Your cooperation and input will aid greatly in ensuring that nothing is overlooked which ought to be included in the appraisal of your property. All appraisals are carefully reviewed by the department to assure that proper appraisal principles and methods have been used to arrive at the value to be offered for your property. As soon as the appraisal and appraisal review work can be completed, you will be provided a written offer in the amount of the total approved value. You will be provided a copy of the state's appraisal report and you should note that if you already have an appraisal report you are required to provide a copy of it to the state. If you decide to have a separate appraisal done, you are required to provide a copy of it to the state in accordance with the Texas Attorney General's Landowner's Bill of Rights, a copy of which will be provided to you. You will also be advised in the written offer concerning the possible option of retaining any building or other improvements located on the land needed for right

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						of way. Where appropriate, the just compensation for the real property to be acquired and for compensable damages to remaining real property will be stated separately.
91	No Name Provided	6/5/2020	Survey Monkey	Comment 1) I am concerned about the traffic from one Urban Collector (Craig Street) and two Urban Arterials (SH 180; Spur 303) to the proposed Southbound IH-820 on ramp. There are currently two on ramps for these roads; just before and just after Spur 303. However, the proposed alignment places just one on ramp just before Ramey Street for these roads. Based on the 2055 projected traffic, 27,000 vehicles a day will be on the southbound frontage roads between SH 180 and Spur 303 and 23,700 South of Spur 303. This would indicate a considerable amount of traffic from SH 180 would be intended for IH-820 South which would now need to go through an added light at Spur 303. The two straight frontage lanes would need to accommodate this traffic and would further be combined with Spur 303 traffic on only two frontage lanes after Spur 303. There is then only one on ramp lane to IH-820 to accommodate the projected 20,900 vehicles a day. This appears to be the second highest on ramp volume of the entire project and in contrast, the IH-20 on ramp East of Green Oaks Blvd, is a two-lane access ramp; albeit with considerably more projected traffic. Southbound traffic at Spur 303 already causes backups in this area during peak travel times. It appears the additional traffic that would be forced to continue on the frontage roads would just add to this bottleneck. Please consider alternatives to the SH 180 / Spur 303 Southbound IH-820 access. Question 1) Can you confirm there will be ample line of sight on the “jug handle” traffic from Craig Street to both the North and South frontage roads? Specifically, the Northbound side has topography in this area which can cause issues. Traffic making a right hand turn onto 40 mph frontage road traffic could be problematic without proper line of sight.	Project design Traffic Jughandles at Craig Street	The existing ramps do not meet current TxDOT's Roadway Design Standards and are not, as a whole, sufficient to accommodate future traffic volumes for the corridor. The proposed solution has been developed to address deficiencies present along the existing corridor (adding additional travel lanes to facilitate area growth and increasing bridge vertical clearances), as well as update the roadway geometry to meet current design criteria. As a result, the proposed design eliminates the southbound on ramp that exists today between SH 180 and Spur 303. Based on the proposed design, the improvements include a new interchange configuration and frontage roads between E. Rosedale Street and Craig Street that would be grade-separated from the railroad. The frontage roads and additional turn lanes were designed to meet the future capacity. Safety is anticipated to be improved with the proposed design. The design and sight lines involving the Craig Street jughandles and the North and South frontage roads adhere to current TxDOT Roadway Design Standards and a 40 mph design speed.
92	Richard Carmichael	6/5/2020	Survey Monkey	I was looking at plans of the project and noticed sound barriers will only be installed on the north side of I20 in the area between Green Oaks and Kelly Elliott. I'm making a request to consider installing sound barriers on the south side of the project in the same area. Please give me a call and discuss. Richard Carmichael 817 229 6914. Thanks	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT’s (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT’s Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the “worst case” loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
93	Ann Foss	6/5/2020	Survey Monkey	The City of Arlington supports this project to improve safety, traffic flow, and aesthetics at this important interchange and related roadways.	Project support	Thank you for your support on the proposed project.
94	Ann Johnston	6/5/2020	Survey Monkey	We need sound barriers on both sides of I20 during this construction.	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I 20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project.
95	Dr. M Taylor	6/6/2020	Survey Monkey	I am protesting this expansion plan for the following reasons: adding lanes to freeways in order to decrease traffic congestion has been shown to be a failure- increased numbers of lanes equals increased traffic. (See DOTs in other states). Increased traffic means increased air pollution. Transportation is a major source of greenhouse gases thus contributing on a national and international scale to climate disruption, extreme weather and ocean level rise and on a local level, to the higher incidence of cardiac and respiratory disease known to occur within the 600 foot surrounding zone of busy highways. That being said, trees are essential for decreasing the carbon dioxide spewed by traffic, therefore planting many more trees rather than removing existing ones would be an intelligent and important strategy. Finally, as well as displacing families and business, tree removal would also decrease the value of properties that remain. Little needs to be said about the increased physical and mental stress of noise, dust etc from construction on the residents of this neighborhood. It is assumed that this is not an affluent area and so will also add to grievances of people of color so forcefully expressed currently.	Project Opposition	This project is needed because (a) the capacity of I-20, I-820, and US 287 within the project limits is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service (LOS) within these project limits, (b) the connectivity of I- 20, I-820, and US 287 with the existing local transportation systems is inefficient resulting in reduced mobility such as short weave/merge distances, insufficient sight distances, and reduced vertical clearance, and (c) there are currently no continuous pedestrian/bike facilities within or along frontage roads and no connection to municipal bike trails or facilities resulting in lack of connectivity. Tarrant County and the cities of Arlington, Fort Worth, and Kennedale have experienced steady growth, development, and expansion. The City of Forest Hill experienced a slight decrease between 2000 to 2010. However, population growth percentage is projected to increase between 2010 and 2040. This overall growth and development have increased motor vehicle numbers utilizing these roadways. Traffic volumes continue to increase as a result of the area population growth and associated development. The purpose of the proposed project is to (a) reduce traffic congestion and improve mobility on the I 20, I-820, and US 287 roadways within the project limits, (b) improve mobility and connectivity of I 20, I-820, and US 287 with the existing local transportation systems, and (c) provide continuous pedestrian/bike facilities within or along frontage roads and connection to planned municipal bike trails or facilities. As stated above, this improvement is expected to reduce congestion compared to the future no-build condition. Although some increase in traffic volumes may occur on the roadway due to increased capacity, increases in traffic volumes are expected in the future regardless of this project due to population growth. In addition, not all of the increase in traffic volumes is from new trips as some comes from trips already on the roadway network but changing routes because of these improvements, resulting in reduced congestion in other parts of the network as well. Reduced congestion generally results in lower air quality emissions. Increased traffic volumes over time do not necessarily lead to increased criteria pollutant or mobile source air toxic emissions (MSAT). Federal regulations on vehicles and fuels, combined with fleet turnover, have continually reduced vehicle pollution over time even with substantial increases in traffic volumes over the same time period. The MSAT TR, TCEQ Trends modeling and FHWA MSAT modeling project this trend to continue into the future. TxDOT has prepared a Statewide On-Road Greenhouse Gas (GHG) Emissions Analysis and Climate Change Assessment technical report. A copy of this report is available at: https://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/725-01-rpt.pdf. Please refer to the technical report for more details, including the statewide GHG on-road analysis, the climate change assessment and how TxDOT is responding to a changing climate.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Unlike air pollutants evaluated in federal NEPA reviews, sources for GHG emissions are typically evaluated globally or per broad-scale sector (e.g., transportation, industrial, etc.) and are not assessed at the local or project-specific level, since the impacts are global and not localized or regional. In addition, from a quantitative perspective and in terms of both absolute numbers and emission source types, global climate change is the cumulative result of numerous and varied natural and human emission sources. Each source makes a relatively small addition to global atmospheric GHG concentrations. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Currently, TxDOT does not have a policy or program to replace trees in kind to mitigate impacts to native mature woody vegetation and there are no plans to replant trees at the present time. However; a Project Aesthetics Plan, which may include replanting trees and other vegetation at TxDOT- determined locations, will be developed during the detailed construction design phase of this project. Development of the Aesthetics Plan will include coordinating with local cities for their input on the plan. In addition to this project, the TxDOT Fort Worth District's Green Ribbon Landscape Program funds local landscaping projects (including tree planting) and other enhancement activities along state roadways to address air quality issues throughout the region. Local governments are encouraged to submit applications for consideration during TxDOT's annual Green Ribbon Landscape Program call for projects. For additional information regarding the TxDOT Fort Worth District Green Ribbon Landscape Program, please contact Kimberly Phillips White, Fort Worth District Landscape Architect at Kimberly.phillips.white@txdot.gov. It is not anticipated that emissions from construction of this project would have any significant impact on air quality in the area due to the use of fugitive dust control measures, the encouragement of the use of the Texas Emissions Reduction Plan, and compliance with applicable regulatory requirements. TxDOT does not provide compensation for expected changes in property value on properties that are not directly impacted by the proposed project. Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions. In addition, the construction dust associated to this project will be temporary and transient. In compliance with the FHWA Title VI program (23 CFR Part 200) and Executive Order (EO) 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, an assessment was performed to identify potential project impacts on minority and low-income populations. An evaluation of potential impacts to environmental justice populations and other community impacts may be found in the Environmental Assessment, in section 5.6. The Draft Environmental Assessment and various technical reports are published at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html
96	Stephanie Swan	6/6/2020	Survey Monkey	Good Afternoon, I own my home on Oldfield Dr directly at the R47 sidewalk site. I'm very concerned about having foot traffic behind my house and don't understand the need for a sidewalk/bike trail there. If this plan is not changed, I need assurances that a wall or barrier will be built along my fence-	Sidewalks/SUP Accommodations	The design depicts a new frontage road is to be constructed along the existing I-20 right of way. New frontage roads to be constructed along TxDOT facilities require that pedestrian accommodation facilities are included to facilitate pedestrian foot traffic safely within and across the state-owned

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				line and that of my neighbors to insure that people cannot get into my yard. Right now, it's a lot of heavy brush and trees. I appreciate your consideration to keep my family safe.		right of way. TxDOT does not plan to construct a wall or barrier. The proposed project would provide bidirectional shared-use path (for bicycles and pedestrians) on one side of the project corridors and a sidewalk on the other side of the corridors. These facilities would be located adjacent to frontage roads. For users wanting to travel along the project corridors, pedestrians will be accommodated on both sides, while bicyclists would be accommodated on one side. Wheelchair-accessible ramps would be constructed throughout the project. The proposed bike and pedestrian facilities are shown in the project schematics which can be found at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html
97	Corey Rosenbaum	6/7/2020	Survey Monkey	I propose that sound barriers be added on the southern side of I-20 between Green Oaks and Kelly-Elliott where a new service road is planned. Currently, the entrance ramp and exit ramp areas that exist include a buffer of trees and green space that provide noise suppression to the backing neighborhoods. The addition of a full service road will require the removal of much of this buffer and expose the neighborhoods between Green Oaks and Kelly-Elliott on the south side of I-20 to much more traffic noise. My proposal will match the plan for the north side of the same stretch of I-20 that is also getting a new service road and on and off ramp facilities and will provide a similar level of noise suppression service.	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I 20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project. The noise barrier (noise barrier #7) located on the westbound side of I 20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
98	Tinika Rosenbaum	6/7/2020	Survey Monkey	I propose that a sound barrier be put in on the south side of I-20 between Green Oaks and Kelly Elliott where a new service road is slated to be constructed. This would match the barrier that is being constructed on the north side of the freeway for that service road expansion. With all the trees and greenbelt areas that will be removed to make way for this new road, it is going to cause the noise level to be raised exponentially. I bought my house in this neighborhood because it was like a piece of country in the middle of the city. I feel that if a noise barrier is not put up on the south side of Interstate 20 between Green Oaks and Kelly Elliott we'll lose that feeling and it will make our neighborhood less desirable to new families moving into the area. PLEASE, PLEASE, PLEASE put up a sound barrier on the south side service road of I-20 between Green Oaks and Kelly Elliott.	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
99	Fred Darwin	6/7/2020	Survey Monkey	The speed limit on the frontage road on the south side of I-20 from little Rd. to Green Oaks should be reduced to 30 MPH the same speed as the exit ramp from I-20. Right now that merge is a mess. Why isn't a sound barrier protecting the homes between Green Oaks and Kelley Eliot.	Speed limits Noise barriers	Posted speed limits are based on speed zone study. A 2017 speed study determined that the posted speed limit could not be lowered to 30 mph. A new speed zone study would need to be performed after construction of the proposed project to determine the posted speed limits. The eastbound I-20 exit to Green Oaks is proposed to remain near the same location and be shifted west slightly to allow additional distance for cars queueing along the frontage road from the intersection. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
100	Craig Paul Smesny	6/7/2020	Survey Monkey	Please put up a sound barrier on the south side of I20 between Green Oaks and Kelly-Elliot. the noise is already bad enough.	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
101	Dolores Connor (Historic Carver Heights Neighborhood Association)	6/20/2020	Email	Chad & TxDot 820 South expansion Team, I wanted to participate in a timely manner for public remarks & input for the South bound Loop 820 widening project. I believe the final remarks are due on June 22, 2020. While Torchy has presented the historic Carver Heights Neighborhood Associations position on issues pertaining to the widening of Loop 820 South, I see the suggestion that I made for the southbound Braided Ramp/Fly Over Ramp Exit to Ramey Ave is one that resolves our greatest issues and would eliminate the welcomed invasion into our precious neighborhood & quiet community. Please Consider this recommendation as a mutual agreement & resolution to most all of the issues raised in previous meetings that we have had with TxDot. Incorporating this type of southbound exit to Ramey Ave. there would be fewer issues for this community involving: 1. No need for restricted turns from or onto Truman Drive or Prothrow streets, no excessive community traffic flow onto Vel Dr. or Lucus 2.The Plaza Circle entrance to Southbound Loop 820 would remain the same. 3. Additional Bus stop to be placed near Chase Bank on the south side of Ramey Ave. which was agreed to by the Trinity Metro executive officers. Therefore we consider this resolved. That leaves the (1) We recommend Sidewalk traffic to access the northbound side of Loop 820 which is commercial. If done we would consider this resolved. (2) Noise - An issue that HCH would appreciate TxDot addressing their attention to solving/resolving. Please incorporate our recommendation to include a Southbound Braided Ramp/Fly Over Ramp to Ramey Ave. on the Loop 820 south widening project. We see this as a win/win for Taxpayers and the Historic Carver Heights community. We are eager to see the TxDot drawing of this recommended Braided Ramp/Fly Over Ramp. Thank you, Dolores Connor (6/20/2020) I really appreciate that Chad. Thank you very much, Dolores Connor	Carver Heights Neighborhood /Braided ramp alternative	(6/20/2020) Thank you for your comments, Dolores. I will make sure that these and the comments that Torchy provided yesterday are shared with the project team and documented in the official public hearing documentation. Thanks, Chad (08/28/2020) Please see the response that is provided in comment number 102.
102	Torchy White (Historic Carver Heights Neighborhood Association)	6/19/2020	Email	Hello Chad, Please find attached our response to the Southeast Connector Public Hearing regarding our Historic District. Please let us know that it was received and submitted before the Monday, June 22, 2020 deadline. Thank you in advance. Best Regards, Torchy *(Attachment)* *Historic Carver Heights NA* *"Persevering the Hill for Future Generations"*	Carver Heights Neighborhood	(6/20/2020) Torchy, I have received your public hearing response and it will be included in the official public hearing documentation. Thanks, Chad (08/28/2020) With regard to Truman drive, there are currently no plans to widen Truman Drive. The design that was presented to you previously, showed Truman Drive as being modified to restrict traffic from

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				June 19, 2020 *(Juneteenth)* *Re: Response to Southeast Connector Public Hearing by Historic Carver Heights* *While it is not our intent to impede progress, it is an inherent resolve to protect our ancestral vision, and intent, as it pertains to the property inclusive of Historic Carver Heights (HCH). To ignore our voice; is to ignore our heritage. Therefore, several points of concern need to be voiced in a third attempt to be understood.* *We suggest that anyone with an opinion regarding this project in HCH visit our Public Art for an education of the contributions of this beloved historic community located on Plaza Circle between Loop 820 / West Cravens Road and Ransom Terrace just South of Rosedale Street / Spur 303.* *Re: Inquiry* *Will there be any Black contractors awarded contracts on this project? If not, why not? Will there be any visible Black crew members? If not, why not? Since part of this project will involve a Black Historic District, it is only fitting that there be Black contractors, sub-contractors and crew members.* *Re: Sidewalks* *All original homeowners of HCH were Black. HCH was never a result of white flight. Sizeable parcels of land were acquired. Our ranch style homes were built from the ground up by our ancestors. This community should be revered as a protected class.* *The intrusion of sidewalks will be viewed as a property grab of black people's property. To widen Cravens Road South Bound for sidewalks, additional lanes for cars and bicycles will be visually intrusive. It is understood that the easement belongs to the city, however more than the easement will be required. The undesirable foot traffic of the homeless and drug trade from the corner convenience store on Rosedale will be devastating for those homeowners. Sidewalks will encourage this same foot traffic into the interior of HCH especially since TxDot intends to continue this derogation on and through Truman Drive.* *The widening of Cravens Road South Bound will increase the dangerous practice of drag racing which is already a problem. It is our understanding that reckless driving has previously resulted in a home collusion. It is TxDot's own admission that this is a statewide problem. In case a reminder is needed, review your own Web Site Video, titled "End the Streak Tx". We did not observe a resolution to the problems of drinking / drugging, or texting under the influence in the video. Yet, you propose increasing the traffic in front of residential homes and decreasing the yardage between these homes and their driveways in favor of additional highspeed traffic. Presently, this distance may be the only safety measure that these homeowners possess.* *Our landscaping should not be interrupted with the environmentally, unfriendly sight of concrete sidewalks. Our community was not planned for, nor do we desire sidewalks in front of or near our homes. Just as many of the most desirable of Fort Worth homes and adjacent communities, we wish to remain" free" of sidewalks. We wish to remain "free" of the struggles that they can provide, especially in this climate of unrest.* *After research, we discovered that our own Mayor Price does not have sidewalks in front of her own house, and her landscaping is just beautiful. Our lawns in HCH roll into each other and present a beautiful, curbside view. May we please leave loitering on the outskirts of HCH.* *If people wish to walk for exercise, there are two (2) walking paths, one at the MLK Community Center and one at Plaza Circle. You are speaking about people who don't live in HCH. We have envisioned at great lengths ways to maintain an environment that prevents degradation in HCH. There are huge boulders in Wild Cat Creek to prevent the rise of "A new city" of homeless tents and bedrolls. Yet, you want to us to digress and accommodate those who are just passing through and do not live here. What will we get out of this? We will become the recipients of their trash, debris and frustration.* *Re: Sidewalk Suggestion*		turning onto Truman Drive from Cravens Road. With the incorporation of the braided ramp alternative, all neighborhood streets that connect to Cravens Road are proposed to remain fully open as they are today, Concerning your comments about an additional bus stop, TxDOT has not presented any information that includes the addition of a new bus stop along Cravens Drive. There are currently existing bus stops located along Cravens Road between East Rosedale Street and Plaza Circle and at Cravens Road and Truman Street. These bus stops are not proposed to be removed as a result of the proposed project. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). A continuous noise barrier along the ROW would restrict access to these residences. Gaps in the noise barriers would satisfy access requirements but the resulting noise barrier 2,082 feet in length (consisting of 22 segments) and 20-foot tall non-continuous barrier segments would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 3,338 feet in length (consisting of three segments 20 feet in height and one segment 8-ft in height between the main lanes and frontage road would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. On July 24, 2020, TxDOT responded with a letter to the Historic Carver Heights Neighborhood Association. A summary of that letter is provided below. TxDOT has revised the project plans and will implement the braided ramp design described in the letter. "As a local historic district, the Carver Heights neighborhood is eligible for listing as a district in the National Register of Historic Places (NR). The area is significant under NR criteria for community

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				The North Bound service road of Cravens Road is commercial and has a several disconnected sidewalks. There are no residential homes that face the freeway, East of Loop 820 between Rosedale Street and Ramey Avenue. Therefore, there would be no residential homes affected. If sidewalks are desired, the East side of 820 is a perfect area to place them, not adjacent to HCH. *Re: Noise* *By TxDot's own admission there will be an increase in noise. Many of these cars that do not meet emissions standards and / or have added loud mufflers that are never addressed. Yet you suggest that this community does not need sound barriers. We need sound barriers now. We can hear noise from the freeway and the service road four (4) streets over from Loop 820 and Cravens Road. The speeding motorcycles pose an absurd noise and safety problem. Because the TxDot noise evaluators do not live here, it may not matter to them. If there is a change of heart and there is a later assessment, will the appraisers additionally calculate the noise at 2:00 AM in the morning before workers rise travel to work? The present noise interrupts sleep.* *Re: Additional Bus Stop* *The following is our response to the imposition of an additional bus stop on Cravens Road South Bound.* *If another bus stop is desired, we propose that it be added where it might be more useful, South of Ramey and convenient to Chase Bankers. At this intersection there is foot and motor, vehicle traffic on an existing main thoroughfare using bank services. Additionally, bus transfers at this intersection may be an added plus to bus patrons.* *There is no need to disrupt the peace and quiet of our existing quality of life, in our residential Historic Community by adding a second bus stop.* *This view was shared with Trinity Metro Administrators. As a result, it is our understanding that our concerns and opinions have been communicated to TxDot. Further, it is our understanding that this matter is not on the table at this time. Hopefully, this proposed complication will no longer pose a threat to HCH boundaries.* *Re: Truman Drive – TxDot Proposed Widening* *Insightfully, Judge L. Clifford Davis brought it to our attention that there is no available housing stock or property left undeveloped in HCH. With that, the Judge gave us a bit of a history lesson. "Because no housing stock or property was available many Blacks who desired larger homes were forced to venture out of HCH to Rolling Hills and Highland Hills. "* *Hence, for what reason, why would HCH require the additional widening of Truman Drive? Truman Drive was previously widened to accommodate the MLK Center. HCH is zoned A-5 Single Family. No additional multiple unit housing stock will be added.* *Again, sidewalks will not be appreciated and will be viewed as a land grab of black people's property in an attempt to change the vision of our forefathers.* *Re: No Right Turn from South Bound Cravens Road on to Truman TxDot Proposal* *This is just down right "short sighted". TxDot proposes that the ability to make a right turn from Cravens Road onto Truman Drive to be eliminated. First of all, West Cravens Road, South Bound, is a one (1) way thoroughfare. Truman is a main street that is a direct route from Loop 820 to the MLK Center. Uninterrupted, Truman Drive is also the only main thoroughfare that flows from East to West. It is a two-way street that connects Loop 820 to Stalcup Road and connects Stalcup Road to Loop 820 in HCH.* *What sense does it make to divert an increase of traffic to and through Vel Drive? (Vel is a one block street between Cravens Road and Lucas Drive). Then, redirect that increased traffic to another quite livable street, Lucas Drive. Then make a right turn heading North on Lucas to then another left turn to*		planning and development and design, as well as its association with civic leaders and Civil Rights and African American history. Carver Heights demonstrated a design vision for both individual homes and the neighborhood and is also a lasting example of the original residents overcoming the political and economic obstacles African Americans faced when choosing to buy, build, or develop property. Under the Section 106 process, TxDOT is charged with avoiding or minimizing project effects that might detract from a historic property's ability to convey its significance. TxDOT determined the proposed sidewalk along Cravens Road will not detract from the characteristics that make the Carver Heights neighborhood significant. The sidewalk will not diminish the architectural quality of the homes or the original design of the neighborhood, nor will it obscure the important stories of the residents, past or current, and their efforts to create and maintain a safe, well-conceived neighborhood. The proposed sidewalk is within the existing transportation corridor and does not require ROW acquisition from the neighborhood. The project does not include any construction of sidewalks within the neighborhood. The project team has reviewed the neighborhood association's concerns regarding sidewalks and perceptions of safety and historical characteristics of the neighborhood. TxDOT has based the decision to include sidewalks within the existing transportation corridor in line with contemporary safety standards and the equitable distribution of benefits and burdens of the project. Guidance at the federal, state, and local level also support this decision. The Federal Highway Administration (FHWA) is the federal agency with jurisdiction over most TxDOT projects, therefore, many of the policies and procedures discussed below are ultimately guided by requirements outlined by FHWA. This excerpt from federal statues describes TxDOT's obligation to consider bicycle and pedestrian accommodations: **23 U.S. Code § 217. Bicycle transportation and pedestrian walkways** (g) Planning and Design.-- 1. In General.--Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State in accordance with sections 134 and 135, respectively. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted. 2. Safety considerations.--Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians. Safety considerations shall include the installation, where appropriate, and maintenance of audible traffic signals and audible signs at street crossings. Including sidewalks also upholds the legal requirements set forth in civil rights laws such as the Americans with Disabilities Act (ADA) 42 USC 126, which prohibits discrimination and guarantees that people with disabilities have opportunities equal to others for participating in mainstream American life. The primary focus of the FHWA ADA program is to ensure that pedestrians with disabilities have the opportunity to use the transportation system in an accessible and safe manner. As part of FHWA's regulatory responsibility under Title II of the ADA and Section 504 of the Rehabilitation Act of 1973, FHWA ensures the following: ▪ Recipients of federal aid and state and local entities responsible for roadways and pedestrian facilities do not discriminate on the basis of disability in any highway transportation program, activity, service or benefit they provide to the general public; and ▪ People with disabilities have equitable opportunities to use the public rights-of-way system.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				get back onto Truman Drive, the only main thoroughfare we have to access the MLK Center. *Even if the MLK Center ceases to exist, Truman is the only center street from East to West that HCH has to transverse from one end of HCH to the other, while avoiding the schools on Ramey Avenue and the traffic on Rosedale Street / Spur 303. Let's just leave Truman Drive as it is. Again, Vel Drive is a one (1) block street that does not deserve to be disrupted by a change in traffic patterns. One of the TxDot representatives even admitted on our June 4, 2020, 6:00 PM telephone conference meeting, that he had not driven this particular suggested pattern. In TxDot's own words, "This impact might affect neighborhood access". (Paragraph 2 – Southeast Connector at Carver Heights). Negatively, this change would do just that.* *Re: Plaza Circle and its Present Ramp Entrance to 820 South.* *Why inconvenience the HCH homeowners and Art Work Visitors by moving the entrance ramp to Loop 820 South from Plaza Circle all the way down to Prothrow Street near the congestion of Ramey Avenue? At Ramey Avenue there is the congestion of Dunbar High School; J. Martin Jacquet Middle School; football and band activities of both; parent drop-offs and pick-ups, crosstown city transit traffic etc. Why would you want to add to that congestion?* *Conclusion & Resolve - Braided Entrance / Exit Ramp or Flyover Entrance / Exit Ramp Strongly Suggested & Highly Recommended* *As suggested to TxDot by resident Dolores Connor, to avoid any alterations to South Bound Cravens Road, an elevated, Braided and / or Flyover entrance and exit ramp from approximately Rosedale Street (Spur 303) and Plaza Circle is "strongly recommended". This will also avoid any convoluted redirection of an increase in future, traffic flow veering into the interior of HCH. This will also eliminate the appearance of a land grab of property.* *Ms. Connor twice requested a layout of the above proposed plan prepared by your professional staff. We're still waiting for that plan. We would still like to receive that elevation plan prior and be involved in the process of an elevation solution.* *Thank you in advance for your attention to these profoundly important matters.* *Sincerely,* *Torchy White, President* *Jane Mergerson, Vice President* *Bert Williams, Executive Committee Chairman* *Dolores Connor, First HCH Historian* *Historic Carver Heights NA*		Relocating the sidewalk to the other side of the interstate may be inconsequential to an able-bodied adult pedestrian, but may be a very difficult or impossible burden for a child or person using a wheelchair. Omitting the sidewalk along this stretch would also create a severe gap in both the proposed and pre-existing pedestrian and transit network as identified by local and regional government agencies. The particular needs of people using the sidewalk will vary. A few considerations are provided here as examples: ▪ Children and young adults walking to the number of educational facilities south of the neighborhood would be left vulnerable to vehicle conflicts along this section of roadway without the safety provided by the sidewalk. ▪ Older adults may no longer have the ability to drive, or might live with a disability that requires ADA-compliant public transportation services or sidewalks. ▪ TxDOT considers all modes of transportation, which also includes consideration of populations that may be unable to afford a personal car or the costs associated with owning a car, and may therefore have an increased reliance on bike or pedestrian facilities, including those that provide safe access to transit. One cannot infer a direct relationship to suggest individuals would be motivated to commit crimes based on the addition of a sidewalk within the existing transportation corridor along the HCH neighborhood. Though the suggestion of relocating bus stops is likely a temporary impact, it is also foreseeable that these lines would have to be rerouted and would pose an unnecessary disruption in service by increasing travel times and/or the number of transfers for transit-dependent populations. Below is an excerpt from the City of Fort Worth Race and Culture Task force, appointed in 2017 to advise city council on important issues relating to racial and cultural equity. Transportation was one of the issues identified, and is summarized here in relevant part: 1. Street Conditions – Super- Majority Minority Areas (S-MMAs) of Fort Worth, defined as those census block groups that have a minority population of 75% or greater, have a disproportionate share of poor condition streets. This disparity is caused primarily by the convergence of older infrastructure, prior construction standards, persistent shortfalls in the annual maintenance budget, and may be related to project selection criteria. 2. Sidewalk Conditions – S-MMAs of Fort Worth have a disproportionate share of poor condition and missing sidewalks. This disparity is caused primarily by the convergence of older infrastructure, prior construction standards, and may also be related to project selection criteria. 3. Street Light Conditions – S-MMAs of Fort Worth have a disproportionate share of poor condition street lights. This disparity is caused by the convergence of older infrastructure, prior construction standards, shortfalls in the annual maintenance budget, and may also be related to project selection criteria. 4. Crash Incidence – S-MMAs of Fort Worth are disproportionately affected by pedestrian and bike crashes, including fatal crashes of both types. This disparity is likely related to the higher vehicular speeds and volumes of the roadways on which they occur, as well as potentially greater

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						dependence on, and the relatively poor condition of, alternative transportation networks within S-MMAs. (Fort Worth Task Force on Race and Culture: Final Recommendations. P. 73. 2018.) The Southeast Connector is an opportunity to directly address some of the transportation disparities that exist within the limits of the proposed project. This transportation investment includes providing viable and safe pedestrian connectivity throughout the length of the project in order to be inclusive of all users of the transportation system. In addition to achieving a regional solution to congestion and mobility issues throughout this corridor, TxDOT seeks to improve livability for the communities along the corridor and within the project area. This includes strengthening community cohesion by providing new connections between and among neighborhoods, providing access to community facilities, and enhancing pedestrian safety. The Texas Department of Transportation has set a high DBE (Disadvantaged Business Enterprise) Goal for the Southeast Connector Project. The Design Build Contractor will be contracting with many DBE's on this project. There are Federal Requirements for obtaining the goal. It is our hope that many local DBE's are able to be involved in this project. At this time, it is undetermined how many Black, Hispanic, Asian, American Indian, and Woman-owned certified DBE contractors will be on the project. **Braided Ramp Alternative** The Historic Carver Heights Neighborhood Association requested that TxDOT evaluate a braided ramp alternative for the Southeast Connector Project. TxDOT has completed this evaluation, and we offer the information below for consideration. The braided ramp alternative includes a southbound I-820 entrance ramp near the current location along Cravens Road that allows access for vehicles from Plaza Circle. The vertical profile of the entrance ramp would be near the existing ground level. The southbound I-820 exit ramp to Ramey Street would braid or bridge over the entrance ramp and tie to Cravens Road near Prothrow Street. The exit ramp vertical profile would be approximately 25 feet above the existing ground elevation near Maceo Lane. The benefits of the braided ramp alternative include travel patterns along Cravens Road and within the neighborhood would be expected to remain the same as existing conditions. The braided or bridged ramps would also help minimize volumes and crossing of vehicles along Cravens Road. The location of the exit ramp also provides adequate distance for vehicles estimated to queue along Cravens Road from the Ramey Street intersection. Unfavorable items associated with the braided ramp alternative include the bridge for the exit ramp would be approximately 25 feet above ground level near Maceo Lane; the shoulder widths of the ramps may be narrower; and there could be an increased time of closures of the ramps during construction or maintenance of the bridge and retaining walls. All neighborhood streets that connect to Cravens Road are proposed to remain fully open and accessible with this alternative. Flexible delineators or curbs would be needed at the ramp ties to the frontage road for safety to prevent vehicles from crossing the frontage road from Lucas Drive or adjacent homes to access the entrance ramp. Flexible delineators or curbs would also be needed along the tie-in with the exit ramp to prevent vehicles from turning directly across the frontage road to enter Prothrow Street."

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
103	Valerie Cortez	6/22/2020	Email	I support all the suggestions summitted by the HCH neighborhood.	Carver Heights Neighborhood	Comment noted.
104		6/19/2020	Voicemail	Mi numero es 8179865732. Vivo en la vivienda 6158 Woodbine Drive Fort Worth Texas, código postal es 76112. Me represento a mi mismo, dueño de casa. Estoy hablando para saber que va a pasar con mi vivienda al construir el 820. Gracias. Y tengo dudas que pasara. *(Translation to English)* *My number is 8179865732. I live at 6158 Woodbine Drive Fort Worth Texas 76112. I am representing myself as a homeowner. I am calling to know what will happen to my house with the construction of 820. Thank you. And I am curious about what will happen.*	Project information request	Based on the proposed design, there would be a small amount of right of way acquisition along the west side of your property. Your home would not be physically impacted by the proposed project. TxDOT representatives have made multiple unsuccessful attempts to contact the commenter regarding the proposed projects impact to their property.
105	Don Moeck	6/22/2020	Voicemail	Oh yes, my name is Don Mosik. I live at 4333 Willow Bend Dr Arlington, 76017 phone number 817-688. 8520. My comments are in two regards the Southeast Connector Project that no abatement wall is proposed for the Southside of Willow Bend. Starting with the houses is toward the east. And all the way down to the west. We feel that the proposed wall was denied. We would like to have a test re-done on this area, that receptors behind each individual lot. Perhaps maybe you need to contact the Federal Highway Administration or highway traffic noise analysis and abatement, their policy and their guideline. And the FHWA noise regulations and maybe you should read paragraph 7 7 2.1 through 7 7 2.1 7. We feel that we are being done very wrong with the noise level that we had that we have every single day 24/7, 365 days a week. Before this project moves forward this area needs to be reconsidered. You have any other questions you can contact me at 817-688-8520. Before, you disrupt the lives in the individuals of the Willow Bend Addition. Again, I'm Don Moeck. Thank you.	Noise barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. All first-row residential receivers were included in the models. Initially receivers are selected using aerial photography and then are field verified. Once the models are run, the receivers with the largest sound levels per neighborhood are selected to be the "Representative Receiver" and are reported in the Traffic Noise Technical Report. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
106	Michael Johnson	6/22/2020	Voicemail	My name is Michael Johnson. My wife and I live at 4006 Bay Springs Court, Arlington, TX 76016. My phone number is 817-903-1887. We support the proposed improvements to the local highway system in our neighborhood in our area as traffic gets congested However, we are concerned about an increase in the traffic noise, which is already substantial where we live. Our house backs up to the westbound service road of Interstate I-20, between Park Springs and Kelly Elliott. Day and night, we here, motorcycles, muscle cars, commercial vehicles, go up and down the highway and service road. The noise is particularly loud coming up the hill from Park Springs passed our house. While we do have a 6 foot brick wall as the barrier between our property and the service road it does little to reflect or diminish the sounds of all these vehicles. And we're afraid that increasing the flow through here, making it easier for traffic more people want to use that corridor that traffic noise is going to rise. So we would like to add to the record or request for sound barriers to be installed just like the project when Green Oaks Boulevard was improved. Just like there's a substantial sound barrier wall put up on Airport Freeway in Hurst. TX near Precinct Line. They are building the same type of sound barrier wall on the I-20 Improvement in Grand Prairie near Carrier Parkway we've noticed. So we would like to request that that being considered and installed on the hopefully, the north side of the I-20 service road so that service road traffic noise is reflected back and away from us. I appreciate your time and consideration of this request. My name is Michael Johnson, 4006 Bay Springs Court, Arlington, TX, 76016. Phone number 817-903-1887. Thank you.	Noise barriers	Thank you for your support on the proposed project. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. Multiple reflections of traffic noise between two parallel plane surfaces, such as noise barriers or retaining walls on both sides of a highway, can theoretically reduce the effectiveness of individual barriers and contribute to overall noise levels. Associated increases in traffic noise levels will normally not be perceptible to the human ear. According to pages 7 and 8 of the Noise Receiver Location Map, R52 and R55 are the receivers that represent the areas in question. Based on preliminary calculations, a noise barrier 2,201 feet in length (three barriers, one 1,177 feet long, one 855 feet long, and one 169 feet long) and 10 feet in height along the ROW would reduce noise levels by at least 5 dB(A) for 18 first row receivers and achieve the 7 dB(A) design goal for at least one receiver at a total cost of $770,350 or $42,797 for each benefitted receiver. The estimated cost of the barrier is cost-effective stand alone; therefore, this noise barrier is proposed for incorporation into the proposed project.
107	Karen Arnold	6/8/2020	Survey Monkey	I live in Overland Stage, our house backs up to the east bound lanes of I-20 between Green Oaks and Kelly Elliott and there is already a great amount of highway noise. Traffic can be heard at all hours of the day & night. Big rigs braking, car stereos, and motorcycles are especially loud and can be heard over the volume on our TV in our living room. We are extremely concerned that the south side of I-20 is NOT scheduled to have a sound barrier wall. Why not? There should be a sound barrier wall for the south side, the noise will only increase with the shrinking wooded area behind our house. Additionally, we should be kept in the loop of these impending changes. We expect to receive information in writing pertaining to this project since it will impact our home's property value.	Noise barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. TxDOT does not provide compensation for expected changes in property value on properties that are not directly impacted by the proposed project. Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions.
108	Jeff & Theresa Bracken	6/9/2020	Survey Monkey	I and my wife are residents of Overland Stage Estates on the southeast side of I-20 and Green Oaks Blvd. in Arlington. It is our understanding there will be no noise barrier on the south side of I-20. The noise from I-20 is already a problem and with the removal of the tree barrier and a new frontage	Noise barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				road, the noise will be unbearable. PLEASE INCLUDE A NOISE BARRIER ON THE SOUTH SIDE of I-20 between Green Oaks Blvd. and Kelly Elliot. THANK YOU!!		The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the “worst case” loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
109	Paula Gore	6/9/2020	Survey Monkey	First off I have to say "narrow minds" wider roads. Look folks this is NOT the solution. Just look around. You are proposing to widen a service road that will be in some peoples backyards. The noise level is already terrible and now you are proposing to remove the only barrier we have. Trees, vines and a natural slope that "helps absorb some of the noise". Man made barriers are made of concrete the sound will bounce off and actually amplify the road noise. What makes it worse you are only proposing one WALL...that means the SOUTH side will get all the noise because the sound will be	Noise barrier Project Impacts	This project is needed because (a) the capacity of I-20, I-820, and US 287 within the project limits is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service (LOS) within these project limits, (b) the connectivity of I- 20, I-820, and US 287 with the existing local transportation systems is inefficient resulting in reduced mobility such as short weave/merge distances, insufficient sight distances, and reduced vertical clearance, and (c) there are currently no continuous pedestrian/bike facilities within or along frontage roads and no

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				pushing off the NORTH making the noise levels on the SOUTH side even louder. So, placing a wall on both sides will make it still loud...but hopefully we will be sharing the highway NOISE on equal ground. Here is a solution. Have you ever considered going below grade to help with NOISE pollution and upsetting peoples lives with the fear that some motorist will drive through the homeowners home! Worst yet injure on kill someone. You all heard and seen this happen. So, I am pleading with you all to come up with a solution. Because this one has too large a price for the homeowners whose homes will be severely impacted.		connection to municipal bike trails or facilities resulting in lack of connectivity. Tarrant County and the cities of Arlington, Fort Worth, and Kennedale have experienced steady growth, development, and expansion. The City of Forest Hill experienced a slight decrease between 2000 to 2010. However, population growth percentage is projected to increase between 2010 and 2040. This overall growth and development have increased motor vehicle numbers utilizing these roadways. Traffic volumes continue to increase as a result of the area population growth and associated development. The purpose of the proposed project is to (a) reduce traffic congestion and improve mobility on the I 20, I-820, and US 287 roadways within the project limits, (b) improve mobility and connectivity of I 20, I-820, and US 287 with the existing local transportation systems, and (c) provide continuous pedestrian/bike facilities within or along frontage roads and connection to planned municipal bike trails or facilities. The current design matches the existing landscape and provides the least impacts to the existing facility while achieving project goals to increase capacity and safety, and improve traffic operations. The alternate design suggested of going below grade has been evaluated. This alternate design would be more difficult to construct, and would lead to long term lane closures at Green Oaks and possibly Little Road. The alternate would create additional work that is not currently proposed such as a large volume of excavation that would be necessary to depress the mainlane roadways and utility relocations that are avoided in the current proposed design. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. A rule of thumb for traffic noise is that doubling the traffic increases noise levels by 3 dB(A), which is an increase perceptible to the human ear. Since traffic volumes on I-20 are already high (more than 200,000 vehicles per day on the mainlanes) and the future volumes are not doubling, the predicted traffic noise near the Overland Stage Estates neighborhood will be about the same as existing noise levels. The traffic noise analysis did indicate that the future noise levels for houses in the Overland Stage Estates neighborhood, would result in a traffic noise impact. When noise impacts are identified, TxDOT must consider and evaluate noise abatement measures. Before any abatement measure can

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. Two abatement options were evaluated for noise impacts predicted for homes in the Overland Stage Estates neighborhood. Noise barriers up to 20 feet high were modeled both along the TxDOT ROW line and between the mainlanes and proposed eastbound frontage road. While the modeled barriers were able to provide a 7 dB(A) reduction for at least one receiver, neither option was able to achieve the minimum, feasible reduction of 5 dB(A) for a majority of the first-row impacted receiver. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criteria; therefore, no noise barrier was proposed for this area. Construction of a noise barrier on the opposite side of a highway from a receiver without a barrier should not result in a substantial increase in traffic noise levels. When noise reflects off a barrier, not all of the acoustical energy reflects back directly across the highway toward the receiver. The barrier diffracts some of the energy over the barrier, some energy is reflected away from the receiver, and some is blocked by vehicles on the highway. Also, some of the reflected energy to a receiver is lost due to the longer path it must travel.
110	Robert Gore	6/9/2020	Survey Monkey	As a long term resident, 32+ years at 5406 Ridge Springs ct. 76017, I am concerned deeply about traffic noise increase resulting from changes proposed by Southeast Connector, Reconstruct and Widen I-20/I-820/US 287 - CSJ: 0008-13-125, etc. Proposed Noise Barrier 7 is positioned on the north side of I20, directly north of our house, region R44. At the existing average traffic noise level of 71dB(A), we are currently above the Noise Abatement Criteria (NAC) Category B of 67dB(A). According to existing average levels and predicted noise level models, there is zero change to R44, yet R44's Noise Impact status is "Yes". Does a zero noise level increase not seem doubtful? Traffic noise levels observed during north winds are certainly above the average 71dB(A). Lower noise levels seem unlikely with increased traffic volume and the removal of natural sound barriers. The concern is that Noise Barrier 7 will reflect even more traffic noise back into the R44 residency. Please consider erecting a noise barrier on the south side of I20, replacing wood fences, currently the only protective barrier in areas between service way traffic and residential back yards.	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. A rule of thumb for traffic noise is that doubling the traffic increases noise levels by 3 dB(A), which is an increase perceptible to the human ear. Since traffic volumes on I-20 are already high (more than 200,000 vehicles per day on the mainlanes) and the future volumes are not doubling, the predicted traffic noise near the Overland Stage Estates neighborhood will be about the same as existing noise levels. The traffic noise analysis did indicate that the future noise levels for houses in the Overland Stage Estates neighborhood, represented by R44 and R46, would result in a traffic noise impact. When noise impacts are identified, TxDOT must consider and evaluate noise abatement measures. Before

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. Two abatement options were evaluated for noise impacts predicted for homes in the Overland Stage Estates neighborhood. Noise barriers up to 20 feet high were modeled both along the TxDOT ROW line and between the mainlanes and proposed eastbound frontage road. While the modeled barriers were able to provide a 7 dB(A) reduction for at least one receiver, neither option was able to achieve the minimum, feasible reduction of 5 dB(A) for a majority of the first-row impacted receiver.Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. Construction of a noise barrier on the opposite side of a highway from a receiver without a barrier should not result in a substantial increase in traffic noise levels. When noise reflects off a barrier, not all of the acoustical energy reflects back directly across the highway toward the receiver. The barrier diffracts some of the energy over the barrier, some energy is reflected away from the receiver, and some is blocked by vehicles on the highway. Also, some of the reflected energy to a receiver is lost due to the longer path it must travel.
111	Matthew Spradlin	6/9/2020	Survey Monkey	The highway noise at my address is already fairly excessive with the way things are currently. I live on the south side of I-20 and I see that this plan does not have a sound barrier for the south side. Without a sound barrier this plan will give us an excessive amount of road noise that will be easily heard even with all windows and doors closed. I genuinely feel like a sound barrier is a complete necessity and don't understand why the north side would get one but not the south side.	Noise barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
112	Sarah Spradlin	6/9/2020	Survey Monkey	I notice that this plan accounts for a sound barrier on the north side but not the south side. I feel like not having a sound barrier will absolutely cause the highway noise to become excessive. The road noise is already almost too much, because I can hear the road if nothing is turned on in my home. Without a sound barrier and an expanded road this would not only make things too loud in our neighborhood it would also diminish our property values. I don't see how we could possibly complete this project and build a sound barrier for the north while completely ignoring the south.	Noise barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. TxDOT does not provide compensation for expected changes in property value on properties that are not directly impacted by the proposed project. Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions.
113	David Wagner	6/10/2020	Survey Monkey	As a citizen, and a cyclist, I support the proposed bicycle and pedestrian features of the project, especially the bicycle features. They are: 1. an improvement over past elements used (wider outside lanes), 2. safer 3. more comfortable to more riders 4. provide much more bicycle connectivity than most past TxDOT projects Additionally, proposed improvements seem to promote and leverage efforts by cities and the North Central Texas Council of Governments to connect their own bike facilities to the ones in the Southeast Connector project.	Project Support - (Bike and Ped Accommodations)	Thank you for your support on the proposed project.
114	Robert Lockard	6/10/2020	Survey Monkey	To whom it may concern, As I understand, a sound barrier is not in the plans on the south side of I20 east of the Little Rd/ Green Oaks exit in Arlington Texas. The traffic noise today is already loud and the removal of trees plus the widening of lanes will add to the noise. Property values for homes need to be considered here. The living conditions for those properties adjacent to the highway should be a concern when planning as this is zoned residential, not commercial. Please add the sound barrier everywhere families are affected Thank you.	Noise barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. TxDOT does not provide compensation for expected changes in property value on properties that are not directly impacted by the proposed project. Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions.
115	Deborah Darden	6/10/2020	Survey Monkey	Concern about a time line of events of the Southeast Connector timeframe for the area we live in as to when it will be finalized and when residents will be contacted. The only mention of a timeframe was Winter of 2021. Primary concern is the starting time of the area with the Craig St exit and surroundings	Project timeline	Based on the proposed design, right of way would be acquired from your property. The TxDOT right of way office will contact you as early as this fall (2020) to discuss the right of way acquisition. Construction expected to start in Winter 2021. The construction contractor would be responsible for developing and implementing a public information and communication program in order to maintain a high level of two-way communication by informing and engaging local Governmental Entities, special interest groups, businesses, communities, and the general public about the project status throughout the design and construction period.
116	Margaret Drake	6/10/2020	Survey Monkey	I have been a resident of Overland Stage Estates for several years. We all love the peace and quiet that exists here. I am concerned that the large scope of the Southeast Connector project will cause not only greater traffic to our neighborhood but also a lot more noise. Please consider adding a sound barrier wall to the south side of Interstate 20 as a noise abatement as you are already planning on doing so for the north side of the interstate. Thank you.	Noise Traffic	No additional traffic is expected to be in your neighborhood due to the proposed project. TxDOT is proposing to construct new frontage roads between Green Oaks Boulevard and Kelly Elliott Road. Any future street connections to or from the frontage road would need to be approved through the City of Arlington and TxDOT. Currently, Overwest Drive is not shown to connect to the proposed eastbound I-20 frontage road. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A).

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
117	David Oliver	6/12/2020	Survey Monkey	I am a home owner on the south side of I-20 near Green Oaks Blvd. We need a sound barrier wall included in this project as it will bring traffic closer to my home.	Noise barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
118	Kathy Allen	6/12/2020	Survey Monkey	A sound barrier installed is better than no sound barrier period. At least it will keep a certain degree/or level of noise down. That is just common sense. Find room for it in your enormous budget - yes you can!	Noise barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
119	Corey Rosenbaum	6/13/2020	Survey Monkey	I am adding to comments made previously by me. One important item that needs to be included in the highway and service road project is that the project needs to replace the trees that are removed as part of the project. Specifically between Green Oaks and Kelly-Elliott, continuous service road installation will take out MANY trees that are currently providing a buffer to the freeway for sound, aesthetics, and air quality. While trees cannot necessarily be put back into these areas, the project,	Tree preservation Noise barrier	Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Currently, TxDOT does not have a policy or program to replace trees in kind to mitigate impacts to native mature woody

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				as a whole, should contribute trees somewhere else in Arlington/Fort Worth equivalent to the number of trees taken out. This is in addition to the recommendation to include a sound barrier on the south side of I-20 between Green Oaks and Kelly-Elliott that I made previously.		vegetation and there are no plans to replant trees at the present time. However; a Project Aesthetics Plan, which may include replanting trees and other vegetation at TxDOT- determined locations, will be developed during the detailed construction design phase of this project. Development of the Aesthetics Plan will include coordinating with local cities for their input on the plan. In addition to this project, the TxDOT Fort Worth District's Green Ribbon Landscape Program funds local landscaping projects (including tree planting) and other enhancement activities along state roadways to address . Local governments are encouraged to submit applications for consideration during TxDOT's annual Green Ribbon Landscape Program call for projects. For additional information regarding the TxDOT Fort Worth District Green Ribbon Landscape Program, please contact Kimberly Phillips White, Fort Worth District Landscape Architect at Kimberly.phillips.white@txdot.gov.
120	Tom Reilly	6/15/2020	Survey Monkey	I've reviewed the video and project details concerning the S/E connector and have a few comments and concerns. I live on the south side of I20, between Green Oaks Blvd and Kelly Elliot. My biggest concern is the lack of noise mitigation - I live about 2,000 feet (as the crow flies) south of I20 and I can noticeably hear the I20 traffic in my yard. From reviewing the project plans it looks as though approximately 200 feet of trees (that now serves as a noise barrier) will be taken down on the south side of I20 between Green Oaks Blvd and Kelly Elliot. And from what I can tell, the new service road on the south side of I20 will be moved away from its current position ("attached" to I20) further south and away from I20 and towards the residents. To move the service road to the new position will require an enormous amount of trees that currently serve as our noise buffer to be cut down. My first question is why move the service road away from I20 - why can't it stay adjacent to I20 so the tree noise-buffer remains intact? Also, the project plans indicating that the noise level in the R46 and R50 areas will not increase significantly just doesn't make any sense. (Further confusing matters is the fact that the Noise Level chart shows this area as having a 5 dB DECREASE by 2045. This can't be...) The idea that the noise level will not significantly increase with the addition of up to 4 lanes, and with the elimination of approximately 200 feet of existing tree noise-barrier, is hard to fathom and I think needs additional noise testing and explanation. Thank You for your time and consideration. Tom Reilly 4716 Hidden Oaks Ln Arlington, TX 76017 817-798 0321	Tree preservation Noise barrier	Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Currently, TxDOT does not have a policy or program to replace trees in kind to mitigate impacts to native mature woody vegetation and there are no plans to replant trees at the present time. However; a Project Aesthetics Plan, which may include replanting trees and other vegetation at TxDOT- determined locations, will be developed during the detailed construction design phase of this project. Development of the Aesthetics Plan will include coordinating with local cities for their input on the plan. In addition to this project, the TxDOT Fort Worth District's Green Ribbon Landscape Program funds local landscaping projects (including tree planting) and other enhancement activities along state roadways to address air quality issues throughout the region. Local governments are encouraged to submit applications for consideration during TxDOT's annual Green Ribbon Landscape Program call for projects. For additional information regarding the TxDOT Fort Worth District Green Ribbon Landscape Program, please contact Kimberly Phillips White, Fort Worth District Landscape Architect at Kimberly.phillips.white@txdot.gov. Currently, the ramps connect directly to the I-20 main lanes with an auxiliary lane and there are no existing frontage roads between Green Oaks and Kelly Elliot. TxDOT is proposing ramps to/from Green Oaks and Kelly Elliot to the proposed frontage roads contained within the existing right of way owned by the State. The proposed frontage roads connects two existing frontage roads at Green Oaks and Kelly Elliot where no frontage road exists today. The portion of the proposed frontage road alignments that are new location are located along the existing right of way at a similar offset to the existing frontage roads present at Green Oak and Kelly Elliot which are also located along the existing right of way. By constructing the frontage roads closer to the mainlanes, the ramp geometry would be difficult to implement. Additionally, there is a stream feeding Kee Branch that is between the proposed westbound frontage road and the mainlanes; TxDOT is proposing to place the westbound frontage road away from that stream to avoid/minimize impacts to the adjacent streams. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. The traffic noise model includes consideration for the layout of the proposed highway lanes, including elevations, relative to the adjacent residential receivers. Near R50, the proposed frontage road on eastbound I-20 would be positioned on fill above the residential receivers adjacent to the project ROW. This would block some of the noise coming from the I-20 main lanes, resulting in the decrease in predicted noise levels shown in the analysis report. Even though predicted noise would be lower than existing conditions (73 dBA), the future year 2045 noise level (68 dBA) is still above the impact criteria value for residential receivers. A noise impact was identified for the neighborhood represented by receiver R50, so noise abatement was evaluated. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
121	Steve & Marty Skinner	6/16/2020	Survey Monkey	We are property owners off I-20, between Green Oaks and Kelly Elliott. Our property backs up to the creek in that area. We are concerned about 1.) our property value during this time of construction 2.) the plans for noise mitigation, both during and after construction 3.) the creek, it's flow and the wildlife around the creek. We'd like to see more published on these issues.	Property Value Noise Wildlife	TxDOT does not provide compensation for expected changes in property value on properties that are not directly impacted by the proposed project. Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						At this stage of the project development process, TxDOT is anticipating all vegetation within the proposed ROW near Kee Branch would be displaced, and the riparian vegetation located upstream/downstream of the proposed ROW would not be impacted and is anticipated to remain. TxDOT is proposing to span Kee Branch with bridge structures, and the use of impervious surfaces in these areas would be minimal. This would minimize impacts to the waterbodies and aquatic species, allow some disturbed areas along the streams to revegetate naturally after construction, and allow crossing opportunities for terrestrial animals under the bridge structures. Based on this and after construction and vegetation re-establishes within the ROW, these riparian corridors are anticipated to generally function as they do today. Appropriate measures would be taken to maintain normal downstream flows and minimize flooding. Temporary fills would consist of clean materials and be placed in a manner that would not be eroded by expected high flows. Temporary fills would be removed in their entirety and the affected area returned to pre-construction elevations and revegetated as appropriate. As the project enters the detailed design and construction phase, the contractor would minimize impacts to vegetation by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Environmental professionals would be involved in the proposed project and would provide guidance throughout construction. The loss of vegetation and the impacts to wildlife as a result of the proposed project were considered in the Environmental Assessment, in sections 5.11.1, 5.11.2, and 5.11.5, and were coordinated with the Texas Parks and Wildlife Department. Impacts to rivers and streams were considered in the Environmental Assessment, in section 5.10. The Draft Environmental Assessment and various technical reports that are published at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
122	Robert Bryan	6/17/2020	Survey Monkey	I cannot believe that the proposed solution keeps the 1/2 mile long free-for-all lane change zone between Sun Valley and Martin. An now it will be 6 lanes that merge and split instead of 4 that merge and split. This will not reduce accidents in that corridor at all. Probably will make things worse.	Project Design (I-820 near Sun Valley)	The proposed I-820 seven northbound travel lanes between Sun valley Drive and Martin Street is based on the following aspects: -Designing for and accommodating average daily traffic volumes (travel demand) forecasted to occur along the facility in the year 2045; -The need to accommodate both westbound and eastbound I-20 traffic volumes merging onto northbound I-820; -Limited geometric and travel lane capacity solutions, including access ramps and frontage road accommodation, due to the constrained right of way within the Sun Valley - to - Martin portion of the I-820 corridor; -Producing a geometric design solution / travel lane count that adheres to current Roadway Design Standards which are based on traffic safety. Also, TxDOT included evaluation of additional collector-distributor roadways along this section of I-820 and presented that alternative at the 2018 public meeting. The alternative was dismissed due to additional right of way impacts that would be necessary for the additional roadways. Since the US 287 travel lanes now enter and exit from the same side the separate roadways were determined to not be needed to further minimize weaving movements. The proposed number of lanes and geometric configuration has been evaluated according to level of service (traffic flow) analyses that have included scrutiny of the vehicular weaving and access ramp merges and diverges. This analyses encompasses traffic safety and has determined the proposed design and lane count would achieve an acceptable level of service within the design year 2045. Also note the proposed design includes optimized access ramp adjustments and spacings which increase traffic flow and lessen vehicular weaving conflict points, as opposed to the existing four lane northbound I-820 configuration which is composed of outdated "tighter" ramp spacings which can no longer adequately accommodate current traffic volumes nor the volumes forecasted to occur in year 2045.
123	Jan Leonard	6/17/2020	Survey Monkey	I live at 4331 willow bend dr. I have been told my side of the freeway is not getting a sound barrier. After the trees are removed for the expansion, there will be no barrier to protect us from the noise. We need a barrier wall as badly as the north side of the freeway. The expansion will be approximately 30 feet behind my house.	Noise barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						As required by FHWA and TxDOT guidelines, the modeling assumes the “worst case” loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
124	Marlin Timmons	6/18/2020	Survey Monkey	*(blank) - Respondent skipped the comment section of the online survey.*		Comment noted.
125	Russell Hanson	6/18/2020	Survey Monkey	I strongly feel that there is a need for the sound barrier walls along the east bound frontage road from Green Oks blvd and Kelly Elliott	Noise barrier	A traffic noise analysis was conducted in accordance with TxDOT’s (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT’s Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the “worst case” loudest traffic

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
126	Judith K. Gaylord	6/18/2020	Survey Monkey	We represent Owner 403 on Roll 2 of your schematics. Katherine L. Myers Testamentary Trust, Judith K. Gaylord and Stephen A. Myers, Co-Trustees 5720 Ensign Drive West 817-822-4402 You will be taking most of our beautiful 3-rail white fence, which runs along the entire curve from Gateway Dr. to the north end of our property. You will also be taking most of the live oaks and crape myrtles that we planted along that fence. Here is what we need: 1. We MUST have ingress and egress to the property for at least 300 feet from the north corner going south. 2. Within that 300 feet, there must be no permanent walls, sidewalks, curbs, or anything else that would interfere with our access. 3. We expect fair compensation for all of the live oaks and crape myrtles that you take out or damage. 4. We expect you to replace the fence with the same quality and type of fencing, or pay us an amount equal to the cost to replace it. 5. There is a 150-year-old post oak in the corner at the north end of the fence. Since it cannot be replaced, utmost care must be taken to prevent damage to it. 6. Due to the fact that overhead electric lines always lean inward, encroaching upon our trees, which are then severely cut back by Encor, we suggest that the replacement line be put UNDERGROUND.	ROW Access Tree preservation	(6/19/20) 1. Curtis Hanan with TxDOT returned her call on 6/19/20 at 11:00 am and described we could not meet in-person due to COVD-19. Curtis Hanan described access control is shown from Gateway Drive to the north along her property but she would be able to apply for a permit to get access from the north end of her property to approximately 800 feet south. He provided the TXDOT South Tarrant County Permit Specialist, Mark Price email and telephone number so she could apply for a permit whenever she chose. Curtis Hanan also provided the email and phone number of Bill McCoy who is the supervisor for right of way and utilities for her to discuss the possibility of relocating the utilities underground. She asked if she could drop off the items at the office and Curtis described she could email them to him. (8/28/2020) 2. The proposed improvements include curbed frontage roads and a sidewalk between the frontage road and the proposed property line. Since there is no existing driveway the landowner would need to apply for a permit and pay to construct a driveway. 3, 4 &5. As a property owner, you have the constitutionally guaranteed right to receive just compensation for the property that will be purchased from you. Even though you have the right to receive such compensation, you may make a gift or donation of all or part of the property if you wish to do so. Where payment is to be made, the real property will be appraised to determine just

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						compensation. Our representative will contact you before any appraisal is made. A thorough investigation of your property will be made to determine its value in accordance with state law. You or your designated representative will be given an opportunity to accompany the appraiser who is evaluating the real estate during the inspection of the property. Your cooperation and input will aid greatly in ensuring that nothing is overlooked which ought to be included in the appraisal of your property. All appraisals are carefully reviewed by the department to assure that proper appraisal principles and methods have been used to arrive at the value to be offered for your property. As soon as the appraisal and appraisal review work can be completed, you will be provided a written offer in the amount of the total approved value. You will be provided a copy of the state's appraisal report and you should note that if you already have an appraisal report you are required to provide a copy of it to the state. If you decide to have a separate appraisal done, you are required to provide a copy of it to the state in accordance with the Texas Attorney General's Landowner's Bill of Rights, a copy of which will be provided to you. You will also be advised in the written offer concerning the possible option of retaining any building or other improvements located on the land needed for right of way. Where appropriate, the just compensation for the real property to be acquired and for compensable damages to remaining real property will be stated separately. The 150-year-old Post Oak noted is outside of the proposed right of way and should not be impacted by the project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. 6. Utilities found to be in conflict with the proposed highway improvements would be relocated to prior to construction. Any utility relocation would be in compliance with the State's Utility Accommodations Rules, and Federal Codes and Regulations. Regarding request to locate Oncor facilities underground, the requesting property owner would need to send their request to Oncor for them to consider this proposal.
127	Gary Hicks	6/20/2020	Survey Monkey	From Gary & Mariann Hicks 4423 Forest Hill Circle 76140 Our back door is less than 100 yds from I-20 between Forest Hill Drive and Anglin. 88,000 vehicles pass our house each day. To say we experience noise and environment pollution is an extreme understatement. There is no reimbursement to us for the health and property damage we are receiving from those who are profiting from use of this thoroughfare. I have put buckets out (in my dreams) asking for just $0.10 from each passing vehicle, but no takers...and yet the big guys living in their secluded communities away from the fray are making millions or billions from their toll roads. WE DO NOT EVEN HAVE A SOUND BARRIER PROTECTING US. Since you are going to put more traffic within about 150 FEET from our back door and smack up against our property, WE NEED A SOUND WALL BETWEEN US AND THE FRONTAGE ROAD! I understand that you are putting a wall between the highway and the frontage road, but we need a wall between the frontage road and our property, So a sound barrier wall from Hartman east to the vicinity of Anglin running along the south side of the frontage road between the road and the property facing Forest Hill Circle will be necessary, and I hope it is already in your plans. Our country is in a shambles, and the politics is frightening. I sincerely hope there are no hidden agendas involved in this project. One official I spoke to last fall said we will receive money for the intrusion to our sanity when the project begins, and also we are supposed to negotiate a price for the part of our property you are taking. We have not had any information about any of the financial aspects. Please forgive the demeanor of this letter if you are offended in anyway. Our current president has turned me into a bitter, paranoid old goat. The only other residence on the strip between Hartman and Anglin is occupied by a family of Latinos who barely speak English, and I don't think they even know a road is going to be built. I hope you can contact them, I tried, but they	Noise barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				seem to not want to communicate and maintain their privacy. Please know that we appreciate this attempt to make our roads safer, but we hope you are aware of the disturbances that the property owners are in for, and that you have compassion and understanding for dealing with their concerns. Sincerely, Gary & Mariann Hicks 4423 Forest Hill Circle Forest Hill, TX 76140 817-291-2939 817-478-5202		Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. Based on preliminary calculations, a noise barrier 3,110 feet in length (three barriers, one 282 feet long, one 2,309 feet long, and one 519 feet long) and 8 feet in height along the ROW would reduce noise levels by at least 5 dB(A) for 16 first row receivers and achieve the 7 dB(A) design goal for at least one receiver at a total cost of $870,800 or $54,425 for each benefitted receiver. The estimated cost of the barrier exceeds the reasonable, individual cost-effectiveness criterion of $52,500 per benefitted receiver, but is less than the cost averaging criterion of $105,000 per benefitted receiver. The cumulative estimated build cost per benefitted receiver is $38,547 and is cost-effective cumulatively; therefore, this noise barrier is proposed for incorporation into the proposed project. A noise barrier was evaluated entirely along the ROW; however, the receivers at the far ends were not being provided a benefit. TxDOT's goal is to provide a noise barrier that provides the most benefit for the adjacent receivers. That is the reason the noise barrier described in the paragraph above is being proposed for incorporation into the proposed project. As a property owner, you have the constitutionally guaranteed right to receive just compensation for the property that will be purchased from you. Even though you have the right to receive such compensation, you may make a gift or donation of all or part of the property if you wish to do so. Where payment is to be made, the real property will be appraised to determine just compensation. Our representative will contact you before any appraisal is made. A thorough investigation of your property will be made to determine its value in accordance with state law. You or your designated representative will be given an opportunity to accompany the appraiser who is evaluating the real estate during the inspection of the property. Your cooperation and input will aid greatly in ensuring that nothing is overlooked which ought to be included in the appraisal of your property. All appraisals are carefully reviewed by the department to assure that proper appraisal principles and methods have been used to arrive at the value to be offered for your property. As soon as the appraisal and appraisal review work can be completed, you will be provided a written offer in the amount of the total approved value. You will be provided a copy of the state's appraisal report and you should note that if you already have an appraisal report you are required to provide a copy of it to the state. If you decide to have a separate appraisal done, you are required to provide a copy of it to the state in accordance with the Texas Attorney General's Landowner's Bill of Rights, a copy of which will be provided to you. You will also be advised in the written offer concerning the possible option of retaining any building or other improvements located on the land needed for right of way. Where appropriate, the just compensation for the real property to be acquired and for compensable damages to remaining real property will be stated separately. The public hearing for the proposed project was advertised in accordance with the requirements codified in the Texas Administrative Code (TAC) at 43 TAC 2.101 to 2.110 and 43 TAC 1.5, as well as in the Code of Federal Regulations (CFR) at 23 CFR Part 771 for federal projects. Notices were sent those adjacent to the project (which is required by State rules) and were also sent to properties most likely to experience effects associated with the various street closures and access changes. Additionally, the list of the stakeholders receiving project mailouts and emails was expanded to include a range of stakeholders that are anticipated to have connections with communities along the project corridors. These notifications directed the public to the project website to access project

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						materials and provided a phone number to allow the public to request assistance with accessing project materials and the public hearing.
128	Kayla Ferrell	6/20/2020	Survey Monkey	To Whom it May Concern, I was given this contact information by a neighbor. I am a resident of the Willow Bend -Thousand Oaks neighborhood, and I am writing to you about my concerns with the upcoming Southeast Connector project. I live at 4307 Willow Bend along with my two young children, and we currently experience a great deal of noise from the interstate and service road directly behind us. I currently use noise machines in my children's bedrooms at night to try and muffle the disturbances while they sleep. Expanding the highway and service roads, as well as cutting down numerous trees, will dramatically increase the noise. I have looked over the proposed project, and I am so disheartened and upset that most, if not all, major residential areas impacted by the new expansion will be receiving noise barriers with the exception of my neighborhood. It appears that TxDOT studies have determined that the noise impact will be so loud that a noise barrier won't help enough, therefore they have decided not to build one at all. I strongly feel like TxDOT and the City of Arlington need to take another look at this area of the project and have a noise barrier added to the plans. I have attached some images of specific neighborhood comparisons. I appreciate your time and I truly hope that you can help convey my concerns to the city as well as TxDOT. Thank you, Kayla Ferrell	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
129	Jayme Fontenot	6/21/2020	Survey Monkey	Hello, I am very concerned about the number of trees that will be removed during construction, especially along riparian areas. Removal of trees will exacerbate sediment runoff and riparian erosion, as well as remove the benefits of clean air and lower air temperatures that all trees provide. Please find a way to decrease the number of trees removed or commit to replanting efforts after construction is complete. Thank you.	Tree preservation	At this stage of the project development process, TxDOT is anticipating all vegetation within the proposed ROW near Village Creek and Kee Branch would be displaced, and the riparian vegetation located upstream/downstream of the proposed ROW would not be impacted and is anticipated to remain. TxDOT is proposing to span these streams with bridge structures, and the use of impervious surfaces in these areas would be minimal. This would minimize impacts to the waterbodies and

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						aquatic species, allow some disturbed areas along the streams to revegetate naturally after construction, and allow crossing opportunities for terrestrial animals under the bridge structures. Based on this and after construction and vegetation re-establishes within the ROW, these riparian corridors are anticipated to generally function as they do today. All disturbed areas would be revegetated, according to TxDOT specifications, as soon as it becomes practicable. As the project enters the detailed design and construction phase, the contractor would minimize impacts to vegetation by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Environmental professionals would be involved in the proposed project and would provide guidance throughout construction. Since Texas Pollutant Discharge Elimination System (TPDES) CGP authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the projects. The Project Development Process Manual and the Plans, Specifications, and Estimates (PS&E) Preparation Manual require a Storm Water Pollution Prevention Plan (SW3P) to be included in the plans of all projects that disturb one or more acres. The Construction Contract Administration Manual requires that the appropriate CGP authorization documents (Notice of Intent or site notice) be completed, posted, and submitted, when required by the CGP, to TCEQ and the Municipal Separate Storm Sewer System (MS4) operator. It also requires that projects be inspected to ensure compliance with the CGP. The PS&E Preparation Manual requires that all projects include Standard Specification Item 506 (Temporary Erosion, Sedimentation, and Environmental Controls), and the "Required Specification Checklists" require Special Provision 506 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SW3P and complete the appropriate authorization documents. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Currently, TxDOT does not have a policy or program to replace trees in kind to mitigate impacts to native mature woody vegetation and there are no plans to replant trees at the present time. However; a Project Aesthetics Plan, which may include replanting trees and other vegetation at TxDOT- determined locations, will be developed during the detailed construction design phase of this project. Development of the Aesthetics Plan will include coordinating with local cities for their input on the plan. In addition to this project, the TxDOT Fort Worth District's Green Ribbon Landscape Program funds local landscaping projects (including tree planting) and other enhancement activities along state roadways to address air quality issues throughout the region. Local governments are encouraged to submit applications for consideration during TxDOT's annual Green Ribbon Landscape Program call for projects. Local governments are encouraged to submit applications for consideration during TxDOT's annual Green Ribbon Landscape Program call for projects. For additional information regarding the TxDOT Fort Worth District Green Ribbon Landscape Program, please contact Kimberly Phillips White, Fort Worth District Landscape Architect at Kimberly.phillips.white@txdot.gov.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
130	Deborah Danzeiser	6/21/2020	Survey Monkey	Please do not remove the 15 acres of trees; we need MORE TREES, more areas for water absorption during storms. There is a known water runoff, and air quality, problem in the DFW area. Removing the trees would increase this problem. We need more greenways, don't remove what we have. Thank you.	Tree preservation	Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
131	Merrit	6/21/2020	Survey Monkey	Please make sure to limit the number of trees (~13 acres) removed for the construction of this project. Replant similar species vs typically used urban species.	Tree preservation	Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Currently, TxDOT does not have a policy or program to replace trees in kind to mitigate impacts to native mature woody vegetation and there are no plans to replant trees at the present time. However; a Project Aesthetics Plan, which may include replanting trees and other vegetation at TxDOT- determined locations, will be developed during the detailed construction design phase of this project. Development of the Aesthetics Plan will include coordinating with local cities for their input on the plan.
132	Marti Cockrell	6/21/2020	Survey Monkey	While traffic in this area can be congested during certain times, is there any care being taken to preserve the vegetation, which is part of the flood plain and necessary to prevent erosion when the flood gates have to be opened for the lake. Their root systems and the wetlands are natural absorbers and buffers for those downstream. Also, all trees contribute to lowering air pollution and cleaner air. Thank you.	Tree preservation	Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
133	Linda Sarabia Coady	6/21/2020	Survey Monkey	I live in Overland Stage south of the proposed East Bound service lane from Green Oaks Blvd to Kelly Elliott. The current noise level from the highway is pretty significant as it is. I am concerned that removal of the trees with the addition of the highway lane and the service road will make the noise level too high. Loss of the green space would be devastating to our subdivision not only on a noise level, but it helps protect us from the air pollution from I-20 as well. It would also negatively affect our property values. It doesn't really make sense to destroy this green space to simply have an access road from Green Oaks to Kelly Elliott. It is fine the way it is. I don't see why these access lanes really need to be constructed because there is never any congestion in this particular area. However if they are added, then a sound barrier wall would need to be constructed on the east bound side as well. Please don't take out our beautiful green space and leave us with no protection at all. Thank you.	Noise barrier Tree preservation	Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Currently, the ramps connect directly to the I-20 main lanes with an auxiliary lane and there are no existing frontage roads between Green Oaks and Kelly Elliot. TxDOT is proposing ramps to/from Green Oaks and Kelly Elliot to the proposed frontage roads contained within the existing right of way owned by the State. The proposed frontage roads connects two existing frontage roads at Green Oaks and Kelly Elliot where no frontage road exists today. The portion of the proposed frontage road alignments that are new location are located along the existing right of way at a similar offset to the existing frontage roads present at Green Oak and Kelly Elliot which are also located along the existing right of way. By constructing the frontage roads closer to the mainlanes, the ramp geometry would be difficult to implement. Additionally, there is a stream feeding Kee Branch that is between the proposed westbound frontage road and the mainlanes; TxDOT is proposing to place the westbound frontage road away from that stream to avoid/minimize impacts to the adjacent streams. The proposed design is based on the forecasted 2045 traffic volumes. Along I-20 from I-820 interchange to Park Springs Blvd, the traffic volumes for the estimated time of completion year (2028) and design year (2045) is estimated to be 243,410 vehicles per day and 312,600 vehicles per day. Both the frontage road and the reversal of entrance and exit ramps are proposed to provide: 1) less congestion as weaving volumes from the ramps would be eliminated along the main travel lanes, 2) for an alternative route when incidents occur along the main travel lanes, and 3) appropriate storage of vehicles queueing along the frontage road at the Kelly Elliott Road intersection. Frontage roads are proposed to be reconstructed throughout the project limits and new frontage roads are proposed at five locations. These frontage roads will help promote the continuity of travel, enhance local access, and provide associated continuous bicycle and pedestrian accommodations, and alleviate main travel lane congestion and decrease emergency vehicle response times during main lane traffic incidents and crashes.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. TxDOT does not provide compensation for expected changes in property value on properties that are not directly impacted by the proposed project. Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
134	Isabel Maria	6/22/2020	Survey Monkey	No to more highways, lanes and tearing down of trees. Building bigger highways encourages more cars in the road. Focus on attractive and safe pedestrian and cyclist paths along highway corridors to encourage people to commute less with vehicles or designate a lane on highways and main roads with public mass transit during rush hours. Make pedestrian and cycling initiates part of your strategic plan instead of more highways and food chains. http://www.miamidadetpo.org/library/plans/miami-dade-2040-bicycle-pedestrian-plan.pdf	Bike/Ped Accommodations	All North Texas transportation-related projects are coordinated with the governing Metropolitan Planning Office (North Central Texas Council of Governments) and more specifically the Regional Transportation Council (RTC) which is composed of North Texas elected officials and transportation agency leaders that include Trinity Metro. Therefore, each transportation improvement proposed in North Texas, including TxDOT's proposed Southeast Connector project, has been scrutinized and coordinated by the RTC to produce a holistic multi-modal North Texas transportation solution. Currently, Trinity Metro has no current or future transit rail plans within the I-20/I-820/US 287 corridor which might lessen the need to add travel lanes along I-20, I-820 or US 287. The proposed project would provide bidirectional shared-use path (for bicycles and pedestrians) on one side of the project corridors and a sidewalk on the other side of the corridors. These facilities would be located adjacent to frontage roads. For users wanting to travel along the project corridors, pedestrians will be accommodated on both sides, while bicyclists would be accommodated on one side. Wheelchair-accessible ramps would be constructed throughout the project. The proposed bike and pedestrian facilities are shown in the project schematics which can be found at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html
135	Brenda O'Brien	6/22/2020	Survey Monkey	I am a resident in the Overland Stage neighborhood. This is between Green Oaks and Kelly Elliot Rd. We have lived in this home for over twenty years and have loved having the nature behind us full of beautiful trees. Not only have the trees provide their beauty, but have also provided a barrier from the noise of the highway. With the added highway lane and the two lane frontage lanes, it will bring the noise even closer to us. I do not understand why the city is not providing a sound barrier wall on the south side of I20, as we are in need of this same benefit. Please consider adding this wall for the families on south side. Thank you, Brenda O'Brien 5007 Overridge Drive	Noise barrier Tree preservation	Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
136	Lynsey Kelly	6/22/2020	Survey Monkey	To Whom it May Concern, I am a resident of the Willow Bend -Thousand Oaks neighborhood of Southwest Arlington. And I am writing to you about my concerns with the upcoming Southeast Connector project. I live at 4315 Willow Bend, along with my husband and three young children. We already currently experience a good deal of noise from the interstate and service road directly behind us. And I use noise machines in mine and my children's bedrooms at night to try and muffle the noise while we sleep. I am very concerned about how expanding the highway and service roads, as well as cutting down numerous trees will impact the noise level, as well as the property value of houses in the neighborhood. I have looked over the proposed project, and I am so disheartened and upset that most, if not all, major residential areas impacted by the new expansion will be receiving noise barriers with the exception of my neighborhood. It appears that TxDOT studies have determined that the noise impact will be SO loud that a noise barrier will not help enough. Therefore, they have decided not to build one at all. Can you imagine how you would feel if this were your peaceful, family neighborhood being disrupted and intruded on by traffic noise at an even louder level than it is now- with no barrier to help cut down on that noise?? Not to mention the construction noise that we will be forced to listen to every day for years! I ask that TxDOT and the City of Arlington reconsider this area of the project and have a noise barrier added to the plans. Or some other arrangements need to be considered/made. Please do not turn our neighborhood into the one that no one wants to live in or move to because of the traffic noise level! I have attached some images of specific neighborhood comparisons. I appreciate your time and I truly hope that you can help convey my concerns to the city as well as TxDOT. Thank you, Lynsey Kelly and family	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. TxDOT does not provide compensation for expected changes in property value on properties that are not directly impacted by the proposed project. Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions.
137	Melissa Suttle	6/22/2020	Survey Monkey	Noise Barriers are definitely needed on the south side of I-20 between Green Oaks and Park Springs. Noise is already quite noticeable in the Overland Stage etc areas towards the north side of subdivision. Also, in spite of reams of information online it is very difficult to ascertain elevations of service roads, for example. How is this information found? I am a licensed Real Estate Broker (realtor) of over 30 years; many clients are affected by the project in its entirety.	Noise barrier	(6/22/2020) TxDOT returned a call from commenter to inform her the mainlane elevations would remain near the same as the current elevations and the frontage road would be raised near her property by 2 to 3 feet. (8/28/2020) Preliminary elevations of the proposed project can be requested from the TxDOT Fort Worth office by completing a formal request for public information. The TxDOT Fort Worth office can be reached at 817-370-6807. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
138	Mark Schatzman	6/22/2020	Survey Monkey	Have environmental assessments been done on the effect of clear cutting to the waterway and downstream? I understand the need for road building but why can't it be done more surgically or strategically instead of wiping it clean? I'm in favor of further plans for this project with arborists involved at every step. They should be able to pause the project at will due to their specialized education.	Tree preservation	The loss of riparian vegetation as a result of the proposed project was considered in the Environmental Assessment, in sections 5.11.1 and 5.11.2, and were coordinated with the Texas Parks and Wildlife Department. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Environmental professionals would be involved in the proposed project and would provide guidance throughout construction. At this time, arborists are not anticipated to be involved in the proposed project. The Draft Environmental Assessment and various technical reports that are published at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html
139	Kristen Faubus	6/22/2020	Survey Monkey	To whom it may concern: I live at 6201 Greenlee Street off of I-820 between Craig Street and Meadowbrook Drive. My property will be impacted and diminished by the widening of the frontage road between those two streets. Because there will be a new off-ramp at Craig Street, one lane added to the frontage road, and 6 (six) lanes added to I-820, the speed and volume of traffic will be increased tremendously. My concern is that there is no proposed noise barrier on our (east) side of the highway. There is one proposed for the other (west) side, directly across the freeway from our home. I understand that our area, deemed R79 in the Traffic Noise Analysis, does not qualify for one based on feasibility and reasonability. What are my options for petitioning for a noise barrier? Are there any other ways to obtain funding for such a barrier, for instance? Thank you so much, Kristen Faubus	Noise barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						A noise barrier 1,061 feet in length (six barriers, one 170 feet long, one 296 feet long, one 167 feet long, one 66 feet long, one 281 feet long, and one 79 feet long) and 20 feet in height along the ROW would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 810 feet in length (two barriers, one 411 feet long and one 399 feet long) and 20 feet in height between the main lanes and frontage road would not be sufficient to meet the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers and the 7 dB(A) design goal for at least one receiver. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. Because a noise barrier would not satisfy the criteria described above, TxDOT and FHWA funds would not be available to construct a noise barrier at this location. You would need to contact the City of Fort Worth to discuss the possibility of obtaining local funding sources and to address any additions of walls outside of TxDOT ROW.
140	Kimberley Feldman-Smith	6/22/2020	Survey Monkey	Thank you for the virtual presentation on the Southeast Connecter Proposed Project. After watching the full proposal and reviewing the data, please consider this feedback. The goal is to save time, taxpayer dollars, and lower environmental impact while accomplishing safe and easy access for pedestrians. First, the projections for traffic are based on the Vision North Texas statement dating back to the late 2000's, according to the Induced Growth Analysis. Neither technology improvements nor the recent pandemic could have been considered in this data. The data therefore, is antiquated and should be readdressed; the current analysis over overinflates the need for expansion of highways lanes. We are currently seeing upwards of 15% of workers, prior to Covid-19 working from home. Richard Eisenberg of Forbes notes that as a result of the pandemic an additional 34% have moved from the office to home and work remotely. This comes to a total of 49% of [mostly] white collar workers. This trend is not expected to revert quickly as we are seeing the expansion of technology and the molding of new habits within corporate governance and employees. This trend is accelerating. This sentiment is echoed by Katherine Guyot and Isabel Sawhill, analysts and researchers at The Brookings Institute were recently quoted in the Washington Post, "People will change their habits, and some of these habits will stick. There's a lot of things where people are just slowly shifting, and this will accelerate that." Second, the larger issue discussed within the presentation is the lack of frontage roads and accessibility as directed by the Americans with Disabilities Act enacted by President George H.W. Bush in 1990. The roads in question were built prior to this, understandably they are lacking some needed improvement. Rather than rework the entire corridor, expand lanes, and reconstruct access roads; the scope of work should be concentrated on the frontage roads only. Bring these passageways up to code to meet or exceed ADA requirements and expectations. This would provide needed access and easier transitions for all. The result would be a savings in taxpayer dollars, time, resources, less displacement of families and businesses along the proposed build sites, lower environmental impact and a quicker completion of the project benefiting all of the stakeholders. Third, improve signage from the southbound I-820 to eastbound I-20 to southbound 287. Adding the distance to the signage would help drivers anticipate the amount of time needed to safely maneuver across the lanes to reach the desired exit. Thank you for your time and consideration of these suggestions. Kimberley Feldman-Smith, MPAS®, CFP®, CRPC™, 817-896-3707, Arlington, Texas Eisenberg, R. (10 April 2020) Is working from home the	Traffic projections Project Design (ADA requirements) Roadway Signage	The proposed improvements are being developed to provide enough capacity for year 2045 forecast traffic volumes based on historical growth patterns and traffic counts taken 2018 and 2019. The improvements were also developed based on the North Central Texas Council of Government's regional traffic model that provides comparison forecast volumes for year 2045 based on projected demographics and expected travel patterns. There are no formalized studies that indicate traffic patterns will not resume to normal conditions within the first two years post COVID. There have been no attempts to make predictions on the long term effect of traffic patterns (TxDOT confirmed with the FHWA Texas Area Engineer, FWHA Texas Area Major Project Engineer, and FHWA Traffic Safety Analysist in Washington, D.C.). At this time, current data suggests that all traffic patterns will resume as normal and continue on projected growth patterns starting in 2023. The need for the project still remains at this time with the current data. This project is needed because (a) the capacity of I-20, I-820, and US 287 within the project limits is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service (LOS) within these project limits, (b) the connectivity of I- 20, I-820, and US 287 with the existing local transportation systems is inefficient resulting in reduced mobility such as short weave/merge distances, insufficient sight distances, and reduced vertical clearance, and (c) there are currently no continuous pedestrian/bike facilities within or along frontage roads and no connection to municipal bike trails or facilities resulting in lack of connectivity. Tarrant County and the cities of Arlington, Fort Worth, and Kennedale have experienced steady growth, development, and expansion. The City of Forest Hill experienced a slight decrease between 2000 to 2010. However, population growth percentage is projected to increase between 2010 and 2040. This overall growth and development have increased motor vehicle numbers utilizing these roadways. Traffic volumes continue to increase as a result of the area population growth and associated development. The purpose of the proposed project is to (a) reduce traffic congestion and improve mobility on the I 20, I-820, and US 287 roadways within the project limits, (b) improve mobility and connectivity of I

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				future of work? Retrieved from https://www.forbes.com/sites/nextavenue/2020/04/10/is-working-from-home-the-future-of-work/#34b02bb446b1 Guyot, K., Sawhill, I.V. (6 April 2020) "Telecommuting will likely continue long after the pandemic.". The Brookings Institution. Retrieved from https://www.brookings.edu/blog/up-front/2020/04/06/telecommuting-will-likely-continue-long-after-the-pandemic/		20, I-820, and US 287 with the existing local transportation systems, and (c) provide continuous pedestrian/bike facilities within or along frontage roads and connection to planned municipal bike trails or facilities." Frontage roads are proposed to be reconstructed throughout the project limits and new frontage roads are proposed at five locations. The proposed project would provide bidirectional shared-use path (for bicycles and pedestrians) on one side of the project corridors and a sidewalk on the other side of the corridors. These facilities would be located adjacent to frontage roads. For users wanting to travel along the project corridors, pedestrians will be accommodated on both sides, while bicyclists would be accommodated on one side. Wheelchair-accessible ramps would be constructed throughout the project. The proposed bike and pedestrian facilities are shown in the project schematics which can be found at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html Signing schematics have been prepared for the proposed improvements that include advance guide signs for all movements. The proposed project would construct collector-distributor roads for US 287 travel that would eliminate insufficient driver weaving and maneuvering across multiple lanes to access and travel to southbound US 287 from I-820 southbound.
141	Patrina Newton	6/22/2020	Survey Monkey	For locations proposed for walking and bike shared paths that are in close proximity to or adjacent to industrial land uses, additional safety measures may be needed to ensure the safety of pedestrians and bicyclists from tractor trailer truck traffic.	Safety for Bike/Ped	The proposed project would provide bidirectional shared-use path (for bicycles and pedestrians) on one side of the project corridors and a sidewalk on the other side of the corridors. These facilities would be located adjacent to frontage roads. For users wanting to travel along the project corridors, pedestrians will be accommodated on both sides, while bicyclists would be accommodated on one side. Wheelchair-accessible ramps would be constructed throughout the project. The proposed bike and pedestrian facilities are shown in the project schematics which can be found at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html TxDOT has typically provided buffer spaces varying in width from 2 to 7 feet between the sidewalk, bike lanes or shared use paths where ROW could accommodate. TxDOT has not used buffer spaces along some cross streets and near some intersections because ROW could not accommodate. TxDOT has not used rails for protection from tractor trailer truck traffic where no buffer spaces were used as they would also require additional ROW at these locations. The proposed design was coordinated with local planning officials and the NTCCOG and following FHWA, TxDOT and AASHTO design guidelines.
142	Norma Cruz	6/22/2020	Survey Monkey	Deforestation is a big concern to me as this is happening all around the world due to infrastructure, deforestation will cut a small percentage of oxygen and most importantly destroy habitats of those animals currently sheltering there.	Tree preservation	The loss of vegetation and the impacts to wildlife as a result of the proposed project were considered in the Environmental Assessment, in sections 5.11.1, 5.11.2, and 5.11.5, and were coordinated with the Texas Parks and Wildlife Department. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Environmental professionals would be involved in the proposed project and would provide guidance throughout construction. The Draft Environmental Assessment and various technical reports that are published at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html
143		6/22/2020	Survey Monkey	Fine the way it is, keep the creek and frontage road as is, between Kelly Elliot and Green Oaks. Save money, save wildlife, hold down noise from I-20	Project opposition	Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						adapted seed mix would be used in the re-vegetation of disturbed areas. Currently, the ramps connect directly to the I-20 main lanes with an auxiliary lane and there are no existing frontage roads between Green Oaks and Kelly Elliot. TxDOT is proposing ramps to/from Green Oaks and Kelly Elliot to the proposed frontage roads contained within the existing right of way owned by the State. The proposed frontage roads connects two existing frontage roads at Green Oaks and Kelly Elliot where no frontage road exists today. The portion of the proposed frontage road alignments that are new location are located along the existing right of way at a similar offset to the existing frontage roads present at Green Oak and Kelly Elliot which are also located along the existing right of way. By constructing the frontage roads closer to the mainlanes, the ramp geometry would be difficult to implement. Additionally, there is a stream feeding Kee Branch that is between the proposed westbound frontage road and the mainlanes; TxDOT is proposing to place the westbound frontage road away from that stream to avoid/minimize impacts to the adjacent streams. The proposed design is based on the forecasted 2045 traffic volumes. Along I-20 from I-820 interchange to Park Springs Blvd, the traffic volumes for the estimated time of completion year (2028) and design year (2045) is estimated to be 243,410 vehicles per day and 312,600 vehicles per day. Both the frontage road and the reversal of entrance and exit ramps are proposed to provide: 1) less congestion as weaving volumes from the ramps would be eliminated along the main travel lanes, 2) for an alternative route when incidents occur along the main travel lanes and 3) appropriate storage of vehicles queueing along the frontage road at the Kelly Elliott Road intersection. Frontage roads are proposed to be reconstructed throughout the project limits and new frontage roads are proposed at five locations. These frontage roads will help promote the continuity of travel, enhance local access, and provide associated continuous bicycle and pedestrian accommodations, and alleviate main travel lane congestion and decrease emergency vehicle response times during main lane traffic incidents and crashes. Need to work on first sentence A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
144	Beasley	6/22/2020	Survey Monkey	The proposed sound barrier is not feasible for 2 story homes that back up to I-20 between Kelly Elliott and Green Oaks. We are not in favor of the potential security risks from being exposed to a bike trail directly behind our homes. 4900 Oldfield - Arlington / Beasley	Nosie Barrier Safety	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. A traffic noise analysis identifies noise sensitive land uses and determines traffic noise levels for receiver locations that are normally restricted to "exterior areas of frequent human use" by FHWA and TxDOT guidelines. For single-family residences, the placement of a noise receiver is typically within a backyard outdoor activity area, such as a patio where residents can gather; receivers are modeled at a standard 5-foot height above the ground. When a traffic noise impact is identified, TxDOT must consider abatement, usually in the form of a noise barrier, for affected receivers. Due to constraints involving topography and constructability, noise barriers are evaluated to a maximum height of 20 feet, which makes it difficult to block noise at a second story height. Noise barriers are most effective when the line of sight is broken from the noise generator and the noise receiver and when the noise receiver is in close proximity to the noise barrier. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A).

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. TxDOT understands there are security concerns related to shared use paths; however, a purpose of the project is to provide continuous pedestrian/bike facilities within or along frontage roads and connection to planned municipal bike trails or facilities. TxDOT does not believe the proposed pedestrian/bike facilities would be a contributing factor to decreased safety or security in the surrounding areas.
145	James Furr	6/22/2020	Survey Monkey	I have concerns regarding the fact that a frontage road at Green Oaks & Kelly Elliot is added, which will clear out trees and vegetation which are currently noise blocks. The enlarged roadway and reduced trees will cause more highway noise in the adjacent neighborhood. If a highway is expanded, please include a sound barrier wall to ensure additional highway noise does not hurt value of neighorhood. Thank you	Noise Barrie Tree Preservation	Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						"reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. TxDOT does not provide compensation for expected changes in property value on properties that are not directly impacted by the proposed project. Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions.
146	Janet Mattern	6/22/2020	Survey Monkey	In a time when we should be reducing car traffic and fossil fuel consumption to protect our planet, the funds used to expand these highways should be geared to improve Fort Worth's mass transit system. If more is spent on light rail across the city, there would be a reduced need for highway expansion. Mass transit would be more beneficial for the economically disadvantaged and be extremely welcome and to tourists visiting our city. I appreciate your consideration of these comments. We must all work towards improving our planet, our environment and our community. There is no planet B.	Mass transit	All North Texas transportation-related projects are coordinated with the governing Metropolitan Planning Office (North Central Texas Council of Governments) and more specifically the Regional Transportation Council (RTC) which is composed of North Texas elected officials and transportation agency leaders that include Trinity Metro. Therefore, each transportation improvement proposed in North Texas, including TxDOT's proposed Southeast Connector Project, has been scrutinized and coordinated by the RTC to produce a holistic multi-modal North Texas transportation solution. Currently, Trinity Metro has no current or future transit rail plans within the Southeast Connector Corridor which might lessen the need to add travel lanes along I-20, I-820 or US 287.
147	Emma Thompson	6/8/2020	Phone	On 6/8/20 11:10 am Emma Thompson left a voicemail. Curtis Hanan returned the call 6/8/20 at 5:05. During the discussion she described she resides at 4409 Chickasaw and does not perform on-line activities where she could see the proposed project drawings. She asked what improvements would occur near her property. She also described two water meters were recently installed for new homes to be constructed between her property and Martin Luther King Jr. Freeway (US 271).	Project Design	Curtis Hanan with TxDOT returned her call on 6/8/2020 at 5:05pm and described the frontage roads and mainlanes would be reconstructed with a new entrance ramp near her property. The proposed project includes a six-foot-wide sidewalk and a proposed noise barrier to be built in the TxDOT right of way. However, there would be an opening in the noise barriers in front of her property where Chickasaw Street connects to the frontage road. Curtis also described the adjacent property owners would have to apply for access permits to get drives to the frontage road and if the owners would be able to vote on if they would want a noise wall or not. The wall would be built if a majority or over half of the property owners voted for the wall.
148	Mary Gonzalez	6/8/2020	Phone	On 6/8/20 at 4:47 pm Mary Gonzalez called and left a message describing she had questions about right of way. Curtis Hanan returned her call and left a message at 6/9/20 @ 4:42. Mary Gonazalez called 6/10/09 at 8:50 and described she owns property at 5433 Sun Valley Drive and her parents own property at 5404 Laster Drive. She wanted to know if ROW was to be taken from them.	ROW	(6/10/09) On 6/10/09 at 8:50 Curtis Hanan with TxDOT described no direct right of way would be acquired from thier property but Sun Valley Drive would be reconstructed for a length extending approximately four properties from the frontage road. Also, the frontage roads and mainlanes would be reconstructed so there would be construction near their property.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						(8/28/2020) Based on the proposed design, there would be no right of way acquisition from your properties. The homes located at 5433 Sun Valley Drive and 5404 Laster Road would not be removed as part of the proposed project.
149	Steve Martinez	6/8/2020	Phone	On 6/08/20 at 9:33 pm Steve Martinez left a message asking for information about his property. Curtis Hanan called him back om 06/09/20 and Steve described he bought his property in the early 2000's and is trying to determine if he should sell it. He described he lives just north of Hillside Avenue and saw the video for US 287 is not complete yet. He described he knew Hillside Avenue would be disconnected from the freeway.	Project Impacts	Curtis Hanan with TxDOT returned the call on 06/09/20. During the discussion, he described the frontage road and mainlanes would be reconstructed and a new exit ramp would be built with his driveway just north of the exit ramp. Curtis Hanan described no right of way would be acquired from his property labeled as 761 on the Public Hearing display but control of access would be required near the ramp between his driveway and Hillside Drive. Curtis Hanan also described no noise walls were proposed for his location on the west side of US 287.
150	Jesus Morales	6/10/2020	Phone	On 6/10/20 at 2:20pm Jesus Morales left a message describing his home is next to US 287 between Sublett Road and Little Road and wanted to ensure a noise wall would be constructed near his property. His neighbor told him a wall was proposed.	Noise Barrier	On 6/10/20 at 3:15pm Curtis Hanan with TxDOT returned the call and described the proposed project improvements to him. Mr. Morales described his property is at 5704 Homestead Road and he had not been able to view the layouts. Curtis Hanan provided the public hearing 1"=200' display with the following email on 6/10/20: Mr. Morales, It was nice to talk to you and answer your question about your description a noise barrier is needed near your property at 5704 Homestead Road. The attached public hearing layout shows the proposed improvements near your property identified as #144. A noise barrier is shown to be proposed near your property in the existing TxDOT right of way. As we discussed, after the proposal is approved a noise workshop would be held with the adjacent property owners. The wall would be constructed if a majority of the property owners vote they would like the wall. Please email me if you have any further questions. Curtis Hanan
151	Julie	6/11/2020	Phone	On 6/11/20 at 9:54 Julie called and left a message to ask if her mother's home at 6604 Trailwood Drive would be purchased for the project.	Project Impacts	On 6/11/20 at 4:30 Curtis Hanan with TxDOT returned the message describing it appears the home is located just south of Forest Hill Circle in Forest Hill and no right of way would need to be purchased from the property.
152	Mildred Mcelvy	6/12/2020	Phone	On 6/12/20 at 2:08 pm, Mildred McElvy called to make sure her house at 6028 Truman Drive would not be impacted by the proposed project. She also asked to describe this to her son Jerald McElvy who asked if the frontage road would be reconstructed any closer to the house. During discussion, Mr. McElvy described a sidewalk may not bother them or their property as it would be to the side of the house but it may bother the neighbors that face the frontage road. Mr. McElvy also asked about the timing of construction.	General Information Request	Curtis Hanan with TxDOT returned the call around 4:45 pm on 6/12/20 and that based on the proposed design, there would be no right of way acquisition from her property and that her home would not be removed as part of the proposed project. Based on the proposed design, a sidewalk and bus stop pad are proposed to be built next to the frontage road to be reconstructed and it appeared her fence may be located on TxDOT right of way. After opening the detailed design files and calling Mr. McElvy again Curtis Hanan described the proposed frontage road curb was located approximately ½ foot further from the house than the existing curb. Curtis also described if the fence is in TxDOT right of way it would have to be moved to allow for the sidewalk and bus pad. Curtis described that it would likely a minimum of 1 year before any utility adjustments or construction would begin out to three years.
153	Bud Tabor	6/12/2020	Phone	On 6/12/20 at 3:15 pm Mr. Bud Tabor called and left a message asking to return his call. Curtis Hanan returned the call around 5 pm that and Mr. Tabor described he lived at 6500 Hartman Road and was curious how the project would affect him. Mr. Tabor asked if he could get a ROW map and a brochure.	Project Impacts	(6/12/20) Curtis described his home is shown as a potential displacement as right of way from his property is needed to connect a proposed frontage road on the south side of I-20 to Hartman Road. Curtis replied he could send the public hearing layouts that shows what was described and that a TxDOT right of way manager would be copied on the email so she could call him and describe the right of way process. Curtis provided the following email: Mr. Tabor

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Attached is the layout we discussed earlier this afternoon showing a proposed frontage road along the south side of I-20 connecting to Hartman Road. Your home at 6500 Hartman Road is identified as #23 and a potential displacement as right of way is required from the northeast corner of your property for the frontage road to connect to Hartman Road. I am copying Jessica on this email so she can contact you at 817 925 1191 and let you know what to expect during the right of way process. If you have any further questions, please contact me at 817 370 6807. Curtis Hanan (8/28/2020) As a property owner, you have the constitutionally guaranteed right to receive just compensation for the property that will be purchased from you. Even though you have the right to receive such compensation, you may make a gift or donation of all or part of the property if you wish to do so. Where payment is to be made, the real property will be appraised to determine just compensation. Our representative will contact you before any appraisal is made. A thorough investigation of your property will be made to determine its value in accordance with state law. You or your designated representative will be given an opportunity to accompany the appraiser who is evaluating the real estate during the inspection of the property. Your cooperation and input will aid greatly in ensuring that nothing is overlooked which ought to be included in the appraisal of your property. All appraisals are carefully reviewed by the department to assure that proper appraisal principles and methods have been used to arrive at the value to be offered for your property. As soon as the appraisal and appraisal review work can be completed, you will be provided a written offer in the amount of the total approved value. You will be provided a copy of the state's appraisal report and you should note that if you already have an appraisal report you are required to provide a copy of it to the state. If you decide to have a separate appraisal done, you are required to provide a copy of it to the state in accordance with the Texas Attorney General's Landowner's Bill of Rights, a copy of which will be provided to you. You will also be advised in the written offer concerning the possible option of retaining any building or other improvements located on the land needed for right of way. Where appropriate, the just compensation for the real property to be acquired and for compensable damages to remaining real property will be stated separately.
154	Dora Overton	6/15/2020	Phone	On 6/15/20 at 3:44pm, Dora Overton called to describe she has questions about the right of way and relocation process and could not hear the public hearing presentation very well. During the discussion Dora requested for Jessica to call her back next week.	Project information request	(6/16/2020) Curtis Hanan with TxDOT called her back on 6/16/20 at 9:45 and confirmed she is a potential displacee adjacent the north side of I-20 (Property # 805). Curtis described he would request Jessica Tijerina of TxDOT Fort Worth right of way call her back to answer her questions. Curtis described we would mail a hard copy of the presentation and script if that would be helpful and she requested we do. Hard copies of the presentation and script were delivered to the property owner on 6/17/2020. (7/14/2020) Jessica Tijerina on 7/14/20 was able to speak with Ms. Overton and explained the acquisition and relocation process (if applicable) to Ms. Overton. She is aware that an appraiser will make contact with her after environmental finding is determined which should be sometime within a couple of months. She assured her that she would not be required to move from her home without at least a 90-day notice. (8/28/2020) As a property owner, you have the constitutionally guaranteed right to receive just compensation for the property that will be purchased from you. Even though you have the right to receive such

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						compensation, you may make a gift or donation of all or part of the property if you wish to do so. Where payment is to be made, the real property will be appraised to determine just compensation. Our representative will contact you before any appraisal is made. A thorough investigation of your property will be made to determine its value in accordance with state law. You or your designated representative will be given an opportunity to accompany the appraiser who is evaluating the real estate during the inspection of the property. Your cooperation and input will aid greatly in ensuring that nothing is overlooked which ought to be included in the appraisal of your property. All appraisals are carefully reviewed by the department to assure that proper appraisal principles and methods have been used to arrive at the value to be offered for your property. As soon as the appraisal and appraisal review work can be completed, you will be provided a written offer in the amount of the total approved value. You will be provided a copy of the state's appraisal report and you should note that if you already have an appraisal report you are required to provide a copy of it to the state. If you decide to have a separate appraisal done, you are required to provide a copy of it to the state in accordance with the Texas Attorney General's Landowner's Bill of Rights, a copy of which will be provided to you. You will also be advised in the written offer concerning the possible option of retaining any building or other improvements located on the land needed for right of way. Where appropriate, the just compensation for the real property to be acquired and for compensable damages to remaining real property will be stated separately.
155	Sylvia Grogan	6/16/2020	Phone	On 6/16/20 at 3:18 pm Sylvia Grogan left a message describing she had sent and emailed to SoutheastConnector@txdot.gov and mailed comments. She wanted to know when TxDOT would respond. On 6/17/20 at 1:48 pm Sylvia Grogan left a message describing that the trees in her backyard are humongous and she does not want them removed. She was told TXOT would replant with seedlings. She loves to sit in back yard and watch birds. She wanted to know why there was no noise barrier proposed at her property. She would like the project to be reconfigure so that the design to not impact the trees. She did not think the proposed project needed to be 5 lanes. On 6/17/20 at 6:27 Sylvia Grogan left a message requesting to know what Winter of 2021 meant in the presentation, January or December of 2021.	Noise	On 6/17/20 at 5:20 pm Curtis Hanan with TxDOT returned her call with a message describing TxDOT would respond in writing in the public hearing documentation that should be available on-line in a few months. Curtis Hanan with TxDOT returned the call on 6/18/2020 around 5:15 pm and talked with Sylvia Grogan. He described winter of 2021 is around October or November of 2021. He explained the Noise technical report does show noise levels were modeled that were higher than the criteria in their neighborhood and that noise barriers were not recommended because a majority of the homes did not receive enough of a lowering of noise levels due to the wall. TxDOT would evaluate the noise modeling as part of the response to comments to be documented in the summary of the public hearing. (8/28/2020) The proposed project is not anticipated to require ROW from the property located at 4323 Willow Bend Drive and is not anticipated to remove any trees on that property. Some trees located north of that property would be removed as part of the proposed project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Currently, TxDOT does not have a policy or program to replace trees in kind to mitigate impacts to native mature woody vegetation and there are no plans to replant trees at the present time. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
156	Madelyn Morrison	6/17/2020	Phone	On 6/17/20 at 11:45am Madelyn Morrison left a message describing she lives at 4611 Sierra Lane near the access road and wanted to know what was going to happen with her home. She requested to know what would happen to the drainage near the frontage road.	Project Impacts	(6/17/20) Curtis Hanan with TxDOT spoke with Ms. Morrison and described the following items on the public hearing display: the frontage road is shown to be reconstructed in green, the 6 foot sidewalk proposed is shown in blue and the proposed noise barrier is shown in red within the existing TxDOT right of way. No property or right-of-way would be required from her home. She requested to know what would happen to the drainage near the frontage road and Curtis explained that would be designed during the next stage of the project but no property would be required from her home. Ms. Morrison had trouble getting the layouts on-line so Curtis emailed her pdf's of the 1"=200' scale layout near her home and emailed the direct link to the layout on the public hearing site. (08/28/2020) Based on the proposed design, improvements near 4611 Sierra Lane include reconstruction of the existing two-lane frontage road into a two-lane curb and gutter frontage road with a 6-foot wide sidewalk between the frontage road and the right of way line. The reconstruction occurs within the existing right of way. There would be no right of way acquisition from your property.
157	Theresa Fox	6/18/2020	Phone	On 6/18/20 at 2:18 pm Theresa Fox left a message requesting to know if the neighborhood gate could be opened to them as their edition is one way in and one way out and they would not have good access when construction starts near Sun Valley.	Access	Curtis Hanan with TxDOT left a message on 6/19 at 11:35 am. They traded messages 6/19/20 and Curtis tried again 6/22/2020 at 4:20 pm.
158	Judy Gaylord	6/18/2020	Phone	On 6/18/20 at 4:17 pm Judy Gaylord left a message describing she was in the path of the SE Connector and wanted to come down to the office to see the drawings as they would be better than those on-line. Ms. Garland described her property is shown on Roll 2 as Property number 403 at 5720 Ensign West. She described the layout shows we would take the fence and post oak or crape	Access Bike/Ped Project Impacts	Please see the response number 126, that was previously provided above for the same comment from this individual.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				myrtles along her property out and approximately 40' wide at the north end near the funeral home. She also described there was a large (approximately 150 year old) post oak at the north end of the property she does not want to see disturbed by construction. She also described they plan someday to develop the property they have further away from I-820 and would need access near the north end of the property where they now have a gate. She described the sidewalks and curbs were not needed as nearly no one ever walks along the frontage road and wants to be able to drive vehicles from the frontage road to her property so does not want either. She described before I-820 was built there was an access location here that was disturbed when the interstate was built and she had sent an email showing this and her comments to the Southeast Connector email. She also was concerned Oncor built overhanging electric line in a curve that bend down and now they trim her trees because the lines hang over her property. She would like the electric lines to be relocated underground like the other utilities.		
159	Judith K. Gaylord and Stephen A Myers (Katherine L. Myers Testamentary Trust)	6/19/2020	Email	You will be taking most of our beautiful 3-rail white fence, which runs along the entire curve from Gateway Dr. to the north end of our property. You will also be taking most of the live oaks and crape myrtles that we planted along that fence. Here is what we need: 1.We MUST have ingress and egress to the property for at least 300 feet from the north corner going south. 2. Within that 300 feet, there must be no permanent walls, sidewalks, curbs, or anything else that would interfere with our access. 3. We expect fair compensation for all of the live oaks and crape myrtles that you take out or damage. 4. We expect you to replace the fence with the same quality and type of fencing, or pay us an amount equal to the cost to replace it. 5. There is a 150-year-old post oak in the corner at the north end of the fence. Since it cannot be replaced, utmost care must be taken to prevent damage to it. 6. Due to the fact that overhead electric lines always lean inward, encroaching upon our trees, which are then severely cut back by Oncor, we suggest that the replacement line be put UNDERGROUND.	ROW Access Tree preservation	(6/19/20) 1. Curtis Hanan with TxDOT returned her call on 6/19/20 at 11:00 am and described we could not meet in-person due to COVD-19. Curtis Hanan described access control is shown from Gateway Drive to the north along her property but she would be able to apply for a permit to get access from the north end of her property to approximately 800 feet south. He provided the TXDOT South Tarrant County Permit Specialist, Mark Price email and telephone number so she could apply for a permit whenever she chose. Curtis Hanan also provided the email and phone number of Bill McCoy who is the supervisor for right of way and utilities for her to discuss the possibility of relocating the utilities underground. She asked if she could drop off the items at the office and Curtis described she could email them to him. (8/28/2020) 2. The proposed improvements include curbed frontage roads and a sidewalk between the frontage road and the proposed property line. Since there is no existing driveway the landowner would need to apply for a permit and pay to construct a driveway. 3, 4 &5. As a property owner, you have the constitutionally guaranteed right to receive just compensation for the property that will be purchased from you. Even though you have the right to receive such compensation, you may make a gift or donation of all or part of the property if you wish to do so. Where payment is to be made, the real property will be appraised to determine just compensation. Our representative will contact you before any appraisal is made. A thorough investigation of your property will be made to determine its value in accordance with state law. You or your designated representative will be given an opportunity to accompany the appraiser who is evaluating the real estate during the inspection of the property. Your cooperation and input will aid greatly in ensuring that nothing is overlooked which ought to be included in the appraisal of your property. All appraisals are carefully reviewed by the department to assure that proper appraisal principles and methods have been used to arrive at the value to be offered for your property. As soon as the appraisal and appraisal review work can be completed, you will be provided a written offer in the amount of the total approved value. You will be provided a copy of the state's appraisal report and you should note that if you already have an appraisal report you are required to provide a copy of it to the state. If you decide to have a separate appraisal done, you are required to provide a copy of it to the state in accordance with the Texas Attorney General's Landowner's Bill of Rights, a copy of which will be provided to you. You will also be advised in the written offer concerning the possible option of retaining any building or other improvements located on the land needed for right of way. Where appropriate, the just compensation for the real property to be acquired and for compensable damages to remaining real property will be stated separately.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						The 150-year-old Post Oak noted is outside of the proposed right of way and should not be impacted by the project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. 6. Utilities found to be in conflict with the proposed highway improvements would be relocated to prior to construction. Any utility relocation would be in compliance with the State's Utility Accommodations Rules, and Federal Codes and Regulations. Regarding request to locate Oncor facilities underground, the requesting property owner would need to send their request to Oncor for them to consider this proposal.
160	Melissa Suttle	6/22/2020	Phone	On 6/22/20 at 2:10 pm Melissa Suttle left a message to call her to answer questions about Southeast Connector Project. She described she owned a house at 5008 Santa Fe Court and lived in another home off Overland Park. She described she had looked at the layouts and a noise barrier was going to be built near her property and asked if the roadway elevations were going to change. She also requested a list of all the addresses and property owner names of properties right-of-way would be purchased from and a list of potential displacees.	Roadway Elevation ROW/Displacements	(6/22/2020) On 6/22/20 at 4:30 pm Curtis Hanan returned the phone call. Curtis informed her the mainlane elevations would remain near the same and the frontage road would be raised near her property 2 to 3 feet. Curtis wrote an email to the FTW District right of way supervisor requesting she send the list of property owner names. The right of way supervisor directed her to complete a formal request for public information for a list of affected properties. (08/28/2020) Information concerning the location of the displaced properties can be found at www.txdot.gov and search keywords: "Southeast Connector". Under Environmental Documents see the 'Community Impacts Assessment Technical Report', page 8, Residential Displacement, and pages 11 -12, Commercial Displacement.
161	Matt Hurt	6/22/2020	Email	To whom it may concern, in reviewing the project schematic for the Southeast connector Project it appears to me that the schematics that are available for the public to review on the 9 page pdf available at the link below is (or seems to be) missing part of the area affected by the project, specifically, the area at the northern part of the 287/820/I-20 interchange. The general area that seems to be missing is shown in the screenshot below in red. http://ftp.dot.state.tx.us/pub/txdot/get-involved/ftw/southeast-connector/060420-schematics-ea.pdf	Missing data	The schematic included in the Draft Environmental Assessment will be updated to include the missing section of the project. The area can also be viewed on "Roll 2- I-20 from west of BUS 287 (Mansfield Highway) to US 287" published at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html
162	Melinda Nelson	6/15/2020	Email	(6/15/2020) Hello, Are there any schematics or information on the highway intersections for this project? Thank you, and I look forward to hearing from you. (6/23/2020) Hello, I'm following up on my question below for this project. Any information you can provide me would be helpful. (6/23/2020) Hello Curtis, I see Curtis Loftis is out until Monday. Can you help me with my below question on if TxDOT has any information on the intersections for the Southeast Connector Project?	Project information request	(6/23/2020) Melinda, All the project layout schematics and 3d visualizations are on the following website: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing Curtis Hanan
163	Jane Mergerson	6/23/2020	Email	Hello Chad, Thank you very much for your consideration, due to my medical condition, to allow an extension for me to get my suggestions in regarding changes that have been requested for our beloved neighborhood Historic Carver Heights.	Craver Heights Neighborhood	Please see the response provided to comment number 102.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				We were granted and earned an historic overlay by the City of Fort Worth because of it's heritage and contribution to the City of Fort Worth. We were so elated to receive it after many years of hard work and endurance to have a safety net that provides more strict criteria and standards for our neighborhood. I agree with everything Delores Conners and Torchy White have voiced. We do not need nor want more noise our neighborhood risk of debris on our property. There is history everywhere you look in Historic Carver Heights. We have always been satisfied not to have sidewalks and we were told by one of your staff members we would not have to worry about it. A peaceful and debris free neighborhood is something we are proud of and treasure. You can contact the historic office in Austin to verify changes in historic neighborhoods and why some changes do not take place. We ask that you please respect our request, wishes and historic overlay we have in place. Thank you very much for your consideration. Sincerely, Jane Mergerson		
164	Mark Chambers	6/8/2020	Mail	Looks good to me. Excited to get it started. Not the change of address. Thanks.	Project Support	Thank you for your support on the proposed project.
165	Jackson Hurst	6/9/2020	Mail	I approve the Southeast Connector Project. One part of the project that I love and support is the reconstruction of the following interchanges: I-20 at Anglin Drive, I-20 at I-820, I-20 at US-287, I-820 at Craig Street, I-820 at Meadowbrook Drive, I-820 at E. Rosedale Street and I-820 at US-281. The final part of the project that I love and support is the widening of I-820 thru the project limits from 4 lanes to 5 lanes in each direction and adding collector-distribution lanes in each directions on I-20.	Project Support	Thank you for your support on the proposed project.
166	Julie Ledford	6/15/2020	Mail	Previously, when I attended the Southeast Connector meeting a proposal was made to eliminate the exists on 820 at Lancaster, Brentwood, and Craig while eliminating the pedestrian bridge between Craig and Brentwood Stair. The reason cited for removal of the bridge was “crime prevention”, but no record exists of criminal activity on the pedestrian bridge. Since historically Handley is a protected area, I implore you to reconsider isolating our neighborhood by removing exists and restricting access by removing the pedestrian bridge. Our property value will be negatively impacted if you reduce access to our area while rerouting traffic thru Hanley which is residential and will endanger residents. Recent construction on 820 rerouted traffic down Hanley, which was not designed for high volume movement.	Pedestrian bridge	TxDOT does not provide compensation for expected changes in property value on properties that are not directly impacted by the proposed project. Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions. In July 2018, TxDOT conducted an advertised Public Meeting for the Southeast Connector (SEC) project. The currently proposed SEC roadway schematic design is based on input received at the Public Meeting which includes improving or maintaining I-820 access to and from the cross-streets, and accommodating bike and pedestrian travel modes in a safe and effective manner which includes a Craig Street bridge design that entails 10-foot wide curbed Shared Use Paths (SUPs) on each side of the bridge which link installed SUPs and sidewalks located at each end the bridge and interconnected with the SUPs and sidewalks proposed throughout the SEC project. The proposed design would remove the closely spaced ramps and collector distributor roadways leading directly to Craig Street as they do not meet current TxDOT criteria for ramp spacing. The design includes reconstructing the northbound and southbound I-820 Meadowbrook Drive exits and entrances. The Craig Street exits would be closed but access would be provided through the southbound I-820 exit to Meadowbrook Drive and through the northbound I-820 exit to E. Rosedale Street which leads to E. Lancaster Avenue through the northbound frontage road. The proposed improvements for Craig Street were developed for local street circulation connecting neighborhoods on both sides of I-820. Crossing the frontage roads require jug handle-type connections from Craig Street to the frontage roads. If the jug handle-type connections are not

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						utilized then other local streets would have to be used to access to Craig Street. A bike and pedestrian bridge is currently located north of Craig Street and provides access across I-820 for users traveling from the area of West Handley Elementary School on the west side of I-820 to the area of Handley Park and Handley Meadowbrook Community Center on the east side of I-820. Bridge users must walk across existing frontage roads on both sides of I-820, and even though those frontage roads carry low volumes of traffic traveling at relatively low speeds, there is no signage or protected pedestrian crossing across at frontage roads. TxDOT conducted pedestrian and bike counts on the existing pedestrian bridge, the Craig Street bridge, and the Meadowbrook Drive bridge. Based on those counts, the Meadowbrook Drive bridge was crossed by 373 users, the Craig Street bridge was crossed by 65 users, and the existing pedestrian bridge was crossed by 27 users during the four-day period. TxDOT assumes these travel counts reflect the preferences of bike and pedestrian users that currently cross I-820. Based on the pedestrian and bike counts study, the existing pedestrian bridge would be removed as part of the proposed project, and those bike and pedestrian users would be accommodated by using the proposed sidewalk or shared-use paths that would be installed on the Craig Street and Meadowbrook Drive bridges to cross I 820. The proposed project does not propose to utilize Handley as a detour route for I-820 traffic. Detour routes for I-820 traffic would be directed to State routes and frontage roads. During construction implementation, the construction contractor would be required to communicate all roadway and ramp closures and staging analyses with each Governmental Entity having jurisdiction for roads that may be affected by the Project. When roadway and ramp movements are diverted or detoured along existing roads, the construction contractor shall be responsible for any and all user costs and schedule risk that may be assessed for the use of these existing roads. This may include traffic operation analysis, temporary traffic control devices, and road user costs. The construction contractor is responsible for obtaining the necessary approvals from any Governmental Entity having jurisdiction over the routes used.
167	Margaret Drake	6/17/2020	Mail	The upcoming expansion of Interstate 20 between Green Oaks and Kelly Elliot is, without a doubt, a project that is necessary for the improvement of traffic concerns in this area of Arlington and even further west of this immediate area. It is my understanding that along with widening Interstate 20 in this area a sound barrier wall will be implemented on the north side of the Interstate. I live at 5118 Overridge Drive. This section of Overridge Drive runs parallel to Interstate 20 and is the first street due south of Interstate 20. Along with my neighbors across the street from me, we are very concerned about the noise level that will result in our neighborhood if we don't have a similar noise barrier on the south side of the Interstate. This has always been a quiet and peaceful neighborhood. Through the past few years, it seems that the noise level has increased especially with more large truck traffic in this southern corridor. With the additional traffic lanes on the Interstate and the extra frontage lanes included in the expansion plan, I fear that the noise will be even worse. Please give serious consideration to installing a sound barrier wall to the south side of the Interstate. Thank you! Margaret Drake 5118 Overridge Drive Arlington, TX 76017	Noise Barrier	Thank you for your support of the Southeast Connector project. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. The TxDOT ENV approved Traffic Noise Technical Report can be found at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html According to pages 6 and 7 of the Noise Receiver Location Map, R44 and R46 are the receivers that represent the areas in question. Mitigation considered for these receivers is discussed on page 8 of the Traffic Noise Technical Report. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion.
168	Don Mocek	6/19/2020	Mail	Dear Loyl C. Bussell, I have some major concerns that I would like address in regard to the project of adding lanes and frontage roads at the southeast connector/Willow Bend addition, I feel more study is needed. You have proposed sound barriers on the north side but have no plans for sound barriers on the south side. This is alarming because the north side sits at a higher elevation, adding a sound wall there will only direct more noise towards us (it's already noisy as it is). It would be much appreciated if you did some further design research before greatly disrupting the quality of life for the residents of Willow Bend. In addition to the elevated noise levels, this project will also remove many trees that provide much needed shade, increase pollution, increase crime rates, and ultimately negatively affect the property value of our homes. I understand that the I-20&820/1- 20&287 connector needs to be re-designed but it seems to me that there has to be a better solution. I'm not sure why we need addition lanes leading up to Park Springs when we don't have traffic issues at Green Oaks and Park Springs. However, we certainly have traffic issues at the Matlock exit. Perhaps the funding would be more useful if directed towards adding more lanes on Hwy 287 from Arlington to Mansfield. Before disrupting our lives (the residents of Willow Bend and Overland Stage) we would appreciate you re-considering this portion of the proposed project. Thank you for your consideration, Don Mocek 4333 Willow Bend Drive Arlington, Texas 76017 817-688-8520	Project Design Noise Barriers	The regional long-range Metropolitan Transportation Plan Mobility 2045 recommends an additional lane in each direction along US 287 from I-20 to SH 360. The proposed project would add one lane in each direction on US 287 from I-20 to Sublett Road. TxDOT has not begun developing a corridor study on US 287 from Sublett to SH 360. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. For representative receivers R44 and R46 (as described in the "Traffic Noise Technical Report"); a noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. For representative receivers R50 (as described in the "Traffic Noise Technical Report"); a noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The noise barrier (noise barrier #7) located on the westbound side of I 20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project. Construction of a noise barrier on the opposite side of a highway from a receiver without a barrier should not result in a substantial increase in traffic noise levels. When noise reflects off a barrier, not all of the acoustical energy reflects back directly across the highway toward the receiver. The barrier diffracts some of the energy over the barrier, some energy is reflected away from the receiver, and some is blocked by vehicles on the highway. Also, some of the reflected energy to a receiver is lost due to the longer path it must travel. This project is needed because (a) the capacity of I-20, I-820, and US 287 within the project limits is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service (LOS) within these project limits, (b) the connectivity of I- 20, I-820, and US 287 with the existing local transportation systems is inefficient resulting in reduced mobility such as short weave/merge distances, insufficient sight distances, and reduced vertical clearance, and (c) there are currently no continuous pedestrian/bike facilities within or along frontage roads and no connection to municipal bike trails or facilities resulting in lack of connectivity. Tarrant County and the cities of Arlington, Fort Worth, and Kennedale have experienced steady growth, development, and expansion. The City of Forest Hill experienced a slight decrease between 2000 to 2010. However, population growth percentage is projected to increase between 2010 and 2040. This overall growth and development have increased motor vehicle numbers utilizing these roadways. Traffic volumes continue to increase as a result of the area population growth and associated development. The purpose of the proposed project is to (a) reduce traffic congestion and improve mobility on the I 20, I-820, and US 287 roadways within the project limits, (b) improve mobility and connectivity of I 20, I-820, and US 287 with the existing local transportation systems, and (c) provide continuous

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						pedestrian/bike facilities within or along frontage roads and connection to planned municipal bike trails or facilities. Forest Hill Drive and Park Springs Boulevard were chosen as the logical termini for I-20 because these are major origin/destination intersections for a substantial portion of traffic (major traffic generation points) along I-20 within the cities of Forest Hill and Arlington, respectively. Forest Hill Drive and Park Springs Boulevard are also major crossroads where continuous frontage roads do not exist along I-20. The conditions exist at these termini where I-20 can be properly transitioned into the unimproved section, thereby achieving lane balance. The proposed design is based on the forecasted 2045 traffic volumes. Along I-20 from I-820 interchange to Park Springs Blvd, the traffic volumes for the estimated time of completion year (2028) and design year (2045) is estimated to be 243,410 vehicles per day and 312,600 vehicles per day. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. TxDOT does not provide compensation for expected changes in property value on properties that are not directly impacted by the proposed project. Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions.
169	John W Leonard Janifer Leonard	6/22/2020	Mail	June 16, 2020 Texas Department of Transportation Attn: Loyl C. Bussell, P.E. re: 4331 Willow Bend Dr. (76017) This letter is the property owner response of John & Jan Leonard to the June 41 TxDot Virtual Meeting concerning the Southeast Connector Project; voicing our concern of what we fear will be the negative impact by the planned construction and encroachment to our property; located at 4331 Willow Bend Dr., in the Willow Bend Area, located approximately 200 -300 feet from I-20! We have been in a state of much angst for over a year, not knowing if our house would be tom down to make way for expansion! It has grown over a year seeking any information, compounding because our calls and emails never were answered! Just in the last several weeks I finally made contact with a TexDot official, who recommended this letter. I submit this letter to ask questions, state concerns and request certain actions to be taken, as well as changes to the existing plan!!! I begin with several professional public statements concerning highway noise impact! One is from an acoustics study and another from the World Health Organization. The acoustics study states "More than 45 million people live, work, or attend school within 300 feet of a major transportation facility in the United States alone (http://acousticstoday.org/ roadway). "..... heavily traveled highways can cause adverse noise effects. In addition to annoyance and speech interference, recent studies have reported on links between highway traffic noise and health effects." The World Health Organization reported on environmental health effects, including heart disease, sleep disturbance, and cognitive	Noise Barrier	Based on the proposed design, there would be no right of way acquisition from your property. Your home would not be removed as part of the proposed project. It appears the fence at this location is encroaching in the TxDOT right of way. It is required for the property owner to remove any fence within the TxDOT right of way at the property owners expense. TxDOT would not compensate the property owner for relocating the fence within TxDOT right of way. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				impairment in children. "... at least one million healthy life years are lost every year from traffic related noise in the western part of Europe alone" (WHO, 2011). These human health issues, as well as the effects of highway traffic noise on wildlife, are a growing concern. To help minimize the effects of highway traffic noise, researchers and practitioners must understand the noise sources, how the sound propagates to nearby communities, and how to reduce noise levels at the source, during propagation, or at the receiver. Further challenges lie in establishing and implementing highway traffic noise policies. Highway Traffic Noise is caused by tire-pavement interaction: highway speeds, tire-pavement interaction, generally is the most dominant source." (Sandberg and Ejsmont, 2002). The noise from 1-20 has grown intolerable over the past 28 years ! Now, we are told that there are plans to bring traffic and noise to within 20 ft. of my property!?!? Please note that we are assaulted all hours by a plethora of sources - a) sirens (constant all times of day and night) b) screaming speed bikes (most of the time several bikes racing) early morning and late night c) jake breaking trucks blaring horns d) tire blowouts e) loud mufflers, especially when vehicles are entering from Green Oaks onto I-20 or from the west entrance from Kelly-Elliott (both east and west are direct behind my house) f) motorcycle packs and gangs rumbling (literally) past with extremely loud exhaust, g) boombox vibration and h) the ever increasing number of occurring collisions both light and major!!! I witnessed one such death from my kitchen window ! And we are now informed that there will be NO sound barrier constructed for the south side of I-20 between Kelley-Elliott and Green Oaks!? Yet, there will be on the north!? I would strongly request that those who make decisions from on high, come spend but a day, any day of the week and LISTEN to what we are forced to endure! Possibly then, I feel confident that by their considering the impact of the noise pollution experienced by them, that they would ensure that a noise barrier would be constructed behind our homes! Regarding the purported noise study; was it conducted, when trees were fully in leaf, or winter? How could such a study NOT indicate a need for a sound barrier!? And with the probable removal of most of said trees, there will be NO even minor noise barrier!?!?! One neighbor, living across Willow Bend, at the south most location in a cul-da-sac directly south of our house endures disturbing noise from traffic and the above mentioned sources!? Look! My wife and I are both in our late 70's and we just moved a 96 year old parent into our home for her final days! We own this home, after having sacrificed years to pay for it! Are we to face our future years, during the next 5 projected years of construction without ANY protection from construction noise, dust, foundation damaging shaking, PLUS traffic noise!? Even now, our home, at times is literally shaken in our bedroom when certain trucks pass behind our house! It feels like there is a fault that exists at our bedroom floor connecting with I-20! It only occurs when an obviously extra heavy loaded truck passes behind our house bringing a momentary shake! We already have cracks in our walls and ceiling! We are also concerned about my existing fence. Will it be relocated? We realize that progress demands expansion of I-20! Nonetheless, what if a TexDot official or employee were to live in our house? Would they not deserve to be treated with respect and serious effort be made to mitigate and minimize disturbance and discomfort; we are now facing!? We chose this property when there was enough land between the house and the exit road, yet now I face a significant increase in traffic noise. bikers and runners up to within 20 feet of my property! THE NOISE WILL BE even more UNBEARABLE as all Willow Bend residents are concerned about!		Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel particulate matter from diesel-powered construction equipment and vehicles. The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found at: https://www.tceq.texas.gov/airquality/terp. However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements, it is not anticipated that emissions from construction of this project will have any significant impact on air quality in the area. This project is needed because (a) the capacity of I-20, I-820, and US 287 within the project limits is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service (LOS) within these project limits, (b) the connectivity of I- 20, I-820, and US 287 with the existing local transportation systems is inefficient resulting in reduced mobility such as short weave/merge distances, insufficient sight distances, and reduced vertical clearance, and (c) there are currently no continuous pedestrian/bike facilities within or along frontage roads and no connection to municipal bike trails or facilities resulting in lack of connectivity.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				At the very minimal change that should be considered is some form of high mason block fence or wall should be built to abate noise! Too, a combination of berms, trees, shrubs would prove the very least that could be provided! There is also concern about the security issue in danger of transients, etc. All of my neighbors who border I-20 urge TEXDOT to alter the current plans and construct whatever will assure the most prevention of noise disturbance!		Tarrant County and the cities of Arlington, Fort Worth, and Kennedale have experienced steady growth, development, and expansion. The City of Forest Hill experienced a slight decrease between 2000 to 2010. However, population growth percentage is projected to increase between 2010 and 2040. This overall growth and development have increased motor vehicle numbers utilizing these roadways. Traffic volumes continue to increase as a result of the area population growth and associated development. The purpose of the proposed project is to (a) reduce traffic congestion and improve mobility on the I 20, I-820, and US 287 roadways within the project limits, (b) improve mobility and connectivity of I 20, I-820, and US 287 with the existing local transportation systems, and (c) provide continuous pedestrian/bike facilities within or along frontage roads and connection to planned municipal bike trails or facilities.
170	Residents of Willow Bend	6/22/2020	Mail	Loyl C. Bussell, P.E. District Engineer Texas Dept Of Engineer Fort Worth District 2501 S.W. Loop 820 Fort Worth. Texas 76133 Mr. Bussell. We have major concerns that we would like to address in regards to the noise levels from current noise issues and future elevated noise that the I-20 Southeast Connector project will escalate, you have proposed no sound walls for the southside. This is alarming that the project proposed is designed to be constructed up to our property lines. The lower elevation of a lot of the homes on Willow Bend funnel most of the I-20 noise. It would be appreciated if you did further design research of the noise problem, we feel there weren't significant studies regarding the traffic noise analysis for a decision of no abatement for sound control and greatly disrupting the quality of life for the residents of Willow Bend. Thank you for your consideration, Residents of Willow Bend 4303,4305,4307,4307,4309,4311,4315,4317,4319,4321,4323,4327,4331,4333,4335,4400,4402,4404, 4408	Noise	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
171	Syliva Grogan	6/22/2020	Mail	Dear Mr. Bussell: I-20 traffic is not congested behind my back fence. I'm on the east-bound exit ramp between Green Oaks and Kelly-Elliott. But it sure is LOUD! Thank God for big and old trees. I am against your plans to widen I-20, as you know. However, if it goes forward, a noise barrier wall is definitely needed. If you build a west-bound noise wall and not an east-bound one, the noise will bounce off and be even worse over here. Sad! Please don't take down the trees. Thank you for reading. Sylvia.	Project Opposition Noise Tree Preservation	This project is needed because (a) the capacity of I-20, I-820, and US 287 within the project limits is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service (LOS) within these project limits, (b) the connectivity of I- 20, I-820, and US 287 with the existing local transportation systems is inefficient resulting in reduced mobility such as short weave/merge distances, insufficient sight distances, and reduced vertical clearance, and (c) there are currently no continuous pedestrian/bike facilities within or along frontage roads and no connection to municipal bike trails or facilities resulting in lack of connectivity. Tarrant County and the cities of Arlington, Fort Worth, and Kennedale have experienced steady growth, development, and expansion. The City of Forest Hill experienced a slight decrease between 2000 to 2010. However, population growth percentage is projected to increase between 2010 and 2040. This overall growth and development have increased motor vehicle numbers utilizing these roadways. Traffic volumes continue to increase as a result of the area population growth and associated development. The purpose of the proposed project is to (a) reduce traffic congestion and improve mobility on the I 20, I-820, and US 287 roadways within the project limits, (b) improve mobility and connectivity of I 20, I-820, and US 287 with the existing local transportation systems, and (c) provide continuous pedestrian/bike facilities within or along frontage roads and connection to planned municipal bike trails or facilities. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
172	Chad Edwards City of Fort Worth	6/22/2020	Email	Mr. Loyl C. Bussell, P.E. District Engineer Texas Department of Transportation Fort Worth District 2501 S.W. Loop 820 Fort Worth, TX 76133 Mr. Bussell, We appreciate the partnership between the Texas Department of Transportation (TxDOT) and the City of Fort Worth to continually improve regional mobility, safety, and quality of life through implementation of transportation infrastructure projects. The Southeast (SE) Connector project is a perfect example of these improvements. Following the SE Connector Public Hearing held on June 4, 2020, city staff has the following comment s. • PROPOSED ERATH STREET BRIDGE-The current proposed Erath Street Bridge depicts a 6' wide pedestrian sidewalk and 6' wide bike lane on each side of the bridge. The City's preference is to combine the pedestrian sidewalk and bike lane into 10' wide Shared-use Path on each side of the bridge serving both pedestrians and bicyclists. The implementation of Shared-use Paths could reduce the overall bridge width approximately 4', saving money while improving safety and function . • PROPOSED MILLER/WILBARGER INTERSECTION -The current proposed US 287 frontage roads are not continuous over the Miller/Wilbarger intersection. City staff is proposing TxDOT maintain the Miller/Wilbarger intersection configuration and that the US 287 frontage roads be extended up and over the Miller/Wilbarger intersection for continuous frontage roads. • PEDESTRIAN AND BICYCLE FACILITIES - At multiple bridge locations, TxDOT proposes to build both 6' wide pedestrian sidewalks and 6' wide bike lanes adjacent to each other. The City's preference is that TxDOT combine the 6' wide pedestrian sidewalks and 6' wide bike lanes into 10' wide Shared-use Paths, which could save money in a narrower footprint while improving safety and function. Bridge and underpass locations for consideration are Erath, Berry, Carey, and Ramey Streets. Thank you for the opportunity to participate in the SE Connector Project to improve regional mobility, safety, and quality of life. If you have any questions concerning these comments, please contact me at Chad.Edwards@FortWorthTexas.gov or (817) 392-7259 or David Jodray at David.Jodray@FortWorthTexas.gov or (817) 392-2891. Sincerely,	Multiple	The continuous frontage roads are not included in Mobility 2045, the Long Range Transportation Plan. For the frontage roads to be constructed , they would have to be included in the long range plan, schematics and traffic analyses would have to be updated and undergo an environmental review. Based on the proposed project, Erath, Berry, Carey, and Ramey Streets would be updated to include shared use paths along the cross streets between the frontage roads.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				Chad Edwards Regional Mobility and Innovation Officer		
173	Anne Nagim	6/9/2020	Email	Please don't widen the road by my house. The noise is unbearable as it is! Otherwise, please add a sound barrier! Anne Nagim 5303 Ridge Springs Ct. Arlington, Tx 76017 Sent from my iPhone	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. This project is needed because (a) the capacity of I-20, I-820, and US 287 within the project limits is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service (LOS) within these project limits, (b) the connectivity of I- 20, I-820, and US 287 with the existing local transportation systems is inefficient resulting in reduced mobility such as short weave/merge distances, insufficient sight distances, and reduced vertical clearance, and (c) there are currently no continuous pedestrian/bike facilities within or along frontage roads and no connection to municipal bike trails or facilities resulting in lack of connectivity. Tarrant County and the cities of Arlington, Fort Worth, and Kennedale have experienced steady

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						growth, development, and expansion. The City of Forest Hill experienced a slight decrease between 2000 to 2010. However, population growth percentage is projected to increase between 2010 and 2040. This overall growth and development have increased motor vehicle numbers utilizing these roadways. Traffic volumes continue to increase as a result of the area population growth and associated development. The purpose of the proposed project is to (a) reduce traffic congestion and improve mobility on the I 20, I-820, and US 287 roadways within the project limits, (b) improve mobility and connectivity of I 20, I-820, and US 287 with the existing local transportation systems, and (c) provide continuous pedestrian/bike facilities within or along frontage roads and connection to planned municipal bike trails or facilities.
174	Michael Ann Grubb Linda Cruz	6/4/2020	Email	Hello, Given that my home has been appraised by a third party, I assuming it will be affected by your project. I have read the account of the Fort Worth meeting that was held and just reviewed the virtual hearing you posted on line today. I still have a lot of questions but the first one is: Is my home, address reflected above, slated for complete displacement or will there be an option where I relinquish some of my property and stay in my home? An answer to this will help me what additional questions I need to ask, given I've found nothing that tells me exactly how the project will affect me. Thank you. Linda Cruz	ROW	Based on the proposed design, there would be a small amount of right of way acquisition along the east side of your property. Your home would not be removed as part of the proposed project. As a property owner, you have the constitutionally guaranteed right to receive just compensation for the property that will be purchased from you. Even though you have the right to receive such compensation, you may make a gift or donation of all or part of the property if you wish to do so. Where payment is to be made, the real property will be appraised to determine just compensation. Our representative will contact you before any appraisal is made. A thorough investigation of your property will be made to determine its value in accordance with state law. You or your designated representative will be given an opportunity to accompany the appraiser who is evaluating the real estate during the inspection of the property. Your cooperation and input will aid greatly in ensuring that nothing is overlooked which ought to be included in the appraisal of your property. All appraisals are carefully reviewed by the department to assure that proper appraisal principles and methods have been used to arrive at the value to be offered for your property. As soon as the appraisal and appraisal review work can be completed, you will be provided a written offer in the amount of the total approved value. You will be provided a copy of the state's appraisal report and you should note that if you already have an appraisal report you are required to provide a copy of it to the state. If you decide to have a separate appraisal done, you are required to provide a copy of it to the state in accordance with the Texas Attorney General's Landowner's Bill of Rights, a copy of which will be provided to you. You will also be advised in the written offer concerning the possible option of retaining any building or other improvements located on the land needed for right of way. Where appropriate, the just compensation for the real property to be acquired and for compensable damages to remaining real property will be stated separately.
175	Yheymi Aquino	6/09/2020	Email	(6/9/2020) Good afternoon, My name is Yheymi Betancourt and I live on 5401 Ridge Springs Ct. I have lived here with my family, husband and four kids, since July 2016. Since then, our population has grown around our neighborhood and continues to grow. Currently there is new construction on Kelly Elliot and Greek Oaks (south). The growth around our neighborhood and the surrounding cities has led to an increase of noise on the highway as well! I am writing this email because I disagree with your decision of not building sound barrier along the back of our house. In the further days to come I will record the noise I hear at different times of the day to help you understand that we need a sound barrier for our neighborhood. I hope that y'all find it in your hearts to understand our frustration with your decision. Here is a little about ourselves, I am a teacher for AISD and my husband is a police officer for the city of Dallas. I am currently on vacation and I am able to experience the noise on my backyard. Let me tell you that this house was vacant for many years before we bought it and I remember I told my	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				husband, I BET you is the noise from the freeway! To everyone's surprise, I do NOT mind some traffic noise! See I am from Los Angeles, California and had tolerated some noise. Since 2016, the noise in my backyard has gone from tolerable to INTOLERABLE! My husband works at nights and sleeps during the day, at least tries. His job as a police officer for over ten years has had it's sacrifices and rewards. We are blessed he has the opportunity to work at nights, come back and drop of the kids while I hurry to get to work. After he drops the kids, he comes back home and tries to get some sleep. We love Arlington, our house, neighbors, and friends! All that we are asking if y'all could make it possible for us to stay here for years to come! According to the Arlington city's website, our population has grown drastically! website: https://www.arlingtontx.gov/open_data/city_statistics/demographic_data, our population Thank you for your time and stay safe, God bless! Respectfully, Yheymi Betancourt 214-789-2003 2507 Ridge Springs Ct Arlington TX, 76017 SOUTH SIDE OF THE HIGHWAY (6/10/2020) Good afternoon, This is my second email and I have attached a video with the sound of my backyard at 230pm. We disagree with your decision and we hope you can find it in your hearts to change and build sound barrier wall. Respectfully, Mrs. Betancourt 5401 Ridge Springs Ct Arlington TX 76017 (6/11/2020) Good evening, We are emailing you our noise from our backyard. It's 7:20 pm in the evening. Please change your decision and build a sound barrier wall. Respectfully, The Betancourt family (6/12/2020) Good morning! I am sharing the video from our backyard at 1040 in the morning. Please change your decision and built a sound barrier wall. Respectfully, Betancourt family 214-789-2003		"reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
176	Barbara Rushing Reed Wilson	5/22/2020	email	Dear Sirs and Madams, I live at 5120 Overridge Dr, Arlington, TX 76017. I can see I20 from my front yard. I was shocked to find out that the north side of I20 was getting sound barriers, but the south side was not. I just found out that the highway is going to widen by a lane and a two-lane service road added. I understand this will require cutting down some of the trees that currently protect us from highway noise. The trees make a big difference, as we are well aware of in the winter when without the leaves	Noise Barrier Property Values	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				the sound becomes louder. I have lived here for 21 years and have seen the noise from I20 greatly increase as traffic increased. The noise level can vary depending on if the road is wet or not, among some of the conditions that cause it to vary. It is already so loud that during rush hour I cannot hold a conversation from my side of the street to my neighbor's side of the street. We can't even shout hi to each other and be heard. I can only imagine what the addition of lanes and the removal of trees will do. It was lovely during the end of March, April, and May while traffic became so light that you could not hear it. The birds actually started singing again and you could hear them. Everywhere I see new highway projects going in I see sound barriers. We need them for my neighborhood, too. It is a one time expense that will protect the quality of life in my lovely neighborhood for the long run. My house appraises at over $220,000, so my property tax bill is high (over $5,000 a year). Increasing the sound in the neighborhood could decrease the value of our homes, lowering the tax base, as it deteriorates our quality of life. I invite you to come stand on my driveway and listen and imagine what you will do to our sound level. Please reconsider adding sound barriers to the south side of I20 between Green Oaks and Kelly Elliott. Thank you, Mrs. Barbara Reed Wilson 817.308.6357 cell/text		speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the “worst case” loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. TxDOT does not provide compensation for expected changes in property value on properties that are not directly impacted by the proposed project. Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions.
177	Ann Davenport	6/16/2020	Email	I live in the Overland Stage subdivision in Arlington. We need a sound barrier on the south side of I-20 also. My home backs up to Green Oaks Blvd & OverRidge Dr & the traffic noise behind our house is	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT’s (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				terrible! Wish this area could have sound barrier walls also. Thank you, The Davenport's		TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
178	Liveable Arlington	6/22/2020	Email	I am writing to express concern about the acres of mature trees that will be cut in the implementation of this plan. We strongly urge you to save the trees. According to this Dallas Morning News report North Texas is heating up rapidly and dangerously due to the climate crisis. Trees clean the air, cool our cities, and reduce the urban heat island effect. They reduce flooding , and provide habitat for wildlife. They store carbon helping us mitigate and adapt to the climate crisis. We respectfully urge you to save the trees. Warm regards, Ranjana Bhandari Founder, Board Chair Liveable Arlington	Tree preservation	Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
179	Norma Cruz	6/22/2020	Email	SAVE TREES & HABITATS OF THOSE ANIMALS WHO LIVE IN THE AREA!	Tree preservation Animal Habitats	The loss of vegetation and the impacts to wildlife as a result of the proposed project were considered in the Environmental Assessment, in sections 5.11.1, 5.11.2, and 5.11.5, and were coordinated with the Texas Parks and Wildlife Department. Documentation regarding potential impacts to the

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						environment may be found in the Draft Environmental Assessment and various technical reports that are published at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
180	Marcia Moore Thompson	6/22/2020	Email	To Whom It May Concern regarding Southeast Connector Public Hearing by Historic Carver Heights Ps 111:4...He has made His wonderful works to be remembered...the LORD gracious and full of compassion This Race.....Black families of Historic Carver Heights A Race suppressed for years graced by God to purchase land and build new homes. This race established a productive and prosperous community. The men and women of the community achieved prominent positions in our great city of Fort Worth...Doctors, Lawyers, Teachers, City Council Members, Judges, Entrepreneurs, etc. Those of us who grew up in the community remember all these great breakthroughs for this race. We are endeavoring to maintain these great achievements for future generations to remember this race. *Leave our streets as they are for us to travel through freely without "one way" restrictions *No bike trails and sidewalks...we want to keep unwanted traffic out of this Historic Community *No more bus stops *A retainer wall would be greatly appreciated...the traffic is LOUD now Help us to preserve what our parents and neighbors worked hard to accomplish by God's great grace. We want our children, their children and our neighbors to remember these great and historic accomplishments of this race....the Black families of Historic Carver Heights The Moore Family Moore Children Moore Grandchildren Marcia Moore Thompson	Project Opposition Noise Bike/Ped Opposition Public Transp Opposition	Please see the response provided to comment number 102.
181	Richard North	6/16/2020	Email	1) It appears that no Noise Abatement barriers and methods have been planned for the South side of I20 between Little Road and Park Springs Blvd. The Traffic Roar impacting the Residential Community of Overland Stage Estates (OSE) is already notable, particularly under heavy traffic flow conditions. With the increased traffic flows facilitated by your Plan, Traffic Roar will increase dramatically; to the point of becoming an environmental problem for the residents of OSE. Noise abatement measures need to be put in place; including noise reducing road surfaces, on all I20 lanes between the 287 interchange and Park Springs. 2) Eastbound I20 traffic from Little Road to Park Springs Blvd will see increased flow rate as one more lane is added to I20, plus increase of access roads from Little Road to Park Springs Blvd. As noted above this will increase Traffic Roar. However, East of Park Springs, Eastbound traffic will remain constricted at only 4 lanes. This, coupled with Eastbound I20 entrance ramps at Park Springs, Bowen Road, Cooper Street and Matlock Road will cause frequent traffic backups and tailbacks all the way to the 287 interchange - and likely beyond. We already see these occurring not too infrequently during the Eastbound morning rush hours. 3) Such Eastbound I20 backups and tailbacks noted in 2) above cause Eastbound traffic to exit onto Green Oaks Blvd headed southeast in order to regain access to I20 at Cooper St or Matlock Rd.	Noise Barriers and Noise Reducing Road Surfaces Design-Increased traffic flow	1) A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				Sincerely, Richard F. North PO Box 172016 Arlington, TX 76017 817-394-2085 res 682-201-5203 cell cc: Linda Estoll President Overland Stage Neighborhood Assoc.		Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. For representative receivers R44 and R46 (as described in the "Traffic Noise Technical Report"); a noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. For representative receivers R50 (as described in the "Traffic Noise Technical Report"); a noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. Using pavement surface for noise mitigation has not been allowed by the FHWA due to the decrease of the pavement properties due to wear over time. In order for the pavement to retain the sound reduction, it must be routinely resurfaced with “quiet” pavement every 4-8 years depending on the amount and type of traffic. 2) TxDOT is conducting a similar corridor study to determine proposed improvements for I-20 from US 287 to SH 161 (President George Bush Turnpike). The regional long-range Metropolitan Transportation Plan Mobility 2045 describes five mainlanes each direction are proposed for the corridor. The Southeast Connector study has verified five lanes each direction are warranted for future capacity along the I-20 corridor and is proposing construction to near Park Springs Boulevard to provide transition of mainlanes to and from the interchange areas with US 287 and I-820. 3) The Mobility 2045 Plan also describes the frontage roads to be continuous along I-20 from Park Springs Boulevard to SH 161 (President George Bush Turnpike) in the future. The proposed frontage roads would also help ease redistribution of traffic due to capacity delays or incidents along the main lanes as they would provide an additional route along the main lanes for travel.
182	Thylis Chambless	6/16/2020	Email	I cannot see from your map what the final outcome will be for the entrances and exits to and from Meadowbrook Drive will be. Will we still be able to access I-820 from our street? Will there also continue to be access to I-30 from our street once we have	Neighborhood Access	Based on the proposed design, access from Meadowbrook Drive to I-820 and I-30 would still be provided with the proposed project. The ramp configurations from I-820 to Meadowbrook and from Meadowbrook to I-820 are essentially the same as the existing facility. The ramp locations have been

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				accessed I-820 North? I am very concerned if our street will no longer have access to these two highways. Thylis Chambless 7117 Meadowbrook Drive Fort Worth, TX 76112 817-343-6374		updated to improve safety, intersection storage, and traffic operations although the entrance and exit ramps can be accessed in essentially the same way that exists today. The most notable proposed design improvement to the ramping to or from Meadowbrook is the northbound I-820 exit to Meadowbrook. The exit ramp would be shifted further south to allow for a bridge to be constructed over the new entrance ramp from East Lancaster Avenue. The new exit ramp and bridge would allow northbound traffic to access the frontage road further south before reaching the northbound frontage road intersection with Meadowbrook Drive.
183	Kathryn Mitchell	6/14/2020	Email	Dear Mr. Bussell, I am writing to express my concerns about the Southeast Connector project, mostly how it will impact the area between Green Oaks and Kelly Elliott on I-20. I have many concerns and questions. I am concerned about the plans to remove over 15 acres of trees, many of which line either side of the highway between Kelly Elliott and Green Oaks. These trees are in the Key Branch tributary, and I am concerned that their removal will negatively impact the drainage heading toward the homes around Martin HS north of the highway. I know some of those homes have had issues with land erosion, and I've seen that creek flood the intersection at Pleasant Ridge and Kelly Elliott before. Additionally, I am concerned about the environmental impact of removing those trees as they currently provide cooling and some filtration of the heat and pollutants caused by the highway. I am also concerned about the noise impact of this project. The "Traffic Noise Technical Report" notes that the installation of a noise barrier 20' in height "would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers" on the south side of I-20 between Green Oaks and Kelly Elliott. It appears TXDOT has determined that a noise barrier won't meet the state's criteria for installing one because it can't lower the noise *enough* to be considered a reasonable expense. TXDOT also claims that the highway project as proposed will lower the decibel levels on Willow Bend by 5 decibels and have a neutral impact on our neighborhood to the west. I question how you could have arrived at that conclusion considering you are removing trees that span 50 to almost 200 feet deep between the backs of the current houses and the current roadways, and you are adding a lane to the highway and running the access road right up against the backs of the properties on the northern side of Willow Bend. I would like to know how TXDOT determined that the noise level would be lowered on the south side of the highway but not on the north side. I haven't been able to find any information on whether the noise barriers on the north side will be reflective or absorptive. I would think that if you use reflective barriers, this would increase the highway noise even more for us. Does your noise study include the effects of the northern noise barriers being installed? And what type of materials will be utilized for the noise barriers on the north side? I question the wisdom of spending this much money reconstructing the highway in an area that doesn't have a congestion problem. I have lived in the neighborhood southwest of the I-20 & Kelly Elliott intersection for 6 years, and I have only once seen traffic issues on the highway in our area due to a wreck. It simply isn't an area with traffic problems. I also never see traffic backed up more than two cars deep at the stoplight at Kelly Elliott and I-20. Furthermore, if you widen the highway here, I foresee the potential for creating a bottleneck of traffic once drivers approach four-lane Bowen - where traffic *does* start to get heavy during rush hour. I don't think you should expand our lanes in this area until you expand the eastbound lanes east of here - again, where traffic problems actually do exist and where I feel you should be focusing your efforts first.	Tree Preservation Noise Barriers Traffic	The portion of the proposed frontage road alignments that are new location are located along the existing right of way at a similar offset to the existing frontage roads present at Green Oak and Kelly Elliot which are also located along the existing right of way. By constructing the frontage roads closer to the mainlanes, the ramp geometry would be difficult to implement. Additionally, there is a stream feeding Kee Branch that is between the proposed westbound frontage road and the mainlanes; TxDOT is proposing to place the westbound frontage road away from that stream to avoid/minimize impacts to the adjacent streams. Regarding the 15 acres of tree removal, this is a worst-case estimate. Trees/vegetation provide a range of benefits related to wildlife habitat, aesthetics, storm water, urban heat island effects, etc., and that is why impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. A Project Aesthetics Plan, which may include replanting trees and other vegetation at TxDOT- determined locations, will be developed during the detailed construction design phase of this project. Development of the Aesthetics Plan will include coordinating with local cities for their input on the plan. In addition to this project, the TxDOT Fort Worth District's Green Ribbon Landscape Program funds local landscaping projects (including tree planting) and other enhancement activities along state roadways to address air quality issues throughout the region. Local governments are encouraged to submit applications for consideration during TxDOT's annual Green Ribbon Landscape Program call for projects. Local governments are encouraged to submit applications for consideration during TxDOT's annual Green Ribbon Landscape Program call for projects. For additional information regarding the TxDOT Fort Worth District Green Ribbon Landscape Program, please contact Kimberly Phillips White, Fort Worth District Landscape Architect at Kimberly.phillips.white@txdot.gov. In addition, TxDOT has prepared a Statewide On-Road Greenhouse Gas (GHG) Emissions Analysis and Climate Change Assessment technical report. A copy of this report is available at: https://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/725-01-rpt.pdf. Please refer to the technical report for more details, including the statewide GHG on-road analysis, the climate change assessment and how TxDOT is responding to a changing climate. The loss of trees resulting from the proposed project is not anticipated to negatively impact drainage in the area. The design of this project would be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project would not result in a "significant encroachment" as defined by FHWA's rules implementing EO 11988 at 23 CFR 650.105(q). A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				In another area of the project west of Green Oaks, we're curious as to the need to turn Forest Bend into a cul-de-sac. We often drive the access road between Little Road and Green Oaks, and the highway exits after the turn onto Forest Bend. The newly constructed offramp will also enter the access road after Forest Bend. We and many others use Forest Bend as a cutoff to get to Green Oaks heading south from the access road, thereby reducing traffic merging with cars that are exiting the highway. We fear that if we lose that alternate route, it will result in more traffic backed up at the light on Green Oaks and I-20. We can't make sense of the need to close off Forest Bend, and we foresee problems with doing so. I can see how the new design helps with the flow from the highway, but I still maintain that some of that gain will be offset by the loss of Forest Bend's alternate route for traffic moving from Little Road to Green Oaks south. Rather than shutting off access to Forest Bend, I would rather see lane change deterrents installed like they use on I-40 West in Amarillo at Milam St. (see screenshots below). Thank you for your consideration, Kathy Mitchell 4601 Branchview Dr. Arlington, TX 76017		The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. The traffic noise model includes consideration for the layout of the proposed highway lanes, including elevations, relative to the adjacent residential receivers. Near R50, the proposed frontage road on eastbound I-20 would be positioned on fill above the residential receivers adjacent to the project ROW. This would block some of the noise coming from the I-20 main lanes, resulting in the decrease in predicted noise levels shown in the analysis report. Even though predicted noise would be lower than existing conditions (73 dBA), the future year 2045 noise level (68 dBA) is still above the impact criteria value for residential receivers. A noise impact was identified for the neighborhood represented by receiver R50, so noise abatement was evaluated. However, the abatement analysis indicated that a noise barrier would not be feasible and reasonable at this location. No noise abatement is proposed near R50. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						The noise barrier (noise barrier #7) located on the westbound side of I 20 from your neighborhood, would reduce noise levels (for the immediately adjacent receivers) by at least 5 dB(A) and would achieve the 7 dB(A) design goal for at least one receiver. The calculated cost of noise barrier #7 would also satisfy the cost effectiveness criterion, making the barrier both reasonable and feasible for incorporation into the proposed project. Construction of a noise barrier on the opposite side of a highway from a receiver without a barrier should not result in a substantial increase in traffic noise levels. When noise reflects off a barrier, not all of the acoustical energy reflects back directly across the highway toward the receiver. The barrier diffracts some of the energy over the barrier, some energy is reflected away from the receiver, and some is blocked by vehicles on the highway. Also, some of the reflected energy to a receiver is lost due to the longer path it must travel. The proposed design is based on the forecasted 2045 traffic volumes. Along I-20 from I-820 interchange to Park Springs Blvd, the traffic volumes for the estimated time of completion year (2028) and design year (2045) is estimated to be 243,410 vehicles per day and 312,600 vehicles per day. TxDOT is conducting a similar corridor study to determine proposed improvements for I-20 from US 287 to SH 161 (President George Bush Turnpike). The regional long-range Metropolitan Transportation Plan Mobility 2045 describes five mainlanes each direction are proposed for the corridor. The Southeast Connector study has verified five lanes each direction are warranted for future capacity along the I-20 corridor and is proposing construction to near Park Springs Boulevard to provide transition of mainlanes to and from the interchange areas with US 287 and I-820. The westbound exit ramp to Green Oaks Boulevard is proposed to be reconstructed approximately 400 feet west of the existing ramp. The area along the frontage road near the ramp gore is proposed to be denied access for safety to eliminate travel from the exit ramp directly across the frontage road lanes to driveways or streets. In addition, Forest Bend would conflict with the proposed right turn at Green Oak Blvd. Forest Bend Drive is adjacent the ramp and proposed to be a cul-de-sac to eliminate multiple conflicting traffic movements from the ramp to the street as well from the street to the U turn and left turn along the frontage road. Flexible delineators as shown in your attachments are used when it is not reasonable to close or alter access drives or streets near the ramp. It is more desirable to eliminate the access to the drives or streets near the ramp when possible because the flexible delineators are often run over by drivers and then do not provide the desired traffic control.
184	Ms. Carmen Moyett	6/20/2020	Email	Good Morning Mr. Curtis Loftis My Name is Ms. Carmen Moyett My address is 2916 Louise St I'm concern about this project because I live next to 820 and Craig. I'm wanting to know if my property is one of those that are in the way of this new connector. When will we know. Who will let us know. Thank You If you have any more information I will appreciate it Ms. Carmen Moyett	ROW/ Displacement	Based on the proposed design, there would be no right of way acquisition from your property. Your home would not be removed as part of the proposed project.
185	Rick Robertson	6/22/2020	Email	Dear Sirs We own parcel 808 and 809 and we at this point are not in agreement on this proposal on the	ROW/ Displacement	Based on the proposed design, there would be no right of way acquisition from your properties. Existing driveways to your parcels would be reconstructed however, there would be new denial of

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				corridor. We are not sure how this is going to affect our property. We would like for someone to come talk with us and show us exactly how it is going to affect our property. Chad Puttman, is who I spoke with at the meeting is there any way he could come by our office and talk with us set up a meeting. Sincere thanks, Rick Robertson Global Signs Inc. 817-834-1123 www.globalsignsinc.com		access to Parcel 809. For additional information, please contact the TxDOT Fort Worth District right of way office at 817-370-6500. All improvements along the frontage road adjacent to your parcels would be within existing right of way, including the addition of a sidewalk along the reconstructed frontage road.
186	Rick Higgins	6/20/2020	Email	My name is Rick Higgins and I am located at 4335 Willow Bend Dr. Arlington, TX 76017. The current Noise levels and air pollution along this area is extremely high. I ask that you take a moment to reconsider options in this area. 1. I welcome you to come sit in my backyard during rush hours and try to have a normal conversation. 2. Recorded levels during these times are from 70db to well over 90db. 3. Air quality in this area is very rough for anyone with any type of breathing issues. 4. I welcome you to come look at the buildup of black sticky matter that I have to remove weekly from everything on my back porch . 5. My home happens to be located in the lowest point and all noise is funneled up towards my house Your proposed plan does not include any sound barriers on the south side of 20 to protect the residents that live along this area, plus it puts the proposed service road and pedestrian and bike path in our back yards. In my case right up against my shed and pool. Your current proposed plan will only compound the current issues in this area. I believe someone should take a hard look at all the homes on Willow Bend Dr. that will be affected by this proposed plan, without some kind of sound wall, our homes will not only be unlivable due to increased noise levels and increased unhealthy air pollution levels, but will also be unsellable! If nothing is to be done in this area to correct the issues, then I would be open to this project purchasing my home. Thanks -- Rick Higgins	Noise Air Quality	Air quality analysis throughout the project limits was evaluated in accordance with TxDOT's Air Quality Environmental Handbook. This handbook outlines the process steps necessary to comply with the Clean Air Act, the National Environmental Policy Act, and the Federal-Aid Highways code in regards to potential project effects on air quality. The air quality analysis was documented in the project's Environmental Assessment document, p. 37 under Section 5.12 Air Quality (www.txdot.gov and search keywords: "Southeast Connector"). It is not anticipated that emissions from construction of this project would have any significant impact on air quality in the area due to the use of fugitive dust control measures, the encouragement of the use of the Texas Emissions Reduction Plan, and compliance with applicable regulatory requirements. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
187	Valerie Cortez	6/22/2020	Email	I support all the suggestions summitted by the HCH neighborhood. Valerie Cortez	Carver Heights Neighborhood	Comment noted.
188	David Lacerda	6/8/2020	Email	A sound wall is needed on the south side of I-20. Why would this not just be obvious to you. Gayle	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. The TxDOT ENV approved Traffic Noise Technical Report can be found at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html According to page 6 and 7 of the Noise Receiver Location Map, R44 and R46 are the receivers that represent the area in question. Mitigation considered for these receivers is discussed on page 8 of the Traffic Noise Technical Report. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion.
189	Kent Lunski	6/19/2020	Email	Hi! Here are some items that need to be addressed: 1. EB I-20 STA 326+10 (@ end of proposed project construction) shows 5 travel lanes(arrows) in the plan view of the schematic and 5 travel lanes(arrows) in the proposed typical section. However, there are only 4 existing travel lanes in the eastbound direction. This is a lane balance issue and needs to be	Design Modifications	1. TxDOT is conducting a similar corridor study to determine proposed improvements for I-20 from US 287 to SH 161 (President George Bush Turnpike). The regional long-range Metropolitan Transportation Plan Mobility 2045 describes five mainlanes each direction are proposed for the corridor. The Southeast Connector study has verified five lanes each direction are warranted for future capacity along the I-20 corridor and is proposing construction to near Park Springs Boulevard

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				corrected. I suggest dropping one of the lanes on the 2-lane EB entrance ramp (prior to Kelly Elliot Road) to a 1-lane entrance ramp. Doing this would give enough merging room (approximately 2,000 feet) for the auxiliary lane to merge in with ML traffic before the end of proposed project construction at EB I-20 STA 326+10. 2. SB US 287 STA 219+10(end of proposed project construction) shows 3 travel lanes(arrows) in the plan view of the schematic and 3 travel lanes (arrows) in the proposed typical section. However, there are only 2 existing travel lanes in the southbound direction. This is a lane balance issue and needs to be corrected. I suggest making the exit ramp to Sublett Road an exit only lane. That would help with the merging issue before the end of the proposed project construction at SB US 287 STA 219+10. 3. Sublett Road intersection @ US 287. The US 287 Bridge should be lengthened in order to properly incorporate the proposed bike, vehicular and pedestrian lane configurations underneath the bridge at Sublett Road. With the proposed improvements as shown, I believe there is the possibility that the traffic could hit the bridge columns and cause the bridge to fail. Thank you, Denise Lunski		to provide transition of mainlanes to and from the interchange areas with US 287 and I-820. Although difficult to see on the proposed schematics, the existing I-20 facility is proposed to be improved to 5 travel lanes in each direction near the eastern project limits of the proposed Southeast Connector Project as part of another TxDOT project. The inside lane on I-20 from near Park Springs Boulevard eastward was incorrectly shaded gray and should have been shaded purple to indicate "Other TxDOT Project" as shown on the legend. Any interim transition lane striping necessary would be addressed during the construction phase of the proposed project. 2.The regional long-range Metropolitan Transportation Plan Mobility 2045 recommends an additional lane in each direction along US 287 from I-20 to SH 360. The proposed project would add one lane in each direction on US 287 from I-20 to Sublett Road. TxDOT has not begun developing a corridor study on US 287 from Sublett Road to SH 360. Although difficult to see on the proposed schematics, the existing US 287 facility is proposed to be improved to 3 travel lanes in each direction near the southern project limits of the proposed Southeast Connector Project as part of another TxDOT project. The inside lanes on US 287 near Sublett Road at the southern end of the proposed project should have been shaded purple to indicate "Other TxDOT Project" as shown on the legend. Any interim transition lane striping necessary would be addressed during the construction phase of the proposed project. 3. The proposed design would include sufficient safety measures to reduce and eliminate concerns that traffic could hit the bridge and cause the bridge to fail as part of the design, as required as part of the review and approval process consistent with all Texas Department of Transportation projects.
190	John & Jan Leonard	6/18/2020	Email	Texas Department Of Transportation Attn: Loyl C. Bussell, P.E. and to whom it may concern re: 4331 Willow Bend Dr. (76017) This letter is the property owner response of John & Jan Leonard to the June 4th, TxDot Virtual Meeting concerning the Southeast Connector Project; voicing our concern of what we fear will be the negative impact by the planned construction and encroachment to our property; located at 4331 Willow Bend Dr., in the Willow Bend Area, located approximately 200 -300 feet from I-20! We have been in a state of much angst for over a year, not knowing if our house would be torn down to make way for expansion! It has increased for over a year while we sought any information; compounding because our calls and emails never were answered! Just in the last several weeks I finally made contact with a TexDot official, who recommended this letter. I submit this letter to ask serious questions, state serious concerns and request certain definite actions to be taken, as well as changes to the existing plan!!! I begin with several professional public statements concerning highway noise impact! One is from an acoustics study and another from the World Health Organization. The acoustics study states “More than 45 million people live, work, or attend school within 300 feet of a major transportation facility in the United States alone (http://acousticstoday.org/ roadway). “….. heavily traveled highways can cause adverse noise effects. In addition to annoyance and speech interference, recent studies have reported on links between highway traffic noise and health effects.” The World Health Organization reported on environmental health effects, including heart disease, sleep disturbance, and cognitive impairment in children. “… at least one million healthy life years are lost every year from traffic related noise in the western part of Europe alone” (WHO, 2011). These human health issues, as well as the effects of highway traffic noise on wildlife, are a growing concern. To help minimize the effects of highway traffic noise, researchers and practitioners must understand the noise sources, how the	Noise	Based on the proposed design, there would be no right of way acquisition from your property. Your home would not be removed as part of the proposed project. It appears the fence at this location is encroaching in the TxDOT right of way. It is required for the property owner to remove any fence within the TxDOT right of way at the property owners expense. TxDOT would not compensate the property owner for relocating the fence within TxDOT right of way. A traffic noise analysis was conducted in accordance with TxDOT’s (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT’s Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the “worst case” loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				sound propagates to nearby communities, and how to reduce noise levels at the source, during propagation, or at the receiver. Further challenges lie in establishing and implementing highway traffic noise policies. Highway Traffic Noise is caused by tire-pavement interaction: highway speeds, tire-pavement interaction, generally is the most dominant source." (Sandberg and Ejsmont, 2002). The noise from I-20 has grown intolerable over the past 28 years ! Now, we are told that there are plans to bring traffic and noise to within 20 ft. of my property!?!? Please note that we are assaulted all hours by a plethora of sources - a) sirens (constant all times of day and night) b) screaming speed bikes (most of the time several bikes racing) early morning and late night c) jake breaking trucks-blaring horns d) tire blowouts e) loud mufflers, especially when vehicles are entering from Green Oaks onto I-20 or from the west entrance from Kelly-Elliott (both east and west are direct behind my house) f) motorcycle packs and gangs rumbling (literally) past with extremely loud exhaust, g) boombox vibration and h) the ever increasing number of occurring collisions both light and major!!! I witnessed one such death from my kitchen window ! And we are now informed that there will be NO sound barrier constructed for the south side of I-20 between Kelley-Elliott and Green Oaks!? Yet, there will be on the north!? I would strongly request that those who make decisions from on high, come spend but a day, any day of the week and LISTEN to what we are forced to endure! Possibly then, I feel confident that by their considering the impact of the noise pollution experienced by them, that they would ensure that a noise barrier would be constructed behind our homes! Regarding the purported noise study; was it conducted, when trees were fully in leaf, or winter? How could such a study NOT indicate a need for a sound barrier!? And with the probable removal of most of said trees, there will be NO even minor noise barrier!?!?! One neighbor, living across Willow Bend, at the south most location in a cul-da-sac directly south of our house endures disturbing noise from traffic and the above mentioned sources!? Look! My wife and I are both in our late 70's and we just moved a 96 year old parent into our home for her final days! We own this home, after having sacrificed years to pay for it! Are we to face our future years, during the next 5 projected years of construction without ANY protection from construction noise, dust, foundation damaging shaking, PLUS traffic noise!? Even now, our home, at times is literally shaken in our bedroom when certain trucks pass behind our house! It feels like there is a fault that exists at our bedroom floor connecting with I-20! It only occurs when an obviously extra heavy loaded truck passes behind our house bringing a momentary shake! We already have cracks in our walls and ceiling! We are also concerned about my existing fence. Will it be relocated? We realize that progress demands expansion of I-20! Nonetheless, what if a TexDot official or employee were to live in our house? Would they not deserve to be treated with respect and a serious effort be made to mitigate and minimize disturbance and discomfort; we are now facing!? We chose this property when there was enough land between the house and the exit road, yet now we face a significant increase in traffic noise, bikers and runners, up to within 20 feet of my property! THE NOISE WILL BE even more UNBEARABLE as all Willow Bend residents are concerned about! At the very minimal, change that should be considered is some form of high mason block fence or brick wall should be built to abate noise! Too, a combination of berms, trees, shrubs would prove the very least that could be provided! There is also concern about the security issue in danger of		the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel particulate matter from diesel-powered construction equipment and vehicles. The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found at: https://www.tceq.texas.gov/airquality/terp. However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements, it is not anticipated that emissions from construction of this project will have any significant impact on air quality in the area. This project is needed because (a) the capacity of I-20, I-820, and US 287 within the project limits is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service (LOS) within these project limits, (b) the connectivity of I- 20, I-820, and US 287 with the existing local transportation systems is inefficient resulting in reduced mobility such as short weave/merge distances, insufficient sight distances, and reduced vertical clearance, and (c) there are currently no continuous pedestrian/bike facilities within or along frontage roads and no connection to municipal bike trails or facilities resulting in lack of connectivity. Tarrant County and the cities of Arlington, Fort Worth, and Kennedale have experienced steady growth, development, and expansion. The City of Forest Hill experienced a slight decrease between

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				transients, etc. All of my neighbors who border I-20 urge TEXDOT to alter the current plans and construct whatever will assure the most prevention of noise disturbance! I simply urge that planners and decision makers to do the right thing for the present day residents of Willow Bend Dr. as well as those who will live here in the future! Respectfully, _____John_____ _____Jan_____ John W Leonard Janifer Leonard		2000 to 2010. However, population growth percentage is projected to increase between 2010 and 2040. This overall growth and development have increased motor vehicle numbers utilizing these roadways. Traffic volumes continue to increase as a result of the area population growth and associated development. The purpose of the proposed project is to (a) reduce traffic congestion and improve mobility on the I 20, I-820, and US 287 roadways within the project limits, (b) improve mobility and connectivity of I 20, I-820, and US 287 with the existing local transportation systems, and (c) provide continuous pedestrian/bike facilities within or along frontage roads and connection to planned municipal bike trails or facilities.
191	BRYAN NELSON	6/16/2020	Email	I don't understand your plans for a noise barrier with holes in it.... more of a noise net. The barriers need to be on the highway side of the service road, not the residential side. If it were on the highway side it could be solid instead of breaking every time it came to an intersection.	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. Noise barriers are mitigation for noise impacts. As such, they cannot be installed in a manner that would restrict existing access to properties which would be an additional impact. In the case of cross streets and alleys, this would not only affect the adjacent properties, but also the subdivision. A noise barrier along the main travel lanes was modeled; however, it would exceed the cost criteria of $52,500.
192	ROY HOPKINS	6/14/2020	Email	I live in the Willow Bend subdivision in SE Arlington(76017) that will be severely impacted by the proposed construction that will result in increased noise levels that already are 60 db and above for those homes that parallel I-20. I have two proposals for your consideration: 1.Why does the additional lanes for I-20 need to go to Park Springs? Why not to Bowen or Cooper? Better yet-why not just to Green Oaks?? Being very familiar with the current traffic issues, I believe the congestion will be relieved if you built the highway addition just to Green Oaks as current traffic issues begin just west of the intersection .This would save you the cost of 1-1.5 miles of additional highway construction and still solve the traffic issue.	Noise Barrier	This project is needed because (a) the capacity of I-20, I-820, and US 287 within the project limits is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service (LOS) within these project limits, (b) the connectivity of I- 20, I-820, and US 287 with the existing local transportation systems is inefficient resulting in reduced mobility such as short weave/merge distances, insufficient sight distances, and reduced vertical clearance, and (c) there are currently no continuous pedestrian/bike facilities within or along frontage roads and no connection to municipal bike trails or facilities resulting in lack of connectivity.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				2.We need a noise barrier regardless of highway construction length from exit 447 to the Kelly Elliot intersection on the south side of I-20. The homes in that area are closer to I-20 than any other location! This barrier needs to be built at the edge of the access road without destroying ANY trees which provide relief (and some noise attenuation) from the I-20 eyesore.I estimate the barrier length to be around .3 mile.I have measure 60 db continuous and 80 transient on Willow Bend Dr. Roy Hopkins 4317 Willow Bend Dr 76017		Tarrant County and the cities of Arlington, Fort Worth, and Kennedale have experienced steady growth, development, and expansion. The City of Forest Hill experienced a slight decrease between 2000 to 2010. However, population growth percentage is projected to increase between 2010 and 2040. This overall growth and development have increased motor vehicle numbers utilizing these roadways. Traffic volumes continue to increase as a result of the area population growth and associated development. The purpose of the proposed project is to (a) reduce traffic congestion and improve mobility on the I 20, I-820, and US 287 roadways within the project limits, (b) improve mobility and connectivity of I 20, I-820, and US 287 with the existing local transportation systems, and (c) provide continuous pedestrian/bike facilities within or along frontage roads and connection to planned municipal bike trails or facilities. Forest Hill Drive and Park Springs Boulevard were chosen as the logical termini for I-20 because these are major origin/destination intersections for a substantial portion of traffic (major traffic generation points) along I-20 within the cities of Forest Hill and Arlington, respectively. Forest Hill Drive and Park Springs Boulevard are also major crossroads where continuous frontage roads do not exist along I-20. The conditions exist at these termini where I-20 can be properly transitioned into the unimproved section, thereby achieving lane balance. TxDOT is conducting a similar corridor study to determine proposed improvements for I-20 from US 287 to SH 161 (President George Bush Turnpike). The regional long-range Metropolitan Transportation Plan Mobility 2045 describes five mainlanes each direction are proposed for the corridor. The Southeast Connector study has verified five lanes each direction are warranted for future capacity along the I-20 corridor and is proposing construction to near Park Springs Boulevard to provide transition of mainlanes to and from the interchange areas with US 287 and I-820. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A).

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
193	Floyd Ostrom	6/22/2020	Email	I am writing in opposition to the proposed tree removal in the Southeast Connector Project. The DFW Metroplex is already a major Urban Heat Island and the removal of that amount of trees will just worsen that situation. The goal should be to add trees, as the city of Arlington has been doing very well for years, and should continue in that direction. The month of May, 2020 has recently been reported to have been the hottest May on record and this area also has worsening air quality which combined with the tree removal also contribute to the global warming. The goal for the city of Arlington should be to continue the addition of more trees to increase the tree canopy and hopefully limit some of the temperature increases. As a retired Pediatrician, I am very concerned about the worsening of air quality and the increasing temperatures and the effect that these issues are affecting public health and safety, especially in children. Respiratory illnesses are a significant public health concern now and the increasing heat can have a significant effect on the ability of children to learn. Please seriously consider our concerns and if these trees absolutely must be removed due to the construction, put an equal number of trees to replace those removed into the budget. Thank you for your time. Floyd S. Ostrom, D.O. 2005 Chantilly Ct. Arlington TX 76015 817-465-5989	Tree Preservation Air Quality	Air Quality impacts as a result of the proposed project were considered in the Environmental Assessment, in section 5.12. The Draft Environmental Assessment and various technical reports that are published at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html TxDOT has prepared a Statewide On-Road Greenhouse Gas (GHG) Emissions Analysis and Climate Change Assessment technical report. A copy of this report is available at: https://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/725-01-rpt.pdf. Please refer to the technical report for more details, including the statewide GHG on-road analysis, the climate change assessment and how TxDOT is responding to a changing climate. Trees/vegetation provide a range of benefits related to wildlife habitat, aesthetics, storm water, urban heat island effects, etc., and that is why impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Currently, TxDOT does not have a policy or program to replace trees in kind to mitigate impacts to native mature woody vegetation and there are no plans to replant trees at the present time. However; a Project Aesthetics Plan, which may include replanting trees and other vegetation at TxDOT- determined locations, will be developed during the detailed construction design phase of this project. Development of the Aesthetics Plan will include coordinating with local cities for their input on the plan. In addition to this project, the TxDOT Fort Worth District's Green Ribbon Landscape Program funds local landscaping projects (including tree planting) and other enhancement activities along state roadways to address air quality issues throughout the region. Local governments are encouraged to submit applications for consideration during TxDOT's annual Green Ribbon Landscape Program call for projects. For additional information regarding the TxDOT Fort Worth District Green Ribbon

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Landscape Program, please contact Kimberly Phillips White, Fort Worth District Landscape Architect at Kimberly.phillips.white@txdot.gov.
194	Bill Novero	6/4/2020	Email	I listened to the virtual town hall meeting and have the same questions I had before I invested 35 minutes of my time and got no specific or new information regarding the expansion around my home at 4402 Spring Creek Rd., Arlington. Please provide a visual of how the area between Green Oaks and Park Springs will be effected. Specifically, what portion of the native, historic Cross Timbers will be sacrificed. The removal of any of it is removing a portIon of native Texas, increasing sound for residents, increasing Pollution, decreasing natural habitats, destroying natural beauty. The presentation only referred to Westbound I 20 between East Green Oaks and Park Springs Blvd., no mention of the eastbound portion beside which my home is located. Please include information specifically for the Southern portion of the expansion along I 20 and its impact to the native woodland, acres and location of displacement, provisions for sound barriers and what type of barrier. The noise from I 20 is already loud, and soon to be louder. The pollution is already detrimental to the health of residents within a mile of major interstates, now going to be more detrimental. I am not an expert .but I researched the health impact of residents living within a mile of major interstates and found residents health is significantly and negatively impacted. Please include Tx.dot research into health of residents living along the proposed expansion. I am disturbed I have had no notification of meetings and I live very close to I 20. We are on the first street from the I 20 and we have had no contact. We are also senior citizens who are concerned for doing what we can to make healthy living choices. How close will construction be to our home and where will bathroom facilities be for bicycles and disabled persons. Surveyors have been in the creek behind and across from our home. They said a new sewer line is being run. Where in relation to our home and to the creek that goes through our property? Shouldn't home owners be informed when public domain causes a negative impact on private property? Thank you for providing the information I request. Barbara Novero abouthealth , and others.	Air Quality Public Notification Sewer Line Location and impact Historic preservation	The proposed construction of a frontage road and shared use path in TxDOT right of way appears to be approximately 300 feet north of your property. The loss of vegetation and the impacts to wildlife as a result of the proposed project were considered in the Environmental Assessment, in sections 5.11.1, 5.11.2, and 5.11.5, and were coordinated with the Texas Parks and Wildlife Department. Visualizations of these impacts are available in the Environmental Assessment, in Appendix C and Appendix F. Trees/vegetation provide a range of benefits related to wildlife habitat, aesthetics, storm water, urban heat island effects, etc., and that is why impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Currently, TxDOT does not have a policy or program to replace trees in kind to mitigate impacts to native mature woody vegetation and there are no plans to replant trees at the present time. However; a Project Aesthetics Plan, which may include replanting trees and other vegetation at TxDOT- determined locations, will be developed during the detailed construction design phase of this project. Development of the Aesthetics Plan will include coordinating with local cities for their input on the plan. In addition to this project, the TxDOT Fort Worth District's Green Ribbon Landscape Program funds local landscaping projects (including tree planting) and other enhancement activities along state roadways to address air quality issues throughout the region. Local governments are encouraged to submit applications for consideration during TxDOT's annual Green Ribbon Landscape Program call for projects. For additional information regarding the TxDOT Fort Worth District Green Ribbon Landscape Program, please contact Kimberly Phillips White, Fort Worth District Landscape Architect at Kimberly.phillips.white@txdot.gov. Air Quality impacts as a result of the proposed project were considered in the Environmental Assessment, in section 5.12. The Draft Environmental Assessment and various technical reports that are published at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html In addition, TxDOT has prepared a Statewide On-Road Greenhouse Gas (GHG) Emissions Analysis and Climate Change Assessment technical report. A copy of this report is available at: https://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/725-01-rpt.pdf. Please refer to the technical report for more details, including the statewide GHG on-road analysis, the climate change assessment and how TxDOT is responding to a changing climate. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The public hearing for the proposed project was advertised in accordance with the requirements codified in the Texas Administrative Code (TAC) at 43 TAC 2.101 to 2.110 and 43 TAC 1.5, as well as in the Code of Federal Regulations (CFR) at 23 CFR Part 771 for federal projects. Notices were sent those adjacent to the project (which is required by State rules) and were also sent to properties most likely to experience effects associated with the various street closures and access changes. The proposed project was also advertised in the Fort Worth Star Telegram on May 17, 2020 and on the City of Arlington website on June 3, 2020. Bathroom facilities are not proposed to be constructed along the adjacent shared use paths or sidewalks along the corridor. TxDOT is not constructing a sewer line in your neighborhood. Contact the City of Arlington for information about any proposed sewer lines.
195	Lauren Fancher	6/21/2020	Email	The Southeast Connector Project will lead to acres of trees being cut. Please try to find a better solution to find ways to preserve these trees.Trees clean the air, reduce urban heat islands, absorb carbon, support wildlife, and reduce flooding. We need to save our existing tree canopy. North Texas has been heating up increasingly due to climate change and we need to protect and expand our tree	Tree Preservation Air Quality	The loss of vegetation and the impacts to wildlife as a result of the proposed project were considered in the Environmental Assessment, in sections 5.11.1, 5.11.2, and 5.11.5, and were coordinated with the Texas Parks and Wildlife Department. Visualizations of these impacts are available in the Environmental Assessment, in Appendix C and Appendix F.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				canopy now more than ever. Over 15 acres of trees are to be removed for this project. This includes crosstimber woodland and forest as well as riparian vegetation. Many of the trees affected are located on the banks of Key Branch, and there is concern that this could negatively affect storm water runoff. Additionally, the loss of those trees will affect pollution levels and heat from the highway. Trees are not easily replaced and take decades to mature. Once they are gone severe, irreparable damage will have been done. Please reconsider this project and try to find a better solution. The future is truly bleak if we do not preserve what little environment we have left. Sincerely, Lauren Fancher	Storm Water Runoff	Regarding the 15 acres of tree removal, this is a worst-case estimate. Trees/vegetation provide a range of benefits related to wildlife habitat, aesthetics, storm water, urban heat island effects, etc., and that is why impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. A Project Aesthetics Plan, which may include replanting trees and other vegetation at TxDOT- determined locations, will be developed during the detailed construction design phase of this project. Development of the Aesthetics Plan will include coordinating with local cities for their input on the plan. In addition to this project, the TxDOT Fort Worth District's Green Ribbon Landscape Program funds local landscaping projects (including tree planting) and other enhancement activities along state roadways to address air quality issues throughout the region. Local governments are encouraged to submit applications for consideration during TxDOT's annual Green Ribbon Landscape Program call for projects. For additional information regarding the TxDOT Fort Worth District Green Ribbon Landscape Program, please contact Kimberly Phillips White, Fort Worth District Landscape Architect at Kimberly.phillips.white@txdot.gov. In addition, TxDOT has prepared a Statewide On-Road Greenhouse Gas (GHG) Emissions Analysis and Climate Change Assessment technical report. A copy of this report is available at: https://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/725-01-rpt.pdf. Please refer to the technical report for more details, including the statewide GHG on-road analysis, the climate change assessment and how TxDOT is responding to a changing climate. Air Quality impacts as a result of the proposed project were considered in the Environmental Assessment, in section 5.12. The Draft Environmental Assessment and various technical reports that are published at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html
196	Sylvia Grogan	6/15/2020	Email	Dear Sir: I agree that 820, 287 and I-20 (the connectors) need to be widened because of congestion but NOT down here at Kelly-Elliott Rd. I have lived here over 36 years and have observed traffic. Four lanes is plenty, bike lanes NOT needed!! And, it is very loud yet you say no noise barrier is planned for the east-bound side of 20. We've needed that for many years! It seems discriminatory to us for you to build a barrier on the north-bound side, but not the east-bound side. There are 16 other homes beside mine that abut I-20 on the 4300 and 4400 blocks of Willow Bend that feel the same. A better solution to us would be to end the project somewhere NEARER the connectors. Hope you will reconsider the plan. Thank you for reading this and I await your response. Sylvia Grogan 4323 Willow Bend Drive Arlington, TX 76017 817-675-4498	Noise Design Modifications	This project is needed because (a) the capacity of I-20, I-820, and US 287 within the project limits is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service (LOS) within these project limits, (b) the connectivity of I- 20, I-820, and US 287 with the existing local transportation systems is inefficient resulting in reduced mobility such as short weave/merge distances, insufficient sight distances, and reduced vertical clearance, and (c) there are currently no continuous pedestrian/bike facilities within or along frontage roads and no connection to municipal bike trails or facilities resulting in lack of connectivity. Tarrant County and the cities of Arlington, Fort Worth, and Kennedale have experienced steady growth, development, and expansion. The City of Forest Hill experienced a slight decrease between 2000 to 2010. However, population growth percentage is projected to increase between 2010 and 2040. This overall growth and development have increased motor vehicle numbers utilizing these roadways. Traffic volumes continue to increase as a result of the area population growth and associated development. The purpose of the proposed project is to (a) reduce traffic congestion and improve mobility on the I 20, I-820, and US 287 roadways within the project limits, (b) improve mobility and connectivity of I

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						20, I-820, and US 287 with the existing local transportation systems, and (c) provide continuous pedestrian/bike facilities within or along frontage roads and connection to planned municipal bike trails or facilities. Forest Hill Drive and Park Springs Boulevard were chosen as the logical termini for I-20 because these are major origin/destination intersections for a substantial portion of traffic (major traffic generation points) along I-20 within the cities of Forest Hill and Arlington, respectively. Forest Hill Drive and Park Springs Boulevard are also major crossroads where continuous frontage roads do not exist along I-20. The conditions exist at these termini where I-20 can be properly transitioned into the unimproved section, thereby achieving lane balance. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
197	Marlin and Linda Timmons	6/18/2020	Email	We would like to express our grave concern regarding the Southeast Connector Project which will affect those of us who live on the south side of I-20 between Green Oaks Blvd and Kelly Elliott road. We live at 4305 Willow Bend Drive and our lot backs up to the exit ramp from I-20 to Kelly Elliott Road. This has been our home for over 30 years. We understand that construction of a new exit ramp will come right up to our fence. We are ages 77 and 70 and believe the constant noise and pollution will be detrimental to our health for the remainder of our life. In addition to that, we have two grandchildren with upper respiratory problems that would have to avoid visiting us for fear of new infections due to the increased pollution caused by the new construction. We also fail to see how construction in this area will alleviate traffic congestion since the bottleneck does not start until farther east of us. If lanes are not widened farther east from Kelly Elliott Road, widening I-20 in our area seems a wasted expense. We think a better solution would be to end the project nearer the connectors. We are also opposed to the removal of 15 acres of trees for several reasons. TxDot has stated that no sound barrier will be put up on our side. There are 17 homes that will be affected by these proposed changes in our area of I-20. We would greatly appreciate any influence you could have in getting TxDot to reconsider the proposed changes to this section of I-20. Marlin and Linda Timmons 4305 Willow Bend Dr. Arlington, TX 76017 817 239-3332 or 817 291-7182	Noise Barrier Air Quality Design Modifications	Air Quality impacts as a result of the proposed project were considered in the Environmental Assessment, in section 5.12. The Draft Environmental Assessment and various technical reports that are published at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. During the construction phase of this project, temporary increases in PM and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel particulate matter from diesel-powered construction equipment and vehicles. The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found at: https://www.tceq.texas.gov/airquality/terp. However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements, it is not anticipated that emissions from construction of this project will have any significant impact on air quality in the area. TxDOT is conducting a similar corridor study to determine proposed improvements for I-20 from US 287 to SH 161 (President George Bush Turnpike). The regional long-range Metropolitan Transportation Plan Mobility 2045 describes five mainlanes each direction are proposed for the corridor. The Southeast Connector study has verified five lanes each direction are warranted for future capacity along the I-20 corridor and is proposing construction to near Park Springs Boulevard to provide transition of mainlanes to and from the interchange areas with US 287 and I-820. Forest Hill Drive and Park Springs Boulevard were chosen as the logical termini for I-20 because these are major origin/destination intersections for a substantial portion of traffic (major traffic generation points) along I-20 within the cities of Forest Hill and Arlington, respectively. Forest Hill Drive and Park Springs Boulevard are also major crossroads where continuous frontage roads do not exist along I-20. The conditions exist at these termini where I-20 can be properly transitioned into the unimproved section, thereby achieving lane balance.
198	Jo Anna Cardoza	6/22/2020	Email	Hello- My name is Jo Anna Cardoza, I am a resident of Arlington. This project is much needed in this area but I am opposed to the loss of trees. -- Jo Anna Cardoza	Tree Preservation	Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
199	Matthew Hurt Attorney for Mrs. Pridemore and Builders' Sales & Services Company	6/22/2020	Email	Dear Mr. Loftis: I write on behalf of our clients, Builders' Sales & Service Company, and Mrs. Pat Pridemore in response to your request for comments regarding the proposed project. Mrs. Pridemore and Builders' Sales & Service Company are not opposed to progress, but they are opposed to anything that makes their building unusable for their very successful and longtime business. They ask that you look again to be sure that their property is necessary for you to carry out your obligation of providing for safe transportation projects in Texas. Mrs. Pridemore and Builders' Sales & Service Company have deep roots at their location at 2201 East Loop 820 South, Fort Worth, Texas 76112. The business has played a vital role in the homebuilding	ROW/Displacement	Based on the proposed design, there would be no property acquisition from your property, however, the property was shown as a potential displacement because the access rights were shown in the public hearing design to be removed along the frontage road and would have required the driveway at the north end of the property to be removed. The drives at the southern edge of the property leading to Vel Drive are not proposed to be removed. TxDOT is revising the design to adjust the location of the access rights along your property to allow the driveway at the north end of the property to remain. As a property owner, you have the constitutionally guaranteed right to receive just compensation for

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				industry in Tarrant County for a half of a century. The business has generated sales of hundreds of thousands of dollars, and tax revenue on those sales for the State of Texas and City of Fort Worth. Builders' Sales & Service Company is one of the oldest family owned businesses in DFW for appliances. Mr. Rupert Pridemore was a leader in the building industry for more than 40 years and played a major role in the local Builders Association. He won multiple awards with the local, state, and national builders associations. Builders' Sales & Service Company is currently one of the top distributors in DFW for GE & Whirlpool Appliances. The business sells directly to builders as well as to customers. The building you propose to take includes a showroom for potential buyers to see appliances in person. The location is very good for the business and the business has been at the same location since the 70's, which helps make it successful. The project proposes to make the property worthless and also will likely damage the business too. The building is culturally significant because it is an example of a 62-year-old successful family business that has done the same thing from the same location for nearly forty years—this is indeed rare. Moving the entire business and finding a comparable and suitable existing building location or vacant site in the service area will be difficult for this longstanding family business. Please reconsider the impacts on this and other locally owned and family owned businesses in the area. Additionally, in terms of complying with your federal and state law project and environmental and due process requirements for moving forward with the project, please consider that it appears that at least a portion of the project was omitted from the schematics that you made available for public review and comment. Thanks, Dawson & Sodd, LLP		the property that will be purchased from you. Even though you have the right to receive such compensation, you may make a gift or donation of all or part of the property if you wish to do so. Where payment is to be made, the real property will be appraised to determine just compensation. Our representative will contact you before any appraisal is made. A thorough investigation of your property will be made to determine its value in accordance with state law. You or your designated representative will be given an opportunity to accompany the appraiser who is evaluating the real estate during the inspection of the property. Your cooperation and input will aid greatly in ensuring that nothing is overlooked which ought to be included in the appraisal of your property. All appraisals are carefully reviewed by the department to assure that proper appraisal principles and methods have been used to arrive at the value to be offered for your property. As soon as the appraisal and appraisal review work can be completed, you will be provided a written offer in the amount of the total approved value. You will be provided a copy of the state's appraisal report and you should note that if you already have an appraisal report you are required to provide a copy of it to the state. If you decide to have a separate appraisal done, you are required to provide a copy of it to the state in accordance with the Texas Attorney General's Landowner's Bill of Rights, a copy of which will be provided to you. You will also be advised in the written offer concerning the possible option of retaining any building or other improvements located on the land needed for right of way. Where appropriate, the just compensation for the real property to be acquired and for compensable damages to remaining real property will be stated separately.
200	Melinda Nelson	6/15/2020	Email	Hello, Are there any schematics or information on the highway intersections for this project? Thank you, and I look forward to hearing from you. Sincerely, Melinda Nelson Victron Energy, Inc. Design & Construction 105 YMCA Drive Waxahachie, TX 75165 Office: 469-517-2051 Cell: 972-977-6517 Fax: 469-383-8586	Request for Information	All project information including the proposed roadway design schematics are available on the internet at www.txdot.gov by searching keywords "Southeast Connector" or the project website at : https://www.txdot.gov/inside-txdot/projects/studies/fort-worth/southeast-connector.html
201	Katheryn Rogers	6/22/2020	Email	I am sending this to declare complete opposition to the cutting of 15 acres of trees which includes crosstimber woodland and forest as well as riparian vegetation to rework the interchange between I-20, 820 and 287. Also on the chopping block are almost all of the trees along both sides of the highway between Kelly Elliott and Green Oaks to install access roads which will run directly behind the fences of the homes on either side of the highway. This access road must be constructed as a bridge to span Key Branch. Many of the trees affected are located on the banks of Key Branch, and there is concern that this could negatively affect storm water runoff. Additionally, the loss of those trees will affect pollution levels and heat from the highway. As well as removing trees currently found throughout the I-20/820/287 interchange as well as trees found in Village Creek. This is not the time to be clear cutting trees. We are in a climate crisis and trees are our only hope of surviving. Sincerely,	Tree Preservation Air Quality	The loss of vegetation and the impacts to wildlife as a result of the proposed project were considered in the Environmental Assessment, in sections 5.11.1, 5.11.2, and 5.11.5, and were coordinated with the Texas Parks and Wildlife Department. TxDOT acknowledges the benefits that trees and other vegetation provide for both the natural and human environment, which is why impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Currently, TxDOT does not have a policy or program to replace trees in kind to mitigate impacts to native mature woody vegetation and there are no plans to replant trees at the present time. However; a Project Aesthetics Plan, which may include replanting trees and other vegetation at TxDOT- determined locations, will be developed during the detailed construction design phase of this project. Development of the Aesthetics Plan will include coordinating with local cities for their input on the plan.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				Katheryn Rogers 523 Meadowbrook Dr Arlington, TX 76010		In addition to this project, the TxDOT Fort Worth District's Green Ribbon Landscape Program funds local landscaping projects (including tree planting) and other enhancement activities along state roadways to address air quality issues throughout the region. Local governments are encouraged to submit applications for consideration during TxDOT's annual Green Ribbon Landscape Program call for projects. For additional information regarding the TxDOT Fort Worth District Green Ribbon Landscape Program, please contact Kimberly Phillips White, Fort Worth District Landscape Architect at Kimberly.phillips.white@txdot.gov. To minimize erosion, a Storm Water Pollution Prevention Plan (SW3P) would be included in the plans. The Construction Contract Administration Manual requires that the appropriate Construction General Permit authorization documents (Notice of Intent or site notice) would be completed, posted, and submitted, to TCEQ and the Municipal Separate Storm Sewer System (MS4) operator. The project would be inspected to ensure compliance with the CGP."
202	Fred Bishop	6/12/2020	Email	Hello, We live @4412 Willow Bend Dr. Arlington Tx 76017. We have lived here for more than 25 years and have seen the growth in our area. More traffic on I20 along with many wrecks and accidents @ our off-ramp exit, 447. One of the major issues is the use of J-breaks on the big rigs, there is no need for this unnecessary noise. This is something that needs to be stopped immediately. As you go forward, are you going to do a noise study of the current levels? We feel that a noise barrier is needed, but I question how effective it will be. Fred Bishop 817-676-8705	Noise	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. The use of J-breaks along a roadway is regulated by the local municipalities. Concerns regarding the use of J-breaks in your area should be directed to City of Arlington.
203	Scott R. Johnson	6/12/2020	Email	As a resident of Overland Stage subdivision for 24 years, I would like to formerly request that during the planned expansion of I20 between Green Oaks Blvd. and Kelly Elliot Road that sound barriers be erected for noise abatement and native trees be planted as well. Thank you for your consideration. Scott R. Johnson	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Currently, TxDOT does not have a policy or program to replace trees in kind to mitigate impacts to native mature woody vegetation and there are no plans to replant trees at the present time. However; a Project Aesthetics

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Plan, which may include replanting trees and other vegetation at TxDOT- determined locations, will be developed during the detailed construction design phase of this project. Development of the Aesthetics Plan will include coordinating with local cities for their input on the plan.
204	Rhonda Alexander	6/10/2020	Email	My home faces this portion of I-20 and I can see and hear the traffic on the highway. The noise from the expansion will only increase the noise. We need a sound barrier on the south side also.	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
205	Suzanne and Richard Carmichael	6/4/2020	Email	Good morning, Please consider placing a sound Barrier wall on the south side of I 20. We live in the Overkand Stage area off Green Oaks south of 20 behind the Overland Stage shopping center. The traffic now is really loud and once this expansion is complete it will be even more so. This is truly something I feel we cannot live without. Thank you in advance for your consideration.	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
206	Margaret Drake	6/10/2020	Email	Hello! Overland Stage has been my neighborhood for the past nine years during which time I have enjoyed relatively quiet and peaceful days and nights. With the upcoming expansion of Interstate 20 between Green Oaks and Kelly Elliot I'm pretty sure that it will result in much more traffic and noise and adversely affect the peaceful area we have come to love and expect here. Please seriously consider adding a sound barrier wall to the south side of the project just as you are doing on the north side, on the other side of the freeway from Overland Stage Estates. Thank you so much for considering my request. Margaret Drake	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
207	Shelley Barnett	6/4/2020	Email	To Curtis Loftis and the Southeast Connector team: The south side of I-20 between Green Oaks and Kelly Elliott doesn't have a sound barrier wall included in the project plan. However, once the area has a 2 lane frontage road instead of only a highway on-ramp, I believe the property behind our homes will be developed commercially and we will lose the trees between our homes and the highway, thus increasing the highway noise we hear much more than the original sound study would expect. PLEASE consider installing a sound barrier wall on the south side of I-20 between Green Oaks and Kelly Elliott. Thank you, Shelley Barnett 5103 Overridge Dr. Arlington, TX 76017	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
208	Kay McKnight	6/5/2020	Email	We definitely need a barrier on the south side of I-20 between Green Oaks and Kelly-Elliott. Please consider!	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
209	Kent Hart	6/21/2020	Email	Ladies /Gentlemen: Please look closer at adding a sound wall along the south side of I-20 between the Green Oaks & Kelly Elliot exits. As the traffic on I-20 continues to increase the natural barrier (trees) has grown as well, although not at the same pace. To remove those trees without a sound wall will be devastating to the quality of life we have come to expect in Overland Stage Estates. I live on Wind Rock Court, one block from the street closest to I-20. when out for a walk, we can tell a difference in the I-20 noise between the two streets. Has anyone actually done a noise study, comparing the noise level on the highway side of the trees	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				and the neighborhood side? If yes, could you send those results to me? If no, don't you think it would be the prudent thing to do before moving forward? Sincerely, Kent Hart 5105 Wind Rock Ct Arlington, TX 76017 682-553-3345		conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
210	Mohammad Shabbir Aikal	6/23/2020	Email	Dear Mr. Bussell & Mr. Loftis, I thought this email was sent yesterday but noticed this morning that my email was still sitting in outbox. I own the property on 6201 E Lancaster in Fort worth TX; which is within Southeast connector project. I have attached the Resource Map and Map # 6 of 8 has my site. I have attached and highlighted my site (in Yellow) and per legend there is no Displacement or any new proposed ROW. My question is how it will impact the current traffic flows and property access. Do you have a resource that can help us understand how traffic coming off of 820 will access my site ? How will traffic on Lancaster access 820 How far the access ramps will be ? Thank you in advance for your input. Regards	Request for Information	Curtis Hanan with TxDOT discussed access with Mr. Aikal on June 24th and provided an email with Roll 6 of the schematic layout attached so Mr. Aikal could see the forecast traffic volumes. It was discussed traffic to and from the south from Lancaster would need to travel the frontage roads and through the intersection at E. Rosedale Street. Traffic to and from the north would have direct access ramps to the frontage roads leading to Lancaster.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				Shabbir Aikal 214-621-1686		
211	Lynsey Baker	6/22/2020	Email	To Whom it May Concern, I am a resident of the Willow Bend -Thousand Oaks neighborhood of Southwest Arlington. And I am writing to you about my concerns with the upcoming Southeast Connector project. I live at 4315 Willow Bend, along with my husband and three young children. We already currently experience a good deal of noise from the interstate and service road directly behind us. And I use noise machines in mine and my children's bedrooms at night to try and muffle the noise while we sleep. I am very concerned about how expanding the highway and service roads, as well as cutting down numerous trees will impact the noise level, as well as the property value of houses in the neighborhood. I have looked over the proposed project, and I am so disheartened and upset that most, if not all, major residential areas impacted by the new expansion will be receiving noise barriers with the exception of my neighborhood. It appears that TxDOT studies have determined that the noise impact will be SO loud that a noise barrier will not help enough. Therefore, they have decided not to build one at all. Can you imagine how you would feel if this were your peaceful, family neighborhood being disrupted and intruded on by traffic noise at an even louder level than it is now- with no barrier to help cut down on that noise?? Not to mention the construction noise that we will be forced to listen to every day for years! I ask that TxDOT and the City of Arlington reconsider this area of the project and have a noise barrier added to the plans. Or some other arrangements need to be considered/made. Please do not turn our neighborhood into the one that no one wants to live in or move to because of the traffic noise level! I have attached some images of specific neighborhood comparisons. I appreciate your time and I truly hope that you can help convey my concerns to the city as well as TxDOT. Thank you, Lynsey Kelly and family Another look at this setion of the Southeast Connector project shows a comparable street adjacent to Willow Bend Drive. The north side has 14 homes and the south side has 15 homes along I-20. The shouses on the north side of I-20 will be getting a noise barrier the entire length of the service road. Based on current proposals the south side gets no noise The section of the Southeast Connector Project below shos that the north side of I-20 will receive a proposed noise barrier that will impact 5 homes. In comparison, the equivalent distance on the south side of I-20 has total of 10 homes that are already much closer to the highway and no noise barrier will be built.	Noise Barrier Tree Preservation	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						TxDOT does not provide compensation for expected changes in property value on properties that are not directly impacted by the proposed project. Property values are based on a variety of site specific factors as well as economic and real estate market conditions. TxDOT cannot reasonably foresee how the value of property may change in a negative or positive way because of various factors (i.e., property location, size, access, zoning, and improvements) and changing market conditions.
212	Kayla Ferrell	6/20/2020	Email	To Whom it May Concern, I was given this contact information by a neighbor. I am a resident of the Willow Bend -Thousand Oaks neighborhood, and I am writing to you about my concerns with the upcoming Southeast Connector project. I live at 4307 Willow Bend along with my two young children, and we currently experience a great deal of noise from the interstate and service road directly behind us. I currently use noise machines in my children's bedrooms at night to try and muffle the disturbances while they sleep. Expanding the highway and service roads, as well as cutting down numerous trees, will dramatically increase the noise. I have looked over the proposed project, and I am so disheartened and upset that most, if not all, major residential areas impacted by the new expansion will be receiving noise barriers with the exception of my neighborhood. It appears that TxDOT studies have determined that the noise impact will be so loud that a noise barrier won't help enough, therefore they have decided not to build one at all. I strongly feel like TxDOT and the City of Arlington need to take another look at this area of the project and have a noise barrier added to the plans. I have attached some images of specific neighborhood comparisons. I appreciate your time and I truly hope that you can help convey my concerns to the city as well as TxDOT. Thank you, Kayla Ferrell	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
213	Dave Mitchell	6/20/2020	Email	I have several concerns with the Green Oaks to Kelly Elliott section of the proposed Southeast Connector project. We currently experience zero traffic issues in this area, therefore I believe the portion of the project to add access roads to that section of the project will be a waste of taxpayer	Tree Preservation Noise Barriers	With regards to runoff, a Storm Water Pollution Prevention Plan (SW3P) would be included in the plans. The Construction Contract Administration Manual requires that the appropriate Construction General Permit authorization documents (Notice of Intent or site notice) would be completed,

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				dollars and should be removed from the project. Among the issues that adding access roads to this area of the project I believe will cause are: 1. Additional runoff into Kee Branch Creek. Removing that many trees and vegetation will increase the rain runoff, potentially causing additional flooding issues currently being experienced by residents living north of the highway. 2. Noise Pollution. Your study states that the decibel levels on the south side of I-20 in this area will actually lower after the construction project without a sound barrier in place. I contend that moving traffic 185 feet closer to residential areas and removing the natural sound barrier of up to 8 acres of trees will make the entire area much louder. I am curious to find out how the laws of acoustic dynamics are universal on this planet except on the south side of I-20 between Green Oaks and Kelly Elliott. If anything, I contend the sound levels will increase greatly because the project calls for sound barriers to be installed on the north side which will reverberate the noise back to the south side of the highway. 3. Safety. According to the plans, the access roads will border residential fence lines. Eventually someone will hit a ball over their fence and into fast moving oncoming traffic. Any accidents occurring on the access road could potentially crash through a residential fence. 4. Aesthetics. The highway is currently shielded from the residential areas by the trees. Removing them and moving traffic near the fence line will be an eyesore for the residents to endure. 5. Air Pollution – Removing the trees and moving traffic closer to the residential areas will allow more carbon monoxide to drift across the neighborhoods. There is nothing in this portion of the project that I believe will benefit anyone and it will be detrimental to thousands of people. I travel this section of I-20 every day during rush hours. I have never once sat more than two cars back at either the Kelly Elliott or Park Springs intersection lights after the off-ramps, so additional access roads are not warranted. The only thing that could potentially help traffic in this area would be to install on and off ramps between Kelly Elliott and Park Springs so that drivers would not need to go through a light before and after entering the highway prior to turning onto Kelly Elliott and Park Springs. Neither of those options are included in the project. We do not want or need the proposed changes to the access roads between Green Oaks and Kelly Elliott. Please save the Texas taxpayers millions of dollars and leave this section as is.	Safety Aesthetics Air Quality	posted, and submitted, to TCEQ and the Municipal Separate Storm Sewer System (MS4) operator. The project would be inspected to ensure compliance with the CGP. With regards to flooding, the design of this project would be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project would not result in a "significant encroachment" as defined by FHWA's rules implementing EO 11988 at 23 CFR 650.105(q). A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Vegetation can cause a noticeable difference in traffic noise levels when the vegetation is sufficiently dense to completely block the view along the sound propagation path. TxDOT modeled both existing and future noise conditions without the vegetation, so the analysis represents worst-case conditions. Regardless of whether or not we modeled vegetation, noise impacts were identified in this area and abatement was considered as required by FHWA and TxDOT policy. The traffic noise model includes consideration for the layout of the proposed highway lanes, including elevations, relative to the adjacent residential receivers. Near R50, the proposed frontage road on eastbound I-20 would be positioned on fill above the residential receivers adjacent to the project ROW. This would block some of the noise coming from the I-20 main lanes, resulting in the decrease in predicted noise levels shown in the analysis report. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. For representative receivers R44 and R46 (as described in the "Traffic Noise Technical Report"); a noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. For representative receivers R50 (as described in the "Traffic Noise Technical Report"); a noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area. Construction of a noise barrier on the opposite side of a highway from a receiver without a barrier should not result in a substantial increase in traffic noise levels. When noise reflects off a barrier, not all of the acoustical energy reflects back directly across the highway toward the receiver. The barrier diffracts some of the energy over the barrier, some energy is reflected away from the receiver, and some is blocked by vehicles on the highway. Also, some of the reflected energy to a receiver is lost due to the longer path it must travel. Air Quality impacts as a result of the proposed project were considered in the Environmental Assessment, in section 5.12. The Draft Environmental Assessment and various technical reports that are published at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html The frontage roads as shown in the proposed design would have a curb and be located approximately 20 feet inside the TxDOT property line. A shared use path is proposed to be constructed between the frontage road and TxDOT property line. This project is needed because (a) the capacity of I-20, I-820, and US 287 within the project limits is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service (LOS) within these project limits, (b) the connectivity of I- 20, I-820, and US 287 with the existing local transportation systems is inefficient resulting in reduced mobility such as short weave/merge distances, insufficient sight distances, and reduced vertical clearance, and (c) there are currently no continuous pedestrian/bike facilities within or along frontage roads and no connection to municipal bike trails or facilities resulting in lack of connectivity. Tarrant County and the cities of Arlington, Fort Worth, and Kennedale have experienced steady growth, development, and expansion. The City of Forest Hill experienced a slight decrease between 2000 to 2010. However, population growth percentage is projected to increase between 2010 and 2040. This overall growth and development have increased motor vehicle numbers utilizing these roadways. Traffic volumes continue to increase as a result of the area population growth and associated development.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						The purpose of the proposed project is to (a) reduce traffic congestion and improve mobility on the I 20, I-820, and US 287 roadways within the project limits, (b) improve mobility and connectivity of I 20, I-820, and US 287 with the existing local transportation systems, and (c) provide continuous pedestrian/bike facilities within or along frontage roads and connection to planned municipal bike trails or facilities. Forest Hill Drive and Park Springs Boulevard were chosen as the logical termini for I-20 because these are major origin/destination intersections for a substantial portion of traffic (major traffic generation points) along I-20 within the cities of Forest Hill and Arlington, respectively. Forest Hill Drive and Park Springs Boulevard are also major crossroads where continuous frontage roads do not exist along I-20. The conditions exist at these termini where I-20 can be properly transitioned into the unimproved section, thereby achieving lane balance. Discontinuous frontage roads exist along I-20 between Green Oaks Boulevard and Kelly Elliot Road. These discontinuities create barriers for local traffic circulation and the adjoining street system. Traffic is forced into neighborhoods, and entrance/exit ramps are placed too close to the cross-streets they serve. Additionally, there are no detour routes in the corridor when main lane wrecks occur or lane closures due to maintenance activities. Without continuous frontage roads, there is no operational flexibility or incident management capability. Currently, the ramps connect directly to the I-20 main lanes with an auxiliary lane and there are no existing frontage roads between Green Oaks and Kelly Elliot. TxDOT is proposing ramps to/from Green Oaks and Kelly Elliot to the proposed frontage roads contained within the existing TxDOT right of way. The proposed frontage roads connects two existing frontage roads at Green Oaks and Kelly Elliot where no frontage road exists today. The portion of the proposed frontage road alignments that are new location are located along the existing right of way at a similar offset to the existing frontage roads present at Green Oak and Kelly Elliot which are also located along the existing right of way. By constructing the frontage roads closer to the mainlanes, the ramp geometry would be difficult to implement. Additionally, there is a stream feeding Kee Branch that is between the proposed westbound frontage road and the mainlanes; TxDOT is proposing to place the westbound frontage road away from that stream to avoid/minimize impacts to the adjacent streams. The frontage road and reversal of entrance and exit ramps are proposed to provide less congestion as weaving volumes from the ramps would be eliminated along the mainlanes, for an alternative route when incidents occur along the mainlanes and appropriate storage of vehicles queueing at the intersection at Kelly Elliott Road. An eastbound exit ramp to Park Springs Boulevard and a westbound entrance from Park Springs Boulevard would conflict with the relocated ramps to Green Oaks and are not proposed to be constructed in this project. A eastbound entrance from Kelly Elliott Road and a westbound exit to Kelly Elliott Road would conflict with the locations of the transitions of the project mainlanes and are not considered to be constructed in this project.
214	Gyna Bivens	6/20/2020	Email	Thank you HCH. Chad and I were Trinity Metro's President and Vice President yesterday. Gyna M. Bivens President & Executive Director, North Texas LEAD	Carver Heights Neighborhood	Comment noted.
215	Misty Russell	6/22/2020	Email	To Whom It May Concern, I am concerned that the upcoming Southeast Connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend subdivision that will be impacted with increase noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4303 Willow Bend Drive. This Db level is louder with trucks changing grade	Noise Barrier	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				and motorcycles and will certainly be louder after the highway expansion. Your plans call for a noise barrier (#7) on the north side but none on the southside of I-20, which doesn't make sense with the high house density on the southside as well as the fact that we are significantly closer to the freeway. My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliot (exit 447) along the frontage road to the Kelly Elliott bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without eliminating the trees which provide some visual relief from the eyesore of the highway. A noise barrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDot and US Highway max recommended noise levels. Thank you for your consideration in this significant matter, Misty Russell		speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. A noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
216	Amanda Wilson and Samuel Simmons NCTCOG	6/5/2020	Email	Attached please find a Statement of Support for the Southeast Connector: IH 20 from Forest Hill Drive to Park Springs Boulevard, IH 820 from IH 20 to Brentwood Stair Road, and US 287 from Bishop Street to Sublett Road. Thank you, Cile Grady Senior Administrative Assistant North Central Texas Council of Governments	Statement of Support	Thank you for your support on the proposed project.
217	Lynn Healy	6/22/2020	Email	I have read and reviewed every portion of the virtual presentation, including appendices, maps, etc. for the entire scope of the project. I can see that much study effort had been made in reducing negative environmental impact. I particularly appreciate and thank you for considerations for terrestrial wildlife crossing and reptile protection. The stated plans for tree protection state that as few as possible will be removed. However the actual plan shows very large swaths of cross timber removal, particularly in SW Arlington. Please study the design plan between Green Oaks and Kelly Elliott and devise a solution to the access, mobility need vs the urgency of tree protection. Those trees provide erosion control; run off cleansing/ filtering; water quality protection in the creeks, tributaries, ponds and lake; significant flood control in an area of already expanding flood plain; noise abatement; wildlife habitat, aesthetic and monetary value.	Tree preservation	Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. The proposed project would comply with the safely lighting standards in the Texas Health and Safety Code Title 5, Subtitle F, Chapter 425. The proposed project would provide at a minimum safety lighting at the ramps gore locations. Any additional continuous lighting warranted would meet the minimum luminance requirements.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				I believe that with further consideration a frontage road with suitable traffic mobility & safety can be accomplished with minimal cross timber forest destruction. A few additional comments: Please ensure at least 75% native vegetation in roadside replanting. Please utilize dark sky friendly lighting. Lynn Healy		
218	Ms. Secret Sowels	6/22/2020	Email	There should be more focus on finding ways to correct the Right of Ways. I live near the I-20/287 interchanges and have heard many crashes at or near the Mansfield Highway Business exit. As more commuters travel these roads and rely on technology to get to their destinations on time, increases in speed times and last minute lane-changes will occur.	Safety	Crashes do occur at the existing westbound left-hand exit from I-20 to Business 287/Mansfield Highway. Drivers expect exits from the interstate to be from the right-side rather than the left-side. The proposed project would reconstruct the I-20 at I-820 interchange and the entrance and exit ramps from and to Business 287/Mansfield Highway to comply with current design guidelines and standards. The existing left-hand exit would be eliminated and become a right-hand exit to help address congestion and crashes along I-20 at this location.
219	Bererly Powell, Senator, District 10	6/11/2020	Email	June 11, 2020 To Whom It May Concern, Our office has been made aware of a concern regarding the Southeast Connector Project. Specifically, we are concerned about the removal and extreme cutting of trees located primarily in Crosstimber Woodland and Forest and the Riparian Vegetation, as referenced in Appendix F, Resource Map. Page 7 (see attached). I understand you have received comments from the Greater Fort Worth Sierra Club and community group Liveable Arlington expressing the same sentiments. I certainly understand the necessity of maintaining the health and safety of the community, but I ask that you balance between the health and safety of Texas while at the same time preserving and protecting our environment. I respectfully ask that TXDOT thoughtfully consider the concerns from affected residents, Liveable Arlington and the Greater Fort Worth Sierra Club as it relates to the cutting and removal of trees. If you should have any questions, please do not hesitate to call my office at 817-820-0007. Thank you, Beverly Powell	Tree preservation	Documentation regarding potential impacts to the environment may be found in the Draft Environmental Assessment and various technical reports that are published at: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas.
220	Jeff Benavente NEPA Coordinator Texas Commission on Environmental Quality	8/12/2020	Email	Re: Response to Request for TCEQ Environmental Review The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project: RECONSTRUCT AND WIDEN I-20, I-820, AND US 287 CSJ 0008-13-125 The proposed project isn't a project-level conformity request yet, so we have no response at this time. We are in support of the project. The environmental assessment addresses issues related to surface and groundwater quality. TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits. If you have any questions, please feel free to contact the NEPA Coordinator at (512) 239-0010 or NEPA@tceq.texas.gov.	Project Support	Comment noted. Thank you for your support on the proposed project.
221	Sabino Martin City of Arlington	6/29/2020	Email	Please see the link below for the City of Arlington comments on documents presented on the Southeast Connector Virtual Public Hearing webpage and documents submitted to the City of Arlington on May 20, 2020. Please acknowledge the delivery of comments via the link below, and	Shared Use Path Project Impacts	The City of Arlington comments are addressed below.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				respond to our comments as your earliest convenience. If you have any questions, feel free to contact me. https://app.e-builder.net/public/publicLanding.aspx?QS=587074fb1f194bf8a4161e6a4f691ad6 Thank you, Sabino Martin, P.E. (59 Total Comments total. See Tab "City of Arlington Comments" for all comments) -Shared Use Path -Draft EA -PH Speech -PH Presentation -PH Exhibit 03 Noise Barriers -Schematic Layouts -Noise Technical Report	Noise Barriers Project Design	
221 -1	Sabino Martin		City of Arlington	PG 14 Sublett is being reconstructed with on street bicycle lanes and development has provided bicylce lanes.G14	Shared Use Path	TxDOT agrees bike lanes should be shown along Sublett Road.
221 -2	Stu Bauman		City of Arlington	PG 15 Sup in both directions is not necessary. Arlington has a SUP on the east side of Bowman Springs, Kennedale does not have or plan to have bicycle route to the south (which would be reason to remove SUP on the west side).	Shared Use Path	Desirable bicycle accommodations have been provided on the proposed plan. TxDOT will work with the City during detailed design to determine final accommodations.
221 -3	Sabino Martin		City of Arlington	PG 15 We believe the best design is to construct the bike lane and remove SUP at the bridge	Shared Use Path	At Kelly Elliott, the project design takes into account previous modifications at the request of the city to provide a safe walking path for school age pedestrians. The proposed project includes bike lanes and shared use paths.
221 -4	Sabino Martin		City of Arlington	PG 15 We recommend to deviate from COA hike and bike plan and use SUP along Little Road due to high volume and speed.	Shared Use Path	The bike lanes will be removed along Little Road at the request of the City of Arlington.
221 -5	Sabino Martin		City of Arlington	PG 23 COA agrees to proposed cross section	Shared Use Path	Thanks for your confirmation of the Sublett Road typical section between the US 287 frontage roads.
221 -6	William Wiegand		City of Arlington	PG 38 2.The City of Arlington has areas that have flooded repeatedly within the Special Flood Hazard Areas in the Kee Branch Watershed. These locations are described in the Repetitive Loss Area Analysis (RLAA) report. The 2019 RLAA Report is available on the City of Arlington's Floodplain Division webpage for review and in the following link https://www.arlingtontx.gov/city_hall/departments/stormwater_management/floodplain_administration/repetitive_loss_area_analysis_plan	Draft EA	Comment noted. The project will be coordinated with the City and Local Floodplain administrator.
221 -7	William Wiegand		City of Arlington	PG 38 3.Based upon the November 15, 2019 Preliminary Floodplain review comments previously provided to Civil Associates Inc. and TXDOT, there will need to be extensive mitigation measures constructed before the installation of the additional box culverts, in order to mitigate the increases in water surface elevation and mitigate the increased storm water discharges.	Draft EA	Comment noted. The project will be coordinated with the City and Local Floodplain administrator.
221 -8	William Wiegand		City of Arlington	PG 38 1.The City of Arlington complies with and enforces the National Flood Insurance Program (NFIP) regulations that are documented in the Code of Federal Regulations (CFR) 44 - 60.3 (d) (3). Please reference Section 5.10.7 Floodplains, the drainage improvements proposed within the Southeast Connector Project must also comply with 44 CFR 60.3 (d) (3). Include documentation on how the construction plans and hydraulic analysis will comply with the NFIP and FEMA Floodplain Regulations and the City of Arlington Design Criteria Manual (DCM) Chapter 5 Stormwater.	Draft EA	Comment noted. The design of this project would be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project would not result in a "significant encroachment" as defined by FHWA's rules implementing EO 11988 at 23 CFR 650.105(q). Per the TxDOT Hydraulic Manual, Texas as a State is a non-participating community within the NFIP, and TxDOT is an entity agency of the State of Texas. Therefore, the requirements of 44CFR60 do not apply to TxDOT and no SFHAs exist on TxDOT ROW. A TxDOT office may choose to assist an FPA within the office's ability, but a community's floodplain requirements are not binding on TxDOT because TxDOT is an agency of the State of Texas. The FPA may request or advise certain elements in the project design, but has no approval authority over TxDOT project design or placement.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						However, a hydraulic analysis would be conducted as part of final design to confirm that the project would not result in significant encroachments within the community.
221 -9	William Wiegand		City of Arlington	PG 38 4. Include descriptions of the hydraulic analysis of all locations where additional culverts and bridges are proposed.	Draft EA	TxDOT will provide the hydraulic analysis to the City and Local Floodplain Administrator once completed.
221 -10	Sabino Martin		City of Arlington	PG 39 COA would like to request a tree mitigation plan that includes establishing trees and designating no mow areas for natural tree regeneration.	Draft EA	TxDOT will coordinate with the city during the detailed construction design phase of the project. A tree mitigation plan is not anticipated for this project. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Currently, TxDOT does not have a policy or program to replace trees in kind to mitigate impacts to native mature woody vegetation and there are no plans to replant trees at the present time. However; a Project Aesthetics Plan, which may include replanting trees and other vegetation at TxDOT- determined locations, will be developed during the detailed construction design phase of this project. Development of the Aesthetics Plan will include coordinating with local cities for their input on the plan. In addition to this project, the TxDOT Fort Worth District's Green Ribbon Landscape Program funds local landscaping projects (including tree planting) and other enhancement activities along state roadways to address air quality issues throughout the region. Local governments are encouraged to submit applications for consideration during TxDOT's annual Green Ribbon Landscape Program call for projects. For additional information regarding the TxDOT Fort Worth District Green Ribbon Landscape Program, please contact Kimberly Phillips White, Fort Worth District Landscape Architect at Kimberly.phillips.white@txdot.gov.
221 -11	Sabino Martin		City of Arlington	PG 49 Residents have contact COA about the lack of a proposed noise barriers on the southside of I-20 between Green Oaks Blvd and Kelly Eliot Rd. The COA agrees with the residents and believe the residents and neighborhood would benefit from noise barriers	Draft EA	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that was presented in the public hearing and described in the Environmental Assessment. For representative receivers R44 and R46 (as described in the "Traffic Noise Technical Report"); a noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. For representative receivers R50 (as described in the "Traffic Noise Technical Report"); a noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
221 -12	William Wiegand		City of Arlington	PG 150 6.The proposed Floodplain impacts to Village Creek and Lake Arlington indicated on the Resource Map Sheet 2 of 8 were not included in the previous submittal; please provide a Hydraulic Analyses in the future resubmittal.	Draft EA	TxDOT will provide the hydraulic analysis to the City and Local Floodplain Administrator once completed.
221 -13	Sabino Martin		City of Arlington	PG 151 The ROW between the main lanes and frontage road at Park Springs is an ideal location for no-mow with 3-5 acres of forest possible. There are other potential locations where this could be done as well to make up for any canopy lost during construction, such as the 287-I20 interchange and where I20 crosses Lake Arlington/Village Creek.	Draft EA	Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation, particularly mature native trees and shrubs, would be avoided to the greatest extent practicable. A native and locally adapted seed mix would be used in the re-vegetation of disturbed areas. Currently, TxDOT does not have any plans for “no-mow” areas within the project limits. However; a Project Aesthetics Plan will be developed during the detailed construction design phase of this project. Development of the Aesthetics Plan will include coordinating with local cities for their input on the plan. During the coordination of the Aesthetics Plan, items such as “no-mow” areas may be considered for implementation into the project.
221 -14	William Wiegand		City of Arlington	PG 151 5.The City of Arlington adopted updated Hydrologic and Hydraulic Analyses of the Kee Branch Watershed in March 2018 that were prepared using Unsteady HEC-RAS Models; this revised Analyses and associated Floodplain delineations were accepted by FEMA in August 2018. Please include the updated Kee Branch Floodplain delineations in the Draft EA and throughout pertinent sections on the Construction Plans and Schematics.	Draft EA	The resources maps in the Environmental Assessment are being updated with the latest available FEMA data.
221 -15	William Wiegand		City of Arlington	PG 153 7.An Existing and Proposed Analysis using the recently adopted updated Hydrologic and Hydraulic Analyses for the Kee Branch Tributary 5 will need to be submitted for review. This area is adjacent to the intersection of Longhorn Lane / Homestead Road, indicated on Resource Map, Page 5 of 8.	Draft EA	TxDOT will provide the hydraulic analysis to the City and Local Floodplain Administrator once completed.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
221 -16	William Wiegand		City of Arlington	PG 1535.The City of Arlington adopted updated Hydrologic and Hydraulic Analyses of the Kee Branch Watershed in March 2018 that were prepared using Unsteady HEC-RAS Models; this revised Analyses and associated Floodplain delineations were accepted by FEMA in August 2018. Please include the updated Kee Branch Floodplain delineations in the Draft EA and throughout pertinent sections on the Construction Plans and Schematics.	Draft EA	The resources maps in the Environmental Assessment are being updated with the latest available FEMA data.
221 -17	Sidney Kelly		City of Arlington	PG 20 Currently, this statement is not accurate as models received to date have indicated a rise in water surface elevations down stream of improvements. Please provide update models to rectify this deficiency.	PH Speech	TxDOT will provide the hydraulic analysis to the City and Local Floodplain Administrator once completed. The design of this project would be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project would not result in a "significant encroachment" as defined by FHWA's rules implementing EO 11988 at 23 CFR 650.105(q).
221 -18	William Wiegand		City of Arlington	PG 39 Based upon the November 15, 2019 Preliminary Floodplain review comments previously provided to Civil Associates Inc. and TXDOT, there will need to be extensive mitigation measures constructed before the installation of the additional box culverts under U.S. Highway 287 and I.H. 20, in order to mitigate the increases in water surface elevation and mitigate the increased storm water discharges.	PH Presentation	TxDOT is revising the drainage study and will provide to the City once completed. The design of this project would be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project would not result in a "significant encroachment" as defined by FHWA's rules implementing EO 11988 at 23 CFR 650.105(q).
221 -19	William Wiegand		City of Arlington	PG 39 The City of Arlington complies with and enforces the National Flood Insurance Program (NFIP) regulations that are documented in the Code of Federal Regulations (CFR) 44 - 60.3 (d) (3). Please reference Section 5.10.7 Floodplains, the drainage improvements proposed within the Southeast Connector Project must also comply with 44 CFR 60.3 (d) (3). Include documentation on how the construction plans and hydraulic analysis will comply with FEMA Floodplain Regulations and the City of Arlington Design Criteria Manual (DCM) Chapter 5 Stormwater.	PH Presentation	The design of this project would be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project would not result in a "significant encroachment" as defined by FHWA's rules implementing EO 11988 at 23 CFR 650.105(q). Per the TxDOT Hydraulic Manual, Texas as a State is a non-participating community within the NFIP, and TxDOT is an entity agency of the State of Texas. Therefore, the requirements of 44CFR60 do not apply to TxDOT and no SFHAs exist on TxDOT ROW. A TxDOT office may choose to assist an FPA within the office's ability, but a community's floodplain requirements are not binding on TxDOT because TxDOT is an agency of the State of Texas. The FPA may request or advise certain elements in the project design, but has no approval authority over TxDOT project design or placement. However, a hydraulic analysis would be conducted as part of final design to confirm that the project would not result in significant encroachments within the community.
221 -20	William Wiegand		City of Arlington	PG 39 The City of Arlington has areas that have flooded repeatedly within the Special Flood Hazard Areas within the Kee Branch Watershed. These locations are described in the Repetitive Loss Area Analysis (RLAA) report. The 2019 RLAA Report is available on the City of Arlington's Floodplain Division webpage for review, and also in the link below. https://www.arlingtontx.gov/city_hall/departments/stormwater_management/floodplain_administration/repetitive_loss_area_analysis_plan	PH Presentation	Comment noted. The project will be coordinated with the City and Local Floodplain administrator.
221 -21	Sabino Martin		City of Arlington	PG 1 The residents and City of Arlington would like to request noise barriers to alleviate any further noise pollution due to the proposed project.	Exb 3 - Noise Barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations that were presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal, presented in the public hearing and described in the Environmental Assessment.
221 -22	Sabino Martin		City of Arlington	PG 1 Residents and COA would like TxDOT to reconsider the need for a noise barrier to prevent further noise pollution.	Exb 3 - Noise Barriers	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations that were presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal, presented in the public hearing and described in the Environmental Assessment.
221 -23	Sabino Martin		City of Arlington	PG2 Turn lane to end at approach	Schematic	The layouts will be updated to show the northbound right turn lane along Bowman Springs to end at the proposed drive to Property 370.
221 -24	Sabino Martin		City of Arlington	PG2 Provide driveway access to Property 347	Schematic	Property owners may request access through the TxDOT permit process.
221 -25	Sabino Martin		City of Arlington	PG2 Have property owners been contacted in regards to cul-de-sac?	Schematic	Adjacent property owners to the proposed cul-de-sac at Bolen Road were notified through the Public Hearing process.
221 -26	Sabino Martin		City of Arlington	PG2 Provide driveway access to Property 346.	Schematic	Property owners may request access through the TxDOT permit process.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
221 -27	Sabino Martin		City of Arlington	PG2 Coordinated construction limit between COA and TxDOT projects	Schematic	TxDOT agrees the north construction limit along Bowman Springs Road to be at the beginning of the southbound left turn lane.
221 -28	Sabino Martin		City of Arlington	PG3 Residents and COA request a noise barrier to prevent further noise pollution.	Schematic	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations that were presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal, presented in the public hearing and described in the Environmental Assessment.
221 -29	Sabino Martin		City of Arlington	PG3 Have property owners been contacted in regards to cul-de-sac?	Schematic	Adjacent property owners to the proposed cul-de-sac at Forest Bend Drive were notified through the Public Hearing process.
221 -30	Sabino Martin		City of Arlington	COA comment callout states "The Traffic Noise Analysis Report states that 24 houses will be benefitting from this sound barrier however this wall does not extend to the end of the neighborhood.	Schematic	After considering your comment, TxDOT reevaluated the traffic noise analysis and has confirmed that the analysis does account for the 24 first row receivers that are present between Green Oaks Boulevard and Kelly Elliot Road. Multiple barrier configurations are described below. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that were presented in the public hearing and described in the Environmental Assessment. For representative receivers R44 and R46 (as described in the "Traffic Noise Technical Report"); a noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
221-31	Sabino Martin		City of Arlington	COA comment callout states “The Traffic Noise Analysis Report states that 24 houses will be benefitting from this sound barrier however this wall does not extend to the end of the neighborhood.”	Schematic	After considering your comment, TxDOT reevaluated the traffic noise analysis and has confirmed that the analysis does account for the 24 first row receivers that are present between Green Oaks Boulevard and Kelly Elliot Road. Multiple barrier configurations are described below. A traffic noise analysis was conducted in accordance with TxDOT’s (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT’s Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the “worst case” loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that were presented in the public hearing and described in the Environmental Assessment. For representative receivers R44 and R46 (as described in the "Traffic Noise Technical Report"); a noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
221 -32	William Wiegand		City of Arlington	PG3 If additional data is required for the preparation of the hydrologic and hydraulic calculations, contact me at your earliest convenience. We are available to meet with you and your staff to discuss the Southeast Connector's impacts to the Floodplain and storm drainage system.	Schematic	TxDOT will continue to coordinate with the City.
221 -33	William Wiegand		City of Arlington	PG3 12.A local stormwater drainage analysis of the proposed Noise Barriers, in addition to a Floodplain analysis of the Noise Barriers will need to be submitted for review.	Schematic	TxDOT will continue to coordinate with the City.
221 -34	William Wiegand		City of Arlington	PG3 6.At all locations within and adjacent to the proposed roadway crossings, the construction plans must include protective measures to control the impacts of erosive velocities during all storm events.	Schematic	Comment noted. Protective measures will be included on the construction plans.
221 -35	William Wiegand		City of Arlington	PG3 7.Please reference the locations of Parcel ID 273 – 283 on Sheet 3. There are immediate concerns about the erosive impacts from the proposed storm water discharges on these and adjacent parcels. The proposed box culverts at STA 281+00 will need to discharge the stormwater downstream in a manner that does not create any additional erosion to properties along Kee Branch. Consider including angular box culverts that do not project the storm water directly toward the stream banks.	Schematic	TxDOT will continue to coordinate with the City.
221 -36	William Wiegand		City of Arlington	PG3 5.A revised Floodway was prepared on Kee Branch in the updated watershed study mentioned above; include a Floodway analysis of the Pre-Project and Proposed Conditions in the HEC-RAS Model resubmittal.	Schematic	TxDOT will continue to coordinate with the City.
221 -37	William Wiegand		City of Arlington	PG3 4.Drainage easements on the upstream face of the roadways at STA 280+00, at STA 312+00 on Sheet 3, and at STA 169+00, STA 175+50, STA 201+00 on Sheet 8 must be included. Please provide the dimensions of all drainage easements and confirm they are consistent with the requirements in the DCM.	Schematic	Drainage easements will be provided to the City once completed.
221 -38	William Wiegand		City of Arlington	PG3 2.There are numerous properties susceptible to erosion along Kee Branch. Based upon the increased number of the culverts, and the increased widths of the culverts, and the new access road bridges shown on Sheet 3 and Sheet 8, an analysis must be submitted that indicates no additional erosion will occur along Kee Branch, per DCM 5.4.2 D. This erosion analysis must begin upstream of U.S. Highway 287 along Kee Branch and continue downstream to the confluence with Rush Creek.	Schematic	The design of this project would be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project would not result in a "significant encroachment" as defined by FHWA's rules implementing EO 11988 at 23 CFR 650.105(q).
221 -39	William Wiegand		City of Arlington	PG3 Has a structural analysis for all existing culverts to remain been obtained for this project? Some proposed improvements could affect the structural integrity of the existing drainage systems.	Schematic	Condition surveys would be performed.
221 -40	William Wiegand		City of Arlington	PG3 3.Based upon the proposed increased widths of the openings from both the new bridges and the new culverts, widening of the existing channels will need to occur to transition the Proposed Conditions stormwater flow back to the Pre-Project Conditions stormwater flow. In the resubmittal, include methods to protect the channels from the proposed erosive velocities and increased shear stresses. Indicate the dimensions of the existing channels that are required to be modified.	Schematic	TxDOT will continue to coordinate with the City.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
221 -41	William Wiegand		City of Arlington	PG3 Has a structural analysis for all existing culverts to remain been obtained for this project? Some proposed improvements could affect the structural integrity of the existing drainage systems.	Schematic	Condition surveys would be performed.
221 -42	William Wiegand		City of Arlington	PG3 8.Please provide Existing and Proposed hydrologic and hydraulic calculations for the proposed culvert located at approximate STA 313+20 on Sheet 3. This culvert is adjacent to Parcel ID 248 and 251.	Schematic	TxDOT will continue to coordinate with the City.
221 -43	Sabino Martin		City of Arlington	PG8 Based on current traffic volumes, dedicated right turn is warranted.	Schematic	A right turn lane at Sublett Rod is not included in this project. It will be considered in future project studies along US 287 from I-20 to SH 360.
221 -44	William Wiegand		City of Arlington	PG8 12.A local stormwater drainage analysis of the proposed Noise Barriers, in addition to a Floodplain analysis of the Noise Barriers will need to be submitted for review.	Schematic	TxDOT will continue to coordinate with the City.
221 -45	William Wiegand		City of Arlington	PG8 3.Based upon the proposed increased widths of the openings from both the new bridges and the new culverts, widening of the existing channels will need to occur to transition the Proposed Conditions stormwater flow back to the Pre-Project Conditions stormwater flow. In the resubmittal, include methods to protect the channels from the proposed erosive velocities and increased shear stresses. Indicate the dimensions of the existing channels that are required to be modified.	Schematic	TxDOT will continue to coordinate with the City. The design of this project would be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project would not result in a "significant encroachment" as defined by FHWA's rules implementing EO 11988 at 23 CFR 650.105(q).
221 -46	William Wiegand		City of Arlington	PG8 9.Please reference the locations of Parcel ID 166 and 167 on Sheet 8, adjacent to STA 170+00. The Kee Branch Base Flood Elevation (BFE) on Tarrant County FEMA FIRM Panel 340K is approximately 610' at the downstream face of the access road. However, please note in the updated Kee Branch Hydraulic Analysis the BFE is approximately 613'. Please obtain a field surveyed finished floor elevation at the residential structure, located at 5501 U.S. Highway 287. There may be additional finished floor elevations required to be surveyed within and adjacent to the Floodplain, that are impacted from the Southeast Connector project.	Schematic	TxDOT will continue to coordinate with the City.
221 -47	William Wiegand		City of Arlington	PG8 1.Reference the City of Arlington DCM Section 5.4 Drainage Areas and Impacts. There are insurable structures located in the Existing FEMA Floodplain both downstream and upstream of the proposed roadway crossings. Based upon a preliminary review it appears the proposed roadways increase the peak discharges and cause increases in the water surface elevations along Kee Branch. Modifications to the Floodplain must be constructed to mitigate all adverse impacts caused by the proposed roadway crossings. These mitigation measures must be completed prior to the construction of any new roadways.	Schematic	TxDOT will continue to coordinate with the City. The design of this project would be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project would not result in a "significant encroachment" as defined by FHWA's rules implementing EO 11988 at 23 CFR 650.105(q).
221 -48	William Wiegand		City of Arlington	PG8 6.At all locations within and adjacent to the proposed roadway crossings, the construction plans must include protective measures to control the impacts of erosive velocities during all storm events.	Schematic	Construction plans would include protective measures in accordance with TxDOT policy and design requirements.
221 -49	William Wiegand		City of Arlington	PG8 10.A series of stormwater detention ponds were recently constructed on Parcel ID 125-A, and 125-B at 5101 W. Sublett Road. The hydrologic and hydraulic calculations from the Kee Branch Tributary 5 watershed and the detention ponds will need to be incorporated into the Existing and Proposed analyses for the proposed culverts at STA 201+00 on Sheet 8.	Schematic	TxDOT doesn't plan on revising the hydrologic models that were already submitted to FEMA by the City to be used as the FEMA effective models. The design of this project would be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project would not result in a "significant encroachment" as defined by FHWA's rules implementing EO 11988 at 23 CFR 650.105(q).
221 -50	William Wiegand		City of Arlington	PG8 13.During a recent field visit to the downstream face of the culverts at STA 200+00 on Sheet 8, severe undermining of the concrete apron was observed. As mentioned in Comment # 221-6 above, please provide the material type and dimensions at all locations where protective measures are required to control the erosive velocities.	Schematic	Construction plans would include protective measures in accordance with TxDOT policy and design requirements.
221 -51	William Wiegand		City of Arlington	PG8 4.Drainage easements on the upstream face of the roadways at STA 280+00, at STA 312+00 on Sheet 3, and at STA 169+00, STA 175+50, STA 201+00 on Sheet 8 must be included. Please provide the dimensions of all drainage easements and confirm they are consistent with the requirements in the DCM.	Schematic	Drainage easements will be provided to the City once completed. The design of this project would be conducted in accordance with the department's Hydraulic Design Manual.
221 -52	William Wiegand		City of Arlington	PG8 14.Based upon the increased width of culverts at STA 175+00 on Sheet 8, stormwater discharge and erosion impacts to the residential properties within the cul-de- sac on Homestead Road, north of	Schematic	Construction plans would include protective measures in accordance with TxDOT policy and design requirements.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
				Cynthia Lane must be analyzed and mitigated. As mentioned above, protective measures are required at all locations where the existing soil conditions are susceptible to erosion from storm water.		
221 -53	William Wiegand		City of Arlington	PG8 5.A revised Floodway was prepared on Kee Branch in the updated watershed study mentioned above; include a Floodway analysis of the Pre-Project and Proposed Conditions in the HEC-RAS Model resubmittal.	Schematic	TxDOT will continue to coordinate with the City.
221 -54	William Wiegand		City of Arlington	PG8 2.There are numerous properties susceptible to erosion along Kee Branch. Based upon the increased number of the culverts, and the increased widths of the culverts, and the new access road bridges shown on Sheet 3 and Sheet 8, an analysis must be submitted that indicates no additional erosion will occur along Kee Branch, per DCM 5.4.2 D. This erosion analysis must begin upstream of U.S. Highway 287 along Kee Branch and continue downstream to the confluence with Rush Creek.	Schematic	Construction plans would include protective measures in accordance with TxDOT policy and design requirements. The design of this project would be conducted in accordance with the department's Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project would not result in a "significant encroachment" as defined by FHWA's rules implementing EO 11988 at 23 CFR 650.105(q).
221 -55	William Wiegand		City of Arlington	PG8 Has a structural analysis for all existing culverts to remain been obtained for this project? Some proposed improvements could affect the structural integrity of the existing drainage systems.	Schematic	Condition surveys would be performed.
221 -56	Sabino Martin		City of Arlington	PG46 Residents and COA would like for TxDOT to reconsider a noise barrier to further prevent noise pollution	Noise Technical Report	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that were presented in the public hearing and described in the Environmental Assessment. For representative receivers R44 and R46 (as described in the "Traffic Noise Technical Report"); a noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. For representative receivers R50 (as described in the "Traffic Noise Technical Report"); a noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
221 -57	Sabino Martin		City of Arlington	PG7 What factor causes the sound to decrease? The result is counter intuitive as the number of Lanes increases and a frontage road is built against these houses.	Noise Technical Report	Changes in roadway geometry, traffic patterns can result in decreases. A new frontage road can act as a barrier if it blocks line of sight on a receiver. Regardless, if a receiver was determined to be impacted. Mitigation was considered along both the ROW and the main travel lanes. The barrier must then be both reasonable and feasible, as described on page 6 of the Traffic Noise Technical Report.
221 -58	Sabino Martin		City of Arlington	PG11 In either situation, the noise barrier does not extend to provide a barrier of all 24 residence. The first row receiver count should be adjusted. Please see SE-C-PH_Schematic -Layouts Roll 3 of 8. Citizens and council members have voiced their concerns of the need of a noise barrier	Noise Technical Report	After considering your comment, TxDOT reevaluated the traffic noise analysis and has confirmed that the analysis did account for the 24 first row receivers that are present between Green Oaks Boulevard and Kelly Elliot Road. A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The traffic noise analysis uses best available information to model and predict traffic noise levels. The FHWA-required traffic noise model software considers the highway layout, traffic volumes, traffic speed, and vehicle types to predict noise levels at noise-sensitive locations adjacent to the highway. As required by FHWA and TxDOT guidelines, the modeling assumes the "worst case" loudest traffic conditions for noise, which includes future traffic volumes moving at free-flowing, non-congested speeds. Vegetation and wood fences are not included in the models. The modeling software assumes neutral atmospheric conditions and does not account for meteorological effects like a north wind. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal that were presented in the public hearing and described in the Environmental Assessment.

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						For representative receivers R44 and R46 (as described in the "Traffic Noise Technical Report"); a noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. For representative receivers R50 (as described in the "Traffic Noise Technical Report"); a noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.
221 -59	Sabino Martin		City of Arlington	PG11 Citizens and council members have voiced their concerns of the need of a noise barrier along the Thousand Oaks Neighborhood	Noise Technical Report	A traffic noise analysis was conducted in accordance with TxDOT's (Federal Highway Administration [FHWA] approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011) and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible", the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least 5 dB(A); in order to be "reasonable", it must not exceed the cost-effectiveness criterion of $52,500 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level of at least one impacted, first row receiver by at least seven dB(A). The noise barrier locations, presented in the public hearing and described in the Environmental Assessment, are the only locations where noise barriers met both the reasonable and feasible criterion. Any subsequent project design changes may require a reevaluation of the preliminary noise barrier proposal, presented in the public hearing and described in the Environmental Assessment. For representative receivers R44 and R46 (as described in the "Traffic Noise Technical Report"); a noise barrier 2,199 feet in length and 20 feet in height would be sufficient to achieve the minimum, feasible reduction of 5 dB(A) and the 7 dB(A) design goal for at least one receiver. However, the noise barriers would exceed the reasonable, cost-effectiveness criterion of $52,500 per benefitted receiver and the cost averaging criterion of $105,000 per benefitted receiver. A noise barrier 2,471 feet in length (two barriers, one 703 feet long, and one 1,768 feet long) and 20

#	Commenter Name	Date Received	Comment Source	Comment	Comment Category	Response
						feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. For representative receivers R50 (as described in the "Traffic Noise Technical Report"); a noise barrier 1,358 feet in length and 20 feet in height would meet the 7 dB(A) design goal for at least one receiver, but it would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. A noise barrier 2,080 feet in length (two barriers, one 881 feet long, and one 1,199 feet long) and 20 feet in height between the main lanes and frontage road would be achieve the 7 dB(A) design goal for at least one receiver, but would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers. Based on this analysis, a noise barrier was not determined to meet both the reasonable and feasible criterion; therefore, no noise barrier was proposed for this area.

B. Public Hearing Officer Certification

DocuSign Envelope ID: D3A43257-0588-4498-BABF-A738229D2D6E

Public Hearing Certification

Project Name: Southeast Connector

County Name: Tarrant

Control Section Job Numbers (CSJ): 0008-13-125, 0008-13- 206, 0172-06-080, 0172-09-028, and 2374-05-066

Project Limits From: I-20 from Forest Hill Drive to Park Springs Boulevard, I-820 from I-20 to Brentwood Stair Road, &

Project Limits To: US 287 from Bishop Street to Sublett Road

I certify that the following statements are true and apply to the project identified above.

A. A public hearing was held on June 4, 2020 at Virtual in _____ , Texas.

B. The economic and social effects of the project location and design and its impacts on the environment have been considered.

C. In determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered.

D. The project consistency with the goals and objectives of urban planning, as dictated by the community has been considered. ◉

E. Requirements of Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, Section 2.107 have been met.

◉ Select if assigned under NEPA Assignment MOU.

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.

DocuSigned by:
7879B0B92E5D403...
TxDOT Representative Name

8/19/2020
Date

C. Notices Provided

Public Hearing Notice and Mailing Packet (including Location Map, Fact Sheet and Comment Form)
Public Hearing Notice Distribution Lists
Public Hearing Post Card
Public Hearing Post Card Distribution List
Letters to Elected and Public Officials
Fort Worth Star Telegram Affidavit of Publication and Tear Sheet
La Estella Affidavit of Publication and Tear Sheet
TxDOT.gov Website Public Hearing Announcement
TxDOT Facebook Public Hearing Announcement
City of Forest Hill Public Hearing Announcement
City of Fort Worth Public Hearing Announcement
Transmittal Forms of Public Hearing Exhibits

Notice
Draft Environmental Assessment and Virtual Public Hearing

SOUTHEAST CONNECTOR

I-20 FROM FOREST HILL DRIVE TO PARK SPRINGS BOULEVARD,
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD, &
US 287 FROM BISHOP STREET TO SUBLETT ROAD

CSJs: 0008-13-125, 0008-13- 206, 0172-06-080, 0172-09-028, and 2374-05-066

Tarrant County, Texas

The Texas Department of Transportation ("TxDOT"), is proposing to reconstruct and widen I-20, I-820, and US 287 including the three major interchanges in southeast Tarrant County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an on-line virtual public hearing on the proposed project. The virtual hearing will be held June 4, 2020 at 6 p.m. To log onto the virtual public hearing, go to the following web address at the date and time indicated above: www.txdot.gov and search keywords: "Southeast Connector". The virtual hearing will be held via pre-recorded presentation. The presentation will include both audio and visual components. If you do not have internet access, you may call (817) 370-6807 to ask questions about the project and access project materials at any time during the project development process.

Members of the public may call (817) 887-6150 and verbally provide official testimony from 6 p.m. on June 4, 2020 until 5 p.m. on June 22, 2020. Formal written comments may also be provided by mail or email as explained below. All verbally provided testimony and timely written comments submitted by mail or email will be included as part of the official record for this hearing and project, and considered by TxDOT, if submitted by June 22, 2020. Responses to verbally provided testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online.

Along I-20, from Forest Hill Drive to the I-820/I-20 interchange, proposed improvements would reconstruct and widen the existing four to five main lanes in each direction to six main lanes in each direction. The project would also reconstruct the two to three-lane frontage roads to include two to four new continuous frontage road lanes in each direction. Between I-820 and US 287, five main lanes in each direction, four-lane collector-distributor (C-D) roads, and new two to four-lane frontage roads in each direction would be constructed. From the I-20/US 287 Interchange to Park Springs Boulevard, improvements would include reconstruction and widening to five main lanes in each direction, reconstruction of existing frontage roads from two to four lanes each direction, and construction of new frontage roads between Green Oaks Boulevard and Kelly Elliot Road.

Improvements to I-820 would include reconstruction and widening from two to four main lanes in each direction to seven main lanes in each direction between I-20 and US 287. From US 287 to Meadowbrook Drive, improvements would include reconstructing and widening the existing two to four main lanes to four main lanes in each direction, with auxiliary lanes between entrance and exit ramps. Additionally, the current frontage roads along I-820 would be reconstructed and widened to two to four lanes in each direction.

The main lanes of US 287 would be reconstructed and widened from two to three main lanes in each direction to three main lanes in each direction with auxiliary lanes between entrance and exit ramps. The frontage road lanes within this section would be reconstructed to two to three lanes in each direction.

Bicycle or pedestrian accommodations including shared-use paths and sidewalks along frontage roads and at cross-street intersections would be included. Separate bike lanes and sidewalks are proposed at cross streets when shared use paths are not provided.

The proposed project would, subject to final design considerations, require additional right of way and potentially displace 23 residences and 19 non-residential structures. Relocation assistance is available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for displaces and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, can be obtained from the TxDOT district office by calling (817) 370-6807. Driveway locations and denial of access from adjacent properties to the frontage roads would be revised in locations where entrance and exit ramps are being adjusted.

The proposed project would involve an action in a floodplain.

The draft EA, and any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are available online at www.txdot.gov by searching keywords: “Southeast Connector”.

TxDOT makes every reasonable effort to accommodate the needs of the public. The virtual public hearing will be available in English and Spanish. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs, please call (817) 370-6807 no later than June 1, 2020. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to the TxDOT Fort Worth District Office, ATTN: Loyl C. Bussell, P.E., 2501 SW Loop 820, Fort Worth, Texas 76133. Written comments may also be submitted by email to SoutheastConnector@txdot.gov. All written comments must be received on or before June 22, 2020. Additionally, as stated above, members of the public may call (817) 887-6150 and verbally provide testimony from 6 p.m. on June 4, 2020 until 5 p.m. on June 22, 2020. Once prepared, responses to written comments received and public testimony provided will be available online at www.txdot.gov and search keywords: “Southeast Connector”.

If you have any general questions or concerns regarding the proposed project or the virtual hearing, please contact Curtis Loftis, P.E., Project Manager at (817) 370-6807 and/or SoutheastConnector@txdot.gov.

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.

Aviso
Proyecto de Evaluación Ambiental y Audiencia Pública Virtual

CONECTOR SURESTE

I-20 DE FOREST HILL DRIVE A PARK SPRINGS BOULEVARD,
I-820 DEL I-20 A BRENTWOOD STAIR ROAD, Y
US 287 DE BISHOP STREET A SUBLETT ROAD

CSJs: 0008-13-125, 0008-13- 206, 0172-06-080, 0172-09-028 y 2374-05-066

Condado de Tarrant, Texas

El Departamento de Transporte de Texas ("TxDOT"), está proponiendo reconstruir y ampliar el I-20, I-820 y US 287 incluyendo los tres intercambios principales en el sureste del Condado de Tarrant, Texas. Este aviso informa al público de que un borrador de evaluación ambiental (EA) está disponible para su revisión pública y que TxDOT llevará a cabo una audiencia pública virtual en línea sobre el proyecto propuesto. La audiencia virtual se llevará a cabo el 4 de junio del 2020 a las 6 p.m. Para acceder a la audiencia pública virtual, vaya a la siguiente dirección web en la fecha y hora indicadas anteriormente: www.txdot.gov y entre las palabras clave de búsqueda: "Southeast Connector". La audiencia virtual se llevará a cabo a través de una presentación pregrabada. La presentación incluirá componentes visuales y de audio. Si no tiene acceso a Internet, puede llamar al (817) 370-6807 para hacer preguntas sobre el proyecto y acceder a los materiales del proyecto en cualquier momento durante el proceso de desarrollo del proyecto.

Los miembros del público pueden llamar al (817) 887-6150 y proporcionar verbalmente testimonios oficiales a partir de las 6 p.m. del 4 de junio del 2020 hasta las 5 p.m. el 22 de junio del 2020. Los comentarios formales escritos también pueden ser proporcionados por correo o correo electrónico como se explica a continuación. Todos los testimonios proporcionados verbalmente y comentarios escritos enviados por correo o correo electrónico serán incluidos como parte del registro oficial de esta audiencia y proyecto, y considerados por TxDOT, si se presentan antes del 22 de junio del 2020. Las respuestas a los testimonios y comentarios proporcionados verbalmente seran prepararádas por TxDOT, incluidas como parte de la audiencia y el registro del proyecto, y estarán disponibles en línea.

A lo largo de el I-20, desde Forest Hill Drive hasta el intercambio I-820/I20, los mejoramientos propuestos reconstruirían y ampliarían los cuatro a cinco carriles principales existentes en cada dirección a seis carriles principales en cada dirección. El proyecto también reconstruiría las carreteras de servicio de dos a tres carriles para incluir dos a cuatro carriles nuevos de carretera de servicio continuos en cada dirección. Entre el I-820 y US 287, cinco carriles principales en cada-dirección, cuatro carriles de carreteras colector-distribuidor (C-D), y nuevas carreteras de servicio de dos a cuatro carriles en cada dirección seran construidas. Desde el intercambio I-20/US 287 hasta Park Springs Boulevard, los mejoramientos incluirían la reconstrucción y ampliación a cinco carriles principales en cada dirección, la reconstrucción de las carreteras de servicio existentes de dos a cuatro carriles en cada dirección, y la construcción de nuevas carreteras de servicio entre Green Oaks Boulevard y Kelly Elliot Road.

Los mejoramientos al I-820 incluirían la reconstrucción y ampliación de dos a cuatro carriles principales en cada dirección a siete carriles principales en cada dirección entre el I-20 y el US 287. Del US 287 a Meadowbrook Drive, los mejoramientos incluirían la reconstrucción y ampliación de los dos a cuatro carriles principales existentes a cuatro carriles principales en cada dirección, con carriles auxiliares entre las rampas de entrada y salida. Además, las carreteras de servicio a lo largo del I-820 se reconstruirían y ampliarían a dos o cuatro carriles en cada dirección.

Los carriles principales de US 287 serían reconstruidos y ampliados de dos a tres carriles principales en cada dirección a tres carriles principales en cada dirección con carriles auxiliares entre rampas de entrada y salida. Los carriles de servicio dentro de esta sección se reconstruirían a dos o tres carriles en cada dirección.

Acomodaciones para bicicletas o peatones incluyendo senderos de uso compartido y banquetas a lo largo de las carreteras de servicio y en las intersecciones entre calles serán incluidas. Los carriles de bicicletas y banquetas separados se proponen en las calles transversales cuando no se proporcionan senderos de uso compartido.

El proyecto propuesto, sujeto a consideraciones finales de diseño, requeriría un derecho de paso adicional y desplazaría potencialmente 23 viviendas residenciales y 19 estructuras comerciales. Se ofrece asistencia de reubicación para las personas y las empresas desplazadas. La información sobre el Programa de Asistencia de Reubicación de TxDOT y los servicios y beneficios para los desplazados y otros propietarios afectados, así como información sobre el horario provisional para la adquisición y construcción del derecho de vía, se puede obtener de la oficina del distrito de TxDOT llamando al (817) 370-6807. Las entradas a propiedades y la denegación de acceso a las propiedades adyacentes a las carreteras de servicio se revisarían en lugares donde se están ajustando las rampas de entrada y salida.

El proyecto propuesto implicaría una acción en una llanura de inundación.

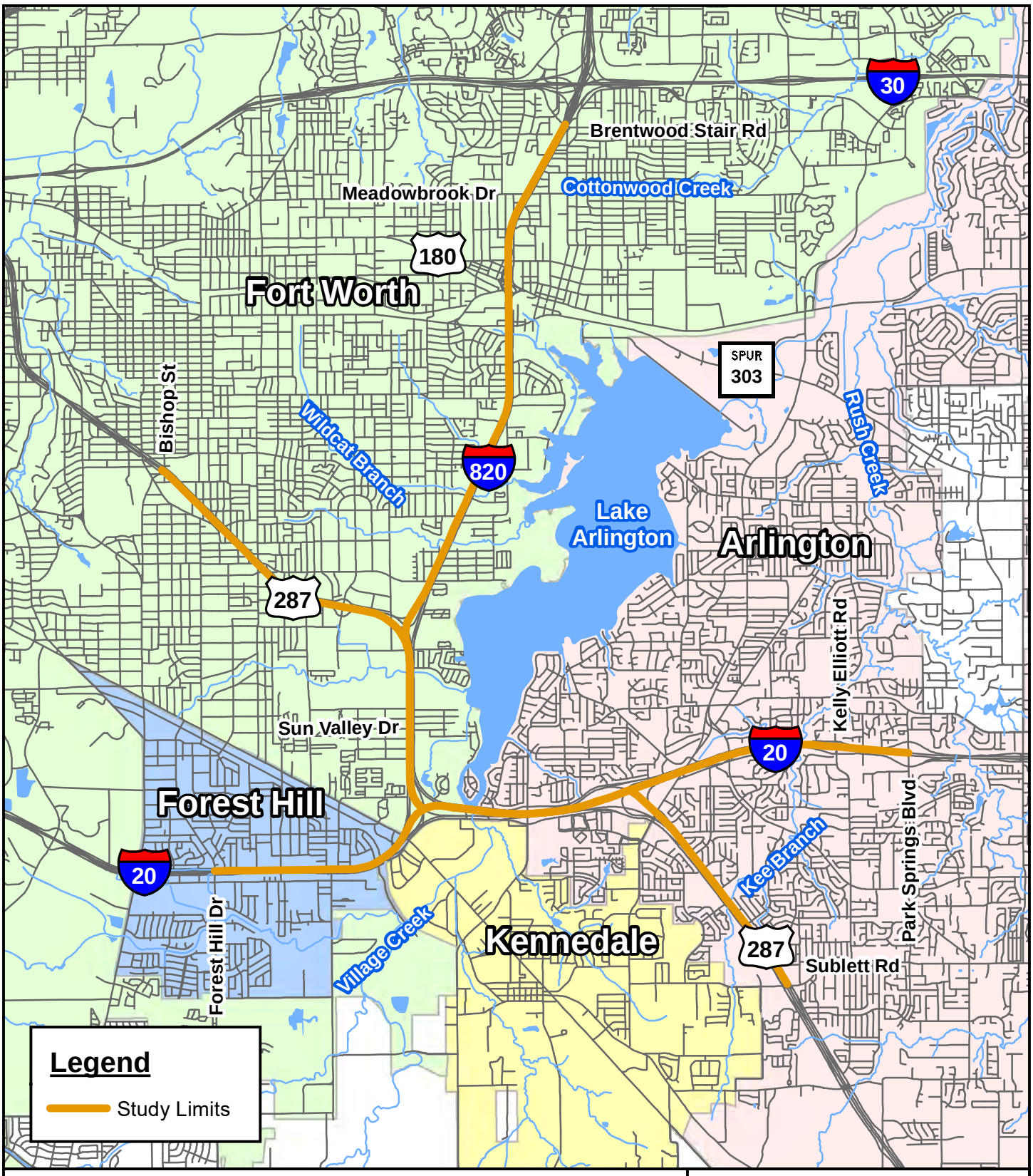
El borrador de EA, mapas y dibujos que muestren la ubicación y el diseño del proyecto, los calendarios de construcción provisionales y otra información sobre el proyecto propuesto están disponibles en línea en www.txdot.gov mediante la búsqueda de palabras clave: "Southeast Connector".

TxDOT hace todos los esfuerzos razonables para satisfacer las necesidades del público. La audiencia pública virtual estará disponible en inglés y español. Si tiene un alojamiento de comunicación especial o necesita un intérprete, se puede hacer una solicitud. Si usted tiene una discapacidad y necesita asistencia, también se pueden hacer arreglos especiales para satisfacer a la mayoría de las necesidades, por favor llame al (817) 370-6807 a más tardar el 1 de junio del 2020. Por favor sea consciente que se solicita un aviso avanzado, ya que algunos alojamientos pueden requerir tiempo para que TxDOT se organice.

Se solicitan comentarios escritos del público con respecto al proyecto propuesto y pueden enviarse por correo a la Oficina del Distrito de TxDOT Fort Worth, ATTN: Loyl C. Bussell, P.E., 2501 SW Loop 820, Fort Worth, Texas 76133. Los comentarios escritos también se pueden enviar por correo electrónico a SoutheastConnector@txdot.gov. Todos los comentarios escritos deben recibirse en o antes del 22 de junio del 2020. Además, como se indicó anteriormente, los miembros del público pueden llamar al (817) 887-6150 y proporcionar testimonio verbalmente desde las 6 p.m. del 4 de junio del 2020 hasta las 5 p.m. del 22 de junio del 2020. Una vez preparadas, las respuestas a los comentarios escritos recibidos y los testimonios públicos proporcionados estarán disponibles en línea en www.txdot.gov buscando palabras clave: "Southeast Connector".

Si tiene alguna pregunta o preocupacion general con respecto al proyecto propuesto o a la audiencia virtual, por favor contacte a Curtis Loftis, P.E., Project Manager al (817) 370-6807 y/o SoutheastConnector@txdot.gov.

La revisión ambiental, consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorándum de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por FHWA y TxDOT.



PROJECT LOCATION MAP

I-20

From Forest Hill Dr to Park Springs Blvd

I-820

From I-20 to Brentwood Stair Rd

US 287

From Bishop Street to Sublett Rd

N
W E
S

0 6,200

Feet

MAPA DE UBICACIÓN DEL PROYECTO

I-20

Desde Forest Hill Dr hasta Park Springs Blvd

I-820

Desde I-20 hasta Brentwood Stair Rd

US 287

Desde Bishop Street hasta Sublett Rd

N
W E
S

0 6,200

Pies

SOUTHEAST CONNECTOR PROJECT FACT SHEET

VIRTUAL PUBLIC HEARING
Thursday, June 4, 2020

Project Information

Overview

The Texas Department of Transportation (TxDOT) is working with the cities of Arlington, Forest Hill, Fort Worth, Kennedale and Mansfield to improve mobility, decrease traffic congestion, and improve operations by proposing improvements in your area. The proposed project would reconstruct I-20, I-820 and US 287 including reconstruction of the three major interchanges associated with these highways. Frontage roads would be reconstructed, and new segments of frontage roads would be built to promote local access. The proposed project would span approximately 16 miles. Bicycle and pedestrian accommodations, such as shared-use paths, bicycle lanes, or sidewalks along the frontage roads and/or at cross-street intersections, would also be included with the proposed improvements. Project information is available on the internet at www.txdot.gov by searching keywords "Southeast Connector".

Highway/Limits:
- **I-20** from Forest Hill Drive to Park Springs Boulevard
- **I-820** from I-20 to Brentwood Stair Road
- **US 287** from Bishop Street to Sublett Road

Length: Approximately 16 miles

Estimated Cost: $2 Billion

Timeline and Next Steps

Activity	Timeline
Begin design process and collect technical data	2017-2018
Previous Public Meeting	July 2018
Prepare Preliminary Design and Environmental Assessment	Winter 2019-Spring 2020
Public Hearing	**June 4, 2020**
NEPA Finding of No Significant Impact (FONSI) Anticipated	Summer 2020
ROW Acquisition	2020-2023
Award Project	Summer 2021
Construction Expected to Start	Winter 2021
Construction Completed	Winter 2026

Purpose of the Public Hearing

The purpose of the hearing is to present the improvements being considered and to receive public comment on the proposed project. The virtual hearing will be held via pre-recorded presentation with both audio and visual components.

Environmental Assessment

Environmental technical reports and analyses have been performed for the proposed project to support an Environmental Assessment in accordance with National Environmental Policy Act (NEPA). The environmental analyses are necessary to identify, avoid, minimize and possibly mitigate the effects to the human and natural environments. The evaluations performed thus far indicate the proposed project would cause no significant environmental impacts.

Right-of-Way and Relocation Assistance

Right of way and driveway relocations would be required to accommodate the proposed facility. Representatives from the TxDOT Right-of-Way section are available to answer questions concerning the acquisition of property and explain TxDOT's Right-of-Way Acquisition and Relocation Assistance Program. You may call (817) 370-6807 to ask questions about right of way, acquisition of property, and driveway relocations.

Questions or Comments?

www.txdot.gov
Search for: "Southeast Connector"

SoutheastConnector@txdot.gov

817-370-6807

If you have any questions or concerns regarding the proposed project or the virtual hearing, please call (817) 370-6807, send an email to SoutheastConnector@txdot.gov or send a written comment by mail to Texas Department of Transportation, ATTN: Loyl C. Bussell, P.E., 2501 SW Loop 820, Fort Worth, TX 76133. All comments must be received on or before June 22, 2020. Members of the public may call (817) 887-6150 and leave a voicemail to verbally provide testimony from 6 p.m. on June 4, 2020 until 5 p.m. on June 22, 2020.

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.

HOJA INFORMATIVA DEL PROYECTO SOUTHEAST CONNECTOR

AUDIENCIA PÚBLICA VIRTUAL
Jueves, 4 de junio del 2020

Información del proyecto

Visión general

El Departamento de Transporte de Texas (TxDOT) está trabajando con las ciudades de Arlington, Forest Hill, Fort Worth, Kennedale y Mansfield para mejorar la movilidad, disminuir la congestión del tráfico y mejorar las operaciones proponiendo mejoramientos en su área. El proyecto propuesto reconstruiría el I-20, I-820 y US 287, incluyendo la reconstrucción de los tres intercambios principales asociados a estas carreteras. Se reconstruirían las carreteras de servicio y se construirían nuevos segmentos de carreteras de servicio para promover el acceso local. El proyecto propuesto abarcaría aproximadamente 16 millas. Los alojamientos para bicicletas y peatones, como caminos de uso compartido, carriles para bicicletas o banquetas a lo largo de las carreteras de servicio y/o en intersecciones callejeras, también se incluirían con los mejoramientos propuestos. La información del proyecto está disponible en Internet en www.txdot.gov mediante la búsqueda de palabras clave "Southeast Connector".

Autopista/Límites:

I-20 de Forest Hill Drive a Park Springs Boulevard

I-820 del I-20 a Brentwood Stair Road

US 287 de Bishop Street a Sublett Road

Longitud: Aproximadamente 16 millas

Costo estimado: $2 mil millones

Cronología y próximos pasos

Actividad	línea de tiempo
Comenzar el proceso de diseño y colectar datos técnicos	2017-2018
Reunión Pública Previa	Julio 2018
Preparar el diseño preliminar y la evaluación ambiental	Invierno 2019-Primavera 2020
Audiencia pública	**4 de junio del 2020**
NEPA Finding of No Significant Impact (FONSI) anticipado	Verano 2020
Adquisición ROW	2020-2023
Premiación de Proyecto	Verano 2021
Se espera que comience la construcción	Invierno 2021
Construcción terminada	Invierno 2026

Propósito de la audiencia pública

El propósito de la audiencia es presentar los mejoramientos considerados y recibir comentarios públicos sobre el proyecto propuesto. La audiencia virtual se llevará a cabo a través de una presentación pregrabada con componentes audiovisuales y visuales.

Evaluación Ambiental

Se han realizado reportes y análisis técnicos ambientales para el proyecto propuesto para apoyar una Evaluación Ambiental de conformidad con National Environmental Policy Act (NEPA). Los análisis ambientales son necesarios para identificar, evitar, minimizar y posiblemente mitigar los efectos en los entornos humanos y naturales. Las evaluaciones realizadas hasta ahora indican que el proyecto propuesto no causaría impactos ambientales significativos.

Asistencia de derecho de paso y reubicación

La reubicación de derecho de paso y de entradas a propiedades serán requeridas para acomodar la instalación propuesta. Los representantes de la sección de Derecho de Paso de TxDOT están disponibles para responder preguntas relacionadas con la adquisición de propiedades y explicar el Right-of-Way Acquisition and Relocation Assistance Program de TxDOT. Puede llamar al (817) 370-6807 para hacer preguntas sobre el derecho de paso, la adquisición de propiedades y las reubicaciones de entrada.

¿Preguntas o comentarios?

www.txdot.gov
Buscar: "Southeast Connector"

SoutheastConnector@txdot.gov

817-370-6807

Si tiene alguna pregunta o inquietud con respecto al proyecto propuesto o la audiencia virtual, llame al (817) 370-6807, envíe un correo electrónico a SoutheastConnector@txdot.gov o envíe un comentario escrito por correo al Departamento de Transporte de Texas, ATTN: Loyl C. Bussell, P.E., 2501 SW Loop 820, Fort Worth, TX 76133. Todos los comentarios deben recibirse el 22 de junio de 2020 o antes. Los miembros del público pueden llamar al (817) 887-6150 y dejar un correo de voz para proporcionar testimonio verbalmente desde las 6 p.m. del 4 de junio de 2020 hasta las 5 p.m. del 22 de junio del 2020.

La revisión ambiental, consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorándum de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por FHWA y TxDOT.

Southeast Connector
Reconstruct and Widen I-20/I-820/US 287
CSJ: 0008-13-125, etc.
Virtual Public Hearing – June 4, 2020
Audiencia Pública Virtual – 4 de junio de 2020

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during project development. ***Written comments may be submitted to the TxDOT District Headquarters using this form or by letter and must be received by June 22, 2020****.*

El Departamento de Transporte de Texas (TxDOT) busca activamente sus comentarios sobre este proyecto. Sus comentarios son siempre bienvenidos y se les dará una seria consideración durante el resto del desarrollo del proyecto. ***Comentarios por escrito pueden ser presentados en la oficina del distrito de TxDOT usando esta forma o por carta y deben ser recibido antes del 22 de junio de 2020.***

COMMENTS/COMPLIMENTS/CONCERNS (Please Print)**:**
COMENTARIO/CUMPLIDO/ PREOCUPACIONES (Por Favor Escriba)**:**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
Código de Transporte Texas, §201.811(a)(5): Marque una de las siguientes casillas que apliquen a usted:

- ❑ I am employed by TxDOT. *Yo soy un empleado del TxDOT*
- ❑ I do business with TxDOT. *Yo hago negocios con el TxDOT*
- ❑ I could benefit monetarily from the project or other item about which I am commenting. *Yo me podría beneficiar monetariamente del proyecto o cualquier otro elemento sobre el cual estoy comentando.*

Name/Nombre: _____

Address/Dirección: _____

_____

_____

Phone/Teléfono: _____

Email/ Correo electronico: _____

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.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

Affix Seal Here / Pegar Sello Aquí

Loyl C. Bussell, P.E.
District Engineer
Texas Department of Transportation
Fort Worth District
2501 S.W. Loop 820
Fort Worth, TX 76133

Adjacent Property Owners Mailing List

Owner Name	Owner Address	City, State	Zip	Situs Address
PRIDEMORE, PATSY JEAN	PO BOX 8784	FORT WORTH, TX	76124	2301 E LOOP 820 S
WITHOUT WALLS CHURCH OF FTW	3625 E LOOP 820 S	FORT WORTH, TX	76119	3601 E LOOP 820 S
EAST SIDE INDUSTRIAL LLC	5617 E ROSEDALE ST	FORT WORTH, TX	76112	5851 E ROSEDALE ST
MEADOWBROOK PARTNERS LLC	13298 ALLENWOOD AVE	FRISCO, TX	75035	6420 MEADOWBROOK DR
PRIDEMORE, PATSY JEAN	PO BOX 8784	FORT WORTH, TX	76124	2201 E LOOP 820 S
RIVERA, EBER L	600 HASTEN CT	FORT WORTH, TX	76120	2145 E LOOP 820 S
MPTF HOLDINGS LLC	6426 MEADOWBROOK DR	FORT WORTH, TX	76112	6426 MEADOWBROOK DR
RL & ABCD LLC	5801 E BERRY ST	FORT WORTH, TX	76119	5801 E BERRY ST
PARTNERS VI LTD	PO BOX 25025	GLENDALE, CA	91221	2377 E LOOP 820 S
A-MAX INSURANCE SERVICES INC	3030 N STEMMONS FWY	DALLAS, TX	75247	6424 MEADOWBROOK DR
NETHERLAND, JOHN W	808 E 16TH TERR	OTTAWA, KS	66067	6154 RAMEY AVE
FOLLOWERS/JESUS CHRIST COM CH	PO BOX 170333	ARLINGTON, TX	76003	3501 REED ST
PNYX LTD PARTNERSHIP	PO BOX 191345	DALLAS, TX	75219	5700 SW GREEN OAKS BLVD
2729 E LOOP 820 S HOLDINGS LLC	PO BOX 560485	DALLAS, TX	75356	2729 E LOOP 820
SOUTHWEST PREMIER PROPERTIES L	PO BOX 1397	TOLLESON, AZ	85353	5200 E LOOP 820 S
MEADOWBROOK NATIONAL BANK	333 MARKET FL 10TH ST	SAN FRANCISCO, CA	94105	6707 BRENTWOOD STAIR RD
AREFIN, MD SHAMSUL	332 MAPLE ST	RICHARDSON, TX	75081	1801 E LOOP 820
REBEL REALTY INC	5617 E ROSEDALE ST	FORT WORTH, TX	76112	1000 S LOUISE ST
OCATILLO PROPERTIES LTD	11608 SPICEWOOD PKWY UNIT 31	AUSTIN, TX	78750	4624 MARTIN LUTHER KING FWY
WAYAFEE, ABDUL K	8500 EDERVILLE RD	FORT WORTH, TX	76120	6204 E ROSEDALE ST
MCDONALD, D W	6306 DARBY WAY	SPRING, TX	77389	3751 MARTIN LUTHER KING FWY
ASHEN INVESTMENT INC	5800 E BERRY ST	FORT WORTH, TX	76119	3800 E LOOP 820 S
SIDHIVINAYAK LLC	6965 FINCH DR	NORTH RICHLAND HILLS, TX	76182	6400 E ROSEDALE ST
LOUIS LAND CO LTD	4408 BARNETT BLVD	ARLINGTON, TX	76017	4520 MARTIN LUTHER KING FWY
AQPC HOLDINGS LLC	4611 FAIR LANE AVE	FORT WORTH, TX	76119	4600 MARTIN LUTHER KING FWY
NEW JERUSALEM CHURCH OF F W	3921 VAUGHN BLVD	FORT WORTH, TX	76119	3921 VAUGHN BLVD
PREMIUM FRAC PUMPS LLC	301 E 18TH ST	CISCO, TX	76437	4651 S EDGEWOOD TERR
N & A PROPERTIES INC	2424 AZLE AVE	FORT WORTH, TX	76106	3819 VAUGHN BLVD # A
PLEASANTVIEW BAPTIST CHURCH	4400 PLEASANTVIEW DR	ARLINGTON, TX	76017	4400 PLEASANTVIEW DR
ADEPEGBA, HARUNA W	6802 S R L THORNTON FWY	DALLAS, TX	75232	4213 WILBARGER ST
B & A MILLER GROUP LLC	PO BOX 15552	FORT WORTH, TX	76119	4502 MILLER AVE
DAKA INVESTMENTS LLC	2851 ENGLAND PKWY	GRAND PRAIRIE, TX	75054	4225 MILLER AVE
SAI R&R ENTERPRISES INC	3704 FOREST DR	GRAND PRAIRIE, TX	75052	4244 WILBARGER ST
SAVOY PROPERTIES LLC	5144 SE LOOP 820	FOREST HILL, TX	76140	5144 SE LOOP 820
CARROLL FAMILY INVESTMENTS LTD	2340 INTERSTATE 20 W STE 100	ARLINGTON, TX	76017	5012 SE LOOP 820
BEST USI PORTFOLIO LLC	7065 INDIANA AVE STE 300	RIVERSIDE, CA	92506	4917 CALIFORNIA PKWY E
CASUL INC	PO BOX 60514	FORT WORTH, TX	76115	5100 SE LOOP 820
DOUGLAS, CLIFTON	1606 CANCUN DR	MANSFIELD, TX	76063	6200 E ROSEDALE ST
EPPS, PATRICE CAROL	1514 RIVERBEND ST	AZLE, TX	76020	6624 OAK CREST DR W
THE BEARDEN CORPORATION	PO BOX 2384	GEORGETOWN, TX	78627	5020 SE LOOP 820
B SMITH LLC	3000 E LANCASTER AVE	FORT WORTH, TX	76103	4901 CALIFORNIA PKWY E
KH & ZH ENTERPRISES LLC	4007 INWOOD LN	COLLEYVILLE, TX	76034	6101 E ROSEDALE ST
BIANCA ENTERPRISES INC	5304 MANSFIELD HWY	FORT WORTH, TX	76119	5304 MANSFIELD HWY
RICHARDS REAL PROPERTY LEASING	11218 N LAMAR BLVD	AUSTIN, TX	78753	5251 SE LOOP 820
JAWAD, HASSAN A	PO BOX 152346	ARLINGTON, TX	76015	6100 E ROSEDALE ST
BOGGS KURLANDER STEELE LLC	80 S LAKE AVE STE 719	PASADENA, CA	91101	4793 E LOOP 820 S
97PLUS PRODUCTIONS LLC	1121 E LOOP 820 S	FORT WORTH, TX	76112	1121 SE LOOP 820
AIKAL & SHEKHA VENTURES LLC	844 ABERDEEN CT	COPPELL, TX	75019	6201 E LANCASTER AVE
FLEET, M B ETAL	5104 LEDGESTONE DR	FORT WORTH, TX	76132	1816 MC CLELLAN CT
SMITH CHAPEL CHURCH OF GOD	4408 MARTIN LUTHER KING FWY	FORT WORTH, TX	76119	4400 MARTIN LUTHER KING FWY
WASH TAY HOLDINGS LLC	808 REMUDA DR	FORT WORTH, TX	76108	3901 E LOOP 820 S
LAURIE INDUSTRIES LLC	185 NW SPNS RV BLVD	BOCA RATON, FL	33431	6324 MEADOWBROOK DR
MILLER, DANNY	2002 W OSAGE RD	DUNCAN, OK	73533	2701 E LOOP 820 S
VOIDFORM PRODUCTS INC	1895 W DARTMOUTH AVE	ENGLEWOOD, CO	80110	2833 S CRAVENS RD
POLO INDUSTRIES LLC	3109 AUTUMN HARVEST DR	FRIENDSWOOD, TX	77546	2188 E LOOP 820
SIDNEY & CARREN CAVANAUGH LLC	6605 CRANE RD	NORTH RICHLAND HILLS, TX	76182	5450 SUN VALLEY DR
NEJATI, MAJID	2428 RIVER ROCK CIR	ARLINGTON, TX	76006	5700 E LOOP 820 S
ARUN NIRALEE PARTNERS II LTD	1560 E BROAD ST	MANSFIELD, TX	76063	5420 E LOOP 820 S
BRIDGEWOOD CHURCH OF CHRIST	6516 BRENTWOOD STAIR RD	FORT WORTH, TX	76112	6516 BRENTWOOD STAIR RD
B A N UNLIMITED INC	240 HARWOOD RD STE I	BEDFORD, TX	76021	5729 E BERRY ST
COFFMAN, HOLLIS	6015 E LANCASTER AVE	FORT WORTH, TX	76112	6013 E LANCASTER AVE
ROMANO, FRED ETAL	6028 E LANCASTER AVE	FORT WORTH, TX	76112	6016 E LANCASTER AVE
PG INC	6025 E LANCASTER AVE	FORT WORTH, TX	76112	6025 E LANCASTER AVE
MITCHELL HOUSING INC	4401 FOARD ST	FORT WORTH, TX	76119	6001 RICH ST
TASH INC	6020 E ROSEDALE ST	FORT WORTH, TX	76112	5721 E BERRY ST
BOY SCOUTS OF AMERICA	PO BOX 54190	HURST, TX	76054	6017 CRAIG ST
CUPP, DIANA LANEY	6209 FOREST RIVER DR	FORT WORTH, TX	76112	6054 E LANCASTER AVE
TACO BELL OF AMERICA INC	PO BOX 35370	LOUISVILLE, KY	40232	6162 MEADOWBROOK DR
LAWHON, CHARLES	3304 HILL CITY HWY	TOLAR, TX	76476	4111 E LOOP 820 S
MOORE, MARTIN S	12809 MODENA CT	FORT WORTH, TX	76126	4208 E LOOP 820 S

ALCANTAR, KEVIN	5317 SAUNDERS RD	FORT WORTH, TX	76119	5317 SAUNDERS RD
WHO WANTS IT PROPERTIES	152 TIMBERLINE DR	FRANKLIN, TN	37069	4201 E LOOP 820 S
GOOD SHEPHERD TEMPLE OF PRAISE	5625 GOOD SHEPHERD WAY	FORT WORTH, TX	76119	5625 GOOD SHEPHERD WAY
AKRR GORDON LLC	12228 PALMER HWY	TEXAS CITY, TX	77590	2312 E LOOP 820
LAWHON, SHERRY	4111 E LOOP 820 S	FORT WORTH, TX	76119	5737 OAKDALE DR
ECS INTERNATIONAL INC	5500 E LOOP 820 STE 205	FORT WORTH, TX	76119	5500 E LOOP 820 S
OAKCREST FAMILY CHURCH INC	6741 OAK CREST DR W	FORT WORTH, TX	76140	6720 OAK CREST DR W
GT LEASING LLC	4800 SE LOOP 820	FORT WORTH, TX	76140	4800 SE LOOP 820
IMMY CORPORATION	1416 DOUGLAS AVE	COLLEYVILLE, TX	76034	4725 FOREST HILL CIR
4015 E LOOP 820 PARTNERS LTD	10370 OLYMPIC DR STE B	DALLAS, TX	75220	4015 E LOOP 820 S
NOBLE BUSINESS INC	PO BOX 1366	COLLEYVILLE, TX	76034	4208 MILLER AVE
ALOSH GROUP INC	13 DEVON CT	MANSFIELD, TX	76063	4112 WILBARGER ST
OMAR, KHALED SH	6501 GREENSPRING DR	ARLINGTON, TX	76016	4017 MARTIN LUTHER KING FWY
BETHLEHEM CH OF GOD IN CHRIST	PO BOX 50203	FORT WORTH, TX	76105	4300 WILBARGER ST
REICHELT, DIANE F	5755 EVERMAN KENNEDALE RD	KENNEDALE, TX	76060	5732 FOREST BEND DR
SL DEVELOPMENT LLC	5740 INTERSTATE 20 W	ARLINGTON, TX	76017	5740 W IH 20
ENTEX HOLDINGS LLC	4705 MARTIN ST	FORT WORTH, TX	76119	4707 MARTIN ST
CABANSAG, F WAYNE	PO BOX 100	KEENE, TX	76059	4208 MARTIN LUTHER KING FWY
COMMUNITY OF HOPE LUTHERAN CH	4301 MILLER AVE	FORT WORTH, TX	76119	4200 KILLIAN ST
FOREST HILL UNITED METH CH	PO BOX 15605	FORT WORTH, TX	76119	4601 CALIFORNIA PKWY E
FULL GOSPEL TABERNACLE CHURCH	5709 WILKES DR	FORT WORTH, TX	76119	5721 WILKES DR
KIN-DELLS LIQUOR LLC	PO BOX 50176	FORT WORTH, TX	76105	4501 MILLER AVE
MERGE HOLDINGS LLC	3825 CAMP BOWIE BLVD	FORT WORTH, TX	76107	6300 MEADOWBROOK DR
ONCOR ELECTRIC DELIVERY CO LLC	PO BOX 139100	DALLAS, TX	75313	6200 GREENLEE ST
APOLLO TOWING LLC	5233 SAUNDERS RDG	FORT WORTH, TX	76119	4801 E LOOP 820 S
WHIZ-Q INC	4501 E LOOP 820 S	FORT WORTH, TX	76119	4600 E LOOP 820 S
KHALIL ZOOM IN MARKET INC	6020 E ROSEDALE ST	FORT WORTH, TX	76112	6020 E ROSEDALE ST
HAWKINS CEMETERY	5680 EL RANCHO DR	ARLINGTON, TX	76017	5301 US HWY 287
FLECK, JAMES K	6517 BRENTWOOD STR RD	FORT WORTH, TX	76112	6517 BRENTWOOD STAIR RD
ROTHSCHILD, JULIO	6050 E LANCASTER AVE	FORT WORTH, TX	76112	6050 E LANCASTER AVE
1234 BUCKNER LLC	1207 ELDORADO AVE	DALLAS, TX	75208	4224 MILLER AVE
AL'S QUICK STOP INC	520 E NORTHWEST HWY STE 100	GRAPEVINE, TX	76051	5355 E LOOP 820 S
THOMAS, ERNEST W	1500 LONE STAR RD	POOLVILLE, TX	76487	5400 DAVID STRICKLAND RD
BENCHMAR ACQUISITIONS LLC	10410 WINDERMERE LAKES BLVD	HOUSTON, TX	77065	5221 E LOOP 820 S
VANTAGE FORT WORTH ENERGY LLC	7900 E UNION AVE STE 1100	DENVER, CO	80237	5651 E LOOP 820 S
CROWN ENTERPRISES INC	PO BOX 869	WARREN, MI	48090	4601 CAREY ST
730 HOLDINGS LLC & YEANDLE ONE	3603 PELICAN CT	ARLINGTON, TX	76016	7100 W IH 20
TEMPLE, VIEN	3909 FOREST HILL CIR	FORT WORTH, TX	76140	3909 FOREST HILL CIR
BLUEBONNET CREMATION SERVICES	PO BOX 1587	HURST, TX	76053	4301 E LOOP 820 S
JOHNSON, JOE BRENT	PO BOX 295	COLLEYVILLE, TX	76034	5111 CALIFORNIA PKWY E
TOTAL E&P USA REAL ESTATE LLC	PO BOX 17180	FORT WORTH, TX	76102	6601 ANGLIN DR
ROBERTSON, RICK L	5105 E CALIFORNIA PKWY	FORT WORTH, TX	76119	5105 CALIFORNIA PKWY E
ONCOR ELECTRIC DELIVERY CO LLC	PO BOX 139100	DALLAS, TX	75313	5671 E LOOP 820 S
BLOSSOM WOOD INC	2306 RIVER RIDGE RD	ARLINGTON, TX	76017	4735 BOWMAN SPRINGS RD
BENCHMAR ACQUISITIONS LLC	10410 WINDERMERE LAKES BLVD	HOUSTON, TX	77065	5101 E LOOP 820 S
SLS ADVERTISING LTD	2003 WILLOWMOSS CT	HOUSTON, TX	77008	5898 E IH 20
REBEL & PARISH LLC	5617 E ROSEDALE ST	FORT WORTH, TX	76112	6005 HART ST
TX CIRCLE 182 LLC	930 MANHATTAN BEACH BLVD SUITE	MANHATTAN BEACH, CA	90266	3853 E LOOP 820 S
BRENTWOOD STAIR PROP LTD	2400 ELLIS AVE	FORT WORTH, TX	76164	5724 FOREST BEND DR
GARDNER, CLARENCE LEE	1417 RANGER HWY	WEATHERFORD, TX	76086	4210 MARTIN LUTHER KING FWY
JACKSON-HURTA, JANA ETAL	7300 DIAMOND OAKS DR	MANSFIELD, TX	76063	5401 W IH 20
ALAVI, REZA M	PO BOX 50486	FORT WORTH, TX	76105	4220 E LOOP 820 S
ZUNIGA, JOSE M	3808 ERATH ST	FORT WORTH, TX	76119	3600 MARTIN LUTHER KING FWY
KENNEDALE, ISD	120 W KENNEDALE PKWY	KENNEDALE, TX	76060	TREEPOINT DR
GRIEF, ROBERT S ETAL	9256 W POINT DR	INDIANAPOLIS, IN	46268	1900 E LOOP 820
WILLIAM WAUGH HOLDINGS LLC	10903 ALDER CIR	DALLAS, TX	75238	6365 MEADOWBROOK DR
PACES TRAIL LLC	735 STATE ST STE 416	SANTA BARBARA, CA	93101	4912 PACES TR
OAK CHASE LLC	48 SEARS RD	SOUTHBOROUGH, MA	1772	4924 SIGMOND DR
FOREST HILL CHURCH OF CHRIST	3916 FOREST HILL CIR	FOREST HILL, TX	76140	4019 FOREST HILL CIR
HIXLO LTD	715 W HARRIS RD	ARLINGTON, TX	76001	5013 OVERRIDGE DR
ICS PARKS LLC	1700 W LOOP SOUTH STE 350	HOUSTON, TX	77027	6601 TREEPOINT DR
ONCOR ELECTRIC DELIVERY CO LLC	PO BOX 139100	DALLAS, TX	75313	1908 LUCAS DR
PROMOBRICK CORP	6312 HART ST	FORT WORTH, TX	76112	6316 HART ST
WILSON, CHRIS W	3000 E LOOP 820 S	FORT WORTH, TX	76119	3000 E LOOP 820 S
FRANK BROOKS REAL ESTATE HOLDI	6624 FIRESTONE RD	FORT WORTH, TX	76132	3404 E LOOP 820 S
SPIRIT MASTER FUNDING X LLC	4515 LYNDON B JOHNSON FWY	DALLAS, TX	75244	5748 SW GREEN OAKS BLVD
COMMERIAL NET LEASE REALITY LP	450 S ORANGE AVE STE 900	ORLANDO, FL	32801	5500 E IH 20
ONCOR ELECTRIC DELIVERY CO LLC	PO BOX 139100	DALLAS, TX	75313	6100 E LANCASTER AVE
HARRISON BROTHERS HOLDING LLC	3951 E LOOP 820 S	FORT WORTH, TX	76119	3951 E LOOP 820 S
SMITH, SUSAN ROPER KAECHELE	PO BOX 1137	SODDY DAISY, TN	37384	3200 E LOOP 820 S
2901 S WALTON WALKER LLC	PO BOX 113267	CARROLLTON, TX	75011	3812 E LOOP 820 S

D & J NILES LTD PTNRSHIP	4808 SE LOOP 820	FORT WORTH, TX	76140	4808 SE LOOP 820
TRINITY CHRISTIAN CHURCH INC	4600 HIGHWOOD DR	ARLINGTON, TX	76016	4600 HIGHWOOD DR
EARTH TO MOON REALTY LLC	2360 PURDUE ST	FRISCO, TX	75034	3933 CALIFORNIA PKWY E
TX CIRCLE 182 LLC	930 MANHATTAN BEACH BLVD SUITE	MANHATTAN BEACH, CA	90266	5065 MARTIN LUTHER KING FWY
HOLTGROVE LLC	668 N COAST HWY STE 229	LAGUNA BEACH, CA	92651	4900 E LOOP 820 S
LMB DIVERSIFIED REALTY INC	201 MAIN ST STE 2600	FORT WORTH, TX	76102	1510 E LOOP 820
PATEL, THAKORBHAI	2074 AZALEA TR	IRVING, TX	75063	3824 E LOOP 820 S
MOST WORSHIPFUL PRINCE HALL	PO BOX 1478	FORT WORTH, TX	76101	3433 MARTIN LUTHER KING FWY
LLEWELLYN REALTY LP	3535 W 7TH ST	FORT WORTH, TX	76107	3505 FOREST HILL CIR
CX LINCOLN COURT LLC	4565 RIVER MANSIONS COVE	DULUTH, GA	30096	4850 LITTLE RD
STAMATOPOULOS, ATHANASES	401 COLLEGE AVE	FORT WORTH, TX	76104	3625 E LOOP 820 S
REBEL & PARISH LLC	5617 E ROSEDALE ST	FORT WORTH, TX	76112	6017 HART ST
CHI-ADA CORPORATION	135 NW 163RD ST	MIAMI, FL	33169	5600 E LOOP 820 S
BRYAN, BOBBY G	6628 OAK CREST DR W	FORT WORTH, TX	76140	5201 SE LOOP 820
CHESTERFIELD 228 LLC	8226 DOUGLAS AVE STE 455	DALLAS, TX	75225	5700 MEDIAN WAY
SADLER, JAMES	121 VARSITY CIR	ARLINGTON, TX	76013	2238 E LOOP 820
FORT-ROWLETT-LAND JV	5510 ABRAMS RD STE 109	DALLAS, TX	75214	5713 E BERRY ST
PEYCO FAMILY LTD	1703 PEYCO DR N	ARLINGTON, TX	76001	5917 US HWY 287
OAK CREEK HOUSING PROP LP	2450 S SHORE BLVD STE 300	LEAGUE CITY, TX	77573	4805 E LOOP 820 S
MORTON, TIMOTHY	1501 HANDLEY DR	FORT WORTH, TX	76112	1501 HANDLEY DR
1901 E LOOP 820 SOUTH LTD	1901 E LOOP 820 S	FORT WORTH, TX	76112	1288 ROSSER ST
REED, WILLIAM CARROLL	822 PENNSYLVANIA AVE	KENNEDALE, TX	76060	4555 FOREST HILL CIR
GILLER, SAM E TR	4501 SUNBELT DR STE B	ADDISON, TX	75001	4901 LITTLE RD
BEDROCK NOVA ARLINGTON INV LLC	1224 PROSPECT ST STE 150	LA JOLLA, CA	92037	5900 W IH 20
AL'S QUICK STOP INC	520 E NORTHWEST HWY STE 100	GRAPEVINE, TX	76051	5401 SUN VALLEY DR
ROSE HOLDINGS LTD	7001 VALLECITO DR	AUSTIN, TX	78759	5940 W IH 20
GILLER, SAM E TR	4501 SUNBELT DR STE B	ADDISON, TX	75001	4801 LITTLE RD
JOHNSON PROPERTIES LLC	7009 S JORDAN RD	CENTENNIAL, CO	80112	3200 S CRAVENS RD
ALPS REALTY OF TEXAS INC	2100 ESTES PARK DR	SOUTHLAKE, TX	76092	1302 W KENNEDALE PKWY
ELLIOTT AND LILLIAN LLC	1914 SADDLEHORN LN	MANSFIELD, TX	76063	5625 E IH 20
SILBERRAD PROPERTIES	8617 MID CITIES BLVD STE 300	NORTH RICHLAND HILLS, TX	76182	7001 TREEPOINT DR
RP PARTNERS LTD ETAL	1701 RIVER RUN STE 304	FORT WORTH, TX	76107	6021 W IH 20
AUDELIA GROUP PARTNERSHIP LTD	8 WHITE ROCK TRL	LUCAS, TX	75002	5809 W IH 20
AGUERRE FAMILY TRUST	PO BOX 1897	CHINO, CA	91708	4401 W GREEN OAKS BLVD
NOORANI CORP	1416 DOUGLAS AVE	COLLEYVILLE, TX	76034	4724 SE LOOP 820
RBL LEASING LLC	PO BOX 120308	ARLINGTON, TX	76012	1000 S ERIE ST
AMERCO REAL EST CO OF TX INC	PO BOX 29046	PHOENIX, AZ	85038	6050 TENSION DR
CLIFTON INDUSTRIAL PROPERTIES	2001 E LOOP 820 S	FORT WORTH, TX	76112	2001 E LOOP 820 S
AL-HAWEEL, JEHAD	1209 LYRA LN	ARLINGTON, TX	76013	6150 RAMEY AVE
NEW VICTORIOUS BAPTIST CHURCH	PO BOX 15786	FORT WORTH, TX	76119	2507 E LOOP 820
LANDIS PROPERTIES LLC	7284 W PALMETTO PARK RD STE 30	BOCA RATON, FL	33433	5980 W POLY WEBB RD
DY TAY HOLDINGS LLC	2804 PARK RUN DR	ARLINGTON, TX	76016	6611 ANGLIN DR
RPI OVERLAND LTD	2929 CARLISLE ST STE 170	DALLAS, TX	75204	5781 SW GREEN OAKS BLVD
POOL XPRESSIONS LLC	153 CADDO DR	ABILENE, TX	79602	5960 W IH 20
TENSION INVESTMENTS LLC	3736 WESTCLIFF RD N	FORT WORTH, TX	76109	6011 TENSION DR
WEST, WILLIAM M	6812 RIVERDALE DR	FORT WORTH, TX	76132	6153 E LANCASTER AVE
ABS TX INVESTOR LP	1371 OAKLAND BLVD STE 200	WALNUT CREEK, CA	94596	4412 LITTLE RD
SOUTH OAKS BAPT CH ARLINGTON	5925 HWY 287	ARLINGTON, TX	76017	6001 US HWY 287
KELVIN PROPERTIES LLC	10610 NE 9TH PL SUITE 1606	BELLEVUE, WA	98004	5745 W IH 20
LAKEVIEW INDUSTRIAL PARK LLC	5617 E ROSEDALE ST	FORT WORTH, TX	76112	1200 S CRAVENS RD
PROVICE REALTY LLC	1817 COUNTY RD 920	CROWLEY, TX	76036	4050 E LOOP 820 S
RACE PARTNERS	4820 SE LOOP 820	FORT WORTH, TX	76140	4820 SE LOOP 820
SCOTT, MARK D	2250 AIRPORT RD	ALEDO, TX	76008	2900 MEL ST
RACE PARTNERS	4820 SE LOOP 820	FORT WORTH, TX	76140	4825 FOREST HILL CIR
WALTHER, LARRY M	PO BOX 33346	FORT WORTH, TX	76162	5406 US HWY 287
ZANG, TODD	2400 PERKINS RD	ARLINGTON, TX	76016	5400 US HWY 287
SCOTT, MARK D	2250 AIRPORT RD	ALEDO, TX	76008	3000 E LOOP 820
SAYAH, ALI	6055 E LANCASTER AVE	FORT WORTH, TX	76112	6055 E LANCASTER AVE
B & J JOINT VENTURE	1415 S MAIN ST	WEATHERFORD, TX	76086	6001 E ROSEDALE ST
ELLER MEDIA CO	3700 E RANDOL MILL RD	ARLINGTON, TX	76011	7208 E IH 20
THE VINCENT MANCINI TRUST	1231 BARNESWOOD DR	DOWNERS GROVE, IL	60515	4215 CHICKASAW AVE
FAITH ASSEMBLY OF GOD	PO BOX 170718	ARLINGTON, TX	76003	5100 US HWY 287
WHIZ-Q INC	4501 E LOOP 820 S	FORT WORTH, TX	76119	4501 E LOOP 820 S
CULLUM, PEYTON A	403 FOUNTAIN CT	KENNEDALE, TX	76060	4435 LITTLE RD
GAROOSI, CHRISTOPHER M	5510 ABRAMS RD STE 109	DALLAS, TX	75214	3500 E LOOP 820 S
HEALY, DAVID PAUL	PO BOX 24328	FORT WORTH, TX	76124	3201 E LOOP 820 S
BEST USI PORTFOLIO LLC	7065 INDIANA AVE STE 300	RIVERSIDE, CA	92506	4917 CALIFORNIA PKWY E
GOLDEN ARCH LTD PARTNERSHIP	PO BOX 66207	CHICAGO, IL	60666	4841 W SUBLETT RD
LCP CBP2 LITTLE RD, LLC	3500 MAPLE AVE STE 1600	DALLAS, TX	75219	4500 LITTLE RD
UNION PACIFIC RR CO	1400 DOUGLAS STOP 1640 ST	OMAHA, NE	68179	1101 TIERNEY RD
UNION PACIFIC RR CO	1400 DOUGLAS STOP 1640 ST	OMAHA, NE	68179	1000 S ERIE ST

TLC PROPERTIES INC	625 109TH ST	ARLINGTON, TX	76011	3647 E LOOP 820 S
TEXMAC PROPERTIES LLC	20615 MESSINA	SAN ANTONIO, TX	78258	6551 FOREST HILL DR
BROADSTONE BT SOUTH LLC	950 I 30 E	MOUNT PLEASANT, TX	75455	3621 E LOOP 820 S
6501 HART LLC	PO BOX 1324	ARLINGTON, TX	76004	1000 S ERIE ST
RWWM LTD	PO BOX 16190	FORT WORTH, TX	76162	4900 SE LOOP 820
VJP CAPITAL INV LLC	1800 FULLER WIDER RD # 613	EULESS, TX	76039	4331 KELLY ELLIOTT RD
WAFAYEE, ABDUL KHAUL	8500 EDERVILLE RD	FORT WORTH, TX	76120	6200 E LANCASTER AVE
CINDY'S FINANCE COMPANY LLC	3911 W MAYFIELD RD	ARLINGTON, TX	76016	4401 PLEASANTVIEW DR
BRIGHT TOWING INC	5317 MANSFIELD HWY	FORT WORTH, TX	76119	6401 E LOOP 820 S
HALLE PROPERTIES LLC	20225 N SCOTTSDALE RD	SCOTTSDALE, AZ	85255	3405 FOREST HILL CIR
SOUTHERN PACIFIC RR CO	1400 DOUGLAS STOP 1640 ST	OMAHA, NE	68179	4100 BISBEE ST
ASHEN INVESTMENT INC	5800 E BERRY ST UNIT A	FORT WORTH, TX	76119	5800 E BERRY ST STE #120
MATSON, MARK	5960 E LOOP 820 S	FORT WORTH, TX	76119	5960 E LOOP 820 S
FT WORTH VILLAS BY THE LAKE	5301 S CAPITAL OF TX HWY STE 1	AUSTIN, TX	78746	5201 COLLETT LITTLE RD
FT WORTH VILLAS BY THE LAKE	5301 S CAPITAL OF TX HWY STE 1	AUSTIN, TX	78746	5201 COLLETT LITTLE RD
STORE MASTER FUNDING X LLC	8377 E HARTFORD DR STE 100	SCOTTSDALE, AZ	85255	5820 W IH 20
TEXAS TRUST CREDIT UNION	1900 COUNTRY CLUB DR	MANSFIELD, TX	76063	5840 W IH 20
TURNEY, HAL D	3136 WESTCLIFF RD W	FORT WORTH, TX	76109	5615 E LOOP 820 S
EYE DVM PROPERTIES LTD	5800 INTERSTATE 20 W	ARLINGTON, TX	76017	5800 W IH 20
UNI-ARA LLC	5800 S COLLINS ST STE 104	ARLINGTON, TX	76018	5950 W IH 20
T JORDAN TOWING INC	7400 CALMAR CT	FORT WORTH, TX	76112	5317 MANSFIELD HWY
DJK INC	700 N GRANT AVE STE 600	ODESSA, TX	79761	4000 E LOOP 820 S
RACETRAC PETROLEUM INC	PO BOX 2437	SMYRNA, GA	30081	6300 E LANCASTER AVE
PTC PARTNERS LTD	3900 E LOOP 820 S	FORT WORTH, TX	76119	3900 E LOOP 820 S
MENDEZ, LEONARDO	1817 COUNTY ROAD 920	CROWLEY, TX	76036	4100 E LOOP 820 S
QSR ENTERPRISES LLC	3318 FOREST LN SUITE 200	DALLAS, TX	75234	4406 LITTLE RD
WHATABURGER INC	14301 S PADRE ISLAND DR	CORPUS CHRISTI, TX	78418	4408 LITTLE RD
RAM-BAL-RAM INC	5253 SE LOOP 820	FORT WORTH, TX	76119	5253 SE LOOP 820
LEFANG, BERNARD	2825 MONA VALE RD	FORT WORTH, TX	76112	1809 E LOOP 820
6520 RED SIERRA LLC	3747 CARUTH LN	FRISCO, TX	75034	1817 E LOOP 820
HEALY, DAVID PAUL	3708 LAKE POWELL DR	ARLINGTON, TX	76016	3301 E LOOP 820 S
FOREST HILL, CITY OF	3219 E CALIFORNIA PKWY	FOREST HILL, TX	76119	4503 FOREST HILL CIR
BOSTON MARKET REAL ESTATE CO	14103 DENVER WEST PKWY	LAKEWOOD, CO	80401	4402 LITTLE RD
NATIONAL RETAIL PROPERTIES INC	450 S ORANGE AVE STE 900	ORLANDO, FL	32801	5600 E IH 20
PRIVITT, BRET J	411 ADDISON DR	HUDSON OAKS, TX	76087	4607 FOREST HILL CIR
IRMAZA INC	17523 WOODS EDGE DR	DALLAS, TX	75287	1717 E LOOP 820
CHICKASAW PROPERTY INVESTMENTS	1200 S LAKE ST	MONTGOMERY, IL	60538	4215 CHICKASAW AVE
TEXAS CONFERENCE ASSN OF SDA	PO BOX 800	ALVARADO, TX	76009	4409 PLEASANTVIEW DR
KWH HOMES & PROPERTY MANAGEMEN	1649 OAK CREEK DR	HURST, TX	76054	6204 FORT WORTH AVE
NATIONAL RETAIL PROPERTIES INC	13727 RD STE 900	DALLAS, TX	75240	5930 E LOOP 820 S
TARRANT COUNTY COLLEGE DIST	1500 HOUSTON ST	FORT WORTH, TX	76102	5900 RAMEY AVE
RIDENHOUR, E F	PO BOX 888	KENNEDALE, TX	76060	6200 FORT WORTH AVE
STORE MASTER FUNDING VII LLC	8377 E HARTFORD DR SUITE 100	SCOTTSDALE, AZ	85255	4651 LITTLE RD
AMS II ARLINGTON INV LP	2100 PALOMAR AIRPORT RD STE 20	CARLSBAD, CA	92011	5500 US HWY 287
RENMAR ENTERPRISES LLC	1720 OAK VILLAGE BLVD SUITE 10	ARLINGTON, TX	76017	4120 W IH 20
RIDENHOUR, E F	6202 FORT WORTH AVE	FORT WORTH, TX	76112	6202 FORT WORTH AVE
JACQUE BRANUM PIRTLE INS AGENC	4110 INTERSTATE 20 W STE 100	ARLINGTON, TX	76017	4110 W IH 20
NIMAT ENT INC	5960 W POLY WEBB RD	ARLINGTON, TX	76016	5960 W POLY WEBB RD
LMLL TEXAS PROPERTIES LLC	5107 E CALIFORNIA PKWY	FOREST HILL, TX	76119	5107 CALIFORNIA PKWY E
BANK ONE TEXAS	575 WASHINGTON FL 4TH BLVD	JERSEY CITY, NJ	7310	6060 RAMEY AVE
ROBERTSON, RICK	5105 E CALIFORNIA PKWY	FORT WORTH, TX	76119	5105 CALIFORNIA PKWY E
ELLIOTT & LILLIAN LLC	1914 SADDLEHORN LN	MANSFIELD, TX	76063	5501 E IH 20
LIEU, THONG BUN ETAL	5517 E LOOP 820 S	FORT WORTH, TX	76119	5517 E LOOP 820 S
NEW BEGINNINGS INT'L CHURCH	2000 E LOOP 820	FORT WORTH, TX	76112	2000 E LOOP 820
APOSTOLIC CHURCH OF FW INC	5200 DAVID STRICKLAND RD	FORT WORTH, TX	76119	5401 DAVID STRICKLAND RD
FOREST HILL WSS LLC	10210 N CENTRAL EXPWY STE 300	DALLAS, TX	75231	4101 CALIFORNIA PKWY E
TAK ENTERPRISES INC	PO BOX 171676	ARLINGTON, TX	76003	4224 PARK SPRINGS BLVD
LAWHON, CHARLES	3304 HILL CITY HWY	TOLAR, TX	76476	4550 VILLAGE CREEK RD
AMLAK INC	508 GILTIN DR	ARLINGTON, TX	76006	5460 E LOOP 820 S
VICTRON STORES LP	PO BOX 2599	WAXAHACHIE, TX	75168	2250 E LOOP 820
GALARUS LLC	667 SENDA	IRVING, TX	75039	4970 US HWY 287
TOTAL E&P USA REAL ESTATE LLC	PO BOX 17180	FORT WORTH, TX	76102	2020 E LOOP 820
ENERVEST ENERGY INST ETAL	1001 FANNIN ST STE 800	HOUSTON, TX	77002	5408 US HWY 287
SPRK FTW LLC	3431 DE LA CRUZ BLVD	SANTA CLARA, CA	95054	2801 S CRAVENS RD
HEARTHSTONE PROPERTIES LLC	11812 SAN VICENTE BLVD # 200	LOS ANGELES, CA	90049	5224 SE LOOP 820
COOPER & GIDDENS INC	PO BOX 294805	KERRVILLE, TX	78029	1475 HANDLEY DR
EECU	PO BOX 1777	FORT WORTH, TX	76101	4900 US HWY 287
SAMS REAL ESTATE BUSINESS TRUS	PO BOX 8050	BENTONVILLE, AR	72712	4850 US HWY 287
WAL MART REAL ESTATE BUS TRUST	PO BOX 8050	BENTONVILLE, AR	72712	4800 US HWY 287
PRIME CENTRAL REALTY LLC	2302 E PACIFIC AVE	GRAND PRAIRIE, TX	75050	2800 E LOOP 820 S
BONAKDAR, MEHDI	3604 LAKE POWELL DR	ARLINGTON, TX	76016	3705 E LOOP 820 S

HARPER LANDING HOLDINGS LLC	5001 HWY 287 STE 100	ARLINGTON, TX	76017	5001 US HWY 287
H & M MITCHELL LLC	4405 WESTLAKE DR	FORT WORTH, TX	76109	5685 E LOOP 820 S
BLUESTONE NATURAL RESOURCES II	2 W 2ND ST STE 1700	TULSA, OK	74103	5111 E LOOP 820 S
QUIKTRIP CORP	4705 S 129TH EAST AVE	TULSA, OK	74134	6601 BRENTWOOD STAIR RD
BRODE, ROBERT	9609 BECK CIR	AUSTIN, TX	78758	4901 E LOOP 820 S
AGAPE METROPOLITAN COMM CH	PO BOX 24198	FORT WORTH, TX	76124	4615 CALIFORNIA PKWY E
HADDOCK ENTERPRISES LLC	500 MAIN ST STE 1015	FORT WORTH, TX	76102	5020 US HWY 287
CENTRAL-NORTHAVEN LP	2301 OHIO DR STE 201	PLANO, TX	75093	5030 US HWY 287
PETOV LP	6820 LBJ FWY	DALLAS, TX	75240	5010 US HWY 287
FORT WORTH, CITY OF	200 TEXAS ST	FT WORTH, TX	76102	5800 SALT RD
CROSS DEVELOPMENT 5005 LITTLE	4336 MARCH RIDGE RD	CARROLLTON, TX	75010	5005 US HWY 287
FORT WORTH, CITY OF	200 TEXAS ST	FT WORTH, TX	76102	5850 SALT RD
CGB HOLDINGS LLC	5255 TEAGUE RD	FORT WORTH, TX	76140	4400 E LOOP 820 S
OMEGA BRANDING LP	5450 WILBARGER ST	FORT WORTH, TX	76124	5450 WILBARGER ST
BLUESTONE NATURAL RESOURCES II	2 W 2ND ST STE 1700	TULSA, OK	74103	5125 E LOOP 820 S
HAL ALLEN FAMILY LP	713 WAKEFIELD CT	EL PASO, TX	79922	4009 E LOOP 820 S
4015 E LOOP 820 PARTNERS LTD	10370 OLYMPIC DR STE B	DALLAS, TX	75220	4011 E LOOP 820 S
WILSON, CHRIS W	3907 WINDERMERE DR	COLLEYVILLE, TX	76034	2802 E LOOP 820 S
BENCHMARK ACQUISITIONS LLC	10410 WINDEMERE LAKES BLVD	HOUSTON, TX	77065	5201 E LOOP 820 S
MESKER INVESTMENT CO LC	909 N MAIZE RD UNIT 318	WICHITA, KS	67212	1225 W KENNEDALE PKWY
ARLINGTON HIGHWAY LLC	4632 PACIFIC BLVD	VERNON, CA	90058	5711 W IH 20
RICHARDS REAL PROP LEASINGLLC	11218 N LAMAR BLVD	AUSTIN, TX	78753	6616 OAK CREST DR W
TRUCK & TRAILER SERVICES INC	4312 E LOOP 820 S	FORT WORTH, TX	76119	4300 E LOOP 820 S
GREENEYE 20 LLC	16200 DALLAS PKWY STE 100	DALLAS, TX	75248	4410 W GREEN OAKS BLVD
SCC 287 LLC	5201 CAMP BOWIE BLVD STE 200	FORT WORTH, TX	76107	5600 E IH 20
FSW CORPORATION	6218 WESTOVER DR	GRANBURY, TX	76049	4836 CAREY ST
DM PROPERTIES LLC	7120 INTERSTATE 20 W	ARLINGTON, TX	76017	7120 W IH 20
TRDJ HOLDINGS LLC	5120 SE LOOP 820	FORT WORTH, TX	76140	5120 SE LOOP 820
ONE AMELIA PARC LP	515 S CAPITAL OF TEXAS HWY STE	AUSTIN, TX	78746	6100 E LOOP 820 S
ARLINGTON BD OF REALTORS INC	3916 W INTERSTATE 20 STE 160	ARLINGTON, TX	76017	3916 W IH 20
RASHWAN INC	6030 SHILOH FOREST DR	MIDLOTHIAN, TX	76065	4401 KELLY ELLIOTT RD
FIREBRAND PROPERTIES LP	4055 VALLEY VIEW LN STE 500	DALLAS, TX	75244	1121 W KENNEDALE PKWY
POP HOLDINGS LP	4515 LBJ FWY	DALLAS, TX	75244	1125 W KENNEDALE PKWY
LYNE REALTY LP	2201 SCOTT AVE	FORT WORTH, TX	76103	5140 SE LOOP 820
SIEWERT, DONALD	5500 WILKES DR	FORT WORTH, TX	76119	5500 WILKES DR
RAMADAN, BASSAM	3301 W DIVISION ST	ARLINGTON, TX	76012	6117 WILLARD RD
CITY CHAPEL	4015 W INTERSTATE 20	ARLINGTON, TX	76017	4015 W IH 20
HOLY TABERNACLE CHURCH OF GOD	2800 E LOOP 820 S	FORT WORTH, TX	76119	2800 E LOOP 820 S
EARTH TO MOON REALTY LLC	2360 PURDUE ST	FRISCO, TX	75034	3929 CALIFORNIA PKWY E
KARMALI HOLDINGS INC	PO BOX 93593	SOUTHLAKE, TX	76092	5400 HIGH RIDGE RD
KROGER TEXAS LP	1014 VINE ST 7TH FLOOR	CINCINNATI, OH	45202	5175 W SUBLETT RD
JL STEVENSON CORP	2840 ROE LN	ROSEDALE, KS	66103	5225 MARTIN ST
PATTON, JERRY WAYNE	20000 S HWY 377	CRESSON, TX	76035	4722 SE LOOP 820
SUNDANCE CONSOLIDATED LLC	12306 TECHNOLOGY BLVD	AUSTIN, TX	78737	5400 KENNEDALE ST
TAK ENTERPRISES INC	PO BOX 171676	ARLINGTON, TX	76003	4061 W IH 20
GRIMES, BETTY F	7308 NORMANDY RD	FORT WORTH, TX	76112	3401 E LOOP 820 S
BECKWITH INC	5701 E LOOP 820 S	FORT WORTH, TX	76119	5701 E LOOP 820 S
SOUTHEASTERN FREIGHT LINES INC	420 DAVEGA DR	LEXINGTON, SC	29073	5300 MARTIN ST
PARKSIDE 20 LLC	1700 ROBERT RD STE 101	MANSFIELD, TX	76063	3910 W IH 20
KENNEDALE,ARLINGTON TX COJW IN	1037 N BOWMAN SPRINGS RD	KENNEDALE, TX	76060	6900 W IH 20
KENNEDALE,ARLINGTON TX COJW IN	1037 N BOWMAN SPRINGS RD	KENNEDALE, TX	76060	6804 W IH 20
JL STEVENSON CORP	2840 ROE LN	ROSEDALE, KS	66103	4950 CAREY ST
TOTAL E&P USA REAL ESTATE LLC	PO BOX 17180	FORT WORTH, TX	76102	6041 US HWY 287
RELEFORD, RUTH F. BURTON EST	5527 BRIARWOOD FOREST	HOUSTON, TX	77088	3878 DONALEE ST
LAUX, SUSAN F	1118 MISTY OAK LN	KELLER, TX	76248	3887 DONALEE ST
BLACK, CATHY	4124 DONALEE ST	FORT WORTH, TX	76119	4124 DONALEE ST
GUTIERREZ LAND CO LLC	3515 SYCAMORE SCHOOL RD #125 S	FORT WORTH, TX	76133	3882 DONALEE ST
ROSS, PERRY H EST	4101 VAUGHN BLVD	FORT WORTH, TX	76119	4101 VAUGHN BLVD
ESPINOZA, ISMAEL	3724 FORBES ST	FORT WORTH, TX	76105	3874 DONALEE ST
SLOAN, HOLLIS G GST EXEMPT TR	2324 WINTON TERR W	FORT WORTH, TX	76109	3883 DONALEE ST
GUTIERREZ, MANUEL	3725 NECHES ST	FORT WORTH, TX	76106	3891 DONALEE ST
JIMENEZ, JOSE V	4000 CASTLEMAN ST	FORT WORTH, TX	76119	4000 CASTLEMAN ST
CLATER, NATHAN	3859 BAYLOR ST	FORT WORTH, TX	76119	3859 BAYLOR ST
BENNETT, ETHELYNE T	3901 HARDEMAN ST	FORT WORTH, TX	76119	3901 HARDEMAN ST
MARSHALL, KYRIE	3875 DONALEE ST	FORT WORTH, TX	76119	3875 DONALEE ST
LEDEZMA, VINCENT	3879 DONALEE ST	FORT WORTH, TX	76119	3879 DONALEE ST
WEBB, RONNIE	3909 HARDEMAN ST	FORT WORTH, TX	76119	3909 HARDEMAN ST
TUTT, CELESTINE J	901 CANNADY CIR	CEDAR HILL, TX	75104	4121 DONALEE ST
MEJIA ESCOBAR, MARIA	1511 WILSON AVE	SAINT PAUL, MN	55106	3908 BAYLOR ST
MCNEELY, RODNEY D	PO BOX 398508	DALLAS, TX	75339	4112 DONALEE ST
GARCIA, MARIA D	4105 VAUGHN BLVD	FORT WORTH, TX	76119	4105 VAUGHN BLVD

Adjacent Property Owners Mailing List

BLACK, SHIRLEY A	4120 DONALEE ST	FORT WORTH, TX	76119	4120 DONALEE ST
MORRIS, CAROL CRAIG	729 AVIATOR DR	FORT WORTH, TX	76179	436 BOLEN RD
HUNN, DAVID	104 MEADOW LAKE CT	KENNEDALE, TX	76060	430 BOLEN RD
DAVIS, TOMMY W	1808 S CRAVENS RD	FORT WORTH, TX	76112	1808 S CRAVENS RD
JOHNSON, EMMA L	1816 S CRAVENS RD	FORT WORTH, TX	76112	1816 S CRAVENS RD
ROBINSON, TENNIE MAE EST	6505 ROYAL OAKS DR	FORT WORTH, TX	76119	6160 RAMEY AVE
NAVA, MIGUEL	6025 MACEO LN	FORT WORTH, TX	76112	6025 MACEO LN
RC 1019 LLC	14643 DALLAS PKWY STE 1050	TYLER, TX	75702	6200 RAMEY AVE
SHED, ALFRED L	7804 REGENCY LN	FORT WORTH, TX	76134	3809 SYDNEY ST
WITTROCK, DENA R	2607 SUZANNA TRL	HUDSON OAKS, TX	76087	3800 SYDNEY ST
DURAN, ORLANDO	512 RICHMOND PARK LN	FORT WORTH, TX	76140	3750 BRIGHT ST
BELMONTES, ROSA ELIA S	PO BOX 352	ARGYLE, TX	76226	3813 SYDNEY ST
HARDAWAY, W J	3300 JAMESTOWN DR	FORT WORTH, TX	76140	3651 MARTIN LUTHER KING FWY
GILL, JOSE C	3763 BRIGHT ST	FORT WORTH, TX	76119	3763 BRIGHT ST
WILLIAMS, SANDRA	3759 BRIGHT ST	FORT WORTH, TX	76119	3759 BRIGHT ST
CAMARENA, CARLOS ARMANDO	3751 BRIGHT ST	FORT WORTH, TX	76119	3751 BRIGHT ST
SEGURA, RAMON	3805 SYDNEY ST	FORT WORTH, TX	76119	3805 SYDNEY ST
OSBORNE, LEROY	1650 OSCAR MOORE RD	MARSHALL, TX	75672	3754 BRIGHT ST
FRAZIER, AL	3808 SYDNEY ST	FORT WORTH, TX	76119	3808 SYDNEY ST
STEWART, VELDA PELLUM	813 WHITLEY CT	KENNEDALE, TX	76060	6028 MACEO LN
DARBY, COURTNEY	1820 S CRAVENS RD	FORT WORTH, TX	76112	1820 S CRAVENS RD
BROOKINS, SAMMIE ETAL	3848 RADFORD RD	FORT WORTH, TX	76119	1700 S CRAVENS RD
PHILLIPS, VIRGINIA ETAL	1704 S CRAVENS RD	FORT WORTH, TX	76112	1704 S CRAVENS RD
SALAZAR, LUIS ADRIAN	1824 S CRAVENS RD	FORT WORTH, TX	76112	1824 S CRAVENS RD
MURRAY, WILLIE A	4112 DOWDELL ST	FORT WORTH, TX	76119	4112 DOWDELL ST
PEREZ ELITE HOLDING, LLC	2810 N BEACH ST	FORT WORTH, TX	76111	4021 CASTLEMAN ST
GLENNS REAL ESTATE INV LLC	4517 MILLER AVE	FORT WORTH, TX	76119	4132 FREDDIE ST
CASS, BERDIA NELL	4128 FREDDIE ST	FORT WORTH, TX	76119	4128 FREDDIE ST
SIERRA, IMELDA	4108 DOWDELL ST	FORT WORTH, TX	76119	4108 DOWDELL ST
HARRIS, JOSIE LEE	4017 CASTLEMAN ST	FORT WORTH, TX	76119	4017 CASTLEMAN ST
RIDDLE, PEGGY R	509 ELSIE	MORGAN, TX	76671	4001 MARTIN LUTHER KING FWY
JOHNSON, TIMOTHY C ETAL	1708 S CRAVENS RD	FORT WORTH, TX	76112	1708 S CRAVENS RD
NGUYEN, JOHN	6924 LYNDALE DR	FORT WORTH, TX	76148	6044 TALLIE RD
SHEARIN, MELISSA J	6044 PROTHROW ST	FORT WORTH, TX	76112	6044 PROTHROW ST
J-BARNES, GAZELLE L	3801 LAURETTA DR	FORT WORTH, TX	76119	4109 CASTLEMAN ST
MITCHELL, AUGUSTUS	6045 RICKENBACKER PL	FORT WORTH, TX	76112	6045 RICKENBACKER PL
WILLIAMS, SYNTHIA	6045 PROTHROW ST	FORT WORTH, TX	76112	6045 PROTHROW ST
RONEY, CECILLE	2212 S CRAVENS RD	FORT WORTH, TX	76112	2212 S CRAVENS RD
KIRKPATRICK, HERBERT TRAVISEST	2208 S CRAVENS RD	FORT WORTH, TX	76112	2208 S CRAVENS RD
MCELVY, MILDRED L	6028 TRUMAN DR	FORT WORTH, TX	76112	6028 TRUMAN DR
SUMMERVILLE INV GROUP LLC	515 HOUSTON ST STE 500	FORT WORTH, TX	76102	4105 CASTLEMAN ST
SHERROD, ANGELA	1304 GLASGOW RD	FORT WORTH, TX	76134	4121 DOWDELL ST
BEASLEY, TERRANCE C	6045 TALLIE RD	FORT WORTH, TX	76112	6045 TALLIE RD
RICE, MASON G	2224 S CRAVENS RD	FORT WORTH, TX	76112	2224 S CRAVENS RD
SIMS, PAUL O	6029 VEL DR	FORT WORTH, TX	76112	6029 VEL DR
LARA, J GUADALUPE	6044 RICKENBACKER PL	FORT WORTH, TX	76112	6044 RICKENBACKER PL
WAAJID, AMATULLAH	301 SUNSET OAKS DR	FORT WORTH, TX	76112	6155 RAMEY AVE
CASTANEDA, LAURA P	6159 RAMEY AVE	FORT WORTH, TX	76112	6159 RAMEY AVE
JONES, AL RENARDO	1812 S CRAVENS RD	FORT WORTH, TX	76112	1812 S CRAVENS RD
SMITH, ASIE LEE EST	3804 SYDNEY ST	FORT WORTH, TX	76119	3804 SYDNEY ST
GENTRY, CHARLES	3801 SYDNEY ST	FORT WORTH, TX	76119	3801 SYDNEY ST
GUERRERO, GABRIEL RODRIGUEZ	3755 BRIGHT ST	FORT WORTH, TX	76119	3755 BRIGHT ST
CONLEY, FAYTH	3855 DONALEE ST	FORT WORTH, TX	76119	4013 CASTLEMAN ST
DAVIS, RITA L	1816 WHISPERING COVE TR	FORT WORTH, TX	76134	2512 CRAVENS RD
PRUITT, RICHARD	6509 ELLIS RD	FORT WORTH, TX	76112	6509 ELLIS RD
THOMPSON, JODIE R	6505 ELLIS RD	FORT WORTH, TX	76112	6505 ELLIS RD
SERIES 6500 ELLIS	PO BOX 740143	DALLAS, TX	75374	6500 ELLIS RD
ALLEN, D A	4512 BURKE RD	FORT WORTH, TX	76119	4512 BURKE RD
MCCARTY, ARTENSY L	4866 RIMBEY RD	FORT WORTH, TX	76119	4866 RIMBEY RD
JOHNSON, CURTIS	4524 BURKE RD	FORT WORTH, TX	76119	4524 BURKE RD
COVARRUBIAS, OLGA	3808 OAK HILL DR	FORT WORTH, TX	76119	4516 BURKE RD
WOODERT, R L	4854 RIMBEY RD	FORT WORTH, TX	76119	4854 RIMBEY RD
EVANS, ZELMA R	4862 RIMBEY RD	FORT WORTH, TX	76119	4862 RIMBEY RD
SMITH, VERNON	4850 RIMBEY RD	FORT WORTH, TX	76119	4850 RIMBEY RD
GUILLORY, JOAN H	4858 RIMBEY RD	FORT WORTH, TX	76119	4858 RIMBEY RD
SMITH, CHARLES E	4533 MOORVIEW AVE	FORT WORTH, TX	76119	4533 MOORVIEW AVE
NEWTON, DOROTHY	4508 BURKE RD	FORT WORTH, TX	76119	4508 BURKE RD
SMITH, DARRELL	4520 BURKE RD	FORT WORTH, TX	76119	4520 BURKE RD
SNEED, ROBERTA B	6521 ROYAL OAKS DR	FORT WORTH, TX	76119	6521 ROYAL OAKS DR
CAMARENA, EFRAIN	3817 E FAIRFAX AVE	FORT WORTH, TX	76119	6520 MELINDA DR
IDAHO HOUSING AND FINANCE ASSO	565 W MYRTLE	BOISE, ID	83702	6517 MELINDA DR

OVERTON, DORA	6520 ROYAL OAKS DR	FOREST HILL, TX	76119	6520 ROYAL OAKS DR
ALTIMIRANO, CESAR R	6302 HIGH COUNTRY TR	ARLINGTON, TX	76016	6302 HIGH COUNTRY TR
FLORES, KAREN A	4710 ARTESIA CT	ARLINGTON, TX	76016	4710 ARTESIA CT
LIZCANO, RICHARD	6200 HIGH COUNTRY TRL	ARLINGTON, TX	76016	6200 HIGH COUNTRY TR
PIMENTEL, MIGUEL	6204 HIGH COUNTRY TR	ARLINGTON, TX	76016	6204 HIGH COUNTRY TR
CASTILLO, PEDRO	6306 HIGH COUNTRY TR	ARLINGTON, TX	76016	6306 HIGH COUNTRY TR
RODRIGUEZ, MARGARITA	6400 HIGH COUNTRY TR	ARLINGTON, TX	76016	6400 HIGH COUNTRY TR
COOK, MAUREEN	6304 HIGH COUNTRY TR	ARLINGTON, TX	76016	6304 HIGH COUNTRY TR
BUSTAMANTE, LETICIA	6402 HIGH COUNTRY TR	ARLINGTON, TX	76016	6402 HIGH COUNTRY TR
CHAMPION, KENNETH	6308 HIGH COUNTRY TRL	ARLINGTON, TX	76016	6308 HIGH COUNTRY TR
ALLISON, OWEN M	6420 HIGH COUNTRY TR	ARLINGTON, TX	76016	6420 HIGH COUNTRY TR
BICKNELL, TIMOTHY J	2208 DEL RAY CT	ARLINGTON, TX	76013	4721 MANDALAY DR
GUTTENFELDER, JASON R	1200 DORSET CT	ARLINGTON, TX	76001	4720 MANDALAY DR
NORRELL, CHARLES N	6504 MAURICE CT	FORT WORTH, TX	76140	6504 MAURICE CT
VAZQUEZ GOMEZ, BERNARDINO	6504 TINA CT	FOREST HILL, TX	76140	6504 TINA CT
RUIZ, YURIANA	6500 MAURICE CT	FORT WORTH, TX	76140	6500 MAURICE CT
TABOR, BUD C	6500 HARTMAN RD	FORT WORTH, TX	76140	6500 HARTMAN RD
VASQUEZ, BIANCA	6505 MAURICE CT	FOREST HILL, TX	76140	6505 MAURICE CT
CHAWLA, NEHA	2131 N HILL DR	IRVING, TX	75038	6501 TINA CT
KING, ELIZABETH	6500 ROSE CT	FORT WORTH, TX	76140	6500 ROSE CT
CHAWLA, ANKUR	2317 STARLIGHT CT	ARLINGTON, TX	76016	6500 TINA CT
ORANGE, DEBORAH L	6310 HIGH COUNTRY TR	ARLINGTON, TX	76016	6310 HIGH COUNTRY TR
ELTIAR, IBRAHIM	9661 BEN HOGAN LN	KELLER, TX	76244	6312 HIGH COUNTRY TR
WESTON, SUK HUI	6422 HIGH COUNTRY TR	ARLINGTON, TX	76016	6422 HIGH COUNTRY TR
YOUNG, RONALD R	5249 CAMERON CREEK COVE APT 92	FORT WORTH, TX	76132	6501 ROSE CT
CHANDLER, NORVELLA H	6505 TINA CT	FOREST HILL, TX	76140	6505 TINA CT
BOUTRIS, VASILIKI	6404 HIGH COUNTRY TR	ARLINGTON, TX	76016	6404 HIGH COUNTRY TR
WRIGHT, DONOVAN T	6300 HIGH COUNTRY TR	ARLINGTON, TX	76016	6300 HIGH COUNTRY TR
ZARATE, SANDRA	6418 HIGH COUNTRY TRL	ARLINGTON, TX	76016	6418 HIGH COUNTRY TR
WANG, BOYANG	6408 HIGH COUNTRY TRL	ARLINGTON, TX	76016	6408 HIGH COUNTRY TR
GOSS, SHEILA M	6504 ROSE CT	FORT WORTH, TX	76140	6504 ROSE CT
RECIO, LUIS ENRIQUE	6504 HARTMAN RD	FORT WORTH, TX	76140	6504 HARTMAN RD
GLASSCOCK, JASON	4708 ARTESIA CT	ARLINGTON, TX	76016	4708 ARTESIA CT
MORRISON, MADELINE Y	4611 SIERRA LN	ARLINGTON, TX	76016	4611 SIERRA LN
MARTIN, PAM	6412 HIGH COUNTRY TR	ARLINGTON, TX	76016	6412 HIGH COUNTRY TR
RHEA, JONATHAN	9204 BELAIRE DR	NORTH RICHLAND HILLS, TX	76182	6414 HIGH COUNTRY TR
MCDOWELL, KEVIN	6501 MAURICE CT	FORT WORTH, TX	76140	6501 MAURICE CT
LOPEZ, MIGUEL	3921 HAMPSHIRE BLVD	FORT WORTH, TX	76103	4230 CHICKASAW AVE
LOPEZ, MIGUEL	3921 HAMPSHIRE BLVD	FORT WORTH, TX	76103	4228 CHICKASAW AVE
DAZZLING HOMES CORPORATION	1230 SAINT REGIS DR	IRVING, TX	75038	4428 PIERCE AVE
TAYLOR, WALTER	5714 SPRING ST	ALVARADO, TX	76009	4424 PIERCE AVE
ADVANTAGE OUTDOOR CO LP	625 109TH ST	ARLINGTON, TX	76011	4232 MARTIN LUTHER KING FWY
PHIPPS, JERRY D	2621 CRAVENS RD	FORT WORTH, TX	76112	2621 CRAVENS RD
MUNOZ, CONSTANTINO	2605 CRAVENS RD	FORT WORTH, TX	76112	2605 CRAVENS RD
COVARRUBIAS, SEFERINO L	2613 CRAVENS RD	FORT WORTH, TX	76112	2613 CRAVENS RD
ARELLANO, PEDRO C	202 TOWN CREEK DR	EULESS, TX	76039	2617 CRAVENS RD
TAPIA, GUADALUPE	2609 CRAVENS RD	FORT WORTH, TX	76112	2609 CRAVENS RD
MOYA, MARTHA M	4228 ASBURY AVE	FORT WORTH, TX	76119	4228 ASBURY AVE
MARTINEZ, STEVEN BERNIE	4238 MLK FWY	FORT WORTH, TX	76119	4238 MARTIN LUTHER KING FWY
WEBSTER, LAVERNE	7508 LAKE PARK CT	ARLINGTON, TX	76016	7508 LAKE PARK CT
DAILY, FOREST J	7308 LAKE PARK CT	ARLINGTON, TX	76016	7308 LAKE PARK CT
SMITH, MICHAEL	7412 LAKE PARK CT	ARLINGTON, TX	76016	7412 LAKE PARK CT
NELSON, TRACYE	7506 LAKE PARK CT	ARLINGTON, TX	76016	7506 LAKE PARK CT
LEBRUCE, LARRY B	7300 LAKE PARK CT	ARLINGTON, TX	76016	7300 LAKE PARK CT
HURT DONNIE R LIVING TRUST	7312 LAKE PARK CT	ARLINGTON, TX	76016	7312 LAKE PARK CT
MENDEZ, OVIDIO	7304 LAKE PARK CT	ARLINGTON, TX	76016	7304 LAKE PARK CT
CARLIN, MARY E	7502 LAKE PARK CT	ARLINGTON, TX	76016	7502 LAKE PARK CT
MONEY, DENNIS W	4101 W GREENOAKS BLVD 305-401	ARLINGTON, TX	76016	7504 LAKE PARK CT
GILLEY, SCOTT	7510 LAKE PARK CT	ARLINGTON, TX	76016	7510 LAKE PARK CT
TIPPIT, DUANE	PO BOX 170501	ARLINGTON, TX	76003	7500 LAKE PARK CT
AMARO, STEVE	7404 LAKE PARK CT	ARLINGTON, TX	76016	7404 LAKE PARK CT
RODEMEYER, MICHAEL	128 TECUMSEH PKWY	WAXAHACHIE, TX	75165	7400 LAKE PARK CT
VESTED ASSET 32, LLC	PO BOX 163643	FORT WORTH, TX	76161	3909 RUFUS ST
NOIEL, JACQUELINE	3928 SYDNEY ST	FORT WORTH, TX	76119	3928 SYDNEY ST
BARKER, RONALD	3913 RUFUS ST	FORT WORTH, TX	76119	3913 RUFUS ST
MARTINEZ, MARIA	316 DARLINGTON TRL	FORT WORTH, TX	76131	4060 VAUGHN BLVD
MCGHEE, ERNEST	1100 S AYERS AVE	FORT WORTH, TX	76105	3933 SYDNEY ST
MCCALISTER, DIANA	3 SUGAR MAPLE CT	ELGIN, SC	29045	3917 RUFUS ST
SANTOYO, JUAN MANUEL	4046 VAUGHN BLVD	FORT WORTH, TX	76119	4046 VAUGHN BLVD
WALLACE, CHARLES	3921 BRIGHT ST	FORT WORTH, TX	76119	3921 BRIGHT ST
VENTURA, WILLIAM MOISES	3917 BRIGHT ST	FORT WORTH, TX	76119	3917 BRIGHT ST

VENTURA, WILLIAM MOISES	3917 BRIGHT ST	FORT WORTH, TX	76119	3913 BRIGHT ST
RICKETSON, DANIEL H	7408 LAKE PARK CT	ARLINGTON, TX	76016	7408 LAKE PARK CT
SERNA, ANTONIO	3617 CHICKASAW AVE	FORT WORTH, TX	76119	4024 VAUGHN BLVD
SANTOYO, JORGE	1220 W FOGG ST	FORT WORTH, TX	76110	4048 VAUGHN BLVD
REED, DANNY	6317 MEADOWBROOK DR	FORT WORTH, TX	76112	6308 LAMBETH LN
WOLFGANG, TERRY J	6401 MEADOWBROOK DR	FORT WORTH, TX	76112	6401 MEADOWBROOK DR
MEYER, DARREL	4309 KIRKLAND DR	FORT WORTH, TX	76109	6500 CALLAHAN CT
CASTILLO, PATRICIA	6400 NORMANDY RD	FORT WORTH, TX	76112	6400 NORMANDY RD
TND TRADING LLC	1118 HOMER JOHNSON LN	GARLAND, TX	75044	6409 MEADOWBROOK DR
FARIAS, JUAN	6401 MARTHA LN	FORT WORTH, TX	76112	6401 MARTHA LN
REED, DANNY THOMAS	6317 MEADOWBROOK DR	FORT WORTH, TX	76112	6405 MEADOWBROOK DR
CANALES, DANIEL	6400 MARTHA LN	FORT WORTH, TX	76112	6400 MARTHA LN
BENNETT, LEONARD C ETAL	1233 NEW HOPE RD	BOYD, TX	76023	6313 MEADOWBROOK DR
ALNA 2 HOLDINGS LLC	5501 LBJ FRWY STE 860	DALLAS, TX	75240	6401 NORMANDY RD
NGUYEN, HA THANH	6501 CALLAHAN CT	FORT WORTH, TX	76112	6501 CALLAHAN CT
REED, DANNY T	6317 MEADOWBROOK DR	FORT WORTH, TX	76112	6317 MEADOWBROOK DR
TND TRADING LLC	1118 HOMER JOHNSON LN	GARLAND, TX	75044	6417 MEADOWBROOK DR
HERNANDEZ TEXAS INVESTMENTS LL	1809 LIMESTONE TR	FORT WORTH, TX	76134	3408 LOIS ST
SILVA, SANDRA	2524 SARGENT ST	FORT WORTH, TX	76103	3325 MARTIN LUTHER KING FWY
TAYLOR, DONALD	3404 LOIS ST	FORT WORTH, TX	76119	3404 LOIS ST
WALKER, ROBERT L	3324 EMERSON ST	FORT WORTH, TX	76119	3324 EMERSON ST
MAYS, JOHNNY L	3409 LOIS ST	FORT WORTH, TX	76119	3409 LOIS ST
GLOVER, LATRICIA	3413 LOIS ST	FORT WORTH, TX	76119	3413 LOIS ST
ROBINSON, LINDA C	PO BOX 15232	FORT WORTH, TX	76119	3320 EMERSON ST
MPR DIRECT INVESTMENTS LLC	PO BOX 100095	FORT WORTH, TX	76185	3412 LOIS ST
SCRUGGS, HENRY LEE	3312 FRIENDSWAY CT	FORT WORTH, TX	76137	3401 LOIS ST
JUAREZ, JUAN	3316 EMERSON ST	FORT WORTH, TX	76119	3316 EMERSON ST
ROGERS, S J	4801 OLD MANSFIELD RD	FORT WORTH, TX	76119	3405 LOIS ST
VILLA, JORGE VAZQUEZ	2508 PURSELLEY AVE	FORT WORTH, TX	76112	2508 PURSELLEY DR
RIVERA, SALVADOR	2420 PURSELLEY AVE	FORT WORTH, TX	76112	2420 PURSELLEY DR
ESTRADA, JUAN	2504 PURSELLEY AVE	FORT WORTH, TX	76112	2504 PURSELLEY DR
JOHNSON, CHRISTOPHER LEE	5917 WELLESLEY AVE	FORT WORTH, TX	76107	2528 PURSELLEY DR
GONZALEZ-LOPEZ, ISMAEL	2500 PURSELLEY AVE	FORT WORTH, TX	76112	2500 PURSELLEY DR
CAMPOS, VENANCIO	2521 CRAVENS RD	FORT WORTH, TX	76112	2520 PURSELLEY DR
TARRANT EQUITY LLC	PO BOX 19372	FORT WORTH, TX	76119	3636 ERATH ST
PACKER, VICKI	3641 ERATH ST	FORT WORTH, TX	76119	3641 ERATH ST
GARCIA, SALVADOR	3632 ERATH ST	FORT WORTH, TX	76119	3632 ERATH ST
LEDEZMA, VINCENT	3613 COMANCHE ST	FORT WORTH, TX	76119	3613 COMANCHE ST
COLLIER, RICHARD A	4406 OAK KNOLL CT	ARLINGTON, TX	76016	4406 OAK KNOLL CT
CRUZ, RAUL E	4405 OAK BROOK CT	ARLINGTON, TX	76016	4405 OAK BROOK CT
STEINER, GREGORY	5406 OAK SPRINGS DR	ARLINGTON, TX	76016	5406 OAK SPRINGS DR
BERGER, THOMAS	5402 OAK SPRINGS DR	ARLINGTON, TX	76016	5402 OAK SPRINGS DR
WEST, PATRICIA A	5404 OAK SPRINGS DR	ARLINGTON, TX	76016	5404 OAK SPRINGS DR
SMITH, ANTHONY	5306 OAK SPRINGS DR	ARLINGTON, TX	76016	5306 OAK SPRINGS DR
PLEASANT, W D	5206 OAK GATE CT	ARLINGTON, TX	76016	5206 OAK GATE CT
MESTER, SHELIA D	5408 OAK SPRINGS DR	ARLINGTON, TX	76016	5408 OAK SPRINGS DR
NGUYEN, HUY	3405 FURLONG WAY	FORT WORTH, TX	76244	3643 ERATH ST
ZUNIGA, ILEANA	3805 ERATH ST	FORT WORTH, TX	76119	3771 ERATH ST
BROWN, WILLIAM	3633 ERATH ST	FORT WORTH, TX	76133	3633 ERATH ST
RICHARDSON, BRUCE	3809 ERATH ST	FORT WORTH, TX	76119	3809 ERATH ST
HARDEE, AMBER	6720 OAK CREST DR E	FORT WORTH, TX	76140	6713 LINDALE RD
ORR, RANDALL L	5300 OAK SPRINGS DR	ARLINGTON, TX	76016	5300 OAK SPRINGS DR
ROGERS, NANCY W	5208 OAK GATE CT	ARLINGTON, TX	76016	5208 OAK GATE CT
BACON, JERRY W	6712 LINDALE RD	FORT WORTH, TX	76140	6712 LINDALE RD
RAYMOND, SEAN	4407 OAK BROOK CT	ARLINGTON, TX	76016	4407 OAK BROOK CT
BURTON, CHRISTOPHER	5304 OAK SPRINGS DR	ARLINGTON, TX	76016	5304 OAK SPRINGS DR
CUPPS, GERALD L	5403 RIDGE SPRINGS CT	ARLINGTON, TX	76017	5403 RIDGE SPRINGS CT
CARLISLE, LARRY	5126 EAGLE NEST DR	ARLINGTON, TX	76017	5126 EAGLE NEST DR
TAYLOR, KEVIN DAVID	5808 EL RANCHO DR	ARLINGTON, TX	76017	5808 EL RANCHO DR
JORDAN ST MICHAEL REALTY SOLUT	3448 CANYON LAKE DR	LITTLE ELM, TX	75068	3413 CARVERLY DR
GARCIA, RICHARD A	2804 CRAVENS RD	FORT WORTH, TX	76112	2804 CRAVENS RD
GIBSON, GLENN	2720 CRAVENS RD	FORT WORTH, TX	76112	2720 CRAVENS RD
SALAS, LUIS ALBERTO MIRELES	2700 CRAVENS RD	FORT WORTH, TX	76112	2700 CRAVENS RD
HARDEN, L W	4517 S HUGHES AVE	FORT WORTH, TX	76119	4517 S HUGHES AVE
JEFFERY, SANNY	4521 S HUGHES AVE	FORT WORTH, TX	76119	4521 S HUGHES AVE
TURNER, MARILYN C	4413 CHICKASAW AVE	FORT WORTH, TX	76119	4413 CHICKASAW AVE
THOMPSON, SONYA	4400 IDA WAY	FORT WORTH, TX	76119	4400 IDA WAY
FULLER, JEWELL	4512 S HUGHES AVE	FORT WORTH, TX	76119	4512 S HUGHES AVE
OWENS, RHONDA L	4525 S HUGHES AVE	FORT WORTH, TX	76119	4525 S HUGHES AVE
COCKER, VILIAMI	917 E FISHCREEK RD	GRAND PRAIRIE, TX	75052	4301 MARTIN LUTHER KING FWY
THOMPSON, EMMA J	4409 CHICKASAW AVE	FORT WORTH, TX	76119	4409 CHICKASAW AVE

LUO, WEN-YEN	3801 H AVE	FORT WORTH, TX	76105	3840 HARDEMAN ST
KNIGHT, CAROLYN	506 N ANGLIN ST	CLEBURNE, TX	76031	4721 CALIFORNIA PKWY E
SALVADOR, CORNELIO	4713 E CALIFORNIA PKWY	FORT WORTH, TX	76119	4713 CALIFORNIA PKWY E
LEWIS, WILLIAM	6520 EVONSHIRE DR	FORT WORTH, TX	76119	6520 EVONSHIRE DR
GENIS, VICTOR	6521 EVONSHIRE DR	FOREST HILL, TX	76119	6521 EVONSHIRE DR
ZAPATA, E A	6521 YORKSHIRE DR	FOREST HILL, TX	76119	6521 YORKSHIRE DR
RODRIGUEZ, VICENTE	4737 E CALIFORNIA PKWY	FORT WORTH, TX	76119	4737 CALIFORNIA PKWY E
MOORE, JUANA M	4729 E CALIFORNIA PKWY	FORT WORTH, TX	76119	4729 CALIFORNIA PKWY E
BARTON, JEFFREY	4038 RIDGLEA COUNTRY CLUB DR #	FORT WORTH, TX	76126	6541 SHADY HILL DR E
DUENES, ROBERTO	4809 E CALIFORNIA PKWY	FORT WORTH, TX	76119	4809 CALIFORNIA PKWY E
SMITH, CYNTHIA E	4813 E CALIFORNIA PKWY	FOREST HILL, TX	76119	4813 CALIFORNIA PKWY E
WILLIS, ELIZABETH	4821 E CALIFORNIA PKWY	FOREST HILL, TX	76119	4821 CALIFORNIA PKWY E
GARCIA, JOSE C	4805 E CALIFORNIA PKWY	FORT WORTH, TX	76119	4805 CALIFORNIA PKWY E
ALLEN, DOUGLAS	4725 E CALIFORNIA PKWY E	FORT WORTH, TX	76119	4725 CALIFORNIA PKWY E
HARDEN, ELLA JEAN HOLIDAY	4733 E CALIFORNIA PKWY	FORT WORTH, TX	76119	4733 CALIFORNIA PKWY E
BISCHOFF, F M	4717 E CALIFORNIA PKWY	FORT WORTH, TX	76119	4717 CALIFORNIA PKWY E
ANDERSON, ARTHUR L	4817 E CALIFORNIA PKWY	FOREST HILL, TX	76119	4817 CALIFORNIA PKWY E
MUNOZ, MARTIN	8204 RIVERSPRINGS DR	HURST, TX	76053	2740 CRAVENS RD
CRUZ, LINDA L ANDERSON	2732 CRAVENS RD	FORT WORTH, TX	76112	2732 CRAVENS RD
ESPARZA, RAFAEL	2744 CRAVENS RD	FORT WORTH, TX	76112	2744 CRAVENS RD
MIJARES, ALFONSO GAMERO	2736 CRAVENS RD	FORT WORTH, TX	76112	2736 CRAVENS RD
ROSAS, SALVADOR JOSE	4741 E CALIFORNIA PKWY	FORT WORTH, TX	76119	4741 CALIFORNIA PKWY E
TURNER, RAY	6533 BANBURY DR	FOREST HILL, TX	76119	6533 BANBURY DR
LANE, LOIS	5921 ELIZABETH NICHOLE LN APT	FORT WORTH, TX	76119	6532 BANBURY DR
GUERRERO, JOSE	3404 FOREST HILL CT	FOREST HILL, TX	76119	3404 FOREST HILL CT
DIAZ, AGUSTIN	3400 FOREST HILL CT	FOREST HILL, TX	76119	3400 FOREST HILL CT
LEE, ALEX	5509 GREENLEE ST	FORT WORTH, TX	76112	3844 HARDEMAN ST
HUCKABY, TONIE	3848 CHILDRESS ST	FORT WORTH, TX	76119	3848 CHILDRESS ST
WILLIAMS, CYNTHIA L	4105 CHILDRESS ST	FORT WORTH, TX	76119	4105 CHILDRESS ST
FORT WORTH, CITY OF	200 TEXAS ST	FT WORTH, TX	76102	4010 MARTIN LUTHER KING FWY
HURD, RICARDO	5416 COMO DR	FORT WORTH, TX	76107	4008 KILLIAN ST
WITTROCK, DENA R	2607 SUZANNA TRL	HUDSON OAKS, TX	76087	4000 KILLIAN ST
RIOS, GUADALUPE	4108 WILBARGER ST	FORT WORTH, TX	76119	4108 WILBARGER ST
MOORE, CHARLES T	3832 HARDEMAN ST	FORT WORTH, TX	76119	3832 HARDEMAN ST
TARRANT PROPERTIES INC	715 W HARRIS RD	ARLINGTON, TX	76001	4004 HARDEMAN ST
RODRIGUEZ, CESARIO	4004 KILLIAN ST	FORT WORTH, TX	76119	4004 KILLIAN ST
RATLIFF, JUDY B DILLARD	3616 BRAMBLETON PL	FOREST HILL, TX	76119	3913 WILBARGER ST
BARRAZA, SOFIA LOPEZ	3712 BAYLOR ST	FORT WORTH, TX	76119	3836 HARDEMAN ST
HESTIA PROPERTIES LLC	PO BOX 330686	FORT WORTH, TX	76163	4009 WILBARGER ST
WITTROCK, DENA R	2607 SUZANNA TRL	HUDSON OAKS, TX	76087	4000 HARDEMAN ST
SILVER STRAND LLC	4101 W GREEN OAKS BLVD STE #30	ARLINGTON, TX	76016	3909 KILLIAN ST
DEVER, MELVIN C	3828 HARDEMAN ST	FORT WORTH, TX	76119	3828 HARDEMAN ST
FONSECA, LIZET	506 GRAND AVE	FORT WORTH, TX	76164	3849 CHILDRESS ST
WESLEY, BETTY MAE	4001 WILBARGER ST	FORT WORTH, TX	76119	4001 WILBARGER ST
REYES, SALVADOR	4124 HOWARD ST	FORT WORTH, TX	76119	3900 CHILDRESS ST
NIXON, ELOISE B	4012 WILBARGER ST	FORT WORTH, TX	76119	4012 WILBARGER ST
MEACHAM, CHRISTOPHER CARL	6007 COMEY AVE	LOS ANGELES, CA	90034	4009 MARTIN LUTHER KING FWY
GREEN, DALE WAYNE	4005 WILBARGER ST	FORT WORTH, TX	76119	4005 WILBARGER ST
PHILLIPS, SHIRLEY S	4101 CHILDRESS ST	FORT WORTH, TX	76119	4101 CHILDRESS ST
PEREDES, JOSE	3845 CHILDRESS ST	FORT WORTH, TX	76119	3845 CHILDRESS ST
CARR, HOWARD E	6800 WESTCREEK CIR	FORT WORTH, TX	76126	3917 KILLIAN ST
YORK, LEROY J	508 HAVENWOOD LN N	FORT WORTH, TX	76112	3913 KILLIAN ST
SALAZAR, SAID	3912 WILBARGER ST	FORT WORTH, TX	76119	3912 WILBARGER ST
WOODS, FLORENE D	4008 WILBARGER ST	FORT WORTH, TX	76119	4008 WILBARGER ST
HARRISON, DREXTON L	8932 QUARRY RIDGE TRL	KELLER, TX	76244	4100 WILBARGER ST
LOPEZ, FRANCISCO	4104 WILLBARGER ST	FORT WORTH, TX	76119	4104 WILBARGER ST
TRIMBLE, CRAIG N	2500 CHAD DR	ARLINGTON, TX	76017	4303 WILLOW BEND DR
FERRELL, KAYLA	4307 WILLOW BEND DR	ARLINGTON, TX	76017	4307 WILLOW BEND DR
GRC40 LLC	PO BOX 120121	ARLINGTON, TX	76012	4300 WILLOW BEND DR
AMES, GARRETT	4319 WILLOW BEND DR	ARLINGTON, TX	76017	4319 WILLOW BEND DR
KOZLOWSKI, MATTHEW	1600 HARBOR BLVD APT 1405E	WEEHAWKEN, NJ	7086	4327 WILLOW BEND DR
ALBERTS, ERIC	4311 WILLOW BEND DR	ARLINGTON, TX	76017	4311 WILLOW BEND DR
ROBERTS, DANNA L	4402 WILLOW BEND DR	ARLINGTON, TX	76017	4402 WILLOW BEND DR
TIMMONS, MARLIN D	4305 WILLOW BEND DR	ARLINGTON, TX	76017	4305 WILLOW BEND DR
CHARYULU, JYOTHI	2811 MILLINGTON DR	HIGHLAND VILLAGE, TX	75077	6301 NORMA ST
HERNANDEZ RICO, JAIME	18111 PRESTON RD SUITE 900	DALLAS, TX	75252	6158 WOODBINE DR
JOHNSON, TROY	2500 MALCOLM ST	FORT WORTH, TX	76112	2500 MALCOLM ST
ACTS CHURCH MINISTRIES INC	5401 TRENTMAN ST	FORT WORTH, TX	76119	6701 W IH 20
KEE, KENNETH L	4725 WOODFIELD DR	ARLINGTON, TX	76016	4725 WOODFIELD DR
DUCKWORTH, WILLIAM	4724 WOODFIELD DR	ARLINGTON, TX	76016	4724 WOODFIELD DR
TIL LLC	2615 CLOVER LN	ARLINGTON, TX	76015	4321 WILLOW BEND DR

GROGAN, SYLVIA STANTON	4323 WILLOW BEND DR	ARLINGTON, TX	76017	4323 WILLOW BEND DR
LITTLE, CHLOE N	4309 WILLOW BEND DR	ARLINGTON, TX	76017	4309 WILLOW BEND DR
LEONARD, JOHN W	4331 WILLOW BEND DR	ARLINGTON, TX	76017	4331 WILLOW BEND DR
HIGGINS, RICKY A	4335 WILLOW BEND DR	ARLINGTON, TX	76017	4335 WILLOW BEND DR
MOCEK, DONALD W	4333 WILLOW BEND DR	ARLINGTON, TX	76017	4333 WILLOW BEND DR
KELLY, MATTHEW	4315 WILLOW BEND DR	ARLINGTON, TX	76017	4315 WILLOW BEND DR
BEE REAL ESTATE INV LLC	6259 WILCREST # 3202	HOUSTON, TX	77072	6016 CRAIG ST
HOPKINS, ROY C	4317 WILLOW BEND DR	ARLINGTON, TX	76017	4317 WILLOW BEND DR
ISHAM, JAMES R	PO BOX 84	RAINBOW, TX	76077	6050 CRAIG ST
MONCAYO, RAFAEL	2951 MEL ST	FORT WORTH, TX	76112	2951 MEL ST
WHALEY, RAYMOND LE	4204 IOLA ST	FORT WORTH, TX	76119	4204 IOLA ST
FAUBUS, JAMES DANIEL	6201 GREENLEE ST	FORT WORTH, TX	76112	6201 GREENLEE ST
THOMPSON, EUGENE E	4629 E CALIFORNIA PKWY	FORT WORTH, TX	76119	4629 CALIFORNIA PKWY E
BOYD, PATRICIA G	6059 RICH ST	FORT WORTH, TX	76112	6059 RICH ST
PACE, BARNEY W	PO BOX 161937	FORT WORTH, TX	76161	4248 W IH 20
WELLS, JOHN B EXE	628 CIRCLEVIEW DR N	HURST, TX	76054	4615 W IH 20
GARCIA DOLLIE E	4440 PIERCE AVE	FORT WORTH, TX	76119	4440 PIERCE AVE
HINOJOSA, EDUARDO	6337 HARTMAN RD	FORT WORTH, TX	76119	4623 CALIFORNIA PKWY E
MARQUEZ, JOSE	2824 CRAVENS RD	FORT WORTH, TX	76112	2824 CRAVENS RD
BARBOZA, ERIKA	2820 CRAVENS RD	FORT WORTH, TX	76112	2820 CRAVENS RD
LOREDO, TOMASA	2812 CRAVENS RD	FORT WORTH, TX	76112	2812 CRAVENS RD
CERON, AL	2840 CRAVENS RD	FORT WORTH, TX	76112	2840 CRAVENS RD
MACIAS, VERONICA	2836 CRAVENS RD	FORT WORTH, TX	76112	2836 CRAVENS RD
BROOKS, OVERTON L	2701 SAINT PAUL RD	VENUS, TX	76084	5101 BOWMAN SPRINGS RD
ACTS CHURCH MIN INT'L INC	PO BOX 6003	FORT WORTH, TX	76115	6601 W IH 20
SMITH, JIM BOB	PO BOX 882	KENNEDALE, TX	76060	5115 BOWMAN SPRINGS RD
PHAN, NGOC	3128 PASIO	GRAND PRAIRIE, TX	75054	3913 FOREST HILL CIR
MARTINEZ, JOSE	3860 BRAMBLETON PL	FORT WORTH, TX	76119	4015 FOREST HILL CIR
DEEDS, CHARLES S	4101 FOREST HILL CIR	FORT WORTH, TX	76140	4101 FOREST HILL CIR
SCOTT DAVIDSON INTEREST INC	2620 W ARKANSAS LN	ARLINGTON, TX	76016	4617 CALIFORNIA PKWY E
HICKS, MARIANN	4423 FOREST HILL CIR	FORT WORTH, TX	76140	4423 FOREST HILL CIR
MOODY, JACKIE L	6602 ANGLIN DR	FORT WORTH, TX	76119	6602 ANGLIN DR
LOWE, DARLENE ANN	4621 E CALIFORNIA PKWY	FORT WORTH, TX	76119	4621 CALIFORNIA PKWY E
VALDES, BRYAN	1025 ANN ST	FORT WORTH, TX	76104	4549 FOREST HILL CIR
FOREST HILL COMMUNITY BIBLE CH	4600 FOREST HILL CIR	FORT WORTH, TX	76140	4701 FOREST HILL CIR
SANDERS, ANDREW JAMES	4635 E CALIFORNIA PKWY	FORT WORTH, TX	76119	4635 CALIFORNIA PKWY E
PLATT, RUTH	6604 ANGLIN DR	FORT WORTH, TX	76119	6604 ANGLIN DR
AGHA REAL ESTATE INVESTMENTS L	3824 CREEKSIDE LN	CARROLLTON, TX	75010	4633 CALIFORNIA PKWY E
SUMMERS, MARIAN	PO BOX 40095	FORT WORTH, TX	76140	4627 CALIFORNIA PKWY E
WITTMANN, RICHARD	4908 OLDFIELD DR	ARLINGTON, TX	76016	4908 OLDFIELD DR
SALAZAR, ARMANDO	2816 CRAVENS RD	FORT WORTH, TX	76112	2816 CRAVENS RD
SWAN, STEPHANIE W	4906 OLDFIELD DR	ARLINGTON, TX	76016	4906 OLDFIELD DR
BEASLEY, BRODERICK D	4900 OLDFIELD DR	ARLINGTON, TX	76016	4900 OLDFIELD DR
PENA, RICHARD A	5102 OAK GATE CT	ARLINGTON, TX	76016	5102 OAK GATE CT
DAL 2 SF LLC	900 JACKSON ST STE 710	DALLAS, TX	75202	5100 OAK GATE CT
CHEN, EDDIE H	2673 BLACKBERRY DR	RICHARDSON, TX	75082	5112 OAK GATE CT
DAKHAN, AZIZ	4904 OLDFIELD DR	ARLINGTON, TX	76016	4904 OLDFIELD DR
TAYLOR, WILLIAM	5110 OAK GATE CT	ARLINGTON, TX	76016	5110 OAK GATE CT
THRASH, JAMES	4902 OLDFIELD DR	ARLINGTON, TX	76016	4902 OLDFIELD DR
JURACEK, KEVIN	5108 OAK GATE CT	ARLINGTON, TX	76016	5108 OAK GATE CT
WALKER, JAMES K	5106 OAK GATE CT	ARLINGTON, TX	76016	5106 OAK GATE CT
PEREZ, ERIC	5200 OAK GATE CT	ARLINGTON, TX	76016	5200 OAK GATE CT
OLVERA, JOSE L	6600 ANGLIN DR	FORT WORTH, TX	76119	6600 ANGLIN DR
VALDEZ, NOE	321 SHEA LN	SAGINAW, TX	76179	6029 TRUMAN DR
SAUNDERS, SARAH	5204 OAK GATE CT	ARLINGTON, TX	76016	5204 OAK GATE CT
JONES, SHERRI	5104 OAK GATE CT	ARLINGTON, TX	76016	5104 OAK GATE CT
JAMES, VIRGINIA ANN	1800 S CRAVENS RD	FORT WORTH, TX	76112	1800 S CRAVENS RD
GOURLEY, JACK A	6610 WHITELAKE RD E	FORT WORTH, TX	76112	6610 WHITE LAKE RD E
TRAN, GEORGE	2901 CABERNET LN	ARLINGTON, TX	76001	5716 RANCHOGRANDE DR
CARLISLE, KATHY	5426 WILD WEST DR	ARLINGTON, TX	76017	5426 WILD WEST DR
CATALANOTTO, DUSTIN K	5420 WILD WEST DR	ARLINGTON, TX	76017	5420 WILD WEST DR
BUTLER, VADA LEE	5416 WILD WEST DR	ARLINGTON, TX	76017	5416 WILD WEST DR
SANDERLIN, STEPHANIE H	2307 ROOSEVELT DR	ARLINGTON, TX	76016	5408 WILD WEST DR
SCHONERSTEDT, DONNA	5414 WILD WEST DR	ARLINGTON, TX	76017	5414 WILD WEST DR
YU, JHIN	5418 WILD WEST DR	ARLINGTON, TX	76017	5418 WILD WEST DR
V & P RENTAL SERIES LLC	505 WHISTLER DR	ARLINGTON, TX	76006	5412 WILD WEST DR
SANDERLIN, STEPHANIE H	2307 ROOSEVELT DR	ARLINGTON, TX	76016	5410 WILD WEST DR
TRINITY WAY INVESTMENTS LLC	4209 SARITA DR	FORT WORTH, TX	76109	5428 WILD WEST DR
KIU, WAI	6023 LAKEHURST CT	ARLINGTON, TX	76016	5439 STAGETRAIL DR
BARRAZA, VALENTIN	3712 BAYLOR ST	FORT WORTH, TX	76119	3508 MARTIN LUTHER KING FWY
GARCIA, DIAMATINA	4009 VAUGHN BLVD	FORT WORTH, TX	76119	4009 VAUGHN BLVD

MURILLO-FLORES, SANTOS C	3522 REED ST	FORT WORTH, TX	76119	3522 REED ST
GONZALEZ, MARIA G	3904 RUFUS ST	FORT WORTH, TX	76119	3904 RUFUS ST
AGUILAR, JORGE ANTONIO EST	4050 VAUGHN BLVD	FORT WORTH, TX	76119	4050 VAUGHN BLVD
AGUILAR, MARIO	3512 MARTIN LUTHER KING FWY	FORT WORTH, TX	76119	3512 MARTIN LUTHER KING FWY
HERNANDEZ, MIGUEL	3533 REED ST	FORT WORTH, TX	76119	3612 REED ST
WHITAKER, ANGELA	3412 REED ST	FORT WORTH, TX	76119	3412 REED ST
SPARKS, WINSTON O EST	11050 DORFAN ST	FORT WORTH, TX	76108	3401 REED ST
ANNILLO, GEORGE ETAL	1401 WINONA CT	KELLER, TX	76262	5721 RANCHOGRANDE DR
CATALANOTTO, LINDA K	5422 WILD WEST DR	ARLINGTON, TX	76017	5422 WILD WEST DR
ESQUIVE, LIZETTE	2512 PURSELLEY AVE	FORT WORTH, TX	76112	2512 PURSELLEY DR
DURAN, CALIXTO	3409 REED ST	FORT WORTH, TX	76119	3409 REED ST
LMH REAL ESTATE LTD	2124 HIDDEN CREEK RD	FORT WORTH, TX	76107	4230 W IH 20
HADLEY, DIANE M	5937 SAGEBRUSH TR	ARLINGTON, TX	76017	5937 SAGEBRUSH TR
ROBERTS, DORIS A	6016 FLINTSHIRE CT	ARLINGTON, TX	76017	6016 FLINTSHIRE CT
SLACK, YVONNE	5936 SAGEBRUSH TRL	ARLINGTON, TX	76017	5936 SAGEBRUSH TR
VEGA, MARISOL	6904 CADILLAC BLVD	ARLINGTON, TX	76016	6904 CADILLAC BLVD
ABUKHANFAR, KHALED A	6902 CADILLAC BLVD	ARLINGTON, TX	76016	6902 CADILLAC BLVD
HOLBERT, STEPHANIE	504 DAFFODIL LN	MANSFIELD, TX	76063	6900 CADILLAC BLVD
BUTT, HUMAYOON A	6906 CADILLAC BLVD	ARLINGTON, TX	76016	6906 CADILLAC BLVD
MEHALICK, ROBT T	7104 CADILLAC BLVD	ARLINGTON, TX	76016	7104 CADILLAC BLVD
GEBREYEOUS, SOLOMON	370 N STATE HWY 360 APT 9205	MANSFIELD, TX	76063	7014 CADILLAC BLVD
KNIGHT, JAMES R	6222 KENWICK AVE	FORT WORTH, TX	76116	7010 CADILLAC BLVD
THACH, THAO	7012 CADILLAC BLVD	ARLINGTON, TX	76016	7012 CADILLAC BLVD
ALKHALIL, NOUR	7004 CADILLAC BLVD	ARLINGTON, TX	76016	7004 CADILLAC BLVD
MARTINEZ, MONICA	7106 CADILLAC BLVD	ARLINGTON, TX	76016	7106 CADILLAC BLVD
MEHALICK, ROBERT	7102 CADILLAC BLVD	ARLINGTON, TX	76016	7102 CADILLAC BLVD
MAHDAWI, RUSS J	6908 CADILLAC BLVD	ARLINGTON, TX	76016	6908 CADILLAC BLVD
RAMSETT, STEVEN	7008 CADILLAC BLVD	ARLINGTON, TX	76016	7008 CADILLAC BLVD
PROGRESS RESIDENTIAL BORROWER	709 GILLON DR	ARLINGTON, TX	76001	7002 CADILLAC BLVD
ERWIN, DAVID W	4733 LENNON AVE	ARLINGTON, TX	76016	4733 LENNON AVE
POLK, ELMER J	7108 CADILLAC BLVD	ARLINGTON, TX	76016	7108 CADILLAC BLVD
PATON, SUSAN J	7100 CADILLAC BLVD	ARLINGTON, TX	76016	7100 CADILLAC BLVD
ANDERSON, HERBERT LUMAR	7000 CADILLAC BLVD	ARLINGTON, TX	76016	7000 CADILLAC BLVD
KAZAMZADEH, MARK	21 HINGSTON CIR	BRAINTREE, MA	2184	5133 TRAIL DUST LN
BUI, THU N	4809 OSAGE CT	ARLINGTON, TX	76018	5127 HAWKINS CEMETERY RD
MAKKIE, ABBAS	4033 SUMMERHILL LN	KELLER, TX	76244	5135 TRAIL DUST LN
ROHN, NATHAN R	7308 SORRELL CT	FORT WORTH, TX	76137	5124 TRAIL DUST LN
GONZALES, MANUELA	5126 TRAIL DUST LN	ARLINGTON, TX	76017	5126 TRAIL DUST LN
UNDERWOOD, KATRINA	5033 STAGE WEST DR	ARLINGTON, TX	76017	5033 STAGE WEST DR
STARLING, SHELIA	5019 SANTA FE CT	ARLINGTON, TX	76017	5019 SANTA FE CT
HIGGINS, CHARMAINE	5032 STAGE WEST DR	ARLINGTON, TX	76017	5032 STAGE WEST DR
DOLLAR, DARYL	2201 OAK HILL RD	FORT WORTH, TX	76112	5126 HAWKINS CEMETERY RD
BLOOMFIELD, JAMES	5018 SANTA FE CT	ARLINGTON, TX	76017	5018 SANTA FE CT
FLOWERS, MARSHELL G	5918 SANTA FE DR	ARLINGTON, TX	76017	5918 SANTA FE DR
DELACRUZ, ROBERT A	5923 SANTA FE DR	ARLINGTON, TX	76017	5923 SANTA FE DR
LEWIS, ANNIE MAE	4012 CASTLEMAN ST	FORT WORTH, TX	76119	4012 CASTLEMAN ST
GATTON, JESSICA R	4415 MURWICK DR	ARLINGTON, TX	76016	4415 MURWICK DR
5118 TRAIL DUST LANE SERIES, A	505 WHISTLER DR	ARLINGTON, TX	76006	5118 TRAIL DUST LN
DIANE M PRINCE REVOCABLE TRUST	16381 MARUFFA CIR	HUNTINGTON BEACH, CA	92649	5116 TRAIL DUST LN
DIANE M PRINCE REVOCABLE TRUST	16381 MARUFFA CIR	HUNTINGTON BEACH, CA	92649	5106 TRAIL DUST LN
PLASENCIA, RAMON	5710 HOMESTEAD RD	ARLINGTON, TX	76017	5710 HOMESTEAD RD
HARTMAN, BEN	500 ALVARADO ST	MANSFIELD, TX	76063	5702 HOMESTEAD RD
DAVIS, MICHAEL	5700 HOMESTEAD RD	ARLINGTON, TX	76017	5700 HOMESTEAD RD
COX, ASHLEY M	5706 HOMESTEAD RD	ARLINGTON, TX	76017	5706 HOMESTEAD RD
MORALES, JESUS J	5704 HOMESTEAD RD	ARLINGTON, TX	76017	5704 HOMESTEAD RD
HOUSTON, NATHAN	5708 HOMESTEAD RD	ARLINGTON, TX	76017	5708 HOMESTEAD RD
AZEVEDO, TANIA KELLY	PO BOX 632	WEST DENNIS, MA	2670	4123 DOWDELL ST
CHURCH, BRETT	4417 MURWICK DR	ARLINGTON, TX	76016	4417 MURWICK DR
DEEN, LARRY A	4416 MURWICK DR	ARLINGTON, TX	76016	4416 MURWICK DR
ANDRESS, THOS P	4404 WILLOW BEND DR	ARLINGTON, TX	76017	4404 WILLOW BEND DR
GOMEZ, DAVID	5501 US 287	ARLINGTON, TX	76017	5501 US HWY 287
GURLEY, ROBERT LESL	732 MOYE LN	PENSACOLA, FL	32514	4132 TIMBER TRAIL DR
BARAKAT, MARK	4134 TIMBER TRAIL DR	ARLINGTON, TX	76016	4134 TIMBER TRAIL DR
CHENG, JIA	4202 PEMBROOKE PKWY W	COLLEYVILLE, TX	76034	4208 WESTCLIFF CT
SMITH, JASON	4207 TIMBER TRAIL CT	ARLINGTON, TX	76016	4207 TIMBER TRAIL CT
TURNER, BRENDA K	6208 HIGH COUNTRY TR	ARLINGTON, TX	76016	6208 HIGH COUNTRY TR
FURTARDO, JASON N	6206 HIGH COUNTRY TR	ARLINGTON, TX	76016	6206 HIGH COUNTRY TR
LA, QUANG	4130 TIMBER TRAIL DR	ARLINGTON, TX	76016	4130 TIMBER TRAIL DR
QUINTANILLA, HECTOR A	4206 WESTCLIFF CT	ARLINGTON, TX	76016	4206 WESTCLIFF CT
DOTTIN, ROMAL ANTONIO	4126 TIMBER TRAIL DR	ARLINGTON, TX	76016	4126 TIMBER TRAIL DR
CREED, JOE	4207 WESTCLIFF CT	ARLINGTON, TX	76016	4207 WESTCLIFF CT

WILLIAMS, EDWARD	4124 TIMBER TRAIL DR	ARLINGTON, TX	76016	4124 TIMBER TRAIL DR
PASAYAN, JOSE A	4209 WESTCLIFF CT	ARLINGTON, TX	76016	4209 WESTCLIFF CT
LE, LOC X	4206 TIMBER TRAIL CT	ARLINGTON, TX	76016	4206 TIMBER TRAIL CT
PERKINS, LAWRENCE	4205 TIMBER TRAIL CT	ARLINGTON, TX	76016	4205 TIMBER TRAIL CT
WALLS, BARBARA JEANINE	4128 TIMBER TRAIL DR	ARLINGTON, TX	76016	4128 TIMBER TRAIL DR
RICHARD, ANGELINA	4122 TIMBER TRAIL DR	ARLINGTON, TX	76016	4122 TIMBER TRAIL DR
BABB, JOSE A	5004 POINTCLEAR CT	ARLINGTON, TX	76017	5004 POINTCLEAR CT
LINDSEY, JAMES	5001 POINTCLEAR CT	ARLINGTON, TX	76017	5001 POINTCLEAR CT
EAPPEN, PRAMODH	5000 POINT CLEAR CT	ARLINGTON, TX	76017	5000 POINTCLEAR CT
SMITHSON, JAMES	5111 IVYCREST TR	ARLINGTON, TX	76017	5111 IVYCREST TR
CHAVEZ, BULMARO	5137 IVEYCREST TR	ARLINGTON, TX	76017	5137 IVYCREST TR
EDWARDS, GERARD W	5143 IVYCREST TR	ARLINGTON, TX	76017	5143 IVYCREST TR
TORRES, DIANE R	PO BOX 174903	ARLINGTON, TX	76003	5901 SILKCREST TR
COOKSEY, PAUL R	6202 HIGH COUNTRY TR	ARLINGTON, TX	76016	6202 HIGH COUNTRY TR
TRANS AM SFE II LLC	5001 PLAZA ON THE LAKE SUITE 2	AUSTIN, TX	78746	5000 RIDGEFIELD CT
BISCOE, ANDREW	5002 RIDGEFIELD CT	ARLINGTON, TX	76017	5002 RIDGEFIELD CT
COTTEN, JUSTIN	915 LEADVILLE DR	ARLINGTON, TX	76001	5131 IVYCREST TR
FITZGERALD, DON	5117 IVYCREST TR	ARLINGTON, TX	76017	5117 IVYCREST TR
SEHON, TIM	5121 IVYCREST TR	ARLINGTON, TX	76017	5121 IVYCREST TR
HAYES, PAUL	5135 IVYCREST TR	ARLINGTON, TX	76017	5135 IVYCREST TR
JONES, LISA	5123 IVY CREST TRL	ARLINGTON, TX	76013	5123 IVYCREST TR
OLIVERAS, WILLIAM	5115 IVYCREST TR	ARLINGTON, TX	76017	5115 IVYCREST TR
LAFAYETTE, JANICE D	5141 IVYCREST TR	ARLINGTON, TX	76017	5141 IVYCREST TR
IKBARIAH, ALEX	PO BOX 10808	JACKSON, TN	38308	5133 IVYCREST TR
KAPLLAJ, PLLUMB	5139 IVYCREST TR	ARLINGTON, TX	76017	5139 IVYCREST TR
EIDE, ALLEN	5125 IVYCREST TR	ARLINGTON, TX	76017	5125 IVYCREST TR
KNOX, KENNETH K	5127 IVYCREST TR	ARLINGTON, TX	76017	5127 IVYCREST TR
WATKINS, JANE	5003 RIDGEFIELD CT	ARLINGTON, TX	76017	5003 RIDGEFIELD CT
POLING, CHARLES LARRY	1265 PENDLETON CIR	THE VILLAGES, FL	32162	5001 RIDGEFIELD CT
ROPER, STACY L	5129 IVYCREST TR	ARLINGTON, TX	76017	5129 IVYCREST TR
CHREENE, RANDY C	5900 SILKCREST TR	ARLINGTON, TX	76017	5900 SILKCREST TR
REAM, ASHLEY	4924 BRAZOSWOOD CIR	ARLINGTON, TX	76017	4924 BRAZOSWOOD CIR
MACIAS, JEFFREY L	4932 BRAZOSWOOD CIR	ARLINGTON, TX	76017	4932 BRAZOSWOOD CIR
LE, VANTIRI	4934 BRAZOSWOOD CIR	ARLINGTON, TX	76017	4934 BRAZOSWOOD CIR
HOUSE, BRITTNEY M	5145 IVYCREST TR	ARLINGTON, TX	76017	5145 IVYCREST TR
WASHINGTON, VICKEY T	5147 IVYCREST TR	ARLINGTON, TX	76017	5147 IVYCREST TR
VARGAS, JEFFREY	4928 BRAZOSWOOD CIR	ARLINGTON, TX	76017	4928 BRAZOSWOOD CIR
BYRD, LARRY	6019 FLINTSHIRE CT	ARLINGTON, TX	76017	6019 FLINTSHIRE CT
LE, THO	7035 FLAMENCIA	GRAND PRAIRIE, TX	75054	4926 BRAZOSWOOD CIR
ELZA, PAMELA S	4930 BRAZOSWOOD CIR	ARLINGTON, TX	76017	4930 BRAZOSWOOD CIR
RABB, ONYTA W	7708 SMUGGLERS COVE	ARLINGTON, TX	76016	7708 SMUGGLER'S COVE
RABB, ONYTA W	7708 SMUGGLERS COVE	ARLINGTON, TX	76016	7708 SMUGGLER'S COVE
DEL TORO, MIGUEL	7700 SMUGGLERS COVE	ARLINGTON, TX	76016	7700 SMUGGLER'S COVE
DEL TORO, MIGUEL	7700 SMUGGLERS COVE	ARLINGTON, TX	76016	7700 SMUGGLER'S COVE
BIZAN, AMJAD	4814 PIER NINE DR	ARLINGTON, TX	76016	4814 PIER NINE DR
BIZAN, AMJAD	4814 PIER NINE DR	ARLINGTON, TX	76016	4814 PIER NINE DR
THOMAS, EDWARD	7600 CUTLASS CT	ARLINGTON, TX	76016	7600 CUTLASS CT
VECERA, JACK	7712 SMUGGLERS COVE	ARLINGTON, TX	76016	7712 SMUGGLER'S COVE
VECERA, JACK	7712 SMUGGLERS COVE	ARLINGTON, TX	76016	7712 SMUGGLER'S COVE
VMI PROPERTIES LLC	6902 SHORE BREEZE CT	ARLINGTON, TX	76016	7702 SMUGGLER'S COVE
VMI PROPERTIES LLC	6902 SHORE BREEZE CT	ARLINGTON, TX	76016	7702 SMUGGLER'S COVE
MANN, PEGGY J	PO BOX 171957	ARLINGTON, TX	76003	5714 HOMESTEAD CT
DAVIS, JEROME	8336 E FM 917	ALVARADO, TX	76009	5712 HOMESTEAD RD
DOAN, SUNNY QUANG-KHAI	5716 HOMESTEAD CT	ARLINGTON, TX	76017	5716 HOMESTEAD CT
LEE, LENELL M	7714 SMUGGLERS COVE	ARLINGTON, TX	76016	7714 SMUGGLER'S COVE
LEE, LENELL M	7714 SMUGGLERS COVE	ARLINGTON, TX	76016	7714 SMUGGLER'S COVE
WATERFRONT AT ENCHANTED BAY	6707 BRENTWOOD STR RD	FORT WORTH, TX	76112	4760 TREASURE ISLAND TR
ELLIBY, GWENDOLYN SMITH	7710 SMUGGLERS COVE	ARLINGTON, TX	76016	7710 SMUGGLER'S COVE
ELLIBY, GWENDOLYN SMITH	7710 SMUGGLERS COVE	ARLINGTON, TX	76016	7710 SMUGGLER'S COVE
BRUMFIELD, REGINA M	7706 SMUGGLERS COVE	ARLINGTON, TX	76016	7706 SMUGGLER'S COVE
BRUMFIELD, REGINA M	7706 SMUGGLERS COVE	ARLINGTON, TX	76016	7706 SMUGGLER'S COVE
QUIMBAYO, CRISTIAN	7602 CUTLASS CT	ARLINGTON, TX	76016	7602 CUTLASS CT
MASSEY, LIESIL	7716 SMUGGLER COVE	ARLINGTON, TX	76016	7716 SMUGGLER'S COVE
MASSEY, LIESIL	7716 SMUGGLER COVE	ARLINGTON, TX	76016	7716 SMUGGLER'S COVE
THOMAS, JAMES	1127 ELDRIDGE PKWY STE 300	HOUSTON, TX	77077	7704 SMUGGLER'S COVE
THOMAS, JAMES	1127 ELDRIDGE PKWY STE 300	HOUSTON, TX	77077	7704 SMUGGLER'S COVE
MYERS, KATHERINE L	5720 ENSIGN DR W	FORT WORTH, TX	76119	5726 ENSIGN DR W # 1
JACKSON, ERNEST N	5808 HOMESTEAD CT	ARLINGTON, TX	76017	5808 HOMESTEAD CT
LAGUNA, LUIS C	5804 HOMESTEAD CT	ARLINGTON, TX	76017	5804 HOMESTEAD CT
SCOTT, TWILA RENEA	5720 HOMESTEAD CT	ARLINGTON, TX	76017	5720 HOMESTEAD CT
JONES, STACEY	5802 HOMESTEAD CT	ARLINGTON, TX	76017	5802 HOMESTEAD CT

TINGLE, JOE C	5800 HOMESTEAD CT	ARLINGTON, TX	76017	5800 HOMESTEAD CT
WOMACK, BRIAN C	5718 HOMESTEAD CT	ARLINGTON, TX	76017	5718 HOMESTEAD CT
JACKSON, MICHELLE	5806 HOMESTEAD CT	ARLINGTON, TX	76017	5806 HOMESTEAD CT
MARTINEZ, AMPARO	3416 REED ST	FORT WORTH, TX	76119	3416 REED ST
VEGA, HERIBERTO	4520 S HUGHES AVE	FORT WORTH, TX	76119	4520 S HUGHES AVE
DARNELL, JENNIFER	4415 ROSETREE CT	ARLINGTON, TX	76016	4415 ROSETREE CT
DARNELL, JENNIFER	4415 ROSETREE CT	ARLINGTON, TX	76016	4415 ROSETREE CT
SAN MARTIN, SERGIO	4420 SPRING GARDEN DR	ARLINGTON, TX	76016	4420 SPRING GARDEN DR
SAN MARTIN, SERGIO	4420 SPRING GARDEN DR	ARLINGTON, TX	76016	4420 SPRING GARDEN DR
ACEVEDO, SALVADOR	4411 ROSETREE CT	ARLINGTON, TX	76016	4411 ROSETREE CT
ACEVEDO, SALVADOR	4411 ROSETREE CT	ARLINGTON, TX	76016	4411 ROSETREE CT
ALLEY, TROY C	1900 BALLPARK WAY	ARLINGTON, TX	76006	4000 BAY SPRINGS CT
ALLEY, TROY C	1900 BALLPARK WAY	ARLINGTON, TX	76006	4000 BAY SPRINGS CT
THOMPSON, FORREST	4002 BAY SPRINGS CT	ARLINGTON, TX	76016	4002 BAY SPRINGS CT
THOMPSON, FORREST	4002 BAY SPRINGS CT	ARLINGTON, TX	76016	4002 BAY SPRINGS CT
JOHNSON, MICHAEL	4006 BAY SPRINGS CT	ARLINGTON, TX	76016	4006 BAY SPRINGS CT
JOHNSON, MICHAEL	4006 BAY SPRINGS CT	ARLINGTON, TX	76016	4006 BAY SPRINGS CT
GRAY, JOHN R	4206 BAYSIDE CT	ARLINGTON, TX	76016	4206 BAYSIDE CT
GRAY, JOHN R	4206 BAYSIDE CT	ARLINGTON, TX	76016	4206 BAYSIDE CT
COLLINS, STACEY L	4222 GLENGATE DR	ARLINGTON, TX	76016	4222 GLENGATE DR
COLLINS, STACEY L	4222 GLENGATE DR	ARLINGTON, TX	76016	4222 GLENGATE DR
A&K PROBROKERS LLC	4207 BAYSIDE CT	ARLINGTON, TX	76016	4207 BAYSIDE CT
A&K PROBROKERS LLC	4207 BAYSIDE CT	ARLINGTON, TX	76016	4207 BAYSIDE CT
KO, SOW NAN	4011 BAY SPRINGS CT	ARLINGTON, TX	76016	4011 BAY SPRINGS CT
KO, SOW NAN	4011 BAY SPRINGS CT	ARLINGTON, TX	76016	4011 BAY SPRINGS CT
DE LA ROSA, EMELITA D	4205 BAYSIDE CT	ARLINGTON, TX	76016	4205 BAYSIDE CT
DE LA ROSA, EMELITA D	4205 BAYSIDE CT	ARLINGTON, TX	76016	4205 BAYSIDE CT
PATEL, ARVIND	4004 BAY SPRINGS CT	ARLINGTON, TX	76016	4004 BAY SPRINGS CT
PATEL, ARVIND	4004 BAY SPRINGS CT	ARLINGTON, TX	76016	4004 BAY SPRINGS CT
DODSON, TIMOTHY LEE	4008 BAY SPRINGS CT	ARLINGTON, TX	76016	4008 BAY SPRINGS CT
SCOTT, JASON N	4204 BAYSIDE CT	ARLINGTON, TX	76016	4204 BAYSIDE CT
SCOTT, JASON N	4204 BAYSIDE CT	ARLINGTON, TX	76016	4204 BAYSIDE CT
MANEJA, ROMMEL	4221 GLENGATE DR	ARLINGTON, TX	76016	4221 GLENGATE DR
MANEJA, ROMMEL	4221 GLENGATE DR	ARLINGTON, TX	76016	4221 GLENGATE DR
SMITH, KEVIN	4009 BAY SPRINGS CT	ARLINGTON, TX	76016	4009 BAY SPRINGS CT
SMITH, KEVIN	4009 BAY SPRINGS CT	ARLINGTON, TX	76016	4009 BAY SPRINGS CT
MURRAY, GLENN	4010 BAY SPRINGS CT	ARLINGTON, TX	76016	4010 BAY SPRINGS CT
MURRAY, GLENN	4010 BAY SPRINGS CT	ARLINGTON, TX	76016	4010 BAY SPRINGS CT
BLACK, WILLIAM	4546 WELLINGTON CT	CYPRESS, CA	90630	5500 HOMESTEAD RD
SACKETT, DENNIS	11303 ROCHELLE ST	LOS ALAMITOS, CA	90720	5626 HOMESTEAD RD
WORLD, ALAN	22008 BEACON POINT COVE	LAGO VISTA, TX	78645	5618 HOMESTEAD RD
LYON, RICHARD	7860 E CRAMER ST	LONG BEACH, CA	90808	5522 HOMESTEAD RD
DENISE CHIROS LODATO TRUST	9600 WESTBOURNE CT	CYPRESS, CA	90630	5514 HOMESTEAD RD
TOBEY, HOWARD I ETAL	4169 AVENIDA MADRID	CYPRESS, CA	90630	5622 HOMESTEAD RD
WOODSON, CHRIS	3261 ORANGEWOOD AVE	LOS ALAMITOS, CA	90720	5614 HOMESTEAD RD
CANTERBURY TX PROPERTIES LLC	4636 LUNA CT	CYPRESS, CA	90720	5610 HOMESTEAD RD
PRINCE, MARVIN I	4005 NEMO RD	RANDALLSTOWN, MD	21133	5536 HOMESTEAD RD
GUSTAFSON, KARL W	1841 E LARKWOOD ST	WEST COVINA, CA	91791	5530 HOMESTEAD RD
JARRETT, ROY E	5171 HICKORY CIR	CYPRESS, CA	90630	5518 HOMESTEAD RD
PARUNDIK, INNA	155 ZABRISKIE PL	RIVER EDGE, NJ	7661	5602 HOMESTEAD RD
SPRAGUE, ROBERT	5101 CANTERBURY DR	CYPRESS, CA	90630	5606 HOMESTEAD RD
ZIMMERMAN, JAMES D	4145 E LIVE OAK AVE	ARCADIA, CA	91006	5540 HOMESTEAD RD
HENIGSMAN, WILLIAM	3002 KITTRICK DR	LOS ALAMITOS, CA	90720	5506 HOMESTEAD RD
WATERVIEW ESTATES HOA INC	8360 LBJ FWY STE 300	DALLAS, TX	75243	4770 TREASURE ISLAND TR
PALOMARES, DANIEL	2832 CRAVENS RD	FORT WORTH, TX	76112	2832 CRAVENS RD
GARCIA, PEDRO	2828 CRAVENS RD	FORT WORTH, TX	76112	2828 CRAVENS RD
BROOKS, LEE EST	4231 PIERCE AVE	FORT WORTH, TX	76119	4231 PIERCE AVE
ZUNIGA, JOSE M	3758 ERATH ST	FORT WORTH, TX	76119	3758 ERATH ST
ANDERSON, RISA	4817 E CALIFORNIA PKWY	FOREST HILL, TX	76119	4817 CALIFORNIA PKWY E
RUIZ, FRANCISCO	3904 RUFUS ST	FORT WORTH, TX	76119	3902 SYDNEY ST
JERRY, CHRISTOPHER	4821 E CALIFORNIA PKWY	FOREST HILL, TX	76119	4821 CALIFORNIA PKWY E
SUBLETT CORPORATION, THE	1703 PEYCO DR N	ARLINGTON, TX	76001	5900 W SUBLETT RD

ID	Name	Mailing Address	City, State	Zip Code
1	SMITH, CYNTHIA E	4813 E CALIFORNIA PKWY	FOREST HILL, TX	76119
2	ANDERSON, ARTHUR L	4817 E CALIFORNIA PKWY	FOREST HILL, TX	76119
3	ANDERSON, RISA	4817 E CALIFORNIA PKWY	FOREST HILL, TX	76119
4	JERRY, CHRISTOPHER	4821 E CALIFORNIA PKWY	FOREST HILL, TX	76119
5	WILLIS, ELIZABETH	4821 E CALIFORNIA PKWY	FOREST HILL, TX	76119
6	LMLL TEXAS PROPERTIES LLC	5107 E CALIFORNIA PKWY	FOREST HILL, TX	76119
7	CURRENT RESIDENT	4917 E CALIFORNIA PKWY	FOREST HILL, TX	76119
8	CURRENT RESIDENT	4917 E CALIFORNIA PKWY	FOREST HILL, TX	76119
9	CURRENT RESIDENT	4917 E CALIFORNIA PKWY	FOREST HILL, TX	76119
10	CURRENT RESIDENT	5111 E CALIFORNIA PKWY	FOREST HILL, TX	76119
11	CURRENT RESIDENT	6516 ROYAL OAKS DR	FOREST HILL, TX	76119
14	CURRENT RESIDENT	4724 SE LOOP 820	FOREST HILL, TX	76140
16	OVERTON, DORA	6520 ROYAL OAKS DR	FOREST HILL, TX	76119
17	PLATT, RUTH	6604 ANGLIN DR	FORT WORTH, TX	76119
18	GARCIA, JOSE C	4805 E CALIFORNIA PKWY	FORT WORTH, TX	76119
19	DUENES, ROBERTO	4809 E CALIFORNIA PKWY	FORT WORTH, TX	76119
20	GLOBAL SIGNS INC	5105 E CALIFORNIA PKWY	FORT WORTH, TX	76119
21	ROBERTSON, RICK	5105 E CALIFORNIA PKWY	FORT WORTH, TX	76119
22	THREE JORDANS INC	5107 E CALIFORNIA PKWY	FORT WORTH, TX	76119
23	SNEED, ROBERTA B	6521 ROYAL OAKS DR	FORT WORTH, TX	76119
24	NOORANI CORPORATION	4724 SE LOOP 820	FORT WORTH, TX	76140
25	ALNA 2 HOLDINGS LLC	2017 LUNENBURG DR	ALLEN, TX	75013
26	JAMES, TIFFANI	10201 WOODRIDGE DR	ALTA LOMA, CA	91737
27	MURILLO INVESTMENTS LLC	2000 COUNTY ROAD 607	ALVARADO, TX	76009
28	COOK, EVA MAE	713 DAIRY LN	ALVARADO, TX	76009
29	NAUTILUS BEACH INV LLC	717 O ST # 3	ANCHORAGE, AK	99501
30	GILES, LATONYA	6921 CALENDER RD	ARLINGTON, TX	76001
31	SWEET AROMA DONUTS LLC	3903 CHEYCASTLE CT	ARLINGTON, TX	76001
32	STEPHANIE'S WORLD INC	715 W HARRIS RD	ARLINGTON, TX	76001
33	JENNINGS, DIDRAIL L	PO BOX 172825	ARLINGTON, TX	76003
34	CHAMBERS, BENJAMIN J	2107 ADAMS DR	ARLINGTON, TX	76011
36	FIORENZA EVELYN WIEBERG IRREVO	3309 SPRING MEADOWS DR	ARLINGTON, TX	76014
37	BOLTON, KENNETH RAYE	7106 FORESTVIEW DR	ARLINGTON, TX	76016
38	DURHAM CORE COMPANY INC	2804 PARK RUN DR	ARLINGTON, TX	76016
39	DY TAY HOLDINGS LLC	2804 PARK RUN DR	ARLINGTON, TX	76016
40	CHAWLA, ANKUR	2317 STARLIGHT CT	ARLINGTON, TX	76016
41	CHAWLA, VIJAY	2317 STARLIGHT CT	ARLINGTON, TX	76016
42	CHAWLA, VIJAY K	2317 STARLIGHT CT	ARLINGTON, TX	76016
43	MALIK, RAM P	2317 STARLIGHT CT	ARLINGTON, TX	76016
44	S R DAVIDSON FAMILY LP	2620 W ARKANSAS LN	ARLINGTON, TX	76016
45	SCOTT DAVIDSON INTEREST INC	2620 W ARKANSAS LN	ARLINGTON, TX	76016
46	JOHNSON, CLIFTON A	5306 HIDDEN TRAIL DR	ARLINGTON, TX	76017
47	CARROLL FAMILY INVESTMENTS LTD	2340 INTERSTATE 20 W STE 100	ARLINGTON, TX	76017
48	CHINCHILLA DE REYES, MARIA	2100 RIVERFOREST CT	ARLINGTON, TX	76017
49	MCCLENDON, BOBBY J	4807 STAGE LINE DR	ARLINGTON, TX	76017
50	MEXICAN INN CENTRAL KITCHEN	2340 W INTERSTATE 20 STE 100	ARLINGTON, TX	76017
51	BANKS, MONIQUE	740 PORT RICHMOND WAY	ARLINGTON, TX	76018
52	7-ELEVEN INC	PO BOX 4900	SCOTTSDALE, AZ	85261
54	SHANG, KE	233 34TH ST APT 4D	BROOKLYN, NY	11232
56	BIG RED INVESTMENTS LLC	31 CATAMARAN CT	BUMPASS, VA	23024
57	O'CONNOR, ALBERT	4325 BURLESON RETTA RD	BURLESON, TX	76028
58	MASON, MELISA	308 NUTMEG	BURLESON, TX	76028
59	MCGINTY, J B	255 PONDEROSA LN	BURLESON, TX	76028
60	D & H HOMES LLC	953 TARA DR	BURLESON, TX	76028
62	AGHA REAL ESTATE INVESTMENTS L	3824 CREEKSIDE LN	CARROLLTON, TX	75010
63	SALVADOR, JOSE M	PO BOX 2313	CEDAR HILL, TX	75106
64	MNSF II W1 LLC	6836 MORRISON BLVD STE 320	CHARLOTTE, NC	28211
65	IMMY CORPORATION	1416 DOUGLAS AVE	COLLEYVILLE, TX	76034
66	NOORANI CORP	1416 DOUGLAS AVE	COLLEYVILLE, TX	76034
67	JOHNSON, JOE BRENT	PO BOX 295	COLLEYVILLE, TX	76034
68	JOHNSON, JOE BRENT	PO BOX 295	COLLEYVILLE, TX	76034
69	REI NATION LLC	130 TIMBER CREEK DR	CORDOVA, TN	38018

70	PATTON, JERRY WAYNE	20000 S HWY 377	CRESSON, TX	76035
71	ROSAS, ARTHURO	208 CENTENNIAL PL	CROWLEY, TX	76036
72	PROVICE REALTY LLC	1817 COUNTY RD 920	CROWLEY, TX	76036
73	TITAN COMMUNITY DEVELOPMENT LL	3100 MONTICELLO AVE # 400	DALLAS, TX	75205
74	HELMS, DANNY L	3343 KINKAID DR	DALLAS, TX	75220
75	DEGC ENTERPRISES US INC	1505 LBJ STE 600	DALLAS, TX	75234
76	ALNA PROPERTIES III LLC	5501 LBJ FWY STE 860	DALLAS, TX	75240
77	OGLESBY, ODUS G	PO BOX 152952	DALLAS, TX	75315
78	MCNEELY, RODNEY	PO BOX 398508	DALLAS, TX	75339
79	WALGREEN CO	300 WILMOT RD	DEERFIELD, IL	60015
80	PENSON, ELBERT	1112 SHADOW WOOD TR	DESOTO, TX	75115
81	ANDERSON, MARGARET G	PO BOX 381325	DUNCANVILLE, TX	75138
82	SERIES 6404 REGAL	418 N MAIN ST STE 212	EULESS, TX	76039
83	MELINDA TRUST	PO BOX 885	EULESS, TX	76039
84	PARRIS, OLLIE MAE	4701 ALANDALE DR	FOREST HILL, TX	76119
85	CHAVEZ, JANETT N	4748 ALANDALE DR	FOREST HILL, TX	76119
86	CARRILLO, FRANCISCA C	4749 ALANDALE DR	FOREST HILL, TX	76119
87	MENDOZA, CARMEN L	4801 ALANDALE DR	FOREST HILL, TX	76119
88	ROMERO, JOSE SANCHEZ	4820 ALANDALE DR	FOREST HILL, TX	76119
89	MILLER, DEBRA	4904 ALANDALE DR	FOREST HILL, TX	76119
90	ANDERSON, AMY L	4916 ALANDALE DR	FOREST HILL, TX	76119
91	HERNANDEZ, JOSE	4705 ALENDALE DR	FOREST HILL, TX	76119
92	MMG BUILDING & CONSTRUCTION	6212 ANGLIN DR	FOREST HILL, TX	76119
93	ROSENAUER, DAN E	6309 ANGLIN DR	FOREST HILL, TX	76119
95	MARTINEZ, FREDI O	6408 ANGLIN DR	FOREST HILL, TX	76119
96	A T & D INC	6201 ANGLIN DR STE B	FOREST HILL, TX	76119
97	TURNER, RAY	6533 BANBURY DR	FOREST HILL, TX	76119
98	OJEDA-MARTINEZ, JOSE	3860 BRAMBLETON PL	FOREST HILL, TX	76119
99	STOWE FAMILY REV LIVING TRUST	3643 CARDINAL RDG	FOREST HILL, TX	76119
100	DUNKLEY, B A	3312 CENTENNIAL RD	FOREST HILL, TX	76119
101	WOODS, LEONARD	3320 CENTENNIAL RD	FOREST HILL, TX	76119
102	LUERA, MANUELA S	3324 CENTENNIAL RD	FOREST HILL, TX	76119
103	CONCHAS RAZO, BIRIDIANA	3348 CENTENNIAL RD	FOREST HILL, TX	76119
104	MARQUEZ, MARILEN	3303 DEVALCOURT AVE	FOREST HILL, TX	76119
105	PARDO, DANIEL PERALES	4700 DORSEY ST	FOREST HILL, TX	76119
106	MIRELES-GUERRERO, ALEJANDRA	4705 DORSEY ST	FOREST HILL, TX	76119
107	ORTIZ, OVIDIO	4708 DORSEY ST	FOREST HILL, TX	76119
108	RODRIGUEZ, RUBY	4729 DORSEY ST	FOREST HILL, TX	76119
109	ALVARADO, ROSA	4733 DORSEY ST	FOREST HILL, TX	76119
110	MAYBERRY, ANNIE	4740 DORSEY ST	FOREST HILL, TX	76119
111	JIMENEZ, MARIA C	4741 DORSEY ST	FOREST HILL, TX	76119
112	MEJIA, EUGENIO	4745 DORSEY ST	FOREST HILL, TX	76119
113	NICHOLS, LIDIA A	4804 DORSEY ST	FOREST HILL, TX	76119
114	MIRELES SALINAS, MARIO	4805 DORSEY ST	FOREST HILL, TX	76119
115	VERA, MARIA CONSUELO ETAL	4808 DORSEY ST	FOREST HILL, TX	76119
116	MCELVANY, DONALD	4813 DORSEY ST	FOREST HILL, TX	76119
117	BROWDER, THOMAS SCOTT	4820 DORSEY ST	FOREST HILL, TX	76119
118	AVOCET VENTURES, L.P.	4114 VICKERY BLVD	FORT WORTH, TX	76147
119	ORTIZ, JOSE	4828 DORSEY ST	FOREST HILL, TX	76119
120	FOREST HILL, CITY OF	3219 E CALIFORNIA PKWY	FOREST HILL, TX	76119
121	TAS ENVIRONMENTAL SVCS LP	3929 E CALIFORNIA PKWY	FOREST HILL, TX	76119
122	HERRERA, ASCENCION	6537 E SHADY HILL DR	FOREST HILL, TX	76119
123	GERMANY, MYRTLE J	6400 EMBASSY DR	FOREST HILL, TX	76119
124	ARMSTEAD, SANTON	6409 EMBASSY DR	FOREST HILL, TX	76119
125	GUERECA, BARBARA A	6413 EMBASSY DR	FOREST HILL, TX	76119
126	COMBS, TIMOTHY D	6417 EMBASSY DR	FOREST HILL, TX	76119
127	GENIS, VICTOR	6521 EVONSHIRE DR	FOREST HILL, TX	76119
128	DIAZ, AGUSTIN	3400 FOREST HILL CT	FOREST HILL, TX	76119
129	DELGADILLO, ANGELICA	3404 FOREST HILL CT	FOREST HILL, TX	76119
130	GUERRERO, JOSE	3404 FOREST HILL CT	FOREST HILL, TX	76119
131	STEAN, JEWELL	4705 FOREST KNOLL DR	FOREST HILL, TX	76119
132	PERRY, ANNJANETTE L	4716 FOREST KNOLL DR	FOREST HILL, TX	76119
133	DUNN, RICKY L	4700 FOREST WOOD DR	FOREST HILL, TX	76119
134	BRADSHAW, HARRY	4701 FOREST WOOD DR	FOREST HILL, TX	76119
135	GOMEZ, CRISTINA	4704 FOREST WOOD DR	FOREST HILL, TX	76119

136	HILL, MICHAEL WAYNE	4709 FOREST WOOD DR	FOREST HILL, TX	76119
137	LOPEZ, JARIDSA	4716 FOREST WOOD DR	FOREST HILL, TX	76119
138	LEWIS, CHEREE R	4721 FOREST WOOD DR	FOREST HILL, TX	76119
139	WILLIS, ADA LOUISE	4745 FOREST WOOD DR	FOREST HILL, TX	76119
140	LOPEZ, HERIBERTO	4748 FOREST WOOD DR	FOREST HILL, TX	76119
141	ANDRADE, FABIOLA	6201 GRIGGS ST	FOREST HILL, TX	76119
142	UNITED LAND HOLDINGS LTD	6400 HARTMAN RD	FOREST HILL, TX	76119
143	MONTES, MANUEL	4620 LEONARD ST	FOREST HILL, TX	76119
144	POWELL, ALICE N	4628 LEONARD ST	FOREST HILL, TX	76119
145	CONTRERAS, JOSE	4700 LEONARD ST	FOREST HILL, TX	76119
146	MITCHELL, GEORGE	4705 LEONARD ST	FOREST HILL, TX	76119
147	TOYNES, TONI D	4709 LEONARD ST	FOREST HILL, TX	76119
148	SUAREZ, TEODORO	4717 LEONARD ST	FOREST HILL, TX	76119
149	CHAVERO, ALFREDO	4720 LEONARD ST	FOREST HILL, TX	76119
150	WOOD, FREDDIE	4732 LEONARD ST	FOREST HILL, TX	76119
151	RUAN, MARILYN D	4736 LEONARD ST	FOREST HILL, TX	76119
152	THANH NUI LLP	4125 MANSFIELD HWY	FOREST HILL, TX	76119
153	GARCIA-NAVA, JORGE ALBERTO	4708 MARSHALL ST	FOREST HILL, TX	76119
154	MARTINEZ, RENATO	4713 MARSHALL ST	FOREST HILL, TX	76119
155	RYAN, CHARLES	4720 MARSHALL ST	FOREST HILL, TX	76119
156	MALDONADO, ALICE MARIE	4721 MARSHALL ST	FOREST HILL, TX	76119
157	ALMANZA, MAYRA N	4753 MARSHALL ST	FOREST HILL, TX	76119
158	SANTOS, MARIA D	4769 MARSHALL ST	FOREST HILL, TX	76119
159	CAMPOS, ENRIQUE	4805 MARSHALL ST	FOREST HILL, TX	76119
160	BAYONA, ISIDRA	4808 MARSHALL ST	FOREST HILL, TX	76119
161	LOPEZ, DANIEL	4812 MARSHALL ST	FOREST HILL, TX	76119
162	SON, SANDY	4816 MARSHALL ST	FOREST HILL, TX	76119
163	RIOS, RAFAEL	4821 MARSHALL ST	FOREST HILL, TX	76119
164	HOLLON, LIZA DENISE	4700 MATTHEWS CT	FOREST HILL, TX	76119
165	MARIN, NOEL	4701 MATTHEWS CT	FOREST HILL, TX	76119
166	LEWIS, LASHAWN L	4709 MATTHEWS CT	FOREST HILL, TX	76119
167	VELASQUEZ, SEVERIANO	4713 MATTHEWS CT	FOREST HILL, TX	76119
168	EVANS, LINDA M	4720 MATTHEWS CT	FOREST HILL, TX	76119
169	SCOTT, ELAINE	4721 MATTHEWS CT	FOREST HILL, TX	76119
170	TORRES, ENRIQUE	4701 MELINDA DR	FOREST HILL, TX	76119
172	CURRENT RESIDENT	4704 ALANDALE DR	FOREST HILL, TX	76119
173	CURRENT RESIDENT	4705 ALANDALE DR	FOREST HILL, TX	76119
174	CURRENT RESIDENT	4708 ALANDALE DR	FOREST HILL, TX	76119
175	CURRENT RESIDENT	4709 ALANDALE DR	FOREST HILL, TX	76119
176	CURRENT RESIDENT	4717 ALANDALE DR	FOREST HILL, TX	76119
177	CURRENT RESIDENT	4720 ALANDALE DR	FOREST HILL, TX	76119
178	CURRENT RESIDENT	4725 ALANDALE DR	FOREST HILL, TX	76119
179	CURRENT RESIDENT	4728 ALANDALE DR	FOREST HILL, TX	76119
180	CURRENT RESIDENT	4736 ALANDALE DR	FOREST HILL, TX	76119
181	CURRENT RESIDENT	4737 ALANDALE DR	FOREST HILL, TX	76119
182	CURRENT RESIDENT	4741 ALANDALE DR	FOREST HILL, TX	76119
183	CURRENT RESIDENT	4744 ALANDALE DR	FOREST HILL, TX	76119
184	CURRENT RESIDENT	4745 ALANDALE DR	FOREST HILL, TX	76119
185	CURRENT RESIDENT	4805 ALANDALE DR	FOREST HILL, TX	76119
186	CURRENT RESIDENT	4812 ALANDALE DR	FOREST HILL, TX	76119
188	ZAMORA ESTEBAN O, ZAMORA AURORA M	4816 ALANDALE DR	FOREST HILL, TX	76119
189	CURRENT RESIDENT	4824 ALANDALE DR	FOREST HILL, TX	76119
190	CURRENT RESIDENT	4825 ALANDALE DR	FOREST HILL, TX	76119
191	CURRENT RESIDENT	4828 ALANDALE DR	FOREST HILL, TX	76119
193	CURRENT RESIDENT	4917 ALANDALE DR	FOREST HILL, TX	76119
194	ONTIVEROS MARICELA CHAVIRA, HERNANDEZ ABRAHAM	4925 ALANDALE DR	FOREST HILL, TX	76119
195	CURRENT RESIDENT	6108 ANGLIN DR	FOREST HILL, TX	76119
196	CURRENT RESIDENT	6201 ANGLIN DR	FOREST HILL, TX	76119
197	CURRENT RESIDENT	6212 ANGLIN DR	FOREST HILL, TX	76119
198	CURRENT RESIDENT	6220 ANGLIN DR	FOREST HILL, TX	76119
200	CURRENT RESIDENT	6611 ANGLIN DR	FOREST HILL, TX	76119
201	CURRENT RESIDENT	6201 ANGLIN DR # A	FOREST HILL, TX	76119
202	CURRENT RESIDENT	6201 ANGLIN DR # B	FOREST HILL, TX	76119
207	CURRENT RESIDENT	3300 CENTENNIAL RD	FOREST HILL, TX	76119
208	CURRENT RESIDENT	3304 CENTENNIAL RD	FOREST HILL, TX	76119

209	CURRENT RESIDENT	3308 CENTENNIAL RD	FOREST HILL, TX	76119
210	CURRENT RESIDENT	3316 CENTENNIAL RD	FOREST HILL, TX	76119
211	CURRENT RESIDENT	3352 CENTENNIAL RD	FOREST HILL, TX	76119
212	CURRENT RESIDENT	3929 CRAWFORD LN E	FOREST HILL, TX	76119
213	CURRENT RESIDENT	4701 DORSEY ST	FOREST HILL, TX	76119
214	CURRENT RESIDENT	4704 DORSEY ST	FOREST HILL, TX	76119
215	CURRENT RESIDENT	4716 DORSEY ST	FOREST HILL, TX	76119
216	CURRENT RESIDENT	4725 DORSEY ST	FOREST HILL, TX	76119
217	CURRENT RESIDENT	4744 DORSEY ST	FOREST HILL, TX	76119
218	CURRENT RESIDENT	4748 DORSEY ST	FOREST HILL, TX	76119
219	CURRENT RESIDENT	4812 DORSEY ST	FOREST HILL, TX	76119
220	CURRENT RESIDENT	4816 DORSEY ST	FOREST HILL, TX	76119
221	CURRENT RESIDENT	4821 DORSEY ST	FOREST HILL, TX	76119
224	CURRENT RESIDENT	4101 E CALIFORNIA PKWY	FOREST HILL, TX	76119
225	Forest Hill United Methodist	6401 Hartman Rd	FOREST HILL, TX	76119
226	CURRENT RESIDENT	4615 E CALIFORNIA PKWY	FOREST HILL, TX	76119
228	CURRENT RESIDENT	4623 E CALIFORNIA PKWY	FOREST HILL, TX	76119
229	CURRENT RESIDENT	4627 E CALIFORNIA PKWY	FOREST HILL, TX	76119
230	CURRENT RESIDENT	4633 E CALIFORNIA PKWY	FOREST HILL, TX	76119
231	CURRENT RESIDENT	4721 E CALIFORNIA PKWY	FOREST HILL, TX	76119
232	CURRENT RESIDENT	4901 E CALIFORNIA PKWY	FORT WORTH, TX	76119
234	CURRENT RESIDENT	3933 E CALIFORNIA PKWY STE A	FOREST HILL, TX	76119
235	CURRENT RESIDENT	6401 EMBASSY DR	FOREST HILL, TX	76119
236	CURRENT RESIDENT	6412 EMBASSY DR	FOREST HILL, TX	76119
237	CURRENT RESIDENT	6420 EMBASSY DR	FOREST HILL, TX	76119
239	CURRENT RESIDENT	4700 FOREST KNOLL DR	FOREST HILL, TX	76119
240	CURRENT RESIDENT	4708 FOREST KNOLL DR	FOREST HILL, TX	76119
241	CURRENT RESIDENT	4713 FOREST KNOLL DR	FOREST HILL, TX	76119
242	CURRENT RESIDENT	4721 FOREST KNOLL DR	FOREST HILL, TX	76119
244	CURRENT RESIDENT	4720 FOREST WOOD DR	FOREST HILL, TX	76119
246	CURRENT RESIDENT	4725 FOREST WOOD DR	FOREST HILL, TX	76119
247	CURRENT RESIDENT	4728 FOREST WOOD DR	FOREST HILL, TX	76119
248	CURRENT RESIDENT	4733 FOREST WOOD DR	FOREST HILL, TX	76119
249	CURRENT RESIDENT	4736 FOREST WOOD DR	FOREST HILL, TX	76119
250	CURRENT RESIDENT	4741 FOREST WOOD DR	FOREST HILL, TX	76119
251	CURRENT RESIDENT	4744 FOREST WOOD DR	FOREST HILL, TX	76119
254	CURRENT RESIDENT	4624 LEONARD ST	FOREST HILL, TX	76119
256	CURRENT RESIDENT	4721 LEONARD ST	FOREST HILL, TX	76119
257	CURRENT RESIDENT	4724 LEONARD ST	FOREST HILL, TX	76119
258	CURRENT RESIDENT	4725 LEONARD ST	FOREST HILL, TX	76119
259	CURRENT RESIDENT	4728 LEONARD ST	FOREST HILL, TX	76119
260	CURRENT RESIDENT	4733 LEONARD ST	FOREST HILL, TX	76119
261	CURRENT RESIDENT	4705 MARSHALL ST	FOREST HILL, TX	76119
262	CURRENT RESIDENT	4709 MARSHALL ST	FOREST HILL, TX	76119
263	CURRENT RESIDENT	4712 MARSHALL ST	FOREST HILL, TX	76119
264	CURRENT RESIDENT	4716 MARSHALL ST	FOREST HILL, TX	76119
265	CURRENT RESIDENT	4729 MARSHALL ST	FOREST HILL, TX	76119
266	CURRENT RESIDENT	4733 MARSHALL ST	FOREST HILL, TX	76119
267	CURRENT RESIDENT	4740 MARSHALL ST	FOREST HILL, TX	76119
268	CURRENT RESIDENT	4757 MARSHALL ST	FOREST HILL, TX	76119
269	CURRENT RESIDENT	4760 MARSHALL ST	FOREST HILL, TX	76119
270	CURRENT RESIDENT	4765 MARSHALL ST	FOREST HILL, TX	76119
271	CURRENT RESIDENT	4768 MARSHALL ST	FOREST HILL, TX	76119
272	CURRENT RESIDENT	4773 MARSHALL ST	FOREST HILL, TX	76119
273	CURRENT RESIDENT	4801 MARSHALL ST	FOREST HILL, TX	76119
274	CURRENT RESIDENT	4817 MARSHALL ST	FOREST HILL, TX	76119
275	CURRENT RESIDENT	4712 MATTHEWS CT	FOREST HILL, TX	76119
276	CURRENT RESIDENT	4729 MATTHEWS CT	FOREST HILL, TX	76119
277	CURRENT RESIDENT	4700 MELINDA DR	FOREST HILL, TX	76119
278	CURRENT RESIDENT	4704 MELINDA DR	FOREST HILL, TX	76119
279	CURRENT RESIDENT	4741 MELINDA DR	FOREST HILL, TX	76119
280	CURRENT RESIDENT	4748 MELINDA DR	FOREST HILL, TX	76119
281	CURRENT RESIDENT	4749 MELINDA DR	FOREST HILL, TX	76119
282	CURRENT RESIDENT	4808 MELINDA DR	FOREST HILL, TX	76119
283	CURRENT RESIDENT	4813 MELINDA DR	FOREST HILL, TX	76119

286	CURRENT RESIDENT	4901 MELINDA DR	FOREST HILL, TX	76119
287	CURRENT RESIDENT	4905 MELINDA DR	FOREST HILL, TX	76119
288	CURRENT RESIDENT	4920 MELINDA DR	FOREST HILL, TX	76119
289	CURRENT RESIDENT	4924 MELINDA DR	FOREST HILL, TX	76119
290	CURRENT RESIDENT	4925 MELINDA DR	FOREST HILL, TX	76119
291	CURRENT RESIDENT	4928 MELINDA DR	FOREST HILL, TX	76119
292	CURRENT RESIDENT	4929 MELINDA DR	FOREST HILL, TX	76119
293	CURRENT RESIDENT	4933 MELINDA DR	FOREST HILL, TX	76119
294	CURRENT RESIDENT	5001 MELINDA DR	FOREST HILL, TX	76119
296	CURRENT RESIDENT	6317 MELINDA DR	FOREST HILL, TX	76119
297	CURRENT RESIDENT	6321 MELINDA DR	FOREST HILL, TX	76119
298	CURRENT RESIDENT	6329 MELINDA DR	FOREST HILL, TX	76119
299	CURRENT RESIDENT	6332 MELINDA DR	FOREST HILL, TX	76119
300	CURRENT RESIDENT	6401 MELINDA DR	FOREST HILL, TX	76119
301	CURRENT RESIDENT	6424 MELINDA DR	FOREST HILL, TX	76119
302	CURRENT RESIDENT	6500 MELINDA DR	FOREST HILL, TX	76119
303	CURRENT RESIDENT	6501 MELINDA DR	FOREST HILL, TX	76119
304	CURRENT RESIDENT	6512 MELINDA DR	FOREST HILL, TX	76119
305	CURRENT RESIDENT	6516 MELINDA DR	FOREST HILL, TX	76119
306	CURRENT RESIDENT	6321 OAK TIMBER DR E	FOREST HILL, TX	76119
307	CURRENT RESIDENT	4825 PACKARD CT	FOREST HILL, TX	76119
308	CURRENT RESIDENT	4825 PACKARD CT # A	FOREST HILL, TX	76119
309	CURRENT RESIDENT	4825 PACKARD CT # G	FOREST HILL, TX	76119
310	CURRENT RESIDENT	5008 QUEEN ANN DR	FOREST HILL, TX	76119
311	CURRENT RESIDENT	5016 QUEEN ANN DR	FOREST HILL, TX	76119
312	CURRENT RESIDENT	5101 QUEEN ANN DR	FOREST HILL, TX	76119
313	CURRENT RESIDENT	5104 QUEEN ANN DR	FOREST HILL, TX	76119
314	CURRENT RESIDENT	5109 QUEEN ANN DR	FOREST HILL, TX	76119
315	CURRENT RESIDENT	5112 QUEEN ANN DR	FOREST HILL, TX	76119
316	CURRENT RESIDENT	5124 QUEEN ANN DR	FOREST HILL, TX	76119
318	CURRENT RESIDENT	6316 REGAL RD	FOREST HILL, TX	76119
319	CURRENT RESIDENT	6324 REGAL RD	FOREST HILL, TX	76119
320	CURRENT RESIDENT	6404 REGAL RD	FOREST HILL, TX	76119
321	CURRENT RESIDENT	6408 REGAL RD	FOREST HILL, TX	76119
322	CURRENT RESIDENT	6420 REGAL RD	FOREST HILL, TX	76119
323	CURRENT RESIDENT	4716 RICHARD ST	FOREST HILL, TX	76119
324	CURRENT RESIDENT	4725 RICHARD ST	FOREST HILL, TX	76119
325	CURRENT RESIDENT	4728 RICHARD ST	FOREST HILL, TX	76119
326	CURRENT RESIDENT	4741 RICHARD ST	FOREST HILL, TX	76119
327	CURRENT RESIDENT	6316 ROYAL OAKS DR	FOREST HILL, TX	76119
328	CURRENT RESIDENT	6318 ROYAL OAKS DR	FOREST HILL, TX	76119
329	CURRENT RESIDENT	6325 ROYAL OAKS DR	FOREST HILL, TX	76119
330	CURRENT RESIDENT	6413 ROYAL OAKS DR	FOREST HILL, TX	76119
331	CURRENT RESIDENT	6417 ROYAL OAKS DR	FOREST HILL, TX	76119
332	CURRENT RESIDENT	6504 ROYAL OAKS DR	FOREST HILL, TX	76119
333	CURRENT RESIDENT	6508 ROYAL OAKS DR	FOREST HILL, TX	76119
334	CURRENT RESIDENT	6509 ROYAL OAKS DR	FOREST HILL, TX	76119
335	CURRENT RESIDENT	6512 ROYAL OAKS DR	FOREST HILL, TX	76119
336	CURRENT RESIDENT	6513 ROYAL OAKS DR	FOREST HILL, TX	76119
337	CURRENT RESIDENT	6305 SCOTSDALE DR	FOREST HILL, TX	76119
338	CURRENT RESIDENT	6308 SCOTSDALE DR	FOREST HILL, TX	76119
339	CURRENT RESIDENT	6309 SCOTSDALE DR	FOREST HILL, TX	76119
340	CURRENT RESIDENT	6312 SCOTSDALE DR	FOREST HILL, TX	76119
341	CURRENT RESIDENT	6313 SCOTSDALE DR	FOREST HILL, TX	76119
342	CURRENT RESIDENT	6317 SCOTSDALE DR	FOREST HILL, TX	76119
343	CURRENT RESIDENT	6320 SCOTSDALE DR	FOREST HILL, TX	76119
344	CURRENT RESIDENT	6321 SCOTSDALE DR	FOREST HILL, TX	76119
345	CURRENT RESIDENT	6325 SCOTSDALE DR	FOREST HILL, TX	76119
346	CURRENT RESIDENT	6337 SCOTSDALE DR	FOREST HILL, TX	76119
347	CURRENT RESIDENT	6404 SCOTSDALE DR	FOREST HILL, TX	76119
348	CURRENT RESIDENT	6405 SCOTSDALE DR	FOREST HILL, TX	76119
349	CURRENT RESIDENT	6408 SCOTSDALE DR	FOREST HILL, TX	76119
350	CURRENT RESIDENT	6412 SCOTSDALE DR	FOREST HILL, TX	76119
351	CURRENT RESIDENT	6413 SCOTSDALE DR	FOREST HILL, TX	76119
352	CURRENT RESIDENT	6420 SCOTSDALE DR	FOREST HILL, TX	76119

353	CURRENT RESIDENT	6424 SCOTSDALE DR	FOREST HILL, TX	76119
354	CURRENT RESIDENT	6500 SCOTSDALE DR	FOREST HILL, TX	76119
356	CURRENT RESIDENT	4700 SHADY HILL DR	FOREST HILL, TX	76119
358	CURRENT RESIDENT	4729 SHADY HILL DR	FOREST HILL, TX	76119
359	CURRENT RESIDENT	4737 SHADY HILL DR	FOREST HILL, TX	76119
360	CURRENT RESIDENT	4740 SHADY HILL DR	FOREST HILL, TX	76119
361	CURRENT RESIDENT	6516 SHADY HILL DR E	FOREST HILL, TX	76119
362	CURRENT RESIDENT	6529 SHADY HILL DR E	FOREST HILL, TX	76119
363	CURRENT RESIDENT	6537 SHADY HILL DR E	FOREST HILL, TX	76119
364	CURRENT RESIDENT	6541 SHADY HILL DR E	FOREST HILL, TX	76119
365	CURRENT RESIDENT	4749 SHADY HILL DR N	FOREST HILL, TX	76119
366	CURRENT RESIDENT	6305 SUELLEN LN	FOREST HILL, TX	76119
367	CURRENT RESIDENT	6312 SUELLEN LN	FOREST HILL, TX	76119
368	CURRENT RESIDENT	6316 SUELLEN LN	FOREST HILL, TX	76119
369	CURRENT RESIDENT	6321 SUELLEN LN	FOREST HILL, TX	76119
370	CURRENT RESIDENT	6101 WANDA LN	FOREST HILL, TX	76119
371	CURRENT RESIDENT	6520 YORKSHIRE DR	FOREST HILL, TX	76119
374	CURRENT RESIDENT	6629 ANGLIN DR	FOREST HILL, TX	76140
383	CURRENT RESIDENT	6807 ANGLIN DR	FOREST HILL, TX	76140
385	CURRENT RESIDENT	4809 CENTURY DR	FOREST HILL, TX	76140
388	CURRENT RESIDENT	3405 FOREST HILL CIR	FOREST HILL, TX	76140
392	CURRENT RESIDENT	3915 FOREST HILL CIR	FOREST HILL, TX	76140
396	CURRENT RESIDENT	4549 FOREST HILL CIR	FOREST HILL, TX	76140
397	CURRENT RESIDENT	4555 FOREST HILL CIR	FOREST HILL, TX	76140
398	CURRENT RESIDENT	4600 FOREST HILL CIR	FOREST HILL, TX	76140
399	CURRENT RESIDENT	4607 FOREST HILL CIR	FOREST HILL, TX	76140
401	CURRENT RESIDENT	4724 FOREST HILL CIR	FOREST HILL, TX	76140
402	CURRENT RESIDENT	4801 FOREST HILL CIR	FOREST HILL, TX	76140
403	CURRENT RESIDENT	4901 FOREST HILL CIR	FOREST HILL, TX	76140
404	CURRENT RESIDENT	5100 FOREST HILL CIR	FOREST HILL, TX	76140
405	CURRENT RESIDENT	6550 FOREST HILL DR	FOREST HILL, TX	76140
406	CURRENT RESIDENT	6551 FOREST HILL DR	FOREST HILL, TX	76140
407	CURRENT RESIDENT	5101 GLENN CT	FOREST HILL, TX	76140
408	CURRENT RESIDENT	5104 GLENN CT	FOREST HILL, TX	76140
411	CURRENT RESIDENT	5108 GLENN CT	FOREST HILL, TX	76140
423	CURRENT RESIDENT	4629 PARKWOOD DR	FOREST HILL, TX	76140
424	CURRENT RESIDENT	6501 ROSE CT	FOREST HILL, TX	76140
425	CURRENT RESIDENT	6505 ROSE CT	FOREST HILL, TX	76140
427	CURRENT RESIDENT	3228 SE LOOP 820	FOREST HILL, TX	76140
428	CURRENT RESIDENT	3300 SE LOOP 820	FOREST HILL, TX	76140
429	CURRENT RESIDENT	3304 SE LOOP 820	FOREST HILL, TX	76140
430	CURRENT RESIDENT	3308 SE LOOP 820	FOREST HILL, TX	76140
431	CURRENT RESIDENT	3312 SE LOOP 820	FOREST HILL, TX	76140
432	CURRENT RESIDENT	3320 SE LOOP 820	FOREST HILL, TX	76140
433	CURRENT RESIDENT	3324 SE LOOP 820	FOREST HILL, TX	76140
435	CURRENT RESIDENT	5012 SE LOOP 820	FOREST HILL, TX	76140
436	CURRENT RESIDENT	5016 SE LOOP 820	FOREST HILL, TX	76140
437	CURRENT RESIDENT	5020 SE LOOP 820	FOREST HILL, TX	76140
438	CURRENT RESIDENT	5100 SE LOOP 820	FOREST HILL, TX	76140
439	CURRENT RESIDENT	5120 SE LOOP 820	FOREST HILL, TX	76140
440	CURRENT RESIDENT	5140 SE LOOP 820	FOREST HILL, TX	76140
443	CURRENT RESIDENT	5230 SE LOOP 820	FOREST HILL, TX	76140
444	CURRENT RESIDENT	4900 SE LOOP 820 # 204	FOREST HILL, TX	76140
445	CURRENT RESIDENT	3304 SE LOOP 820 # B	FOREST HILL, TX	76140
446	CURRENT RESIDENT	6500 TINA CT	FOREST HILL, TX	76140
447	CURRENT RESIDENT	6501 TINA CT	FOREST HILL, TX	76140
449	CURRENT RESIDENT	6604 TRAILWOOD DR	FOREST HILL, TX	76140
450	CURRENT RESIDENT	6616 TRAILWOOD DR	FOREST HILL, TX	76140
452	CURRENT RESIDENT	6705 TRAILWOOD DR	FOREST HILL, TX	76140
454	CURRENT RESIDENT	6713 TRAILWOOD DR	FOREST HILL, TX	76140
455	CURRENT RESIDENT	6724 TRAILWOOD DR	FOREST HILL, TX	76140
456	CURRENT RESIDENT	6736 TRAILWOOD DR	FOREST HILL, TX	76140
457	CURRENT RESIDENT	6800 TRAILWOOD DR	FOREST HILL, TX	76140
459	CURRENT RESIDENT	6816 TRAILWOOD DR	FOREST HILL, TX	76140
460	CURRENT RESIDENT	4708 WOODVIEW LN	FOREST HILL, TX	76140

462	CURRENT RESIDENT	4724 WOODVIEW LN	FOREST HILL, TX	76140
464	CURRENT RESIDENT	4709 WOODY LN	FOREST HILL, TX	76140
466	CURRENT RESIDENT	6404 HARTMAN RD	FOREST HILL, TX	
467	Holiday Inn Express & Suites Forest Hill	3550 SE LOOP 820	FOREST HILL, TX	76140
468	TAYLOR, SHIRLEY	4705 MELINDA DR	FOREST HILL, TX	76119
469	TIJERINA, ROGELIO	4709 MELINDA DR	FOREST HILL, TX	76119
470	GONZALES, GUILLERMO	4720 MELINDA DR	FOREST HILL, TX	76119
471	CADENA, VICENTE	4721 MELINDA DR	FOREST HILL, TX	76119
472	RICO, MARCELINO	4724 MELINDA DR	FOREST HILL, TX	76119
473	VILLANUEVA, ATANASIO	4728 MELINDA DR	FOREST HILL, TX	76119
474	JIMENEZ, PEDRO SERGIO	4729 MELINDA DR	FOREST HILL, TX	76119
475	JIMENEZ, EUGENIO	4740 MELINDA DR	FOREST HILL, TX	76119
476	GONZALEZ, CESAR	4745 MELINDA DR	FOREST HILL, TX	76119
477	CUDD, LAUDIE SUE	4800 MELINDA DR	FOREST HILL, TX	76119
478	CAMARGO, ERNESTO	4820 MELINDA DR	FOREST HILL, TX	76119
479	ALVARADO, ROSA	4829 MELINDA DR	FOREST HILL, TX	76119
480	BAKER, CYNTHIA	4909 MELINDA DR	FOREST HILL, TX	76119
481	BROWN, MARY	4913 MELINDA DR	FOREST HILL, TX	76119
482	WALKER, JENNIFER	5013 MELINDA DR	FOREST HILL, TX	76119
483	ROBLES-RIOS, JANET	6301 MELINDA DR	FOREST HILL, TX	76119
484	PUENTE, JAVIER	6313 MELINDA DR	FOREST HILL, TX	76119
485	PASSAH, SARA	6333 MELINDA DR	FOREST HILL, TX	76119
486	NAJERA, MANUEL	6336 MELINDA DR	FOREST HILL, TX	76119
487	GARNICA, ROBERTO HERNANDEZ	6337 MELINDA DR	FOREST HILL, TX	76119
488	ROSS, THOMAS WAYNE	6404 MELINDA DR	FOREST HILL, TX	76119
489	CHAVEZ-RAMIREZ, SAUL	6405 MELINDA DR	FOREST HILL, TX	76119
490	TELL, ZENETTRA	6408 MELINDA DR	FOREST HILL, TX	76119
491	CEVANTES, IGNACIO ZARATE	6412 MELINDA DR	FOREST HILL, TX	76119
492	LITOMBE, ELIZABETH N	6420 MELINDA DR	FOREST HILL, TX	76119
493	GRAY, KENDRIC CORNELL	6513 MELINDA DR	FOREST HILL, TX	76119
494	ROSS, YVONNE ELAINE	3841 OAK HAVEN DR	FOREST HILL, TX	76119
495	BALDWIN, TYRONE	4825 PACKARD CT STE A	FOREST HILL, TX	76119
496	BOAZ RESTORATION LLC	4825 PACKARD CT STE C	FOREST HILL, TX	76119
497	CEMENT COLORS INC	4825 PACKARD CT STE G	FOREST HILL, TX	76119
498	CORONA, ANTONIA	5001 QUEEN ANN DR	FOREST HILL, TX	76119
499	LOPEZ-ESPINOSA, JOSE C	5004 QUEEN ANN DR	FOREST HILL, TX	76119
500	TAYLOR, LARRY	5012 QUEEN ANN DR	FOREST HILL, TX	76119
501	GONZALEZ, RAUL	5116 QUEEN ANN DR	FOREST HILL, TX	76119
502	VAZQUEZ-HERNANDEZ, ROBERTO	5120 QUEEN ANN DR	FOREST HILL, TX	76119
503	WASHINGTON, BERNARD C	5121 QUEEN ANN DR	FOREST HILL, TX	76119
504	BUHL, CLARENCE	5129 QUEEN ANN DR	FOREST HILL, TX	76119
505	LOPEZ, CASTILLO	5101 QUEEN ANNE DR	FOREST HILL, TX	76119
506	NEGRETE, NORBERTO	6305 REGAL RD	FOREST HILL, TX	76119
507	VITOLAS, BENJAMIN	6308 REGAL RD	FOREST HILL, TX	76119
508	VARGAS, J REFUGIO	6317 REGAL RD	FOREST HILL, TX	76119
509	HERNANDEZ, VALERIANO	6400 REGAL RD	FOREST HILL, TX	76119
510	THOMAS, CHARLENE	6421 REGAL RD	FOREST HILL, TX	76119
511	PERRY-FLETCHER, MARSHA	4701 RICHARD ST	FOREST HILL, TX	76119
512	RHODES, JUNIOR	4708 RICHARD ST	FOREST HILL, TX	76119
513	SARABIA, JOSE R	4712 RICHARD ST	FOREST HILL, TX	76119
514	DE LEON, JUSTINO	4717 RICHARD ST	FOREST HILL, TX	76119
515	AGUIRRE, GERARDO	4720 RICHARD ST	FOREST HILL, TX	76119
516	MORALES, MARTIN A	4721 RICHARD ST	FOREST HILL, TX	76119
517	RAMIREZ, LEONEL	4724 RICHARD ST	FOREST HILL, TX	76119
518	GOODMAN, TAMEKAL	4729 RICHARD ST	FOREST HILL, TX	76119
519	PARKER, CRYSTOL D	4732 RICHARD ST	FOREST HILL, TX	76119
520	SALINAS, ROBERTO C	6300 ROYAL OAKS DR	FOREST HILL, TX	76119
521	FELTON, ROSE ANN	6308 ROYAL OAKS DR	FOREST HILL, TX	76119
522	BECTON, SANDRA	6316 ROYAL OAKS DR	FOREST HILL, TX	76119
523	HARRIS, HUGH	6316 ROYAL OAKS DR	FOREST HILL, TX	76119
524	MC GUIRE, BARBARA	6316 ROYAL OAKS DR	FOREST HILL, TX	76119
525	WALKER, ALBERTA BUNCH	6321 ROYAL OAKS DR	FOREST HILL, TX	76119
526	ROYAL, LINDA K	6324 ROYAL OAKS DR	FOREST HILL, TX	76119
527	ROSS, FRANCES	6329 ROYAL OAKS DR	FOREST HILL, TX	76119
528	LANGFORD, JANICE	6400 ROYAL OAKS DR	FOREST HILL, TX	76119

529	DECKARD, CASSANDRA TEAN	6409 ROYAL OAKS DR	FOREST HILL, TX	76119
530	HENRY, ALICE FAY	6505 ROYAL OAKS DR	FOREST HILL, TX	76119
531	AYALA, ANGEL	6304 SCOTSDALE DR	FOREST HILL, TX	76119
532	DAYE, MILDRED	6400 SCOTSDALE DR	FOREST HILL, TX	76119
533	GARCIA, BRYAN ALEJANDRO	6409 SCOTSDALE DR	FOREST HILL, TX	76119
534	RUIZ, RICARDO	6416 SCOTSDALE DR	FOREST HILL, TX	76119
535	SIMPSON, DELORES	6305 SCOTTSDALE DR	FOREST HILL, TX	76119
536	CARTER, KALVIN L	6312 SCOTTSDALE DR	FOREST HILL, TX	76119
537	JACKSON, JEVON	6337 SCOTTSDALE DR	FOREST HILL, TX	76119
538	DAVIS, KATHRYN	6424 SCOTTSDALE DR	FOREST HILL, TX	76119
539	GOMEZ, FILIBERTO	4740 SHADY HILL	FOREST HILL, TX	76119
540	MORENO, JOSE HECTOR	4701 SHADY HILL DR	FOREST HILL, TX	76119
541	HERRERA, FELIPE	4704 SHADY HILL DR	FOREST HILL, TX	76119
542	BREEDLOVE, D C	4705 SHADY HILL DR	FOREST HILL, TX	76119
543	GUILLEN, LORENZO	4708 SHADY HILL DR	FOREST HILL, TX	76119
544	RODRIGUEZ, LILIANA	4712 SHADY HILL DR	FOREST HILL, TX	76119
545	BROWNING, GENEVA D	4713 SHADY HILL DR	FOREST HILL, TX	76119
546	CAMPUZANO, CELESTINO	4716 SHADY HILL DR	FOREST HILL, TX	76119
547	WILSON, JAMES	4717 SHADY HILL DR	FOREST HILL, TX	76119
548	GARCIA, MIGUEL	4721 SHADY HILL DR	FOREST HILL, TX	76119
549	CRAIG, LEE ANN	4724 SHADY HILL DR	FOREST HILL, TX	76119
550	VARGAS, SHARON L	4736 SHADY HILL DR	FOREST HILL, TX	76119
551	MARSH, FRANKIE	4745 SHADY HILL DR	FOREST HILL, TX	76119
552	ALDABA, JOSE L	4749 SHADY HILL DR	FOREST HILL, TX	76119
553	FLORES, ROXY STARR	6501 SHADY HILL DR E	FOREST HILL, TX	76119
554	JARAMILLO, FIDEL JUAREZ	6505 SHADY HILL DR E	FOREST HILL, TX	76119
555	RODRIQUEZ, ANTONIO I	6525 SHADY HILL DR E	FOREST HILL, TX	76119
556	LEWIS, JANIE S	6300 SUELLEN LN	FOREST HILL, TX	76119
557	WILLIAMS, DORIS L	6304 SUELLEN LN	FOREST HILL, TX	76119
558	BURROWS, WILLIAM E	6308 SUELLEN LN	FOREST HILL, TX	76119
559	SMITH, DELILIA	6309 SUELLEN LN	FOREST HILL, TX	76119
560	GALVAN, ALVARO	6313 SUELLEN LN	FOREST HILL, TX	76119
561	CULTON, MARGARET PATRICIA EST	6317 SUELLEN LN	FOREST HILL, TX	76119
562	ABEL C POSADA	6320 SUELLEN LN	FOREST HILL, TX	76119
563	SMITH, RONALD	6324 SUELLEN LN	FOREST HILL, TX	76119
564	BROOKINS, WINIFRED S	6325 SUELLEN LN	FOREST HILL, TX	76119
565	ALCANTAR, RUBEN	6240 TWIN OAKS DR	FOREST HILL, TX	76119
566	ZAPATA, E A	6521 YORKSHIRE DR	FOREST HILL, TX	76119
567	FOURSQUARE INVESTMENTS LP	PO BOX 26806	FOREST HILL, TX	76126
568	DUNNAGAN, SHERRY FRAN	6806 ANGLIN DR	FOREST HILL, TX	76140
569	LONESTAR LANDSCAPE DFW LLC	6807 ANGLIN DR	FOREST HILL, TX	76140
570	SALINAS, JAVIER	3404 ANMAR CT	FOREST HILL, TX	76140
571	COLD STORAGE MAINTENANCE INC	4803 CENTURY DR	FOREST HILL, TX	76140
572	COLDSTORAGE MAINTENANCE INC	4803 CENTURY DR	FOREST HILL, TX	76140
573	FOREST HILL CHURCH OF CHRIST	3916 FOREST HILL CIR	FOREST HILL, TX	76140
574	AIR BALANCING COMPANY INC	4607 FOREST HILL CIR	FOREST HILL, TX	76140
575	GOMEZ, SANDRO	4716 FOREST HILL CIR	FOREST HILL, TX	76140
576	PARIS, MAURICE	4809 FOREST HILL CIR	FOREST HILL, TX	76140
577	HORTON, RICKY	5101 GLEN CT	FOREST HILL, TX	76140
578	SALINAS, ADRIAN	6900 KNOB HILL RD	FOREST HILL, TX	76140
579	VASQUEZ, BIANCA	6505 MAURICE CT	FOREST HILL, TX	76140
580	VELAZQUEZ-HERRERA, JOSE J	4621 PARKWOOD DR	FOREST HILL, TX	76140
581	SAVOY PROPERTIES LLC	5144 SE LOOP 820	FOREST HILL, TX	76140
582	VAZQUEZ GOMEZ, BERNARDINO	6504 TINA CT	FOREST HILL, TX	76140
583	CHANDLER, NORVELLA H	6505 TINA CT	FOREST HILL, TX	76140
584	PEREZ, JOSE	6620 TRAILWOOD DR	FOREST HILL, TX	76140
585	MCCURIN, ANGELA M	6628 TRAILWOOD DR	FOREST HILL, TX	76140
586	WHITLOW, MARY A	6700 TRAILWOOD DR	FOREST HILL, TX	76140
587	RESENDIZ, JOSE	6709 TRAILWOOD DR	FOREST HILL, TX	76140
588	BROOKINS, VICTOR L	6720 TRAILWOOD DR	FOREST HILL, TX	76140
589	HENDERSON, BARBARA	6725 TRAILWOOD DR	FOREST HILL, TX	76140
590	BUNCH, BRENDA	6732 TRAILWOOD DR	FOREST HILL, TX	76140
591	RODRIGUEZ, VICENTE	6808 TRAILWOOD DR	FOREST HILL, TX	76140
592	MANNING, ARLENE	6812 TRAILWOOD DR	FOREST HILL, TX	76140
593	JONES, SHIRLEY M	6820 TRAILWOOD DR	FOREST HILL, TX	76140

594	BALDERRAMA, VIRGINIA	4709 WOODVIEW LN	FOREST HILL, TX	76140
595	HERNANDEZ, ARTURO	4712 WOODVIEW LN	FOREST HILL, TX	76140
596	HERNANDEZ, ARTURO	4716 WOODVIEW LN	FOREST HILL, TX	76140
597	BRETADO, RAQUEL	4721 WOODVIEW LN	FOREST HILL, TX	76140
598	COX, BILLIE JEAN	4700 WOODY LN	FOREST HILL, TX	76140
599	VEGA, JUAN R	4705 WOODY LN	FOREST HILL, TX	76140
600	HESTLE, ALFRED	4716 WOODY LN	FOREST HILL, TX	76140
601	RODRIGUEZ, CRISTOBAL	4717 WOODY LN	FOREST HILL, TX	76140
602	METAL ROOFS OF TEXAS	4809 CENTURY DR	FOREST HILL, TX	76147
603	ENDEAVOR ACQUISITIONS LLC	515 HOUSTON ST # 500	FORT WORTH, TX	76102
604	TOTAL E&P USA REAL ESTATE LLC	PO BOX 17180	FORT WORTH, TX	76102
605	WILES, PATSY BLACK	601 N Park Blvd. Apt 2002	Grapevine, TX	76051
606	B SMITH LLC	3000 E LANCASTER AVE	FORT WORTH, TX	76103
607	LYNE REALTY LP	2201 SCOTT AVE	FORT WORTH, TX	76103
608	PREFERRED PUMP & EQUIP LP	2201 SCOTT AVE STE 100	FORT WORTH, TX	76103
609	VALDES, BRYAN	1025 ANN ST	FORT WORTH, TX	76104
610	HICKS, DONALD L	1421 E ALLEN AVE	FORT WORTH, TX	76104
611	LOWE, BRIAN	1100 E BOWIE ST	FORT WORTH, TX	76104
612	HEB HOMES LLC	1001 S MAIN ST STE 251	FORT WORTH, TX	76104
613	EXLEY, CHARLES	545 S RIVERSIDE DR	FORT WORTH, TX	76104
614	TUCKER, CHERRIE	4620 I AVE	FORT WORTH, TX	76105
615	VASQUEZ, JOSE	3430 MILLET AVE	FORT WORTH, TX	76105
616	SALAZAR, REFUGIO	1917 S HUGHES AVE	FORT WORTH, TX	76105
617	KIRTLEY, MELISSA A	4601 CRESTLINE RD	FORT WORTH, TX	76107
618	MENDEZ, ROBERTO A	5735 PERSHING AVE	FORT WORTH, TX	76107
619	LLEWELLYN REALTY LP	3535 W 7TH ST	FORT WORTH, TX	76107
620	AVOCET VENTURES LP	4114 W VICKERY BLVD	FORT WORTH, TX	76107
621	CHAUHAN, SAVANT S	164 ALTA MESA DR	FORT WORTH, TX	76108
622	CLC INC	555 N GRANTS LN	FORT WORTH, TX	76108
623	VEGA, EFRAIN	4800 Island Cir	FORT WORTH, TX	76108
624	TARRANT ASSURANCE RESIDENTIAL	3113 S UNIVERSITY DR STE 600	FORT WORTH, TX	76137
625	BUSTED STUMP LP	905 DORAL DR	FORT WORTH, TX	76112
626	BOONE, NORRIS	6617 GARY LN	FORT WORTH, TX	76112
627	BROWN, GILBERT	7437 SANDYWOODS CT	FORT WORTH, TX	76112
628	HALE, JAMES GREGORY	2321 STARK ST	FORT WORTH, TX	76112
629	COX, ERNEST	2405 TIERNEY RD	FORT WORTH, TX	76112
630	NUNO, MARIA	4725 WOODVIEW LN	FORT WORTH, TX	76112
631	TETENS, NANCY	801 GUSTAVE ST	FORT WORTH, TX	76114
632	KING, RUSTY	PO BOX 10061	FORT WORTH, TX	76114
633	CASUL INC	PO BOX 60514	FORT WORTH, TX	76115
635	CONTI PARTNERS LTD	6913 CAMP BOWIE BLVD STE 157	FORT WORTH, TX	76116
636	WIGGINS, MILDRED C	6967 PINON ST	FORT WORTH, TX	76116
637	SANDERS, TRINA	1408 CARSON ST	FORT WORTH, TX	76117
638	DUNKELBERG, JANE	5829 TOURIST DR	FORT WORTH, TX	76117
639	JB-YOUNG LLC	2330 GRAVEL DR	FORT WORTH, TX	76118
641	YOUNG, DAISY	4712 ALANDALE DR	FORT WORTH, TX	76119
642	MALONE, MELVIN	4713 ALANDALE DR	FORT WORTH, TX	76119
643	MILES, JAMES EDWARD	4716 ALANDALE DR	FORT WORTH, TX	76119
644	YARBOROUGH, DELORES	4721 ALANDALE DR	FORT WORTH, TX	76119
645	MORENA, JUAN	4724 ALANDALE DR	FORT WORTH, TX	76119
646	DE LA ROSA, JUAN	4729 ALANDALE DR	FORT WORTH, TX	76119
647	BLACKMAN, GEORGE	4732 ALANDALE DR	FORT WORTH, TX	76119
648	DAVIS, MARY E	4733 ALANDALE DR	FORT WORTH, TX	76119
649	JIMENEZ, FRANCES	4740 ALANDALE DR	FORT WORTH, TX	76119
650	GUERRERO, LEOBARDO	4800 ALANDALE DR	FORT WORTH, TX	76119
651	FLENNOY, GLORIA JEAN	4804 ALANDALE DR	FORT WORTH, TX	76119
652	ESCALANTE, FRANCISCO	4808 ALANDALE DR	FORT WORTH, TX	76119
653	VEGA GONZALEZ, JESUS	4809 ALANDALE DR	FORT WORTH, TX	76119
654	TREJO, CESAR	4817 ALANDALE DR	FORT WORTH, TX	76119
655	TURNING POINT ENTERPRISES LLC	4821 ALANDALE DR	FORT WORTH, TX	76119
656	MOON, DONALD	4829 ALANDALE DR	FORT WORTH, TX	76119
657	MOON, E	4829 ALANDALE DR	FORT WORTH, TX	76119
658	WALKER, HAZEL A	4900 ALANDALE DR	FORT WORTH, TX	76119
659	EASTER, ALTON E	4901 ALANDALE DR	FORT WORTH, TX	76119
660	RICE, ROXIE FAYE	4908 ALANDALE DR	FORT WORTH, TX	76119

661	EASTERLING, LINDA D	4909 ALANDALE DR	FORT WORTH, TX	76119
662	JOSEPH, SHIRETHA R	4912 ALANDALE DR	FORT WORTH, TX	76119
663	BROWN, ARTHUR G	4921 ALANDALE DR	FORT WORTH, TX	76119
664	GENERAL WAREHOUSEMEN & HELPERS	6109 ANGLIN DR	FORT WORTH, TX	76119
665	TEAMSTERS LOCAL UNION 767	6109 ANGLIN DR	FORT WORTH, TX	76119
666	CLC INC	6220 ANGLIN DR	FORT WORTH, TX	76119
667	LOPEZ, YAJAIRA	6301 ANGLIN DR	FORT WORTH, TX	76119
668	BALTAZAR, JUANA	6305 ANGLIN DR	FORT WORTH, TX	76119
669	WESTBROOK, JUDY SARLOW	6313 ANGLIN DR	FORT WORTH, TX	76119
670	ESQUIVIAS, TERESA	6317 ANGLIN DR	FORT WORTH, TX	76119
671	ETHERIDGE, BARBARA ANN	6325 ANGLIN DR	FORT WORTH, TX	76119
672	OLVERA, JOSE L	6600 ANGLIN DR	FORT WORTH, TX	76119
673	MOODY, JACKIE L	6602 ANGLIN DR	FORT WORTH, TX	76119
674	MARTINEZ, JOSE	3860 BRAMBLETON PL	FORT WORTH, TX	76119
675	STOWE, ELDON R	3643 CARDINAL RDG	FORT WORTH, TX	76119
676	JOHNSON, CHELSEA	3328 CENTENNIAL RD	FORT WORTH, TX	76119
677	DEAN, KEYANDRA	3332 CENTENNIAL RD	FORT WORTH, TX	76119
678	JOHNSON, YOLONDA	3336 CENTENNIAL RD	FORT WORTH, TX	76119
679	YOUNG, MELVIN	3340 CENTENNIAL RD	FORT WORTH, TX	76119
680	SPENCER, PAUL W	3344 CENTENNIAL RD	FORT WORTH, TX	76119
681	BAILEY, DONALD W	6327 CRAWFORD LN E	FORT WORTH, TX	76119
682	OCHOA, JAVIER M	4709 DORSEY ST	FORT WORTH, TX	76119
683	JOHNSON, TILLIE V	4712 DORSEY ST	FORT WORTH, TX	76119
684	HERNANDEZ, RIGOBERTO	4713 DORSEY ST	FORT WORTH, TX	76119
685	THOMPSON, GLENDA GAIL	4717 DORSEY ST	FORT WORTH, TX	76119
686	DOWNES, JAMES R	4720 DORSEY ST	FORT WORTH, TX	76119
687	WATSON, MARY LEE BOONE	4721 DORSEY ST	FORT WORTH, TX	76119
688	DAVIS, PAULA J	4724 DORSEY ST	FORT WORTH, TX	76119
689	DREWERY, HOWARD	4728 DORSEY ST	FORT WORTH, TX	76119
690	WOODS, GABRIELE	4732 DORSEY ST	FORT WORTH, TX	76119
691	LYLE, ROY D	4736 DORSEY ST	FORT WORTH, TX	76119
692	BARBOSA, MIGUEL	4737 DORSEY ST	FORT WORTH, TX	76119
693	ARFMAN, MABLE LEACH	4749 DORSEY ST	FORT WORTH, TX	76119
694	GOMEZ, MARTIN	4800 DORSEY ST	FORT WORTH, TX	76119
695	PATEL, VISHAL	4801 DORSEY ST	FORT WORTH, TX	76119
696	SHIRLEY, L J	4809 DORSEY ST	FORT WORTH, TX	76119
697	GONZALEZ, ROSALBA	4817 DORSEY ST	FORT WORTH, TX	76119
698	ROBERSON, NICOLE L	4825 DORSEY ST	FORT WORTH, TX	76119
699	CEARLEY, WILLIAM DWAYNE	4829 DORSEY ST	FORT WORTH, TX	76119
700	HEALTHCORE SYSTEM MANAGMENT LL	4607 E CALIFORNIA PKWY	FORT WORTH, TX	76119
701	LOWE, DARLENE ANN	4621 E CALIFORNIA PKWY	FORT WORTH, TX	76119
702	THOMPSON, EUGENE E	4629 E CALIFORNIA PKWY	FORT WORTH, TX	76119
703	SANDERS, ANDREW JAMES	4635 E CALIFORNIA PKWY	FORT WORTH, TX	76119
704	SALVADOR, CORNELIO	4713 E CALIFORNIA PKWY	FORT WORTH, TX	76119
705	BISCHOFF, F M	4717 E CALIFORNIA PKWY	FORT WORTH, TX	76119
706	ALLEN, DOUGLAS	4725 E CALIFORNIA PKWY	FORT WORTH, TX	76119
707	MOORE, JUANA M	4729 E CALIFORNIA PKWY	FORT WORTH, TX	76119
708	HARDEN, ELLA JEAN HOLIDAY	4733 E CALIFORNIA PKWY	FORT WORTH, TX	76119
709	RODRIGUEZ, VICENTE	4737 E CALIFORNIA PKWY	FORT WORTH, TX	76119
710	ROSAS, SALVADOR JOSE	4741 E CALIFORNIA PKWY	FORT WORTH, TX	76119
711	WILLSIGN INC	3933 E CALIFORNIA PKWY STE C	FORT WORTH, TX	76119
712	LANE, LOIS	5921 ELIZABETH NICHOLE LN APT	FORT WORTH, TX	76119
713	JACKSON, CHARLES ETTA	6405 EMBASSY DR	FORT WORTH, TX	76119
714	ARMSTEAD, GRACIE	6416 EMBASSY DR	FORT WORTH, TX	76119
715	ARMSTEAD, SAMUEL	6416 EMBASSY DR	FORT WORTH, TX	76119
716	WASIK, MARGARET M	6421 EMBASSY DR	FORT WORTH, TX	76119
717	HERRERA, JULIAN	6424 EMBASSY DR	FORT WORTH, TX	76119
718	LEWIS, WILLIAM	6520 EVONSHIRE DR	FORT WORTH, TX	76119
719	MUNOZ, CRISTAL	4701 FOREST KNOLL DR	FORT WORTH, TX	76119
720	HOOKS, GEORGE L	4709 FOREST KNOLL DR	FORT WORTH, TX	76119
721	BRANTLEY, HARRIETT	4716 FOREST KNOLL DR	FORT WORTH, TX	76119
722	ZUNIGA, JUAN CANDIDO	4717 FOREST KNOLL DR	FORT WORTH, TX	76119
723	MARTINEZ, ARMANDO R	4705 FOREST WOOD DR	FORT WORTH, TX	76119
724	BROWN, ANTHONY L	4712 FOREST WOOD DR	FORT WORTH, TX	76119
725	GOLDSMITH, CURTIS	4713 FOREST WOOD DR	FORT WORTH, TX	76119

726	STANFIELD, STEVEN	4729 FOREST WOOD DR	FORT WORTH, TX	76119
727	ANDERSON, RUBY D	4737 FOREST WOOD DR	FORT WORTH, TX	76119
728	VENEVONGSOS, PHOUANGMANY	4725 FORESTWOOD DR	FORT WORTH, TX	76119
729	HINOJOSA, EDUARDO	6337 HARTMAN RD	FORT WORTH, TX	76119
730	DELAPAZ, FERNANDO	4616 LEONARD ST	FORT WORTH, TX	76119
731	WILLIAMS, NELSON	4701 LEONARD ST	FORT WORTH, TX	76119
732	BROWN, CYNTHIA LOUISE HICKS	4704 LEONARD ST	FORT WORTH, TX	76119
733	FAULKNER, CLARA FRANCES	4712 LEONARD ST	FORT WORTH, TX	76119
734	MARTINEZ, ARTURO	4713 LEONARD ST	FORT WORTH, TX	76119
735	FELDER, PRESTON	4716 LEONARD ST	FORT WORTH, TX	76119
736	HARVEY, DAPHNE D	4729 LEONARD ST	FORT WORTH, TX	76119
737	SANCHEZ, MONICA	4737 LEONARD ST	FORT WORTH, TX	76119
738	LYONS, PAMELA	4741 LEONARD ST	FORT WORTH, TX	76119
739	AGUILAR, LETICIA	6028 MAIDEN LN	FORT WORTH, TX	76119
740	BURNETT, MARVIN L	4700 MARSHALL ST	FORT WORTH, TX	76119
741	STRAWTHER, KELSO LEON	4701 MARSHALL ST	FORT WORTH, TX	76119
742	JUAREZ, CRUZ C	4704 MARSHALL ST	FORT WORTH, TX	76119
743	BUSTOS, JESUS A	4717 MARSHALL ST	FORT WORTH, TX	76119
744	HARTFIELD, IVANETTA	4724 MARSHALL ST	FORT WORTH, TX	76119
745	BAYLOR, JOHNNY R	4725 MARSHALL ST	FORT WORTH, TX	76119
746	FOSTER, SHEILA KAY	4728 MARSHALL ST	FORT WORTH, TX	76119
747	CHANDLER, BOBBY L	4732 MARSHALL ST	FORT WORTH, TX	76119
748	HEREDIA, VENTURA	4736 MARSHALL ST	FORT WORTH, TX	76119
749	HESLIP, HERMAN EST	4737 MARSHALL ST	FORT WORTH, TX	76119
750	TOOMER, ROBERT T	4741 MARSHALL ST	FORT WORTH, TX	76119
751	JACKSON, WINNIE L	4744 MARSHALL ST	FORT WORTH, TX	76119
752	NEWSOME, LYNN	4745 MARSHALL ST	FORT WORTH, TX	76119
753	ALONZO, HARDY	4749 MARSHALL ST	FORT WORTH, TX	76119
754	WESLEY, RONALD C	4752 MARSHALL ST	FORT WORTH, TX	76119
755	WASHINGTON, OLIVIA	4761 MARSHALL ST	FORT WORTH, TX	76119
756	STEWART, DAVID P	4800 MARSHALL ST	FORT WORTH, TX	76119
757	CLARK, JAMES	4809 MARSHALL ST	FORT WORTH, TX	76119
758	MAXWELL, KAREN IVY	4813 MARSHALL ST	FORT WORTH, TX	76119
759	HORD, JACKEY LYNN	4820 MARSHALL ST	FORT WORTH, TX	76119
760	NESBITT, BYRON L	4825 MARSHALL ST	FORT WORTH, TX	76119
761	LOPEZ, JOSE ANTONIO	4013 MARTIN ST	FORT WORTH, TX	76119
762	SLOAN, KEVIN G	4705 MATTHEWS CT	FORT WORTH, TX	76119
763	PHILLIPS, GLINDA WOOTEN	4708 MATTHEWS CT	FORT WORTH, TX	76119
764	LEE, LEOLA	4716 MATTHEWS CT	FORT WORTH, TX	76119
765	SMITH, STEVEY W	4717 MATTHEWS CT	FORT WORTH, TX	76119
766	CARTER, EVELYN	4724 MATTHEWS CT	FORT WORTH, TX	76119
767	HERRERA, GUILLERMO	4725 MATTHEWS CT	FORT WORTH, TX	76119
768	LARKIN, TRACY	4728 MATTHEWS CT	FORT WORTH, TX	76119
769	MCKELLAR, ADGRIAN	4708 MELINDA DR	FORT WORTH, TX	76119
770	MASCORRO, MARTIN	4712 MELINDA DR	FORT WORTH, TX	76119
771	ALLMON, WANDA	4716 MELINDA DR	FORT WORTH, TX	76119
772	MATHIS, JAMES NOEL	4725 MELINDA DR	FORT WORTH, TX	76119
773	VILLANUEVA, ATANACIO	4732 MELINDA DR	FORT WORTH, TX	76119
774	VEGA, EFRAIN	4736 MELINDA DR	FORT WORTH, TX	76119
775	RAMIREZ, RAMON	4744 MELINDA DR	FORT WORTH, TX	76119
776	WALKER, LORAINE SATCHELL	4801 MELINDA DR	FORT WORTH, TX	76119
777	RUIZ, DONACIANO	4804 MELINDA DR	FORT WORTH, TX	76119
778	MONTGOMERY, CYNTHIA	4809 MELINDA DR	FORT WORTH, TX	76119
779	PATRICIO, JESUS	4812 MELINDA DR	FORT WORTH, TX	76119
780	HOOD, BILLIE JEAN	4816 MELINDA DR	FORT WORTH, TX	76119
781	MACIAS, ANTHONY S	4824 MELINDA DR	FORT WORTH, TX	76119
782	JAIME, MAURICIO JAIME	4825 MELINDA DR	FORT WORTH, TX	76119
783	VELASQUEZ, JOSE SANTOS	4828 MELINDA DR	FORT WORTH, TX	76119
784	VITOLAS, BENJAMIN	4917 MELINDA DR	FORT WORTH, TX	76119
785	RODRIGUEZ, MIGUEL A	4921 MELINDA DR	FORT WORTH, TX	76119
786	KELLY, RICKIE L	5000 MELINDA DR	FORT WORTH, TX	76119
787	HUDSPETH, LEE A	5004 MELINDA DR	FORT WORTH, TX	76119
789	ZAMARRON, MARIE ELENA	5008 MELINDA DR	FORT WORTH, TX	76119
790	CONDE, HERIBERTO	6305 MELINDA DR	FORT WORTH, TX	76119
791	BUTLER, DOROTHY J	6308 MELINDA DR	FORT WORTH, TX	76119

792	ROSS, LATOYA	6309 MELINDA DR	FORT WORTH, TX	76119
793	JACKSON, JOE LEE	6340 MELINDA DR	FORT WORTH, TX	76119
794	CARTER, NATHAN G	6341 MELINDA DR	FORT WORTH, TX	76119
795	CLAYTON, ALVIN N	6400 MELINDA DR	FORT WORTH, TX	76119
796	COLLARD, DAVID	6409 MELINDA DR	FORT WORTH, TX	76119
797	WALKER, CARL OTIS	6413 MELINDA DR	FORT WORTH, TX	76119
798	SMITH, JIMMY E	6416 MELINDA DR	FORT WORTH, TX	76119
799	VERNON, STEVEN	6417 MELINDA DR	FORT WORTH, TX	76119
800	EVANS, BILLY R	6421 MELINDA DR	FORT WORTH, TX	76119
801	MARTIN, JUDY ANN	6425 MELINDA DR	FORT WORTH, TX	76119
802	SINGLETON, RODERICK	6429 MELINDA DR	FORT WORTH, TX	76119
803	SOWELS, SECRET E	6504 MELINDA DR	FORT WORTH, TX	76119
804	MEJIA, ELPIDIO	6505 MELINDA DR	FORT WORTH, TX	76119
805	STANLEY, LOUISE	6508 MELINDA DR	FORT WORTH, TX	76119
806	JOHNSON, THOMAS	6509 MELINDA DR	FORT WORTH, TX	76119
807	ALCANTAR, GEORGE A.	6517 MELINDA DR	FORT WORTH, TX	76119
808	HAIGHT, GERRY	4825 PACKARD CT STE C	FORT WORTH, TX	76119
809	BROWN, DANIEL O	PO BOX 15164	FORT WORTH, TX	76119
810	FOREST HILL UNITED METH CH	PO BOX 15605	FORT WORTH, TX	76119
811	BROOKS, JOHN H	PO BOX 19029	FORT WORTH, TX	76119
813	QUAINOO, ISAAC	5000 QUEEN ANN DR	FORT WORTH, TX	76119
814	PORTLEY, LOIS	5005 QUEEN ANN DR	FORT WORTH, TX	76119
815	MCCOY, DIANA FAYE	5009 QUEEN ANN DR	FORT WORTH, TX	76119
816	JOHNSON, WILLIE	5013 QUEEN ANN DR	FORT WORTH, TX	76119
817	WALKER, DARRYL	5100 QUEEN ANN DR	FORT WORTH, TX	76119
818	GARCIA, JOSE LUIS	5105 QUEEN ANN DR	FORT WORTH, TX	76119
819	SIMMONS, CAROLYN	5108 QUEEN ANN DR	FORT WORTH, TX	76119
820	SIMMONS, LOUELLA	5108 QUEEN ANN DR	FORT WORTH, TX	76119
821	HICKMON, BENNY RAY	5113 QUEEN ANN DR	FORT WORTH, TX	76119
822	MITCHELL, TIMOTHY MARK	5125 QUEEN ANN DR	FORT WORTH, TX	76119
823	ROSE, CARLA DENISE	5128 QUEEN ANN DR	FORT WORTH, TX	76119
824	PIERCE, ANN B	6301 REGAL RD	FORT WORTH, TX	76119
825	BENTHALL, HELEN	6304 REGAL RD	FORT WORTH, TX	76119
826	LYNCH, OCIE LEE	6312 REGAL RD	FORT WORTH, TX	76119
827	MCCLARTY, CATHY E	6313 REGAL RD	FORT WORTH, TX	76119
828	DAVIS, JOYCE R	6320 REGAL RD	FORT WORTH, TX	76119
829	HOMER, CARDELL	6409 REGAL RD	FORT WORTH, TX	76119
830	LEE, VERNON R	6412 REGAL RD	FORT WORTH, TX	76119
831	ROGERS, ERMA	6413 REGAL RD	FORT WORTH, TX	76119
832	HERRING, ALFRED H	6416 REGAL RD	FORT WORTH, TX	76119
833	FROST, MARK MONTGOMERY	6417 REGAL RD	FORT WORTH, TX	76119
834	MARKHAM, BILLY B	4700 RICHARD ST	FORT WORTH, TX	76119
835	TRUDGEN, JIMMIE D	4705 RICHARD ST	FORT WORTH, TX	76119
836	LUERA, LAWRENCE	4709 RICHARD ST	FORT WORTH, TX	76119
837	AVILA, EMILY	4713 RICHARD ST	FORT WORTH, TX	76119
838	GONZALEZ, ARMANDO MANUEL	4733 RICHARD ST	FORT WORTH, TX	76119
839	MARINES, RAUL	4736 RICHARD ST	FORT WORTH, TX	76119
840	HERNANDEZ, DAVID C	4737 RICHARD ST	FORT WORTH, TX	76119
841	ALMANZA, JUAN F F	4740 RICHARD ST	FORT WORTH, TX	76119
842	OCAMPO, ROSA MIRIAM	4744 RICHARD ST	FORT WORTH, TX	76119
843	THOMPSON, MAECILE H	4748 RICHARD ST	FORT WORTH, TX	76119
844	BARRETT, THOMAS	6301 ROYAL OAKS DR	FORT WORTH, TX	76119
845	DAVIS, MARCUS	6304 ROYAL OAKS DR	FORT WORTH, TX	76119
846	WILLIS, MELVIN JEAN	6309 ROYAL OAKS DR	FORT WORTH, TX	76119
847	POLK, SAMUEL CHARLES	6312 ROYAL OAKS DR	FORT WORTH, TX	76119
848	PETERSON, JAMES C	6317 ROYAL OAKS DR	FORT WORTH, TX	76119
849	FERRER, SERGIO	6320 ROYAL OAKS DR	FORT WORTH, TX	76119
850	GARCIA, JOSE	6401 ROYAL OAKS DR	FORT WORTH, TX	76119
851	BISHOP, MARTIN E	6404 ROYAL OAKS DR	FORT WORTH, TX	76119
852	KING, EVELYN F	6405 ROYAL OAKS DR	FORT WORTH, TX	76119
853	MCAFEE, RAY F	6408 ROYAL OAKS DR	FORT WORTH, TX	76119
854	SMITH, ADELL	6501 ROYAL OAKS DR	FORT WORTH, TX	76119
855	HOWARD, SADIE J	6517 ROYAL OAKS DR	FORT WORTH, TX	76119
856	MEJIA, FRANCISCO	6316 SCOTSDALE DR	FORT WORTH, TX	76119
857	LAM, DANH	6324 SCOTSDALE DR	FORT WORTH, TX	76119

858	HURTADO, MANUEL VERA	6329 SCOTSDALE DR	FORT WORTH, TX	76119
859	SIPHO, JONAS	6333 SCOTSDALE DR	FORT WORTH, TX	76119
860	SMITH, ASHLEY	6401 SCOTSDALE DR	FORT WORTH, TX	76119
861	MATTHEWS, DOROTHY	6308 SCOTTSDALE DR	FORT WORTH, TX	76119
862	PARRAMORE, MILFORD L	6313 SCOTTSDALE DR	FORT WORTH, TX	76119
863	MCCRAY, WILL R	6320 SCOTTSDALE DR	FORT WORTH, TX	76119
864	MALONE, RHONDA A	6325 SCOTTSDALE DR	FORT WORTH, TX	76119
865	ROBERSON, TONY A	6404 SCOTTSDALE DR	FORT WORTH, TX	76119
866	HILL, LOUISE	6405 SCOTTSDALE DR	FORT WORTH, TX	76119
867	GALVAN, MARIA ANGELES	6412 SCOTTSDALE DR	FORT WORTH, TX	76119
868	GALLARDO, ARMANDO LOPEZ	6413 SCOTTSDALE DR	FORT WORTH, TX	76119
869	GOLDSBY, RAYMOND	6500 SCOTTSDALE DR	FORT WORTH, TX	76119
870	COOK, MICHELLE R	4709 SHADY HILL DR	FORT WORTH, TX	76119
871	HOLIDAY, CHARLES	4720 SHADY HILL DR	FORT WORTH, TX	76119
872	HOOKS, SHELLA F	4725 SHADY HILL DR	FORT WORTH, TX	76119
873	BECERRA, JOSE L	4732 SHADY HILL DR	FORT WORTH, TX	76119
874	MARTINEZ, ROBERTO	4733 SHADY HILL DR	FORT WORTH, TX	76119
875	MORENO, JOSE	4741 SHADY HILL DR	FORT WORTH, TX	76119
876	BECERRA, LILIA	4737 SHADY HILL DR E	FORT WORTH, TX	76119
877	ROBLES, ISIDRO CARRILLO	6509 SHADY HILL DR E	FORT WORTH, TX	76119
878	CANTU, JOSE A	6513 SHADY HILL DR E	FORT WORTH, TX	76119
879	NIEDERMANN, ELDON R	6517 SHADY HILL DR E	FORT WORTH, TX	76119
880	HOUSTON, MARVIN	6521 SHADY HILL DR E	FORT WORTH, TX	76119
881	LANE, KASHANDA	6533 SHADY HILL DR E	FORT WORTH, TX	76119
882	VILLEGAS, FELIPE	5436 VESTA FARLEY RD	FORT WORTH, TX	76119
883	MELLO, DEBRA G	6237 WANDA LN	FORT WORTH, TX	76119
884	VARGAS, OSCAR E	713 SANDY TR	FORT WORTH, TX	76120
885	BAUER, ROBERT	7529 BLUE SAGE CIR	FORT WORTH, TX	76123
886	JACKSON, RUDOLPH	7960 BUTTERCUP CIR N	FORT WORTH, TX	76123
887	BECERRA, ALBARO	3204 GETTYSBURG DR	FORT WORTH, TX	76123
888	THE CAT LLC	3204 GETTYSBURG DR	FORT WORTH, TX	76123
889	TATUM, JIMMY A	4336 LAKE STONE TR	FORT WORTH, TX	76123
890	BHOGAL, KULVIR	4441 MALLOW OAK DR	FORT WORTH, TX	76123
891	MUSOLE SPRINGS LLC SERIES 6309	5412 MEADOW VALLEY DR	FORT WORTH, TX	76123
892	MUSOLE SPRINGS LLC SERIES 6420	5412 MEADOW VALLEY DR	FORT WORTH, TX	76123
893	MUSOLE SPRINGS LLC SERIES 6509	5412 MEADOW VALLEY DR	FORT WORTH, TX	76123
894	MUSOLE SPRINGS LLC SERIES 6512	5412 MEADOW VALLEY DR	FORT WORTH, TX	76123
895	MUSOLE SPRINGS LLC SERIES 6513	5412 MEADOW VALLEY DR	FORT WORTH, TX	76123
896	TABE, CAROLINE	5412 MEADOW VALLEY DR	FORT WORTH, TX	76123
897	BAKER, LEONARD	5228 MEADOWLAND DR	FORT WORTH, TX	76123
898	DAY, RONALD	9104 QUARTER HORSE LN	FORT WORTH, TX	76123
899	VILLA, MARGARINA	3101 WOODLARK DR	FORT WORTH, TX	76123
902	MCCOWAN, MICHAEL W	PO BOX 8141	FORT WORTH, TX	76124
903	BARTON, JEFFREY	4038 RIDGLEA COUNTRY CLUB DR #	FORT WORTH, TX	76126
904	CAMPOS, ISIDRO	1941 CANYON RIDGE ST	FORT WORTH, TX	76131
906	DIXON, LORENZO J	6316 WALBURN CT	FORT WORTH, TX	76133
907	LOMAS, ABEL M	7111 HALLMARK DR S APT 239	FORT WORTH, TX	76134
908	HWP INVESTMENTS INC	6024 OLD HEMPHILL RD STE C	FORT WORTH, TX	76134
909	GARCIA, ERVEY	1107 SUNDERLAND CT	FORT WORTH, TX	76134
910	SERRANO, ERIC	2005 TIPPY TERR	FORT WORTH, TX	76134
911	TIP TOP RIDING CLUB	5464 WAYSIDE AVE	FORT WORTH, TX	76134
912	GONZALEZ, ISAIAS	6804 ANGLIN DR	FORT WORTH, TX	76140
913	TRAYLOR, LAURANCE	3421 CARRIAGE HILL DR	FORT WORTH, TX	76140
914	J WALES ENTERPRISES LLC	4809 CENTURY DR	FORT WORTH, TX	76140
915	GREEN, NATASHA	2620 CRIX LN	FORT WORTH, TX	76140
916	TEMPLE, VIEN	3909 FOREST HILL CIR	FORT WORTH, TX	76140
917	DEEDS, CHARLES S	4101 FOREST HILL CIR	FORT WORTH, TX	76140
918	HICKS, MARIANN	4423 FOREST HILL CIR	FORT WORTH, TX	76140
919	ACCESS OVERHEAD DOOR INC	4555 FOREST HILL CIR	FORT WORTH, TX	76140
920	FOREST HILL COMMUNITY BIBLE CH	4600 FOREST HILL CIR	FORT WORTH, TX	76140
921	FOREST HILL COMM BIBLE CHURCH	4604 FOREST HILL CIR	FORT WORTH, TX	76140
922	RENTERIA, ELIAS	4704 FOREST HILL CIR	FORT WORTH, TX	76140
923	GARCIA, ALFRED	4708 FOREST HILL CIR	FORT WORTH, TX	76140
924	BOUNDS, HENNESSEY	4712 FOREST HILL CIR	FORT WORTH, TX	76140
925	JUAREZ, HELADIO	4720 FOREST HILL CIR	FORT WORTH, TX	76140

927	TABOR, BUD C	6500 HARTMAN RD	FORT WORTH, TX	76140
928	RUIZ, YURIANA	6500 MAURICE CT	FORT WORTH, TX	76140
929	MCDOWELL, KEVIN	6501 MAURICE CT	FORT WORTH, TX	76140
930	CARIAS, MIRIAN FIDELINA R	421 N HANSBARGER ST	FORT WORTH, TX	76140
931	VASQUEZ, MARIO H	PO BOX 40006	FORT WORTH, TX	76140
932	SUMMERS, MARIAN	PO BOX 40095	FORT WORTH, TX	76140
933	MAJOR, JESSE	PO BOX 40194	FORT WORTH, TX	76140
934	GOLIGHTLY, ANTHONY T	PO BOX 40821	FORT WORTH, TX	76140
935	KING, AARON C EST	6500 ROSE CT	FORT WORTH, TX	76140
936	GOSS, SHEILA M	6504 ROSE CT	FORT WORTH, TX	76140
937	MUNOZ, JUAN CARLOS	3400 ROYAL CREST DR	FORT WORTH, TX	76140
938	GT LEASING LLC	4800 SE LOOP 820	FORT WORTH, TX	76140
939	WALLCO RETAINING WALLS INC	4800 SE LOOP 820	FORT WORTH, TX	76140
940	D & J NILES LTD PTNRSHIP	4808 SE LOOP 820	FORT WORTH, TX	76140
941	KOWCORP INC	4808 SE LOOP 820	FORT WORTH, TX	76140
942	COLEMAN METAL PRODUCTS CO	4820 SE LOOP 820	FORT WORTH, TX	76140
943	RACE PARTNERS	4820 SE LOOP 820	FORT WORTH, TX	76140
944	COUCH, RICHARD	5016 SE LOOP 820	FORT WORTH, TX	76140
945	ARTHUR HAGAR AIR CORP	5020 SE LOOP 820	FORT WORTH, TX	76140
946	TRDJ HOLDINGS LLC	5120 SE LOOP 820	FORT WORTH, TX	76140
947	SAVOY AMUSEMENTS INC	5144 SE LOOP 820	FORT WORTH, TX	76140
948	UNITED EDUCATORS ASSOCIATION	4900 SE LOOP 820 STE 204	FORT WORTH, TX	76140
949	ADVANCED BLENDING INC	5230 SE LOOP 820 STE A	FORT WORTH, TX	76140
950	GARDNER, GREG	3304 SE LOOP 820 STE B	FORT WORTH, TX	76140
951	WOODARD, WOGAN	6600 TRAILWOOD DR	FORT WORTH, TX	76140
952	KINDLES, JAMES A	6605 TRAILWOOD DR	FORT WORTH, TX	76140
953	GAITAN, JESUS	6608 TRAILWOOD DR	FORT WORTH, TX	76140
954	THOMPSON, SHELIA R	6609 TRAILWOOD DR	FORT WORTH, TX	76140
955	ORDORICA, ARMANDO	6612 TRAILWOOD DR	FORT WORTH, TX	76140
956	ADLAM, SEYMOUR	6621 TRAILWOOD DR	FORT WORTH, TX	76140
957	NUNLEY, ANJANETTE	6624 TRAILWOOD DR	FORT WORTH, TX	76140
958	SANDERS, LEE	6625 TRAILWOOD DR	FORT WORTH, TX	76140
959	PEREZ, JORGE	6704 TRAILWOOD DR	FORT WORTH, TX	76140
960	RODRIGUEZ-CASTRO, FRANCISCO	6708 TRAILWOOD DR	FORT WORTH, TX	76140
961	WHETSTONE, JOHN	6716 TRAILWOOD DR	FORT WORTH, TX	76140
962	WARE, CEASAR	6717 TRAILWOOD DR	FORT WORTH, TX	76140
963	HUMPHRIES, TERRY LYNN	6721 TRAILWOOD DR	FORT WORTH, TX	76140
964	GUY, TOMMY LEROY	6728 TRAILWOOD DR	FORT WORTH, TX	76140
965	BALDERRAMA, JESUS	6804 TRAILWOOD DR	FORT WORTH, TX	76140
966	SMITHHART, T E	4704 WOODVIEW LN	FORT WORTH, TX	76140
967	BELL, DEZMAN	4705 WOODVIEW LN	FORT WORTH, TX	76140
968	JIMERSON, HORACE	4713 WOODVIEW LN	FORT WORTH, TX	76140
969	HERNANDEZ, ARTURO J	4716 WOODVIEW LN	FORT WORTH, TX	76140
970	THOMAS, ANITA	4720 WOODVIEW LN	FORT WORTH, TX	76140
971	GONZALEZ, ISAIAS	4708 WOODY LN	FORT WORTH, TX	76140
972	FLORES, JONATHAN	4712 WOODY LN	FORT WORTH, TX	76140
973	CONEY, MARIE	4713 WOODY LN	FORT WORTH, TX	76140
974	RIVERA, WALTER	4720 WOODY LN	FORT WORTH, TX	76140
975	RODRIGUEZ, ISAAC	4721 WOODY LN	FORT WORTH, TX	76140
976	JOHNSON, PAMELA DENISE	4724 WOODY LN	FORT WORTH, TX	76140
977	RWWM LTD	PO BOX 16190	FORT WORTH, TX	76162
979	EDMON, JANET L	8720 GOLDEN SUNSET TR	FORT WORTH, TX	76244
980	AMERICAN INTL CHEMICAL INC	135 NEWBURY ST	FRAMINGHAM, MA	01701
981	FORT WORTH, CITY OF	200 TEXAS ST	FT WORTH, TX	76102
982	THE BEARDEN CORPORATION	PO BOX 2384	GEORGETOWN, TX	78627
983	CORINTHIAN REAL ESTATE INVEST	15860 W 5TH AVE	GOLDEN, CO	80401
984	MKHAIL, JOHN	3016 HOBBLE CT	GRAND PRAIRIE, TX	75052
985	PHAN, NGOC	3128 PASIO	GRAND PRAIRIE, TX	75054
986	HERNANDEZ, JOEL	PO BOX 105	GRANDVIEW, TX	76050
988	DUNKELBERG, NANCY	5829 TOURIST DR	HALTOM CITY, TX	76117
989	DALLAS CAPITAL LAND TRUST	PO BOX 57	HERALD, CA	95638
990	LUBY'S CAFETERIAS INC	13111 NORTHWEST FWY STE 600	HOUSTON, TX	77040
991	LUBY'S RESTAURANTS LTD	13111 NORTHWEST FWY STE 600	HOUSTON, TX	77040
992	BEE REAL ESTATE INV LLC	6289 WILCREST RD STE 3202	HOUSTON, TX	77072
993	COOK, MCCLENNON	727 ROMAINE LN	HOUSTON, TX	77090

994	PRIVITT, BRET J	411 ADDISON DR	HUDSON OAKS, TX	76087
995	SESMAS, JOEL	116 WOODVIEW TERR	HURST, TX	76053
996	WAGNER, DAVID J	604 BAKER DR	HURST, TX	76054
997	RAYFORD, MILFORD E	629 INDIAN TR	HURST, TX	76054
998	CHAWLA, NEHA	2131 N HILL DR	IRVING, TX	75038
999	RTEZ2 LLC	3714 BOB O LINK	IRVING, TX	75062
1000	DUBOSE, PAUL M	3714 BOB O LINK DR	IRVING, TX	75062
1001	EYM DINER OF DFW LLC	450 E JOHN CARPENTER FWY STE 1	IRVING, TX	75062
1002	KAL-HAR LLC	806 PENNSYLVANIA AVE	KENNEDALE, TX	76060
1003	UAASR LLC	806 PENNSYLVANIA AVE	KENNEDALE, TX	76060
1004	REED, WILLIAM CARROLL	822 PENNSYLVANIA AVE	KENNEDALE, TX	76060
1005	HORTON TRUCK AND EQUIPMENT LLC	PO BOX 1477	KENNEDALE, TX	76060
1006	HORTON, JOHNNY A	PO BOX 1477	KENNEDALE, TX	76060
1007	ROSS INVESTMENTS	20 SURMONT CT	LAFAYETTE, CA	94549
1008	PROVIDENT TRUST GROUP LLC	8880 W SUNSET RD STE 250	LAS VEGAS, NV	89148
1009	PUDDY, PHILLIP A	2951 MARINA BAY DR STE 130	LEAGUE CITY, TX	77573
1011	HEARTHSTONE PROPERTIES LLC	11812 SAN VICENTE BLVD # 200	LOS ANGELES, CA	90049
1012	TACO BELL OF AMERICA INC	PO BOX 35370	LOUISVILLE, KY	40232
1013	CASTLES, GARRY L	7164 HINTON DR	MANSFIELD, TX	76063
1014	KYLE, VIRGIL DEAN	2650 NELSON WYATT RD	MANSFIELD, TX	76063
1015	HOLLOWAY, TON ANDERSON	7120 RETTA MANSFIELD RD	MANSFIELD, TX	76063
1016	EVANS, BETTY J	8179 RETTA MANSFIELD RD	MANSFIELD, TX	76063
1017	MACON, JOHNNY	6816 WOODED CT	MANSFIELD, TX	76063
1018	CERBERUS SFR HOLDINGS L P	1850 PARKWAY PL STE 900	MARIETTA, GA	30067
1019	RAW EQUITY GROUP LLC	7210 COUNTY RD 410	MCKINNEY, TX	75071
1020	PEARSON, DWAYNE	434 CANTERBURY DR	MIDLOTHIAN, TX	76065
1021	BRAUMS INC	3000 NE 63RD ST	OKLAHOMA CITY, OK	73121
1022	RETAIL BUILDERS INC	3000 NE 63RD ST	OKLAHOMA CITY, OK	73121
1023	SOUTHERN PACIFIC RR CO	1400 DOUGLAS STOP 1640 ST	OMAHA, NE	68179
1024	MAULDIN, AUBREY J	103 GRANT ST	PALESTINE, TX	75801
1025	ANGLIN DRIVE PARTNERS LLC	7500 DALLAS PKWY SUITE 175	PLANO, TX	75024
1026	RAY, MICHAEL A	2520 K AVE STE 700-287	PLANO, TX	75074
1027	TREJO, MARIA VICTORIA	2520 K AVE STE 700-287	PLANO, TX	75074
1028	JOHNNY & VU HOME INVESTMENTS L	3211 WESTGATE LN	RICHARDSON, TX	75082
1029	BEST USI PORTFOLIO LLC	7065 INDIANA AVE STE 300	RIVERSIDE, CA	92506
1030	SWAIM, RALPH	PO BOX 143	ROUND ROCK, TX	78680
1031	DEUTSCHE BANK NATIONAL TRUST C	3217 S DECKER LAKE DR	SALT LAKE CITY, UT	84119
1032	ORTIZ, FERNANDO	8819 WILMA JEAN DR	SAN ANTONIO, TX	78224
1033	TEXMAC PROPERTIES LLC	20615 MESSINA	SAN ANTONIO, TX	78258
1034	FOODMAKER INC	9330 BALBOA AVE	SAN DIEGO, CA	92123
1035	NET LEASE FUNDING 2005 LP	9330 BALBOA AVE	SAN DIEGO, CA	92123
1037	CONTRERAS, YVETTE	4263 BELZ RD	SANGER, TX	76266
1038	TAH 2016-1 BORROWER LLC	1508 BROOKHOLLOW DR	SANTA ANA, CA	92705
1039	QUEEN ANN TRUST	1221 STATE ST 90952	SANTA BARBARA, CA	93190
1041	DISCOUNT TIRE CO OF TEXAS INC	20225 N SCOTTSDALE RD	SCOTTSDALE, AZ	85255
1042	HALLE PROPERTIES LLC	20225 N SCOTTSDALE RD	SCOTTSDALE, AZ	85255
1043	PPS ASSET MANAGMENT LLC	404 6TH AVE	SEASIDE HEIGHTS, NJ	09751
1044	820 AT FOREST HILL LLC	2600 E SOUTHLAKE BLVD	SOUTHLAKE, TX	76092
1045	ESSLINGER INV II LLC	801 PARKCREST CT	SOUTHLAKE, TX	76092
1046	WAI HONG KWONG DECL OF TRUST	2435 PRUDEN BLVD	SUFFOLK, VA	23434
1047	ARG-PAL WTX LLC	3434 E KLEINDALE RD STE E	TUCSON, AZ	85716
1048	GOLD SPIKE CAPITAL LLC	1480 GRANDVIEW ST	UPLAND, CA	91784
1049	COLLIER, RODNEY	816 PIGG RD	WAXAHACHIE, TX	75165
1050	SIMENTAL, ROBERTO	752 COMAL AVE	WHITE SETTLEMENT, TX	76108
1051	RICHEY, BILL	509 S JUDD ST	WHITE SETTLEMENT, TX	76108
1052	SUTTON 2018 IRREVOCABLE TRUST	308 BUENA VISTA DR	WILLOW PARK, TX	76087
1053	SFW-FH LLC	PO BOX 2590	WYLIE, TX	75098
1054	CURRENT RESIDENT	6713 Anglin Dr., #1	FOREST HILL, TX	76140
1055	CURRENT RESIDENT	6713 Anglin Dr., #2	FOREST HILL, TX	76140
1056	CURRENT RESIDENT	6713 Anglin Dr., #3	FOREST HILL, TX	76140
1057	CURRENT RESIDENT	6713 Anglin Dr., #4	FOREST HILL, TX	76140
1058	CURRENT RESIDENT	6713 Anglin Dr., #5	FOREST HILL, TX	76140
1059	CURRENT RESIDENT	6713 Anglin Dr., #6	FOREST HILL, TX	76140
1060	CURRENT RESIDENT	6713 Anglin Dr., #7	FOREST HILL, TX	76140
1061	CURRENT RESIDENT	6713 Anglin Dr., #8	FOREST HILL, TX	76140

1062	CURRENT RESIDENT	6713 Anglin Dr., #9	FOREST HILL, TX	76140
1063	CURRENT RESIDENT	6713 Anglin Dr., #10	FOREST HILL, TX	76140
1064	CURRENT RESIDENT	6713 Anglin Dr., #11	FOREST HILL, TX	76140
1065	CURRENT RESIDENT	6713 Anglin Dr., #12	FOREST HILL, TX	76140
1066	CURRENT RESIDENT	6713 Anglin Dr., #13	FOREST HILL, TX	76140
1067	CURRENT RESIDENT	6713 Anglin Dr., #14	FOREST HILL, TX	76140
1068	CURRENT RESIDENT	6713 Anglin Dr., #15	FOREST HILL, TX	76140
1069	CURRENT RESIDENT	6713 Anglin Dr., #16	FOREST HILL, TX	76140
1070	CURRENT RESIDENT	6713 Anglin Dr., #17	FOREST HILL, TX	76140
1071	CURRENT RESIDENT	6713 Anglin Dr., #18	FOREST HILL, TX	76140
1072	CURRENT RESIDENT	6713 Anglin Dr., #19	FOREST HILL, TX	76140
1073	CURRENT RESIDENT	6713 Anglin Dr., #20	FOREST HILL, TX	76140
1074	CURRENT RESIDENT	6713 Anglin Dr., #21	FOREST HILL, TX	76140
1075	CURRENT RESIDENT	6713 Anglin Dr., #22	FOREST HILL, TX	76140
1076	CURRENT RESIDENT	6713 Anglin Dr., #23	FOREST HILL, TX	76140
1077	CURRENT RESIDENT	6713 Anglin Dr., #24	FOREST HILL, TX	76140
1078	CURRENT RESIDENT	6713 Anglin Dr., #25	FOREST HILL, TX	76140
1079	CURRENT RESIDENT	6713 Anglin Dr., #26	FOREST HILL, TX	76140
1080	CURRENT RESIDENT	6713 Anglin Dr., #27	FOREST HILL, TX	76140
1081	CURRENT RESIDENT	6713 Anglin Dr., #28	FOREST HILL, TX	76140
1082	CURRENT RESIDENT	6713 Anglin Dr., #29	FOREST HILL, TX	76140
1083	CURRENT RESIDENT	6713 Anglin Dr., #30	FOREST HILL, TX	76140
1084	CURRENT RESIDENT	6713 Anglin Dr., #31	FOREST HILL, TX	76140
1085	CURRENT RESIDENT	6713 Anglin Dr., #32	FOREST HILL, TX	76140
1086	CURRENT RESIDENT	6713 Anglin Dr., #33	FOREST HILL, TX	76140
1087	CURRENT RESIDENT	6713 Anglin Dr., #34	FOREST HILL, TX	76140
1088	CURRENT RESIDENT	6713 Anglin Dr., #35	FOREST HILL, TX	76140
1089	CURRENT RESIDENT	6713 Anglin Dr., #36	FOREST HILL, TX	76140
1090	CURRENT RESIDENT	6713 Anglin Dr., #37	FOREST HILL, TX	76140
1091	CURRENT RESIDENT	6713 Anglin Dr., #38	FOREST HILL, TX	76140
1092	CURRENT RESIDENT	6713 Anglin Dr., #39	FOREST HILL, TX	76140
1093	CURRENT RESIDENT	6713 Anglin Dr., #40	FOREST HILL, TX	76140
1094	CURRENT RESIDENT	6713 Anglin Dr., #41	FOREST HILL, TX	76140
1095	CURRENT RESIDENT	6713 Anglin Dr., #42	FOREST HILL, TX	76140
1096	CURRENT RESIDENT	6713 Anglin Dr., #43	FOREST HILL, TX	76140
1097	CURRENT RESIDENT	6713 Anglin Dr., #44	FOREST HILL, TX	76140
1098	CURRENT RESIDENT	6713 Anglin Dr., #45	FOREST HILL, TX	76140
1099	CURRENT RESIDENT	6713 Anglin Dr., #46	FOREST HILL, TX	76140
1109	VO CHRISTINA	4125 MANSFIELD HWY	FORT WORTH, TX	76119

ID	Name	Mailing Adress	City, State	Zip Code
1	FRED FERNANDEZ	1017 BLUE LAKE DR.	FORT WORTH, TX	76013
2	JULIAN SCHESLINGER	3810 TRAVIS BLVD.	MANSFIELD, TX	76036
3	FILEMON RAMIREZ	3545 MILLET AVE.	FORT WORTH, TX	76105
4	CHRISTINE GRAYGOR	1405 LONG AND WINDING RD.	MANSFIELD, TX	76063
5	ETHEL BENNETT	3901 HARDEMAN ST.	FORT WORTH, TX	76119
6	JESSE MORALEZ	5704 HOMESTEAD RD.	ARLINGTON, TX	76017
7	RAUL PENA	500 W. 7TH ST.	FORT WORTH, TX	76102
8	RON MADDOX	1505 GOLIAD DR.	ARLINGTON, TX	76012
9	THERON SMITH	4533 MOORVIEW AVE.	FORT WORTH, TX	76119
10	SANDRA DE LOS SANTOS	PO BOX 152318	ARLINGTON, TX	76015
11	ROBERT GRIFFIN	5857 FOREST RIVER DR.	FORT WORTH, TX	76112
12	MARK MIDDLETON	3811 WINDING RD.	ARLINGTON, TX	76016
13	JEFF WHITACRE	7002 BIG BEAR LAKE DR.	ARLINGTON, TX	76016
14	LC DAVIS	2101 FLEMMING DR.	FORT WORTH, TX	76112
15	ELIZABETH BROWN	6020 VEL DR.	FORT WORTH, TX	76112
16	ARTHUR AND LYDDIA ANTWINE	2624 HANDLEY DR.	FORT WORTH, TX	76112
17	JOSIE SHEPPARD	6270 TRUMAN DR.	FORT WORTH, TX	76112
18	JONATHAN MORRISON	1915 CARVERDY DR.	FORT WORTH, TX	76112
19	CLAIRE HARVEY	1800 CHRISTOPHER	FORT WORTH, TX	76140
20	CARREN CAVANAUGH	5450 E LOOP 820 S	FORT WORTH, TX	76119
21	LEE SPARKS	5723 ENSIGN DR.	FORT WORTH, TX	76119
22	ROBBIE THOMPSON	5601 BRIDGE ST. SUITE 350	FORT WORTH, TX	76112
23	STEVE AND ANITA DOSSIN	3913 WREN AVE.	FORT WORTH, TX	76133
24	CAMERON SCHMEITS	5210 LONG PRAIRIE RD. APT 915	FLOWER MOUND, TX	75028
25	MARTHA EARHART	4005 FALCON LAKE DR.	ARLINGTON, TX	76016
26	GARY REED	1710 NORTHTOWN DR.	GRAND PRAIRIE, TX	75050
27	CASANDRA BIRD	6616 OAK CREST DR.	FOREST HILL, TX	76119
28	CHARLINE SUTTLE	1821 PAMELA LN.	FORT WORTH, TX	76112
29	DARYL AND ETHEL HEMPHILL	4416 CARMEL AVE.	FORT WORTH, TX	76119
30	SUSAN SANSALONE	4005 FALCON LAKE DR.	ARLINGTON, TX	76016
31	SHELLEY BARNETT	5103 OVERRIDGE DR.	ARLINGTON, TX	76017
32	TONY BLAUVELT	PO BOX 1127	ARLINGTON, TX	76004
33	KEN MEISNER	2900 HUNTER ST.	FORT WORTH, TX	76112
34	CLAY DYE	5625 KAY DR.	FORT WORTH, TX	76119
35	GAYLE MAYS	2425 EMILY DR.	FORT WORTH, TX	76112
36	SHEILA HOOKS	4725 N SHADY HILL DR.	FOREST HILL, TX	76119
37	ASHLEY BONO	658 TABASCO TRAIL	ARLINGTON, TX	76002
38	ZAC JOHNSON	658 TABASCO TRAIL	ARLINGTON, TX	76003
39	EDDIE SANCHEZ	13750 SAN PEDRO AVE.	SAN ANTONIO, TX	78232
40	TORCHY WHITE	1812 BUNCH DR.	FORT WORTH, TX	76112
41	JACK KNIGHT	506 N. ANGLIN	CLEBURNE, TX	76031
42	ED HENDERSON	3619 FOREST HILL CIRCLE	FOREST HILL, TX	76140
43	LARRY THOMPSON	4848 WILBARGER ST.	FORT WORTH, TX	76119
44	PAUL VAN ZANDT	6200 AUGUST RUN	ARLINGTON, TX	76017
45	PAUL PADILLA	2821 W 7TH, 400	FORT WORTH, TX	76107
46	SAM WATSON	4801 SOUTHWEST PKWY	AUSTIN, TX	78735
47	GEORGE CAMPBELL	405 MUNICIPAL DR.	KENNEDALE, TX	76060
48	WILLIAM JACOBS	2500 N. DALLAS PKWY	PLANO, TX	2500
49	KOY KELLEY	1901 E LOOP 820 S	FORT WORTH, TX	76112

50	CHARLES STRICKLAND	1804 MUSE ST.	FORT WORTH, TX	76112
51	MADELINE MORRISON	4611 SIERRA LANE	ARLINGTON, TX	76016
52	DON BOREN & WANA CONLIN	1755 MARTEL AVE.	FORT WORTH, TX	76103
53	BIJAN YOUSSEFZADEH	508 GILTIN DR.	ARLINGTON, TX	76006
54	TROY HUGHES	5705 ENSIGN DR. E	FORT WORTH, TX	76119
55	TYLER KAY	1208 LIPSCOMB ST.	FORT WORTH, TX	76104
56	JO PIRTLE	6106 GUILFORD ST.	FOREST HILL, TX	76119
57	DAVID VON GORDER	4417 RIDGE NORTH RD.	FORT WORTH, TX	76126
58	PAUL KERPOE	6717 CRAIG	FORT WORTH, TX	76112
59	JOHN ATKINS	8108 PECAN RIDGE DR.	NORTH RICHLAND HILLS, TX	76182
60	CHRIS HOFF	3407 PIMLICO DR.	ARLINGTON, TX	76017
61	ROBERT & RHETT HAFKESBRING	5625 E I20	FORT WORTH, TX	76119
62	STANLEY BROWN	1209 WALLACE ST	FORT WORTH, TX	76105
63	JAMES WORTHORN	7021 MEADOWBROOK DR	FORT WORTH, TX	76112
64	DENITA WESLEY	6321 N BELTLINE RD	IRVING, TX	75064
65	MARK LORANCE	1116 SUNRISE AVE	RHOME, TX	76078
66	JUDITH GAYLORD	5716 ENSIGN DR E	FORT WORTH, TX	76119
67	NATHANIEL JUSTICE	905 LARKSPUR LANE	FORT WORTH, TX	76112
68	MATT MILLER	502 WEST OAKDALE	GRAND PRAIRIE, TX	75050
69	ALAN OLSEN	716 STUCKERT DR	FORT WORTH, TX	76028
70	CHARLES & SHERRY SWEENEY	1121 E LOOP 820 S	FORT WORTH, TX	76112
71	JEFF BARTON	PO BOX 280	KENNEDALE, TX	76060
72	DEREK WHISENAND	4501 E LOOP 820	FORT WORTH, TX	76119
73	DARRELL WILBON	PO BOX 6003	FORT WORTH, TX	76119
74	LORETTA MULDREW	3300 VALLEY FORGE TRAIL	FOREST HILL, TX	76140
75	JOHN FLETCHER	1243 CEDARLAND PLAZA DR	ARLINGTON, TX	76011
76	CHARLESTE WHITE	1012 FAIRWEATHER DR	FORT WORTH, TX	76120
77	STEPHEN WEBB	228 KALMIA DR	ARLINGTON, TX	76018
78	CYNTHIA ROGERS	5605 MAC ARTHUR DR	FORT WORTH, TX	76112
79	BRENDA GARCIA	2504 PURSELLEY AVE	FORT WORTH, TX	76112
80	DANIEL BURNHAM	4707 WOODVIEW ST	ARLINGTON, TX	76013
81	GRANDOLYN SHARP	3809 HARDEMAN ST	FORT WORTH, TX	76119
82	BRINTON PAYNE	777 TAYLOR ST, STE 1130	FORT WORTH, TX	76116
83	CHARLES LAWHOR	PO BOX 40	TOLAR, TX	76476
84	ALICIA WINKELBLECH	101 W ABRAM ST	ARLINGTON, TX	76010
85	MIKE WHISENAND	4501 E LOOP 820 S	FORT WORTH, TX	76119
86	LARRY HOFFMAN	2401 HALBERT ST	FORT WORTH, TX	76112
87	PHIL DUPLER	6812 HIGHTOWER ST	FORT WORTH, TX	76112
88	CHAD GARTNER	2800 SAINT CHARLES	MANSFIELD, TX	76063
89	KIRK LEBLANC	5748 ENSIGN DR E	FORT WORTH, TX	76119
90	RUSSELL SCHEFFNER	100 E WEATHERFORD ST	FORT WORTH, TX	76102
91	MATT GAUNTT	940 CRYSTAL COVE	OAK POINT, TX	75068
92	STU BAUMAN	4702 PARLIAMENT CT	ARLINGTON, TX	76017
93	RITA VINSON	6216 DEVONSHIRE DR	PLANO, TX	75075
94	MARY JOHNSON	5517 ALTER DR	FORT WORTH, TX	76119
95	DANIEL HAASE	1670 WATSON RD	FORT WORTH, TX	76103
96	JOSE & MARIA GARCIA	6312 GRIGGS ST	FOREST HILL, TX	76119
97	GEORGE JOHNSON	3916 FOREST HILL CIRCLE	FOREST HILL, TX	76140
98	SHIRLEY CRENSHAW	5629 RAMEY AVE	FORT WORTH, TX	76112
99	STEPHEN KITCHENS	2009 LYNNHAVEN RD	FORT WORTH, TX	76103

100	HAZEL WILTZ	1631 SADDLE CREEK CIR #1626	ARLINGTON, TX	76015
101	DAVID BURKETT	1310 CADBURY LANE	KELLER, TX	76248
102	ANNIE OLSEN	716 STUCKERT DR	BURLESON, TX	76028
103	CONNIE KLOSE	8417 TIMBER MEADOW DR	BURLESON, TX	76028
104	CHARON COTNOIR	4604 PARK SPRINGS BLVD #140	ARLINGTON, TX	76017
105	SCOTT YATES	777 MAIN ST	FORT WORTH, TX	76102
106	EDDIE BELL	615 E ABRAM ST	ARLINGTON, TX	76010
107	JILL JACKSON	500 HWY 287 STE 100	ARLINGTON, TX	76017
108	JUDY TAYLOR	2604 STARK ST	FORT WORTH, TX	76112
109	KYLE RILEY	2001 BRYAN ST #1500	DALLAS, TX	75201
110	JOHN TILLINGHAST	777 MAIN ST	FORT WORTH, TX	76102
111	MICHAEL PHIPPS	4451 NORMANDY RD	FORT WORTH, TX	76103
112	STEPHEN KNOBBE	2001 BRYAN ST	DALLAS, TX	75201
113	JAMES LAWRENCE	2865 HUNTER ST	FORT WORTH, TX	76112
114	MARK HILDERBRAND	1301 SHIRLEY WAY	BEDFORD, TX	76022
115	DALIA PEREZ	2501 PURSELLEY AVE	FORT WORTH, TX	76113
116	MARK CHAMBERS	451 S MAIN ST	FORT WORTH, TX	76104
117	RANDLE HOWARD	3863 S FWY	FORT WORTH, TX	76110
118	NICOLE CARRILLO	2001 BRYAN ST STE 1000	DALLAS, TX	75201
119	MR & MRS DAHLKE	5065 LAKE ARLINGTON RD	FORT WORTH, TX	76119
120	OLIVIA DUKE	2008 HANDLEY DR	FORT WORTH, TX	76112
121	CHARLES HODGES	7301 MONTERREY DR	FORT WORTH, TX	76112
122	BERT WILLIAMS	1700 ELLINGTON DR	FORT WORTH, TX	76112
123	LLOYD JONES	6532 CRAIG ST	FORT WORTH, TX	76113
124	JANICE WHISENAND	4501 E LOOP 820 S	FORT WORTH, TX	76119
125	JIM WHISENAND	4502 E LOOP 820 S	FORT WORTH, TX	76119
126	MONICA KUYKENDALL	3521 ORCHARD ST	FORT WORTH, TX	76119
127	SAREENA AZOCAR	3522 ORCHARD ST	FORT WORTH, TX	76120
128	BARBARA HARDY	7340 YOLANDA DR	FORT WORTH, TX	76112
129	ERIC CANALES	7521 TEAKWOOD CT	NORTH RICHLAND HILLS, TX	76182

Interested Organizations Mailing List

#	FIRST NAME/M.I.	LAST NAME	Title	ORGANIZATION	ADDRESS	CITY	STATE	ZIP
1	Judy	Taylor	President Vice President Board	Handley Neighborhood Association Neighborhood of East Fort Worth Alliance Handley Develeopment Corporation	2604 Stark St	Fort Worth	Texas	76112
2	Kenneth	Meisner	Chairman	Handley Neighborhood Association	2900 Hunter St.	Fort Worth	Texas	76112
3	James	Lawrence		Handley Neighborhood Association	2865 Hunter St	Fort Worth	Texas	76112
4	Rita M.	Vinson		Brentwood-Oak Hills Neighborhood Assoc.	6216 Dovenshire Terrace	Fort Worth	Texas	76112
5	Kathryn	Kroll	Editor	Greater Meadowbrook News	1850 Handley Dr.	Fort Worth	Texas	76112
6	Allison	Butz	Executive Director	Eastside Ministries	5929 E Lancaster Ave.	Fort Worth	Texas	76112
7	Fred	Fernandez		NFFW Alliance	1017 Blue Lake Dr	Fort Worth	Texas	76103

#	FIRST NAME/M.I.	LAST NAME	ORGANIZATION	ADDRESS	CITY	STATE	ZIP
1	Tommy	Hawkes		5005 Mitchell Saxon Road	Fort Worth	Texas	76140
2	Jackson	Hurstq		4216 Cornell Crossing	Kennesaw	Georgia	30144
3	Julie	Leford		2913 Handley Drive	Fort Worth	Texas	76112
4	Joyce	Smith		None provided			
5	Robert	Hill		6917 Van Natta Ln	Fort Worth	Texas	76112
6	Judy	Taylor	Handley Neighborhood Association Neighborhood of East Fort Worth Alliance Handley Develeopment Corporation	2604 Stark St	Fort Worth	Texas	76112
7	Daniel J.	Haase		1679 Watson Road	Fort Worth	Texas	76103
8	Loretta J.	Muldrew		3300 Valley Forge Trl	Forest Hill	Texas	76140
9	Phil	Dupler		6812 Hightower St	Fort Worth		76112
10	Fred	Fernandez	NFFW Alliance	1017 Blue Lake Dr	Fort Worth	Texas	76103
11	Susan	Sansalone		4005 Falcon Lake Dr.	Arlington	Texas	76016
12	Steve	Dossin		3913 Wren Ave.	Fort Worth	Texas	76133
13	Kenneth	Meisner	Handley Neighborhood Association	2900 Hunter St.	Fort Worth	Texas	76112
14	Daniel J.	Burnham		4707 Woodview St.	Arlington	Texas	76013
15	Claire	Harvey		1800 Christopher Dr.	Fort Worth	Texas	76140
16	Sandra	De Los Santos		P.O. Box 152318	Arlington	Texas	76015
17	Derek and Mike	Whisenand	Whiz-Q Store	4501 E. Loop 820 S	Fort Worth	Texas	76119
18	James	Lawrence	Handley Neighborhood Association	2865 Hunter St	Fort Worth	Texas	76112
19	Rita M.	Vinson	Brentwood-Oak Hills Neighborhood Assoc.	6216 Dovenshire Terrace	Fort Worth	Texas	76112
20	Stephen	Webb		228 Kolmie Dr.	Arlington	Texas	76018
21	Stephen A.	Myers		5720 Ensign Dr. W.	Fort Worth	Texas	76119
22	Judith K.	Gaylord		5716 Ensign Dr. E.	Fort Worth	Texas	76119
23	Alicia	Winkelblech	City of Arlington	101 W. Abram St	Arlington	Texas	76010
24	Monica L.	Kuykendall		3521 Orchard St.	Forest Hill	Texas	76119
25	Monica Regina	Hawkins		None provided			
26	Don	Mocek		4333 Willow Bend Dr.	Arlington	Texas	76017
27	Paul	Kerpoe	Histoic Handley Dev. Corp.	6717 Craig St.	Fort Worth	Texas	76112
28	John and Carolyn	Alexander		4321 Willow Bend Dr.	Arlington	Texas	76017
29	Denise	Lunski		6303 Branch Hollow	Arlington	Texas	76001
30	Jeff	Shelton		625 109th St.	Arlington	Texas	76011
31	Cindy and Mark	Boling		4717 Norma St.	Fort Worth	Texas	76103
32	Craig	Peak		None provided			
33	L. Clifford	Davis		2101 Flemming Dr.	Fort Worth	Texas	76112
34	Loren and Mary	Beechner		5405 Ridge Springs Ct.	Arlington	Texas	76017
35	Carolyn	Alexander		4321 Willow Bend Dr.	Arlington	Texas	76017
36	Julie	Ponder		4901 Millsprings Court	Arlington	Texas	76017

37	Russell	Hanson		5307 Ridge Springs Ct.	Arlington	Texas	76017
38	James T .and Margaret	Hughes		5109 Eagle Nest Dr.	Arlington	Texas	76017-2004
39	Robert and Paula	Gore		5406 Ridge Springs Ct.	Arlington	Texas	76017
40	Carson	Krook		5900 Dangerfield Ct.	Arlington	Texas	76017
41	Mark	Reynolds		5101 Chapel Springs Dr.	Arlington	Texas	76017
42	Pete	Jensen, Jr.		4414 Willow Bend Dr.	Arlington	Texas	76017
44	Katie	Morrisey		4715 Ridgeline Dr.	Arlington	Texas	76017
45	Tim	Shelfer		4808 Fawn Valley Ct.	Arlington	Texas	76017
46	Dee	Warner		4907 Trails Edge Dr.	Arlington	Texas	76017
47	Patrick	Adams		4611 Spring Creek Rd.	Arlington	Texas	76017
48	Kathryn	Kroll	Brentwood Oak Hills N.A.	6208 Brentwood Drive	Fort Worth	Texas	76112
49	Kathryn	Kroll	Greater Meadowbrook News	1850 Handley Dr.	Fort Worth	Texas	76112
50	Kyle and Karen	Kimball		3100 Proctor St.	Fort Worth	Texas	76112
51	Craig	Smesny		4400 Willow Bend Dr.	Arlington	Texas	76017
52	Ruby	Westbrook		2724 Forest Avenue	Fort Worth	Texas	76112
53	Ann	Davenport		4817 Stage Line Dr.	Arlington	Texas	76017
54	Lisa	Bruce		4715 Hidden Oaks Lane	Arlington	Texas	76017
55	Deb	Brown		4507 Grey Dawn Dr.	Arlington	Texas	76017
56	Carol	Kudlaty		5003 Overridge Dr.	Arlington	Texas	76017
57	Stan	Beal		7205 Norma St.	Fort worth	Texas	76112
58	Randy	Madden		4309 Lambeth Ln.	Fort Worth	Texas	76103
59	Michael and Lareta	Jeter		4608 Windy Hills Court	Arlington	Texas	76017
60	Susan	Batdorf		1921 Nottingham Blvd.	Fort Worth	Texas	76112
61	Linda	Estoll		5308 Hidden Oaks Court	Arlington	Texas	76017
62	Angela	Linman		5112 Overridge Dr.	Arlington	Texas	76017
63	Sharon	Warren		4703 Hidden Oaks Ln.	Arlington	Texas	76017
64	Edward	Casas		5004 Hawkins Cemetary Rd.	Arlington	Texas	76017
65	Tracy	Norris		5101 Chapel Springs Dr.	Arlington	Texas	76017
66	Susan	McDuff		5111 Overridge Dr.	Arlington	Texas	76017
67	Don	Hay		4807 Hidden Oaks Ln.	Arlington	Texas	76017
68	Stephen	Pimlott		5005 Overridge Dr.	Arlington	Texas	76017
69	Elizabeth	Sicks		5717 Overridge Dr.	Arlington	Texas	76017
70	Betsy	Parchem		5451 Meadowbrook Drive	Fort Worth	Texas	76112
71	Linda	Coyle		5115 Overridge Dr.	Arlington	Texas	76017
72	Heather	Wilhote		1808 Junius St.	Fort Worth	Texas	76103
73	Elisabeth	Bowers		5200 Wind Rock Court	Arlington	Texas	76017
74	Melissa	Cunningham		4700 Wood Springs Ct.	Arlington	Texas	76017
75	Jann	Jackson		4700 Hidden Oaks Ln.	Arlington	Texas	76017
76	Jerry	Jackson		4700 Hidden Oaks Ln.	Arlington	Texas	76017
77	Tom and Cynthia	Scott		5223 Overridge Dr.	Arlington	Texas	76017
79	Richard	North		5307 Hidden Oaks Ct.	Arlington	Texas	76017
80	Heather	Boggs		4806 Rock Ridge ct.	Arlington	Texas	76017
81	Mary	Moss		3001 Halbert Street	Fort Worth	Texas	76112

82	David	Oliver		5207 Overridge Dr.	Arlington	Texas	76017
83	Richard	Pullen		6629 Yolanda Drive	Fort Worth	Texas	76112
84	Patrick	Garner		7313 Meadowbrook Dr.	Fort Worth	Texas	76112
85	Douglas	Garner		1609 Grantland Circle	Fort Worth	Texas	76112
87	Barney	Odom		5117 Overridge Dr.	Arlington	Texas	76017
88	Jim and Peggy	Borchert		7129 Norma St.	Fort Worth	Texas	76112
89	Fred	Bishop		4412 Willow Bend Dr.	Arlington	Texas	76017
91	Craig	Marquis		4403 Spring Creek Road	Arlington	Texas	76017
92	Samuel	Frankenfield III		7375 Hightower St.	Fort Worth	Texas	76112
93	Janice	Butzky		2044 Grandview Drive	Fort Worth	Texas	76112
94	Allison	Butz	Eastside Ministries	5929 E Lancaster Ave.	Fort Worth	Texas	76112
95	John & Ginger	Booker		6913 Robinhood Lane	Fort Worth	Texas	76112
96	Rose Mary	Crager		5650 Wilbarger Street	Fort Worth	Texas	76119
101	Samantha	Newman		1737 Martel Ave.	Fort Worth	Texas	76103
106	Tracy	Georges		7104 Hightower	Fort Worth	Texas	76112
108	Brenda	Townsend		5254 Lambeth lane	Fort Worth	Texas	76112
109	Valerie	Packham		1517 Azteca Dr.	Fort Worth	Texas	76112
111	Tammy	Rozenboom		4859 Marble Falls Ct	Fort Worth	Texas	76103
112	Linda & Buddy	Cliburn		7300 Yolanda Dr.	Fort Worth	Texas	76112
114	John H.	Smith		1932 Bay Oaks Ct.	Fort Worth	Texas	76112
115	Robert	Doss		6808 Martha Ln.	Fort Worth	Texas	76112
116	Sharon	Salih		5051 Tierney Ct South	Fort Worth	Texas	76112
117	Jullie	Ledford		2913 Handley Drive	Fort Worth	Texas	76112
118	Mike	McCune		2141 Green Hill Circle	Fort Worth	Texas	76112
119	Amy	Rainey		4901 Meadowbrook Dr.	Fort Worth	Texas	76103
120	Jo Ann	Houts		6201 Yolanda Dr.	Fort Worth	Texas	76112
124	Robert	Wedding		1525 Jenson Road	Fort Worth	Texas	76112
125	Holley	Anthony		3012 Major Street	Fort Worth	Texas	76112
126	K	Harris		1608 Barron Lane	Fort Worth	Texas	76112
128	Quincy	Williams		270 Alden Dr.	Fort Worth	Texas	76134
129	Carla D.	Burnett		1432 Barren Lane	Fort Worth	Texas	76112
130	Rene	Jordan		PO Box 24522	Fort Worth	Texas	76124
132	Shawn	Matlock		PO Box 25373			
133	Barbara A.	White		3608 Syndney Street	Fort Worth	Texas	76119
134	Eva	Thomas		8525 Brusshy Creek	Fort Worth	Texas	76118
135	Willer	Dedmon		7600 Berniejo Rd.	Fort Worth	Texas	76112
136	Paula K.	Bledsoe		7020 Martha Lane	Fort Worth	Texas	76112
137	Arlana	Stokes		2005 Shelman Trail	Fort Worth	Texas	76112
138	Diana	Vitek		2313 Cravens Rd.	Fort Worth	Texas	76112
139	Judy	Nitzinger		2405 Stratford Ct.	Fort Worth	Texas	76103
140	Madeline Y.	Morrison		4611 Sierra Lane	Arlington	Texas	76016
141	Ava	Eadie		2800 Meaders	Fort Worth	Texas	76112
142	Renee	Kniffin		6921 Norma Street	Fort Worth	Texas	76112

143	Natalie	Kniffin		6921 Norma Street	Fort Worth	Texas	76112
144	Cindy & Mark	Taylor		2000 Mims	Fort Worth	Texas	76122
145	Cecelia	McFarland		7320 Beaty Street	Fort Worth	Texas	76112
146	Tammi	Moore		2912 Haynie St.	Fort Worth	Texas	76112
147	Charles E.	Hodges		7301 Monterrey Dr.	Fort Worth	Texas	76112
148	Jessica	Long		5925 Tackett Ct.	Fort Worth	Texas	76112
149	Kenneth R.	Cox		7209 Hightower St.	Fort Worth	Texas	76112
150	Rebeka & Robert	Chaplin		6717 Norma St.	Fort Worth	Texas	76112
151	Tobi	Jackson, M.S.		2108 Yosemite Ct.	Fort Worth	Texas	76112-3945
152	Wanda	Conlin		1755 Martel Ave.	Fort Worth	Texas	76103
157	Grandolyn	Sharp		3809 Hardeman Street	Fort Worth	Texas	76119
158	Olivia	Duke		2008 Handley Drive	Fort Worth	Texas	76112
160	Mercie	Donald		3276 Centennial Road	Forest Hill	Texas	76119
163	Colleen	Wells		6400 Dovenshire Terrace	Fort Worth	Texas	76112
164	Walter		Captain D's	6554 Forest Hill Drive	Forest Hill	Texas	76140
165	Pearl	Harris		6118 Hartman Road	Forest Hill	Texas	76119
168	Eric	Walsh	Giordano, Wegman, Walsh, & Assoc.	4838 White Settlement Rd.	Fort Worth	Texas	76114
169	Ron	Wertz	Wildcat Cranes, Inc.	5650 Wilbarger St	Fort Worth	Texas	76119
170	Samantha	Hosti	Edward Jones	4025 Woodland Park Blvd., Suite	Arlington	Texas	76013
171	Jackson	Hurst		4216 Cornell Crossing	Kennesaw	Georgia	30144
175	Paul	Shannon		4618 Island Bay	Arlington	Texas	76016
176	Bob	Bryan		6628 Oak Crest Drive	Fort Worth	Texas	76140
177	Sandi	Breaux		200 Texas Street	Fort Worth	Texas	76102
178	Mary	Seiffert	Taco Bell Corp. / Legal Department	1 Glen Bell Way	Irvine	CA	92618
179	Hasan	Jawad		6100 E Rosedale St	Fort Worth	Texas	76112

We want to hear from you!

¡Nosotros queremos saber de ti!

ON-LINE VIRTUAL PUBLIC HEARING

AUDIENCIA PÚBLIC VIRTUAL EN LÍNEA

Southeast Connector Project (I-20, I-820 & US 287)

Thursday, June 4, 2020
6 p.m.
On-line Virtual Public Hearing
www.txdot.gov
Search: Southeast Connector

jueves, 4 de junio del 2020
6 p.m.
Audiencia Publica Virtual En Linea
www.txdot.gov
buscar: Southeast Connector

The Texas Department of Transportation ("TxDOT"), is proposing to reconstruct and widen I-20, I-820, and US 287 including the three major interchanges within the Cities of Arlington, Forest Hill, Fort Worth, Kennedale and Mansfield in southeast Tarrant County, Texas. TxDOT will be conducting an on-line virtual public hearing for the proposed project on June 4, 2020 at 6 p.m. The virtual hearing will be held via pre-recorded presentation with both audio and visual components. To log onto the virtual public hearing, go to www.txdot.gov and in the search box on the upper-right hand corner of the home page, enter the keywords: Southeast Connector. You may also call (817) 370-6807 to ask questions about the project and to request assistance with accessing the project materials. All comments must be received on or before June 22, 2020.

El Departamento de Transporte de Texas ("TxDOT"), está proponiendo reconstruir y ampliar el I-20, I-820 y US 287 incluyendo los tres principales intercambios dentro de las ciudades de Arlington, Forest Hill, Fort Worth, Kennedale y Mansfield en el sureste del condado de Tarrant, Texas. TxDOT llevará a cabo una audiencia pública virtual en línea para el proyecto propuesto el 4 de junio del 2020 a las 6 p.m. La audiencia virtual se llevará a cabo a través de una presentación pregrabada con componentes visuales y de audio. Para acceder a la audiencia pública virtual, vaya a www.txdot.gov y en el cuadro de búsqueda en la esquina superior derecha de la página de inicio, escriba las palabras clave: Southeast Connector. También puede llamar al (817) 370-6807 para hacer preguntas sobre el proyecto y solicitar ayuda para acceder a los materiales del proyecto. Todos los comentarios deben recibirse el 22 de junio del 2020 o antes.

Questions or Comments?
¿Preguntas o comentarios?

www.txdot.gov
Search for: "Southeast Connector"

SoutheastConnector@txdot.gov

817-370-6807

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.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por la FHWA y TxDOT.

Texas Department of Transportation
2501 SW Loop 820
Fort Worth, TX 76133

VIRTUAL PUBLIC HEARING FOR THE SOUTHEAST CONNECTOR

If you have special communication and/or accommodation needs, please call (817) 370-6807 at least five (5) work days prior to the hearing.

If you have questions about the project contact Mr. Curtis Loftis, P.E. Project Manager.
SoutheastConnector@txdot.gov

AUDIENCIA PÚBLIC VIRTUAL EN LÍNEA PARA EL SOUTHEAST CONNECTOR

Si tiene necesidades especiales de comunicación y/o alojamiento, llame al (817) 370-6807 al menos cinco (5) días antes de la audiencia.

Si tiene preguntas sobre el proyecto, comuníquese con el Sr. Curtis Loftis, P.E. Gerente de proyecto.
SoutheastConnector@txdot.gov

Name
Address
City, TX, ZIP

Post Card Mailing List

Mailer ID	Name	Property Address	City	State	Zip Code
1	Current Occupant	5660 E LANCASTER AVE	Fort Worth	TX	76102
2	Current Occupant	5735 E LANCASTER AVE	Fort Worth	TX	76102
3	Current Occupant	5911 E LANCASTER AVE	Fort Worth	TX	76102
4	Current Occupant	5913 E LANCASTER AVE	Fort Worth	TX	76102
5	Current Occupant	6015 E LANCASTER AVE	Fort Worth	TX	76102
6	Current Occupant	6058 E LANCASTER AVE	Fort Worth	TX	76102
7	Current Occupant	6145 E LANCASTER AVE	Fort Worth	TX	76102
8	Current Occupant	6311 E LANCASTER AVE	Fort Worth	TX	76102
9	Current Occupant	6467 E LANCASTER AVE	Fort Worth	TX	76102
10	Current Occupant	6312 MEADOWBROOK DR	Fort Worth	TX	76103
11	Current Occupant	6316 MEADOWBROOK DR	Fort Worth	TX	76103
12	Current Occupant	6320 MEADOWBROOK DR	Fort Worth	TX	76103
13	Current Occupant	6322 MEADOWBROOK DR	Fort Worth	TX	76103
14	Current Occupant	6334 MEADOWBROOK DR	Fort Worth	TX	76103
15	Current Occupant	6428 MEADOWBROOK DR	Fort Worth	TX	76103
16	Current Occupant	6432 MEADOWBROOK DR	Fort Worth	TX	76103
17	Current Occupant	1000 CANTON DR	Fort Worth	TX	76112
18	Current Occupant	1000 OSBORNE LN	Fort Worth	TX	76112
19	Current Occupant	1001 OSBORNE LN	Fort Worth	TX	76112
20	Current Occupant	1004 OSBORNE LN	Fort Worth	TX	76112
21	Current Occupant	1005 OSBORNE LN	Fort Worth	TX	76112
22	Current Occupant	1005 WEILER BLVD	Fort Worth	TX	76112
23	Current Occupant	1008 OSBORNE LN	Fort Worth	TX	76112
24	Current Occupant	1009 OSBORNE LN	Fort Worth	TX	76112
25	Current Occupant	1009 WEILER BLVD	Fort Worth	TX	76112
26	Current Occupant	1012 OSBORNE LN	Fort Worth	TX	76112
27	Current Occupant	1016 OSBORNE LN	Fort Worth	TX	76112
28	Current Occupant	1017 OSBORNE LN	Fort Worth	TX	76112
29	Current Occupant	1017 WEILER BLVD	Fort Worth	TX	76112
30	Current Occupant	1020 OSBORNE LN	Fort Worth	TX	76112
31	Current Occupant	1021 OSBORNE LN	Fort Worth	TX	76112
32	Current Occupant	1024 OSBORNE LN	Fort Worth	TX	76112
33	Current Occupant	1025 OSBORNE LN	Fort Worth	TX	76112

34	Current Occupant	1025 WEILER BLVD	Fort Worth	TX	76112
35	Current Occupant	1028 OSBORNE LN	Fort Worth	TX	76112
36	Current Occupant	1029 OSBORNE LN	Fort Worth	TX	76112
37	Current Occupant	1032 OSBORNE LN	Fort Worth	TX	76112
38	Current Occupant	1033 OSBORNE LN	Fort Worth	TX	76112
39	Current Occupant	1400 BARRON LN	Fort Worth	TX	76112
40	Current Occupant	1400 MIMS ST	Fort Worth	TX	76112
41	Current Occupant	1401 MIMS ST	Fort Worth	TX	76112
42	Current Occupant	1401 TERBET LN	Fort Worth	TX	76112
43	Current Occupant	1404 BARRON LN	Fort Worth	TX	76112
44	Current Occupant	1404 MIMS ST	Fort Worth	TX	76112
45	Current Occupant	1405 MIMS ST	Fort Worth	TX	76112
46	Current Occupant	1405 TERBET LN	Fort Worth	TX	76112
47	Current Occupant	1408 BARRON LN	Fort Worth	TX	76112
48	Current Occupant	1408 MIMS ST	Fort Worth	TX	76112
49	Current Occupant	1409 MIMS ST	Fort Worth	TX	76112
50	Current Occupant	1409 TERBET LN	Fort Worth	TX	76112
51	Current Occupant	1412 BARRON LN	Fort Worth	TX	76112
52	Current Occupant	1412 MIMS ST	Fort Worth	TX	76112
53	Current Occupant	1413 MIMS ST	Fort Worth	TX	76112
54	Current Occupant	1413 TERBET LN	Fort Worth	TX	76112
55	Current Occupant	1416 BARRON LN	Fort Worth	TX	76112
56	Current Occupant	1416 MIMS ST	Fort Worth	TX	76112
57	Current Occupant	1417 MIMS ST	Fort Worth	TX	76112
58	Current Occupant	1417 TERBET LN	Fort Worth	TX	76112
59	Current Occupant	1420 BARRON LN	Fort Worth	TX	76112
60	Current Occupant	1420 MIMS ST	Fort Worth	TX	76112
61	Current Occupant	1421 MIMS ST	Fort Worth	TX	76112
62	Current Occupant	1421 TERBET LN	Fort Worth	TX	76112
63	Current Occupant	1424 BARRON LN	Fort Worth	TX	76112
64	Current Occupant	1424 MIMS ST	Fort Worth	TX	76112
65	Current Occupant	1425 MIMS ST	Fort Worth	TX	76112
66	Current Occupant	1425 NOTTINGHAM BLVD	Fort Worth	TX	76112
67	Current Occupant	1425 TERBET LN	Fort Worth	TX	76112

68	Current Occupant	1428 BARRON LN	Fort Worth	TX	76112
69	Current Occupant	1428 MIMS ST	Fort Worth	TX	76112
70	Current Occupant	1429 MIMS ST	Fort Worth	TX	76112
71	Current Occupant	1429 TERBET LN	Fort Worth	TX	76112
72	Current Occupant	1432 BARRON LN	Fort Worth	TX	76112
73	Current Occupant	1432 MIMS ST	Fort Worth	TX	76112
74	Current Occupant	1433 MIMS ST	Fort Worth	TX	76112
75	Current Occupant	1433 TERBET LN	Fort Worth	TX	76112
76	Current Occupant	1500 BARRON LN	Fort Worth	TX	76112
77	Current Occupant	1500 MILAM ST	Fort Worth	TX	76112
78	Current Occupant	1500 MIMS ST	Fort Worth	TX	76112
79	Current Occupant	1501 HANDLEY DR	Fort Worth	TX	76112
80	Current Occupant	1501 MIMS ST	Fort Worth	TX	76112
81	Current Occupant	1501 TERBET LN	Fort Worth	TX	76112
82	Current Occupant	1504 BARRON LN	Fort Worth	TX	76112
83	Current Occupant	1504 MIMS ST	Fort Worth	TX	76112
84	Current Occupant	1505 MIMS ST	Fort Worth	TX	76112
85	Current Occupant	1505 NOTTINGHAM BLVD	Fort Worth	TX	76112
86	Current Occupant	1505 TERBET LN	Fort Worth	TX	76112
87	Current Occupant	1508 BARRON LN	Fort Worth	TX	76112
88	Current Occupant	1508 MIMS ST	Fort Worth	TX	76112
89	Current Occupant	1509 MIMS ST	Fort Worth	TX	76112
90	Current Occupant	1509 NOTTINGHAM BLVD	Fort Worth	TX	76112
91	Current Occupant	1509 TERBET LN	Fort Worth	TX	76112
92	Current Occupant	1512 BARRON LN	Fort Worth	TX	76112
93	Current Occupant	1512 MIMS ST	Fort Worth	TX	76112
94	Current Occupant	1513 MIMS ST	Fort Worth	TX	76112
95	Current Occupant	1513 TERBET LN	Fort Worth	TX	76112
96	Current Occupant	1516 BARRON LN	Fort Worth	TX	76112
97	Current Occupant	1516 MIMS ST	Fort Worth	TX	76112
98	Current Occupant	1517 MIMS ST	Fort Worth	TX	76112
99	Current Occupant	1517 TERBET LN	Fort Worth	TX	76112
100	Current Occupant	1520 BARRON LN	Fort Worth	TX	76112
101	Current Occupant	1520 MIMS ST	Fort Worth	TX	76112

102	Current Occupant	1521 MIMS ST	Fort Worth	TX	76112
103	Current Occupant	1521 TERBET LN	Fort Worth	TX	76112
104	Current Occupant	1524 BARRON LN	Fort Worth	TX	76112
105	Current Occupant	1524 MIMS ST	Fort Worth	TX	76112
106	Current Occupant	1525 MIMS ST	Fort Worth	TX	76112
107	Current Occupant	1525 TERBET LN	Fort Worth	TX	76112
108	Current Occupant	1528 BARRON LN	Fort Worth	TX	76112
109	Current Occupant	1528 MIMS ST	Fort Worth	TX	76112
110	Current Occupant	1529 MIMS ST	Fort Worth	TX	76112
111	Current Occupant	1529 TERBET LN	Fort Worth	TX	76112
112	Current Occupant	1532 BARRON LN	Fort Worth	TX	76112
113	Current Occupant	1532 MIMS ST	Fort Worth	TX	76112
114	Current Occupant	1533 MIMS ST	Fort Worth	TX	76112
115	Current Occupant	1533 TERBET LN	Fort Worth	TX	76112
116	Current Occupant	1550 MILAM ST	Fort Worth	TX	76112
117	Current Occupant	1551 MILAM ST	Fort Worth	TX	76112
118	Current Occupant	1555 MILAM ST	Fort Worth	TX	76112
119	Current Occupant	1600 BARRON LN	Fort Worth	TX	76112
120	Current Occupant	1600 HANDLEY DR	Fort Worth	TX	76112
121	Current Occupant	1600 MIMS ST	Fort Worth	TX	76112
122	Current Occupant	1601 HANDLEY DR	Fort Worth	TX	76112
123	Current Occupant	1601 MIMS ST	Fort Worth	TX	76112
124	Current Occupant	1601 TERBET LN	Fort Worth	TX	76112
125	Current Occupant	1604 BARRON LN	Fort Worth	TX	76112
126	Current Occupant	1604 MIMS ST	Fort Worth	TX	76112
127	Current Occupant	1605 MIMS ST	Fort Worth	TX	76112
128	Current Occupant	1605 TERBET LN	Fort Worth	TX	76112
129	Current Occupant	1608 BARRON LN	Fort Worth	TX	76112
130	Current Occupant	1608 MIMS ST	Fort Worth	TX	76112
131	Current Occupant	1609 MIMS ST	Fort Worth	TX	76112
132	Current Occupant	1609 TERBET LN	Fort Worth	TX	76112
133	Current Occupant	1612 MIMS ST	Fort Worth	TX	76112
134	Current Occupant	1613 MIMS ST	Fort Worth	TX	76112
135	Current Occupant	1613 TERBET LN	Fort Worth	TX	76112

136	Current Occupant	1616 BARRON LN	Fort Worth	TX	76112
137	Current Occupant	1616 MIMS ST	Fort Worth	TX	76112
138	Current Occupant	1617 MIMS ST	Fort Worth	TX	76112
139	Current Occupant	1617 TERBET LN	Fort Worth	TX	76112
140	Current Occupant	1620 BARRON LN	Fort Worth	TX	76112
141	Current Occupant	1700 BARRON LN	Fort Worth	TX	76112
142	Current Occupant	1700 BUNCH DR	Fort Worth	TX	76112
143	Current Occupant	1700 ELLINGTON DR	Fort Worth	TX	76112
144	Current Occupant	1700 FLEMMING DR	Fort Worth	TX	76112
145	Current Occupant	1700 MIMS ST	Fort Worth	TX	76112
146	Current Occupant	1700 RANSOM TERR	Fort Worth	TX	76112
147	Current Occupant	1700 S CRAVENS RD	Fort Worth	TX	76112
148	Current Occupant	1701 BUNCH DR	Fort Worth	TX	76112
149	Current Occupant	1701 CARVERLY DR	Fort Worth	TX	76112
150	Current Occupant	1701 ELLINGTON DR	Fort Worth	TX	76112
151	Current Occupant	1701 FLEMMING DR	Fort Worth	TX	76112
152	Current Occupant	1701 MC CLELLAN CT	Fort Worth	TX	76112
153	Current Occupant	1701 MIMS ST	Fort Worth	TX	76112
154	Current Occupant	1704 BARRON LN	Fort Worth	TX	76112
155	Current Occupant	1704 DOWNEY DR	Fort Worth	TX	76112
156	Current Occupant	1704 FLEMMING DR	Fort Worth	TX	76112
157	Current Occupant	1704 MIMS ST	Fort Worth	TX	76112
158	Current Occupant	1704 RANSOM TERR	Fort Worth	TX	76112
159	Current Occupant	1704 S CRAVENS RD	Fort Worth	TX	76112
160	Current Occupant	1705 CARVERLY DR	Fort Worth	TX	76112
161	Current Occupant	1705 ELLINGTON DR	Fort Worth	TX	76112
162	Current Occupant	1705 MIMS ST	Fort Worth	TX	76112
163	Current Occupant	1705 RANSOM TERR	Fort Worth	TX	76112
164	Current Occupant	1708 BARRON LN	Fort Worth	TX	76112
165	Current Occupant	1708 DOWNEY DR	Fort Worth	TX	76112
166	Current Occupant	1708 ELLINGTON DR	Fort Worth	TX	76112
167	Current Occupant	1708 FLEMMING DR	Fort Worth	TX	76112
168	Current Occupant	1708 MIMS ST	Fort Worth	TX	76112
169	Current Occupant	1708 RANSOM TERR	Fort Worth	TX	76112

170	Current Occupant	1708 S CRAVENS RD	Fort Worth	TX	76112
171	Current Occupant	1709 CARVERLY DR	Fort Worth	TX	76112
172	Current Occupant	1709 ELLINGTON DR	Fort Worth	TX	76112
173	Current Occupant	1709 MIMS ST	Fort Worth	TX	76112
174	Current Occupant	1709 RANSOM TERR	Fort Worth	TX	76112
175	Current Occupant	1712 BARRON LN	Fort Worth	TX	76112
176	Current Occupant	1712 DOWNEY DR	Fort Worth	TX	76112
177	Current Occupant	1712 ELLINGTON DR	Fort Worth	TX	76112
178	Current Occupant	1712 FLEMMING DR	Fort Worth	TX	76112
179	Current Occupant	1712 MIMS ST	Fort Worth	TX	76112
180	Current Occupant	1712 RANSOM TERR	Fort Worth	TX	76112
181	Current Occupant	1713 DOWNEY DR	Fort Worth	TX	76112
182	Current Occupant	1713 ELLINGTON DR	Fort Worth	TX	76112
183	Current Occupant	1713 FLEMMING DR	Fort Worth	TX	76112
184	Current Occupant	1713 MIMS ST	Fort Worth	TX	76112
185	Current Occupant	1713 RANSOM TERR	Fort Worth	TX	76112
186	Current Occupant	1716 BARRON LN	Fort Worth	TX	76112
187	Current Occupant	1716 BUNCH DR	Fort Worth	TX	76112
188	Current Occupant	1716 DOWNEY DR	Fort Worth	TX	76112
189	Current Occupant	1716 ELLINGTON DR	Fort Worth	TX	76112
190	Current Occupant	1716 FLEMMING DR	Fort Worth	TX	76112
191	Current Occupant	1716 RANSOM TERR	Fort Worth	TX	76112
192	Current Occupant	1717 DOWNEY DR	Fort Worth	TX	76112
193	Current Occupant	1717 E LOOP 820	Fort Worth	TX	76112
194	Current Occupant	1717 ELLINGTON DR	Fort Worth	TX	76112
195	Current Occupant	1717 FLEMMING DR	Fort Worth	TX	76112
196	Current Occupant	1717 RANSOM TERR	Fort Worth	TX	76112
197	Current Occupant	1720 DOWNEY DR	Fort Worth	TX	76112
198	Current Occupant	1720 RANSOM TERR	Fort Worth	TX	76112
199	Current Occupant	1721 BUNCH DR	Fort Worth	TX	76112
200	Current Occupant	1721 DOWNEY DR	Fort Worth	TX	76112
201	Current Occupant	1721 FLEMMING DR	Fort Worth	TX	76112
202	Current Occupant	1721 RANSOM TERR	Fort Worth	TX	76112
203	Current Occupant	1723 FLEMMING DR	Fort Worth	TX	76112

204	Current Occupant	1724 BUNCH DR	Fort Worth	TX	76112
205	Current Occupant	1724 RANSOM TERR	Fort Worth	TX	76112
206	Current Occupant	1725 BUNCH DR	Fort Worth	TX	76112
207	Current Occupant	1725 CARVERLY DR	Fort Worth	TX	76112
208	Current Occupant	1725 ELLINGTON DR	Fort Worth	TX	76112
209	Current Occupant	1725 RANSOM TERR	Fort Worth	TX	76112
210	Current Occupant	1728 BUNCH DR	Fort Worth	TX	76112
211	Current Occupant	1728 RANSOM TERR	Fort Worth	TX	76112
212	Current Occupant	1729 BUNCH DR	Fort Worth	TX	76112
213	Current Occupant	1732 CARVERLY DR	Fort Worth	TX	76112
214	Current Occupant	1732 RANSOM TERR	Fort Worth	TX	76112
215	Current Occupant	1733 BUNCH DR	Fort Worth	TX	76112
216	Current Occupant	1733 RANSOM TERR	Fort Worth	TX	76112
217	Current Occupant	1736 RANSOM TERR	Fort Worth	TX	76112
218	Current Occupant	1800 BARRON LN	Fort Worth	TX	76112
219	Current Occupant	1800 DOWNEY DR	Fort Worth	TX	76112
220	Current Occupant	1800 ELLINGTON DR	Fort Worth	TX	76112
221	Current Occupant	1800 HANDLEY DR	Fort Worth	TX	76112
222	Current Occupant	1800 MIMS ST	Fort Worth	TX	76112
223	Current Occupant	1800 S CRAVENS RD	Fort Worth	TX	76112
224	Current Occupant	1801 ELLINGTON DR	Fort Worth	TX	76112
225	Current Occupant	1801 FLEMMING DR	Fort Worth	TX	76112
226	Current Occupant	1801 MIMS ST	Fort Worth	TX	76112
227	Current Occupant	1801 RANSOM TERR	Fort Worth	TX	76112
228	Current Occupant	1804 BARRON LN	Fort Worth	TX	76112
229	Current Occupant	1804 BUNCH DR	Fort Worth	TX	76112
230	Current Occupant	1804 LUCAS DR	Fort Worth	TX	76112
231	Current Occupant	1804 MIMS ST	Fort Worth	TX	76112
232	Current Occupant	1804 RANSOM TERR	Fort Worth	TX	76112
233	Current Occupant	1805 ELLINGTON DR	Fort Worth	TX	76112
234	Current Occupant	1805 FLEMMING DR	Fort Worth	TX	76112
235	Current Occupant	1805 MIMS ST	Fort Worth	TX	76112
236	Current Occupant	1805 RANSOM TERR	Fort Worth	TX	76112
237	Current Occupant	1808 BARRON LN	Fort Worth	TX	76112

238	Current Occupant	1808 BUNCH DR	Fort Worth	TX	76112
239	Current Occupant	1808 ELLINGTON DR	Fort Worth	TX	76112
240	Current Occupant	1808 MIMS ST	Fort Worth	TX	76112
241	Current Occupant	1808 RANSOM TERR	Fort Worth	TX	76112
242	Current Occupant	1808 S CRAVENS RD	Fort Worth	TX	76112
243	Current Occupant	1809 BUNCH DR	Fort Worth	TX	76112
244	Current Occupant	1809 CARVERLY DR	Fort Worth	TX	76112
245	Current Occupant	1809 ELLINGTON DR	Fort Worth	TX	76112
246	Current Occupant	1809 FLEMMING DR	Fort Worth	TX	76112
247	Current Occupant	1809 RANSOM TERR	Fort Worth	TX	76112
248	Current Occupant	1812 BUNCH DR	Fort Worth	TX	76112
249	Current Occupant	1812 CARVERLY DR	Fort Worth	TX	76112
250	Current Occupant	1812 FLEMMING DR	Fort Worth	TX	76112
251	Current Occupant	1812 LUCAS DR	Fort Worth	TX	76112
252	Current Occupant	1812 RANSOM TERR	Fort Worth	TX	76112
253	Current Occupant	1812 S CRAVENS RD	Fort Worth	TX	76112
254	Current Occupant	1813 BUNCH DR	Fort Worth	TX	76112
255	Current Occupant	1813 ELLINGTON DR	Fort Worth	TX	76112
256	Current Occupant	1813 LUCAS DR	Fort Worth	TX	76112
257	Current Occupant	1813 RANSOM TERR	Fort Worth	TX	76112
258	Current Occupant	1816 ELLINGTON DR	Fort Worth	TX	76112
259	Current Occupant	1816 FLEMMING DR	Fort Worth	TX	76112
260	Current Occupant	1816 LUCAS DR	Fort Worth	TX	76112
261	Current Occupant	1816 MC CLELLAN CT	Fort Worth	TX	76112
262	Current Occupant	1816 RANSOM TERR	Fort Worth	TX	76112
263	Current Occupant	1816 S CRAVENS RD	Fort Worth	TX	76112
264	Current Occupant	1817 CARVERLY DR	Fort Worth	TX	76112
265	Current Occupant	1817 ELLINGTON DR	Fort Worth	TX	76112
266	Current Occupant	1817 FLEMMING DR	Fort Worth	TX	76112
267	Current Occupant	1817 RANSOM TERR	Fort Worth	TX	76112
268	Current Occupant	1820 ELLINGTON DR	Fort Worth	TX	76112
269	Current Occupant	1820 LUCAS DR	Fort Worth	TX	76112
270	Current Occupant	1820 S CRAVENS RD	Fort Worth	TX	76112
271	Current Occupant	1821 CARVERLY DR	Fort Worth	TX	76112

272	Current Occupant	1821 ELLINGTON DR	Fort Worth	TX	76112
273	Current Occupant	1824 ELLINGTON DR	Fort Worth	TX	76112
274	Current Occupant	1824 LUCAS DR	Fort Worth	TX	76112
275	Current Occupant	1824 S CRAVENS RD	Fort Worth	TX	76112
276	Current Occupant	1825 ELLINGTON DR	Fort Worth	TX	76112
277	Current Occupant	1825 LUCAS DR	Fort Worth	TX	76112
278	Current Occupant	1828 LUCAS DR	Fort Worth	TX	76112
279	Current Occupant	1828 S CRAVENS RD	Fort Worth	TX	76112
280	Current Occupant	1829 CARVERLY DR	Fort Worth	TX	76112
281	Current Occupant	1829 ELLINGTON DR	Fort Worth	TX	76112
282	Current Occupant	1829 LUCAS DR	Fort Worth	TX	76112
283	Current Occupant	1832 LUCAS DR	Fort Worth	TX	76112
284	Current Occupant	1833 LUCAS DR	Fort Worth	TX	76112
285	Current Occupant	1836 LUCAS DR	Fort Worth	TX	76112
286	Current Occupant	1840 LUCAS DR	Fort Worth	TX	76112
287	Current Occupant	1841 LUCAS DR	Fort Worth	TX	76112
288	Current Occupant	1844 LUCAS DR	Fort Worth	TX	76112
289	Current Occupant	1845 LUCAS DR	Fort Worth	TX	76112
290	Current Occupant	1848 LUCAS DR	Fort Worth	TX	76112
291	Current Occupant	1850 HANDLEY DR	Fort Worth	TX	76112
292	Current Occupant	1851 MC CLELLAN CT	Fort Worth	TX	76112
293	Current Occupant	1855 HANDLEY DR	Fort Worth	TX	76112
294	Current Occupant	1858 SHELMAN TR	Fort Worth	TX	76112
295	Current Occupant	1859 SHELMAN TR	Fort Worth	TX	76112
296	Current Occupant	1862 SHELMAN TR	Fort Worth	TX	76112
297	Current Occupant	1863 MILAM ST	Fort Worth	TX	76112
298	Current Occupant	1863 SHELMAN TR	Fort Worth	TX	76112
299	Current Occupant	1864 HANDLEY DR	Fort Worth	TX	76112
300	Current Occupant	1866 SHELMAN TR	Fort Worth	TX	76112
301	Current Occupant	1867 MILAM ST	Fort Worth	TX	76112
302	Current Occupant	1867 SHELMAN TR	Fort Worth	TX	76112
303	Current Occupant	1900 FLEMMING DR	Fort Worth	TX	76112
304	Current Occupant	1900 MCCLESKEY CT	Fort Worth	TX	76112
305	Current Occupant	1900 NOTTINGHAM BLVD	Fort Worth	TX	76112

306	Current Occupant	1900 RANSOM TERR	Fort Worth	TX	76112
307	Current Occupant	1900 SHELMAN TR	Fort Worth	TX	76112
308	Current Occupant	1901 CARVERLY DR	Fort Worth	TX	76112
309	Current Occupant	1901 FLEMMING DR	Fort Worth	TX	76112
310	Current Occupant	1901 MCCLESKEY CT	Fort Worth	TX	76112
311	Current Occupant	1901 MILAM ST	Fort Worth	TX	76112
312	Current Occupant	1901 RANSOM TERR	Fort Worth	TX	76112
313	Current Occupant	1901 SHELMAN TR	Fort Worth	TX	76112
314	Current Occupant	1904 BUNCH DR	Fort Worth	TX	76112
315	Current Occupant	1904 FLEMMING DR	Fort Worth	TX	76112
316	Current Occupant	1904 MCCLESKEY CT	Fort Worth	TX	76112
317	Current Occupant	1904 MILAM ST	Fort Worth	TX	76112
318	Current Occupant	1904 NOTTINGHAM BLVD	Fort Worth	TX	76112
319	Current Occupant	1904 RANSOM TERR	Fort Worth	TX	76112
320	Current Occupant	1904 SHELMAN TR	Fort Worth	TX	76112
321	Current Occupant	1905 FLEMMING DR	Fort Worth	TX	76112
322	Current Occupant	1905 MILAM ST	Fort Worth	TX	76112
323	Current Occupant	1905 NOTTINGHAM BLVD	Fort Worth	TX	76112
324	Current Occupant	1905 RANSOM TERR	Fort Worth	TX	76112
325	Current Occupant	1905 SHELMAN TR	Fort Worth	TX	76112
326	Current Occupant	1908 FLEMMING DR	Fort Worth	TX	76112
327	Current Occupant	1908 MCCLESKEY CT	Fort Worth	TX	76112
328	Current Occupant	1908 MILAM ST	Fort Worth	TX	76112
329	Current Occupant	1908 RANSOM TERR	Fort Worth	TX	76112
330	Current Occupant	1908 SHELMAN TR	Fort Worth	TX	76112
331	Current Occupant	1909 FLEMMING DR	Fort Worth	TX	76112
332	Current Occupant	1909 MCCLESKEY CT	Fort Worth	TX	76112
333	Current Occupant	1909 MILAM ST	Fort Worth	TX	76112
334	Current Occupant	1909 NOTTINGHAM BLVD	Fort Worth	TX	76112
335	Current Occupant	1909 RANSOM TERR	Fort Worth	TX	76112
336	Current Occupant	1909 SHELMAN TR	Fort Worth	TX	76112
337	Current Occupant	1912 MCCLESKEY CT	Fort Worth	TX	76112
338	Current Occupant	1912 MILAM ST	Fort Worth	TX	76112
339	Current Occupant	1912 RANSOM TERR	Fort Worth	TX	76112

340	Current Occupant	1912 SHELMAN TR	Fort Worth	TX	76112
341	Current Occupant	1913 CARVERLY DR	Fort Worth	TX	76112
342	Current Occupant	1913 MCCLESKEY CT	Fort Worth	TX	76112
343	Current Occupant	1913 NOTTINGHAM BLVD	Fort Worth	TX	76112
344	Current Occupant	1913 SHELMAN TR	Fort Worth	TX	76112
345	Current Occupant	1915 MILAM ST	Fort Worth	TX	76112
346	Current Occupant	1916 CARVERLY DR	Fort Worth	TX	76112
347	Current Occupant	1916 NOTTINGHAM BLVD	Fort Worth	TX	76112
348	Current Occupant	1916 SHELMAN TR	Fort Worth	TX	76112
349	Current Occupant	1917 MILAM ST	Fort Worth	TX	76112
350	Current Occupant	1917 NOTTINGHAM BLVD	Fort Worth	TX	76112
351	Current Occupant	1917 SHELMAN TR	Fort Worth	TX	76112
352	Current Occupant	1920 MILAM ST	Fort Worth	TX	76112
353	Current Occupant	1920 NOTTINGHAM BLVD	Fort Worth	TX	76112
354	Current Occupant	1920 SHELMAN TR	Fort Worth	TX	76112
355	Current Occupant	1921 MILAM ST	Fort Worth	TX	76112
356	Current Occupant	1921 NOTTINGHAM BLVD	Fort Worth	TX	76112
357	Current Occupant	1921 SHELMAN TR	Fort Worth	TX	76112
358	Current Occupant	1924 MILAM ST	Fort Worth	TX	76112
359	Current Occupant	1925 MILAM ST	Fort Worth	TX	76112
360	Current Occupant	1933 CANTERBURY CIR	Fort Worth	TX	76112
361	Current Occupant	1937 CANTERBURY CIR	Fort Worth	TX	76112
362	Current Occupant	1941 CANTERBURY CIR	Fort Worth	TX	76112
363	Current Occupant	1944 HANDLEY DR	Fort Worth	TX	76112
364	Current Occupant	2000 FLEMMING DR	Fort Worth	TX	76112
365	Current Occupant	2001 CANTON DR	Fort Worth	TX	76112
366	Current Occupant	2001 CARVERLY DR	Fort Worth	TX	76112
367	Current Occupant	2001 FLEMMING DR	Fort Worth	TX	76112
368	Current Occupant	2001 OAK HILL RD	Fort Worth	TX	76112
369	Current Occupant	2005 CANTON DR	Fort Worth	TX	76112
370	Current Occupant	2005 CARVERLY DR	Fort Worth	TX	76112
371	Current Occupant	2008 HANDLEY DR	Fort Worth	TX	76112
372	Current Occupant	2009 FOREST AVE	Fort Worth	TX	76112
373	Current Occupant	2011 CARVERLY DR	Fort Worth	TX	76112

374	Current Occupant	2012 HANDLEY DR	Fort Worth	TX	76112
375	Current Occupant	2013 FOREST AVE	Fort Worth	TX	76112
376	Current Occupant	2015 CARVERLY DR	Fort Worth	TX	76112
377	Current Occupant	2019 CARVERLY DR	Fort Worth	TX	76112
378	Current Occupant	2020 HANDLEY DR	Fort Worth	TX	76112
379	Current Occupant	2028 HANDLEY DR	Fort Worth	TX	76112
380	Current Occupant	2032 HANDLEY DR	Fort Worth	TX	76112
381	Current Occupant	2100 LUCAS DR	Fort Worth	TX	76112
382	Current Occupant	2100 OAK HILL RD	Fort Worth	TX	76112
383	Current Occupant	2100 RANSOM TERR	Fort Worth	TX	76112
384	Current Occupant	2100 YOSEMITE CT	Fort Worth	TX	76112
385	Current Occupant	2101 CANTON DR	Fort Worth	TX	76112
386	Current Occupant	2101 CARVERLY DR	Fort Worth	TX	76112
387	Current Occupant	2101 FLEMMING DR	Fort Worth	TX	76112
388	Current Occupant	2101 FOREST AVE	Fort Worth	TX	76112
389	Current Occupant	2101 OAK HILL RD	Fort Worth	TX	76112
390	Current Occupant	2101 YOSEMITE CT	Fort Worth	TX	76112
391	Current Occupant	2104 RANSOM TERR	Fort Worth	TX	76112
392	Current Occupant	2105 CANTON DR	Fort Worth	TX	76112
393	Current Occupant	2105 CARVERLY DR	Fort Worth	TX	76112
394	Current Occupant	2105 FOREST AVE	Fort Worth	TX	76112
395	Current Occupant	2107 OAK HILL RD	Fort Worth	TX	76112
396	Current Occupant	2108 OAK HILL RD	Fort Worth	TX	76112
397	Current Occupant	2108 RANSOM TERR	Fort Worth	TX	76112
398	Current Occupant	2108 YOSEMITE CT	Fort Worth	TX	76112
399	Current Occupant	2109 FLEMMING DR	Fort Worth	TX	76112
400	Current Occupant	2109 FOREST AVE	Fort Worth	TX	76112
401	Current Occupant	2109 YOSEMITE CT	Fort Worth	TX	76112
402	Current Occupant	2112 RANSOM TERR	Fort Worth	TX	76112
403	Current Occupant	2112 YOSEMITE CT	Fort Worth	TX	76112
404	Current Occupant	2113 CANTON DR	Fort Worth	TX	76112
405	Current Occupant	2113 CARVERLY DR	Fort Worth	TX	76112
406	Current Occupant	2113 YOSEMITE CT	Fort Worth	TX	76112
407	Current Occupant	2115 FOREST AVE	Fort Worth	TX	76112

408	Current Occupant	2115 OAK HILL RD	Fort Worth	TX	76112
409	Current Occupant	2116 RANSOM TERR	Fort Worth	TX	76112
410	Current Occupant	2117 CANTON DR	Fort Worth	TX	76112
411	Current Occupant	2120 RANSOM TERR	Fort Worth	TX	76112
412	Current Occupant	2121 CANTON DR	Fort Worth	TX	76112
413	Current Occupant	2124 OAK HILL RD	Fort Worth	TX	76112
414	Current Occupant	2145 E LOOP 820 S	Fort Worth	TX	76112
415	Current Occupant	2200 FLEMMING DR	Fort Worth	TX	76112
416	Current Occupant	2200 HOOKS LN	Fort Worth	TX	76112
417	Current Occupant	2200 LUCAS DR	Fort Worth	TX	76112
418	Current Occupant	2200 MC EWEN CT	Fort Worth	TX	76112
419	Current Occupant	2201 CARRUTHERS DR	Fort Worth	TX	76112
420	Current Occupant	2201 CARVERLY DR	Fort Worth	TX	76112
421	Current Occupant	2201 E LOOP 820 S	Fort Worth	TX	76112
422	Current Occupant	2201 FLEMMING DR	Fort Worth	TX	76112
423	Current Occupant	2201 FOREST AVE	Fort Worth	TX	76112
424	Current Occupant	2201 GRATTAN DR	Fort Worth	TX	76112
425	Current Occupant	2201 LUCAS DR	Fort Worth	TX	76112
426	Current Occupant	2201 MC EWEN CT	Fort Worth	TX	76112
427	Current Occupant	2201 OAK HILL RD	Fort Worth	TX	76112
428	Current Occupant	2204 CARRUTHERS DR	Fort Worth	TX	76112
429	Current Occupant	2204 FLEMMING DR	Fort Worth	TX	76112
430	Current Occupant	2204 LUCAS DR	Fort Worth	TX	76112
431	Current Occupant	2205 CARRUTHERS DR	Fort Worth	TX	76112
432	Current Occupant	2205 FLEMMING DR	Fort Worth	TX	76112
433	Current Occupant	2205 FOREST AVE	Fort Worth	TX	76112
434	Current Occupant	2205 GRATTAN DR	Fort Worth	TX	76112
435	Current Occupant	2208 CARRUTHERS DR	Fort Worth	TX	76112
436	Current Occupant	2208 FLEMMING DR	Fort Worth	TX	76112
437	Current Occupant	2208 HOOKS LN	Fort Worth	TX	76112
438	Current Occupant	2208 MC EWEN CT	Fort Worth	TX	76112
439	Current Occupant	2208 S CRAVENS RD	Fort Worth	TX	76112
440	Current Occupant	2209 CARRUTHERS DR	Fort Worth	TX	76112
441	Current Occupant	2209 CARVERLY DR	Fort Worth	TX	76112

442	Current Occupant	2209 FLEMMING DR	Fort Worth	TX	76112
443	Current Occupant	2209 FOREST AVE	Fort Worth	TX	76112
444	Current Occupant	2209 HOOKS LN	Fort Worth	TX	76112
445	Current Occupant	2209 LUCAS DR	Fort Worth	TX	76112
446	Current Occupant	2209 MC EWEN CT	Fort Worth	TX	76112
447	Current Occupant	2212 CARRUTHERS DR	Fort Worth	TX	76112
448	Current Occupant	2212 HOOKS LN	Fort Worth	TX	76112
449	Current Occupant	2212 LUCAS DR	Fort Worth	TX	76112
450	Current Occupant	2212 S CRAVENS RD	Fort Worth	TX	76112
451	Current Occupant	2213 CARRUTHERS DR	Fort Worth	TX	76112
452	Current Occupant	2213 CARVERLY DR	Fort Worth	TX	76112
453	Current Occupant	2213 FLEMMING DR	Fort Worth	TX	76112
454	Current Occupant	2213 FOREST AVE	Fort Worth	TX	76112
455	Current Occupant	2213 HOOKS LN	Fort Worth	TX	76112
456	Current Occupant	2213 LUCAS DR	Fort Worth	TX	76112
457	Current Occupant	2216 CARRUTHERS DR	Fort Worth	TX	76112
458	Current Occupant	2216 HOOKS LN	Fort Worth	TX	76112
459	Current Occupant	2216 LUCAS DR	Fort Worth	TX	76112
460	Current Occupant	2216 MC EWEN CT	Fort Worth	TX	76112
461	Current Occupant	2217 CARRUTHERS DR	Fort Worth	TX	76112
462	Current Occupant	2217 CARVERLY DR	Fort Worth	TX	76112
463	Current Occupant	2217 HOOKS LN	Fort Worth	TX	76112
464	Current Occupant	2217 LUCAS DR	Fort Worth	TX	76112
465	Current Occupant	2217 MC EWEN CT	Fort Worth	TX	76112
466	Current Occupant	2217 OAK HILL RD	Fort Worth	TX	76112
467	Current Occupant	2220 CARRUTHERS DR	Fort Worth	TX	76112
468	Current Occupant	2220 MC EWEN CT	Fort Worth	TX	76112
469	Current Occupant	2221 CARRUTHERS DR	Fort Worth	TX	76112
470	Current Occupant	2221 MC EWEN CT	Fort Worth	TX	76112
471	Current Occupant	2224 CARRUTHERS DR	Fort Worth	TX	76112
472	Current Occupant	2224 GRATTAN DR	Fort Worth	TX	76112
473	Current Occupant	2224 MC EWEN CT	Fort Worth	TX	76112
474	Current Occupant	2224 S CRAVENS RD	Fort Worth	TX	76112
475	Current Occupant	2225 CARRUTHERS DR	Fort Worth	TX	76112

476	Current Occupant	2225 GRATTAN DR	Fort Worth	TX	76112
477	Current Occupant	2228 CARRUTHERS DR	Fort Worth	TX	76112
478	Current Occupant	2228 MC EWEN CT	Fort Worth	TX	76112
479	Current Occupant	2229 CARRUTHERS DR	Fort Worth	TX	76112
480	Current Occupant	2229 MC EWEN CT	Fort Worth	TX	76112
481	Current Occupant	2232 E LOOP 820	Fort Worth	TX	76112
482	Current Occupant	2233 LUCAS DR	Fort Worth	TX	76112
483	Current Occupant	2238 E LOOP 820	Fort Worth	TX	76112
484	Current Occupant	2240 LUCAS DR	Fort Worth	TX	76112
485	Current Occupant	2241 LUCAS DR	Fort Worth	TX	76112
486	Current Occupant	2244 LUCAS DR	Fort Worth	TX	76112
487	Current Occupant	2248 LUCAS DR	Fort Worth	TX	76112
488	Current Occupant	2250 E LOOP 820	Fort Worth	TX	76112
489	Current Occupant	2300 CARRUTHERS DR	Fort Worth	TX	76112
490	Current Occupant	2300 DEBRA COURT DR	Fort Worth	TX	76112
491	Current Occupant	2300 FELDER LN	Fort Worth	TX	76112
492	Current Occupant	2300 FLEMMING DR	Fort Worth	TX	76112
493	Current Occupant	2300 LUCAS DR	Fort Worth	TX	76112
494	Current Occupant	2300 TANNEYHILL LN	Fort Worth	TX	76112
495	Current Occupant	2301 CARRUTHERS DR	Fort Worth	TX	76112
496	Current Occupant	2301 CARVERLY DR	Fort Worth	TX	76112
497	Current Occupant	2301 DEBRA COURT DR	Fort Worth	TX	76112
498	Current Occupant	2301 FLEMMING DR	Fort Worth	TX	76112
499	Current Occupant	2301 LUCAS DR	Fort Worth	TX	76112
500	Current Occupant	2301 REGINALD RD	Fort Worth	TX	76112
501	Current Occupant	2301 TANNEYHILL LN	Fort Worth	TX	76112
502	Current Occupant	2304 CARRUTHERS DR	Fort Worth	TX	76112
503	Current Occupant	2304 LUCAS DR	Fort Worth	TX	76112
504	Current Occupant	2304 PURSELLEY DR	Fort Worth	TX	76112
505	Current Occupant	2304 TANNEYHILL LN	Fort Worth	TX	76112
506	Current Occupant	2305 CARRUTHERS DR	Fort Worth	TX	76112
507	Current Occupant	2305 CARVERLY DR	Fort Worth	TX	76112
508	Current Occupant	2305 FLEMMING DR	Fort Worth	TX	76112
509	Current Occupant	2305 LUCAS DR	Fort Worth	TX	76112

510	Current Occupant	2305 REGINALD RD	Fort Worth	TX	76112
511	Current Occupant	2308 CARRUTHERS DR	Fort Worth	TX	76112
512	Current Occupant	2308 CARVERLY DR	Fort Worth	TX	76112
513	Current Occupant	2308 CASS ST	Fort Worth	TX	76112
514	Current Occupant	2308 CRAVENS RD	Fort Worth	TX	76112
515	Current Occupant	2308 DEBRA COURT DR	Fort Worth	TX	76112
516	Current Occupant	2308 FELDER LN	Fort Worth	TX	76112
517	Current Occupant	2308 LUCAS DR	Fort Worth	TX	76112
518	Current Occupant	2308 PURSELLEY DR	Fort Worth	TX	76112
519	Current Occupant	2308 REGINALD RD	Fort Worth	TX	76112
520	Current Occupant	2308 TANNEYHILL LN	Fort Worth	TX	76112
521	Current Occupant	2309 CARRUTHERS DR	Fort Worth	TX	76112
522	Current Occupant	2309 CARVERLY DR	Fort Worth	TX	76112
523	Current Occupant	2309 CRAVENS RD	Fort Worth	TX	76112
524	Current Occupant	2309 DEBRA COURT DR	Fort Worth	TX	76112
525	Current Occupant	2309 FARRELL LN	Fort Worth	TX	76112
526	Current Occupant	2309 FLEMMING DR	Fort Worth	TX	76112
527	Current Occupant	2309 LUCAS DR	Fort Worth	TX	76112
528	Current Occupant	2309 MC GEE ST	Fort Worth	TX	76112
529	Current Occupant	2309 REGINALD RD	Fort Worth	TX	76112
530	Current Occupant	2309 TANNEYHILL LN	Fort Worth	TX	76112
531	Current Occupant	2312 CARRUTHERS DR	Fort Worth	TX	76112
532	Current Occupant	2312 CASS ST	Fort Worth	TX	76112
533	Current Occupant	2312 DEBRA COURT DR	Fort Worth	TX	76112
534	Current Occupant	2312 FELDER LN	Fort Worth	TX	76112
535	Current Occupant	2312 FLEMMING DR	Fort Worth	TX	76112
536	Current Occupant	2312 FOREST AVE	Fort Worth	TX	76112
537	Current Occupant	2312 LUCAS DR	Fort Worth	TX	76112
538	Current Occupant	2312 PURSELLEY DR	Fort Worth	TX	76112
539	Current Occupant	2312 REGINALD RD	Fort Worth	TX	76112
540	Current Occupant	2312 TANNEYHILL LN	Fort Worth	TX	76112
541	Current Occupant	2313 CARRUTHERS DR	Fort Worth	TX	76112
542	Current Occupant	2313 CARVERLY DR	Fort Worth	TX	76112
543	Current Occupant	2313 CASS ST	Fort Worth	TX	76112

544	Current Occupant	2313 CRAVENS RD	Fort Worth	TX	76112
545	Current Occupant	2313 DEBRA COURT DR	Fort Worth	TX	76112
546	Current Occupant	2313 FARRELL LN	Fort Worth	TX	76112
547	Current Occupant	2313 FELDER LN	Fort Worth	TX	76112
548	Current Occupant	2313 FLEMMING DR	Fort Worth	TX	76112
549	Current Occupant	2313 LUCAS DR	Fort Worth	TX	76112
550	Current Occupant	2313 MC GEE ST	Fort Worth	TX	76112
551	Current Occupant	2313 REGINALD RD	Fort Worth	TX	76112
552	Current Occupant	2313 TANNEYHILL LN	Fort Worth	TX	76112
553	Current Occupant	2316 CARRUTHERS DR	Fort Worth	TX	76112
554	Current Occupant	2316 CASS ST	Fort Worth	TX	76112
555	Current Occupant	2316 CRAVENS RD	Fort Worth	TX	76112
556	Current Occupant	2316 DEBRA COURT DR	Fort Worth	TX	76112
557	Current Occupant	2316 FELDER LN	Fort Worth	TX	76112
558	Current Occupant	2316 FLEMMING DR	Fort Worth	TX	76112
559	Current Occupant	2316 FOREST AVE	Fort Worth	TX	76112
560	Current Occupant	2316 PURSELLEY DR	Fort Worth	TX	76112
561	Current Occupant	2316 REGINALD RD	Fort Worth	TX	76112
562	Current Occupant	2316 TANNEYHILL LN	Fort Worth	TX	76112
563	Current Occupant	2317 CARRUTHERS DR	Fort Worth	TX	76112
564	Current Occupant	2317 CARVERLY DR	Fort Worth	TX	76112
565	Current Occupant	2317 FARRELL LN	Fort Worth	TX	76112
566	Current Occupant	2317 FELDER LN	Fort Worth	TX	76112
567	Current Occupant	2317 FLEMMING DR	Fort Worth	TX	76112
568	Current Occupant	2317 REGINALD RD	Fort Worth	TX	76112
569	Current Occupant	2317 TANNEYHILL LN	Fort Worth	TX	76112
570	Current Occupant	2320 CARRUTHERS DR	Fort Worth	TX	76112
571	Current Occupant	2320 CASS ST	Fort Worth	TX	76112
572	Current Occupant	2320 DEBRA COURT DR	Fort Worth	TX	76112
573	Current Occupant	2320 FELDER LN	Fort Worth	TX	76112
574	Current Occupant	2320 FLEMMING DR	Fort Worth	TX	76112
575	Current Occupant	2320 REGINALD RD	Fort Worth	TX	76112
576	Current Occupant	2320 TANNEYHILL LN	Fort Worth	TX	76112
577	Current Occupant	2321 CARRUTHERS DR	Fort Worth	TX	76112

578	Current Occupant	2321 CRAVENS RD	Fort Worth	TX	76112
579	Current Occupant	2321 FELDER LN	Fort Worth	TX	76112
580	Current Occupant	2321 FLEMMING DR	Fort Worth	TX	76112
581	Current Occupant	2321 REGINALD RD	Fort Worth	TX	76112
582	Current Occupant	2324 CARRUTHERS DR	Fort Worth	TX	76112
583	Current Occupant	2324 CASS ST	Fort Worth	TX	76112
584	Current Occupant	2324 CRAVENS RD	Fort Worth	TX	76112
585	Current Occupant	2324 DEBRA COURT DR	Fort Worth	TX	76112
586	Current Occupant	2324 FELDER LN	Fort Worth	TX	76112
587	Current Occupant	2324 FLEMMING DR	Fort Worth	TX	76112
588	Current Occupant	2325 CARRUTHERS DR	Fort Worth	TX	76112
589	Current Occupant	2325 FELDER LN	Fort Worth	TX	76112
590	Current Occupant	2325 FLEMMING DR	Fort Worth	TX	76112
591	Current Occupant	2325 POLLARD ST	Fort Worth	TX	76112
592	Current Occupant	2328 CARRUTHERS DR	Fort Worth	TX	76112
593	Current Occupant	2328 CASS ST	Fort Worth	TX	76112
594	Current Occupant	2328 DEBRA COURT DR	Fort Worth	TX	76112
595	Current Occupant	2328 FELDER LN	Fort Worth	TX	76112
596	Current Occupant	2328 FLEMMING DR	Fort Worth	TX	76112
597	Current Occupant	2329 CARRUTHERS DR	Fort Worth	TX	76112
598	Current Occupant	2329 CASS ST	Fort Worth	TX	76112
599	Current Occupant	2329 FELDER LN	Fort Worth	TX	76112
600	Current Occupant	2329 FLEMMING DR	Fort Worth	TX	76112
601	Current Occupant	2329 POLLARD ST	Fort Worth	TX	76112
602	Current Occupant	2332 CARRUTHERS DR	Fort Worth	TX	76112
603	Current Occupant	2332 CASS ST	Fort Worth	TX	76112
604	Current Occupant	2332 DEBRA COURT DR	Fort Worth	TX	76112
605	Current Occupant	2332 FELDER LN	Fort Worth	TX	76112
606	Current Occupant	2332 FLEMMING DR	Fort Worth	TX	76112
607	Current Occupant	2333 CARRUTHERS DR	Fort Worth	TX	76112
608	Current Occupant	2333 FLEMMING DR	Fort Worth	TX	76112
609	Current Occupant	2336 CARRUTHERS DR	Fort Worth	TX	76112
610	Current Occupant	2336 CASS ST	Fort Worth	TX	76112
611	Current Occupant	2336 DEBRA COURT DR	Fort Worth	TX	76112

612	Current Occupant	2336 FELDER LN	Fort Worth	TX	76112
613	Current Occupant	2337 CARRUTHERS DR	Fort Worth	TX	76112
614	Current Occupant	2337 CASS ST	Fort Worth	TX	76112
615	Current Occupant	2337 DEBRA COURT DR	Fort Worth	TX	76112
616	Current Occupant	2337 FELDER LN	Fort Worth	TX	76112
617	Current Occupant	2340 CARRUTHERS DR	Fort Worth	TX	76112
618	Current Occupant	2340 CASS ST	Fort Worth	TX	76112
619	Current Occupant	2340 DEBRA COURT DR	Fort Worth	TX	76112
620	Current Occupant	2340 FELDER LN	Fort Worth	TX	76112
621	Current Occupant	2341 CARRUTHERS DR	Fort Worth	TX	76112
622	Current Occupant	2341 DEBRA COURT DR	Fort Worth	TX	76112
623	Current Occupant	2341 FELDER LN	Fort Worth	TX	76112
624	Current Occupant	2344 CARRUTHERS DR	Fort Worth	TX	76112
625	Current Occupant	2344 CASS ST	Fort Worth	TX	76112
626	Current Occupant	2344 FELDER LN	Fort Worth	TX	76112
627	Current Occupant	2345 CARRUTHERS DR	Fort Worth	TX	76112
628	Current Occupant	2345 FELDER LN	Fort Worth	TX	76112
629	Current Occupant	2348 CARRUTHERS DR	Fort Worth	TX	76112
630	Current Occupant	2348 CASS ST	Fort Worth	TX	76112
631	Current Occupant	2348 FELDER LN	Fort Worth	TX	76112
632	Current Occupant	2349 CARRUTHERS DR	Fort Worth	TX	76112
633	Current Occupant	2349 CASS ST	Fort Worth	TX	76112
634	Current Occupant	2349 FELDER LN	Fort Worth	TX	76112
635	Current Occupant	2352 CARRUTHERS DR	Fort Worth	TX	76112
636	Current Occupant	2352 CASS ST	Fort Worth	TX	76112
637	Current Occupant	2353 CASS ST	Fort Worth	TX	76112
638	Current Occupant	2356 CASS ST	Fort Worth	TX	76112
639	Current Occupant	2357 CASS ST	Fort Worth	TX	76112
640	Current Occupant	2377 E LOOP 820 S	Fort Worth	TX	76112
641	Current Occupant	2400 CANTON DR	Fort Worth	TX	76112
642	Current Occupant	2400 CASS ST	Fort Worth	TX	76112
643	Current Occupant	2400 CRAVENS RD	Fort Worth	TX	76112
644	Current Occupant	2400 FOREST AVE	Fort Worth	TX	76112
645	Current Occupant	2400 LUCAS DR	Fort Worth	TX	76112

646	Current Occupant	2400 PURSELLEY DR	Fort Worth	TX	76112
647	Current Occupant	2401 CARVERLY DR	Fort Worth	TX	76112
648	Current Occupant	2401 CRAVENS RD	Fort Worth	TX	76112
649	Current Occupant	2401 LUCAS DR	Fort Worth	TX	76112
650	Current Occupant	2401 MC GEE ST	Fort Worth	TX	76112
651	Current Occupant	2401 POLLARD ST	Fort Worth	TX	76112
652	Current Occupant	2401 PUTNAM ST	Fort Worth	TX	76112
653	Current Occupant	2404 CASS ST	Fort Worth	TX	76112
654	Current Occupant	2404 FOREST AVE	Fort Worth	TX	76112
655	Current Occupant	2404 LUCAS DR	Fort Worth	TX	76112
656	Current Occupant	2404 PURSELLEY DR	Fort Worth	TX	76112
657	Current Occupant	2405 CARVERLY DR	Fort Worth	TX	76112
658	Current Occupant	2405 CRAVENS RD	Fort Worth	TX	76112
659	Current Occupant	2405 LUCAS DR	Fort Worth	TX	76112
660	Current Occupant	2405 MC GEE ST	Fort Worth	TX	76112
661	Current Occupant	2405 PUTNAM ST	Fort Worth	TX	76112
662	Current Occupant	2406 FOREST AVE	Fort Worth	TX	76112
663	Current Occupant	2408 CASS ST	Fort Worth	TX	76112
664	Current Occupant	2408 CRAVENS RD	Fort Worth	TX	76112
665	Current Occupant	2408 FOREST AVE	Fort Worth	TX	76112
666	Current Occupant	2408 LUCAS DR	Fort Worth	TX	76112
667	Current Occupant	2408 PURSELLEY DR	Fort Worth	TX	76112
668	Current Occupant	2409 CARVERLY DR	Fort Worth	TX	76112
669	Current Occupant	2409 CRAVENS RD	Fort Worth	TX	76112
670	Current Occupant	2409 LUCAS DR	Fort Worth	TX	76112
671	Current Occupant	2409 MC GEE ST	Fort Worth	TX	76112
672	Current Occupant	2409 POLLARD ST	Fort Worth	TX	76112
673	Current Occupant	2409 PUTNAM ST	Fort Worth	TX	76112
674	Current Occupant	2411 MC GEE ST	Fort Worth	TX	76112
675	Current Occupant	2412 CASS ST	Fort Worth	TX	76112
676	Current Occupant	2412 CRAVENS RD	Fort Worth	TX	76112
677	Current Occupant	2412 FOREST AVE	Fort Worth	TX	76112
678	Current Occupant	2412 LUCAS DR	Fort Worth	TX	76112
679	Current Occupant	2412 PURSELLEY DR	Fort Worth	TX	76112

680	Current Occupant	2413 CARVERLY DR	Fort Worth	TX	76112
681	Current Occupant	2413 CRAVENS RD	Fort Worth	TX	76112
682	Current Occupant	2413 LUCAS DR	Fort Worth	TX	76112
683	Current Occupant	2413 MC GEE ST	Fort Worth	TX	76112
684	Current Occupant	2413 POLLARD ST	Fort Worth	TX	76112
685	Current Occupant	2413 PUTNAM ST	Fort Worth	TX	76112
686	Current Occupant	2414 CRAVENS RD	Fort Worth	TX	76112
687	Current Occupant	2415 PUTNAM ST	Fort Worth	TX	76112
688	Current Occupant	2416 CASS ST	Fort Worth	TX	76112
689	Current Occupant	2416 FOREST AVE	Fort Worth	TX	76112
690	Current Occupant	2416 POLLARD ST	Fort Worth	TX	76112
691	Current Occupant	2416 PURSELLEY DR	Fort Worth	TX	76112
692	Current Occupant	2416 PUTNAM ST	Fort Worth	TX	76112
693	Current Occupant	2417 CARVERLY DR	Fort Worth	TX	76112
694	Current Occupant	2417 CRAVENS RD	Fort Worth	TX	76112
695	Current Occupant	2417 MC GEE ST	Fort Worth	TX	76112
696	Current Occupant	2417 POLLARD ST	Fort Worth	TX	76112
697	Current Occupant	2417 PUTNAM ST	Fort Worth	TX	76112
698	Current Occupant	2420 PURSELLEY DR	Fort Worth	TX	76112
699	Current Occupant	2420 PUTNAM ST	Fort Worth	TX	76112
700	Current Occupant	2421 CRAVENS RD	Fort Worth	TX	76112
701	Current Occupant	2421 POLLARD ST	Fort Worth	TX	76112
702	Current Occupant	2421 PUTNAM ST	Fort Worth	TX	76112
703	Current Occupant	2500 CASS ST	Fort Worth	TX	76112
704	Current Occupant	2500 CRAVENS RD	Fort Worth	TX	76112
705	Current Occupant	2500 FOREST AVE	Fort Worth	TX	76112
706	Current Occupant	2500 LUCAS DR	Fort Worth	TX	76112
707	Current Occupant	2500 MALCOLM ST	Fort Worth	TX	76112
708	Current Occupant	2500 POLLARD ST	Fort Worth	TX	76112
709	Current Occupant	2500 PURSELLEY DR	Fort Worth	TX	76112
710	Current Occupant	2500 PUTNAM ST	Fort Worth	TX	76112
711	Current Occupant	2501 CANTON DR	Fort Worth	TX	76112
712	Current Occupant	2501 CARVERLY DR	Fort Worth	TX	76112
713	Current Occupant	2501 CRAVENS RD	Fort Worth	TX	76112

714	Current Occupant	2501 LUCAS DR	Fort Worth	TX	76112
715	Current Occupant	2501 MC GEE ST	Fort Worth	TX	76112
716	Current Occupant	2501 POLLARD ST	Fort Worth	TX	76112
717	Current Occupant	2501 PUTNAM ST	Fort Worth	TX	76112
718	Current Occupant	2504 CASS ST	Fort Worth	TX	76112
719	Current Occupant	2504 CRAVENS RD	Fort Worth	TX	76112
720	Current Occupant	2504 LUCAS DR	Fort Worth	TX	76112
721	Current Occupant	2504 MALCOLM ST	Fort Worth	TX	76112
722	Current Occupant	2504 PURSELLEY DR	Fort Worth	TX	76112
723	Current Occupant	2504 PUTNAM ST	Fort Worth	TX	76112
724	Current Occupant	2505 CARVERLY DR	Fort Worth	TX	76112
725	Current Occupant	2505 CRAVENS RD	Fort Worth	TX	76112
726	Current Occupant	2505 LUCAS DR	Fort Worth	TX	76112
727	Current Occupant	2505 MC GEE ST	Fort Worth	TX	76112
728	Current Occupant	2505 PUTNAM ST	Fort Worth	TX	76112
729	Current Occupant	2506 FOREST AVE	Fort Worth	TX	76112
730	Current Occupant	2508 CASS ST	Fort Worth	TX	76112
731	Current Occupant	2508 CRAVENS RD	Fort Worth	TX	76112
732	Current Occupant	2508 FOREST AVE	Fort Worth	TX	76112
733	Current Occupant	2508 LUCAS DR	Fort Worth	TX	76112
734	Current Occupant	2508 MALCOLM ST	Fort Worth	TX	76112
735	Current Occupant	2508 POLLARD ST	Fort Worth	TX	76112
736	Current Occupant	2508 PURSELLEY DR	Fort Worth	TX	76112
737	Current Occupant	2508 PUTNAM ST	Fort Worth	TX	76112
738	Current Occupant	2509 CANTON DR	Fort Worth	TX	76112
739	Current Occupant	2509 CARVERLY DR	Fort Worth	TX	76112
740	Current Occupant	2509 CRAVENS RD	Fort Worth	TX	76112
741	Current Occupant	2509 LUCAS DR	Fort Worth	TX	76112
742	Current Occupant	2509 MC GEE ST	Fort Worth	TX	76112
743	Current Occupant	2509 PUTNAM ST	Fort Worth	TX	76112
744	Current Occupant	2512 CRAVENS RD	Fort Worth	TX	76112
745	Current Occupant	2512 LUCAS DR	Fort Worth	TX	76112
746	Current Occupant	2512 MALCOLM ST	Fort Worth	TX	76112
747	Current Occupant	2512 PURSELLEY DR	Fort Worth	TX	76112

748	Current Occupant	2512 PUTNAM ST	Fort Worth	TX	76112
749	Current Occupant	2513 CRAVENS RD	Fort Worth	TX	76112
750	Current Occupant	2513 LUCAS DR	Fort Worth	TX	76112
751	Current Occupant	2513 MC GEE ST	Fort Worth	TX	76112
752	Current Occupant	2516 CRAVENS RD	Fort Worth	TX	76112
753	Current Occupant	2516 FOREST AVE	Fort Worth	TX	76112
754	Current Occupant	2516 MALCOLM ST	Fort Worth	TX	76112
755	Current Occupant	2516 POLLARD ST	Fort Worth	TX	76112
756	Current Occupant	2516 PUTNAM ST	Fort Worth	TX	76112
757	Current Occupant	2517 CANTON DR	Fort Worth	TX	76112
758	Current Occupant	2517 CRAVENS RD	Fort Worth	TX	76112
759	Current Occupant	2517 MC GEE ST	Fort Worth	TX	76112
760	Current Occupant	2517 PUTNAM ST	Fort Worth	TX	76112
761	Current Occupant	2520 PUTNAM ST	Fort Worth	TX	76112
762	Current Occupant	2521 CRAVENS RD	Fort Worth	TX	76112
763	Current Occupant	2521 PUTNAM ST	Fort Worth	TX	76112
764	Current Occupant	2525 CRAVENS RD	Fort Worth	TX	76112
765	Current Occupant	2600 CRAVENS RD	Fort Worth	TX	76112
766	Current Occupant	2600 FOREST AVE	Fort Worth	TX	76112
767	Current Occupant	2600 POLLARD ST	Fort Worth	TX	76112
768	Current Occupant	2600 PUTNAM ST	Fort Worth	TX	76112
769	Current Occupant	2601 CANTON DR	Fort Worth	TX	76112
770	Current Occupant	2601 CRAVENS RD	Fort Worth	TX	76112
771	Current Occupant	2601 HAYNIE ST	Fort Worth	TX	76112
772	Current Occupant	2601 MC GEE ST	Fort Worth	TX	76112
773	Current Occupant	2601 POLLARD ST	Fort Worth	TX	76112
774	Current Occupant	2601 PUTNAM ST	Fort Worth	TX	76112
775	Current Occupant	2602 FOREST AVE	Fort Worth	TX	76112
776	Current Occupant	2604 POLLARD ST	Fort Worth	TX	76112
777	Current Occupant	2604 PUTNAM ST	Fort Worth	TX	76112
778	Current Occupant	2605 CANTON DR	Fort Worth	TX	76112
779	Current Occupant	2605 CRAVENS RD	Fort Worth	TX	76112
780	Current Occupant	2605 HAYNIE ST	Fort Worth	TX	76112
781	Current Occupant	2605 POLLARD ST	Fort Worth	TX	76112

782	Current Occupant	2608 CRAVENS RD	Fort Worth	TX	76112
783	Current Occupant	2608 FOREST AVE	Fort Worth	TX	76112
784	Current Occupant	2608 POLLARD ST	Fort Worth	TX	76112
785	Current Occupant	2608 PUTNAM ST	Fort Worth	TX	76112
786	Current Occupant	2609 CANTON DR	Fort Worth	TX	76112
787	Current Occupant	2609 CRAVENS RD	Fort Worth	TX	76112
788	Current Occupant	2609 HAYNIE ST	Fort Worth	TX	76112
789	Current Occupant	2609 POLLARD ST	Fort Worth	TX	76112
790	Current Occupant	2609 PUTNAM ST	Fort Worth	TX	76112
791	Current Occupant	2612 FOREST AVE	Fort Worth	TX	76112
792	Current Occupant	2612 POLLARD ST	Fort Worth	TX	76112
793	Current Occupant	2613 CRAVENS RD	Fort Worth	TX	76112
794	Current Occupant	2613 HAYNIE ST	Fort Worth	TX	76112
795	Current Occupant	2613 MC GEE ST	Fort Worth	TX	76112
796	Current Occupant	2616 CRAVENS RD	Fort Worth	TX	76112
797	Current Occupant	2616 POLLARD ST	Fort Worth	TX	76112
798	Current Occupant	2616 PUTNAM ST	Fort Worth	TX	76112
799	Current Occupant	2617 CANTON DR	Fort Worth	TX	76112
800	Current Occupant	2617 CRAVENS RD	Fort Worth	TX	76112
801	Current Occupant	2617 HAYNIE ST	Fort Worth	TX	76112
802	Current Occupant	2617 MC GEE ST	Fort Worth	TX	76112
803	Current Occupant	2617 POLLARD ST	Fort Worth	TX	76112
804	Current Occupant	2618 FOREST AVE	Fort Worth	TX	76112
805	Current Occupant	2620 CRAVENS RD	Fort Worth	TX	76112
806	Current Occupant	2620 PUTNAM ST	Fort Worth	TX	76112
807	Current Occupant	2621 CRAVENS RD	Fort Worth	TX	76112
808	Current Occupant	2621 HAYNIE ST	Fort Worth	TX	76112
809	Current Occupant	2621 POLLARD ST	Fort Worth	TX	76112
810	Current Occupant	2621 PUTNAM ST	Fort Worth	TX	76112
811	Current Occupant	2624 CRAVENS RD	Fort Worth	TX	76112
812	Current Occupant	2624 FOREST AVE	Fort Worth	TX	76112
813	Current Occupant	2624 POLLARD ST	Fort Worth	TX	76112
814	Current Occupant	2624 PUTNAM ST	Fort Worth	TX	76112
815	Current Occupant	2625 CANTON DR	Fort Worth	TX	76112

816	Current Occupant	2625 HAYNIE ST	Fort Worth	TX	76112
817	Current Occupant	2625 PUTNAM ST	Fort Worth	TX	76112
818	Current Occupant	2628 CRAVENS RD	Fort Worth	TX	76112
819	Current Occupant	2628 POLLARD ST	Fort Worth	TX	76112
820	Current Occupant	2628 PUTNAM ST	Fort Worth	TX	76112
821	Current Occupant	2629 POLLARD ST	Fort Worth	TX	76112
822	Current Occupant	2629 PUTNAM ST	Fort Worth	TX	76112
823	Current Occupant	2700 CRAVENS RD	Fort Worth	TX	76112
824	Current Occupant	2700 FOREST AVE	Fort Worth	TX	76112
825	Current Occupant	2700 POLLARD ST	Fort Worth	TX	76112
826	Current Occupant	2701 HAYNIE ST	Fort Worth	TX	76112
827	Current Occupant	2701 MEADERS AVE	Fort Worth	TX	76112
828	Current Occupant	2701 PUTNAM ST	Fort Worth	TX	76112
829	Current Occupant	2704 FOREST AVE	Fort Worth	TX	76112
830	Current Occupant	2704 POLLARD ST	Fort Worth	TX	76112
831	Current Occupant	2705 CANTON DR	Fort Worth	TX	76112
832	Current Occupant	2705 HAYNIE ST	Fort Worth	TX	76112
833	Current Occupant	2705 MEADERS AVE	Fort Worth	TX	76112
834	Current Occupant	2708 POLLARD ST	Fort Worth	TX	76112
835	Current Occupant	2708 PUTNAM ST	Fort Worth	TX	76112
836	Current Occupant	2709 CANTON DR	Fort Worth	TX	76112
837	Current Occupant	2709 HAYNIE ST	Fort Worth	TX	76112
838	Current Occupant	2709 MEADERS AVE	Fort Worth	TX	76112
839	Current Occupant	2709 PUTNAM ST	Fort Worth	TX	76112
840	Current Occupant	2712 FOREST AVE	Fort Worth	TX	76112
841	Current Occupant	2712 POLLARD ST	Fort Worth	TX	76112
842	Current Occupant	2713 MEADERS AVE	Fort Worth	TX	76112
843	Current Occupant	2713 PUTNAM ST	Fort Worth	TX	76112
844	Current Occupant	2714 CANTON DR	Fort Worth	TX	76112
845	Current Occupant	2716 CANTON DR	Fort Worth	TX	76112
846	Current Occupant	2716 FOREST AVE	Fort Worth	TX	76112
847	Current Occupant	2716 PUTNAM ST	Fort Worth	TX	76112
848	Current Occupant	2717 CANTON DR	Fort Worth	TX	76112
849	Current Occupant	2717 HAYNIE ST	Fort Worth	TX	76112

850	Current Occupant	2717 MEADERS AVE	Fort Worth	TX	76112
851	Current Occupant	2720 CRAVENS RD	Fort Worth	TX	76112
852	Current Occupant	2721 CANTON DR	Fort Worth	TX	76112
853	Current Occupant	2721 MEADERS AVE	Fort Worth	TX	76112
854	Current Occupant	2724 CANTON DR	Fort Worth	TX	76112
855	Current Occupant	2724 FOREST AVE	Fort Worth	TX	76112
856	Current Occupant	2724 PUTNAM ST	Fort Worth	TX	76112
857	Current Occupant	2725 CANTON DR	Fort Worth	TX	76112
858	Current Occupant	2725 MEADERS AVE	Fort Worth	TX	76112
859	Current Occupant	2728 CANTON DR	Fort Worth	TX	76112
860	Current Occupant	2728 PUTNAM ST	Fort Worth	TX	76112
861	Current Occupant	2729 MEADERS AVE	Fort Worth	TX	76112
862	Current Occupant	2732 CANTON DR	Fort Worth	TX	76112
863	Current Occupant	2732 CRAVENS RD	Fort Worth	TX	76112
864	Current Occupant	2732 PUTNAM ST	Fort Worth	TX	76112
865	Current Occupant	2733 CANTON DR	Fort Worth	TX	76112
866	Current Occupant	2733 MEADERS AVE	Fort Worth	TX	76112
867	Current Occupant	2736 CANTON DR	Fort Worth	TX	76112
868	Current Occupant	2736 CRAVENS RD	Fort Worth	TX	76112
869	Current Occupant	2736 FOREST AVE	Fort Worth	TX	76112
870	Current Occupant	2736 PUTNAM ST	Fort Worth	TX	76112
871	Current Occupant	2737 CANTON DR	Fort Worth	TX	76112
872	Current Occupant	2737 MEADERS AVE	Fort Worth	TX	76112
873	Current Occupant	2740 CANTON DR	Fort Worth	TX	76112
874	Current Occupant	2740 CRAVENS RD	Fort Worth	TX	76112
875	Current Occupant	2740 FOREST AVE	Fort Worth	TX	76112
876	Current Occupant	2740 PUTNAM ST	Fort Worth	TX	76112
877	Current Occupant	2741 CANTON DR	Fort Worth	TX	76112
878	Current Occupant	2741 HAYNIE ST	Fort Worth	TX	76112
879	Current Occupant	2741 MEADERS AVE	Fort Worth	TX	76112
880	Current Occupant	2744 CANTON DR	Fort Worth	TX	76112
881	Current Occupant	2744 CRAVENS RD	Fort Worth	TX	76112
882	Current Occupant	2745 HAYNIE ST	Fort Worth	TX	76112
883	Current Occupant	2800 CANTON DR	Fort Worth	TX	76112

884	Current Occupant	2800 FOREST AVE	Fort Worth	TX	76112
885	Current Occupant	2800 MC GEE ST	Fort Worth	TX	76112
886	Current Occupant	2800 PUTNAM ST	Fort Worth	TX	76112
887	Current Occupant	2801 CANTON DR	Fort Worth	TX	76112
888	Current Occupant	2801 HAYNIE ST	Fort Worth	TX	76112
889	Current Occupant	2801 MC GEE ST	Fort Worth	TX	76112
890	Current Occupant	2801 MEADERS AVE	Fort Worth	TX	76112
891	Current Occupant	2802 MC GEE ST	Fort Worth	TX	76112
892	Current Occupant	2804 CRAVENS RD	Fort Worth	TX	76112
893	Current Occupant	2804 PUTNAM ST	Fort Worth	TX	76112
894	Current Occupant	2805 CANTON DR	Fort Worth	TX	76112
895	Current Occupant	2805 MC GEE ST	Fort Worth	TX	76112
896	Current Occupant	2805 MEADERS AVE	Fort Worth	TX	76112
897	Current Occupant	2808 PUTNAM ST	Fort Worth	TX	76112
898	Current Occupant	2809 CANTON DR	Fort Worth	TX	76112
899	Current Occupant	2809 HAYNIE ST	Fort Worth	TX	76112
900	Current Occupant	2809 MC GEE ST	Fort Worth	TX	76112
901	Current Occupant	2809 MEADERS AVE	Fort Worth	TX	76112
902	Current Occupant	2810 CANTON DR	Fort Worth	TX	76112
903	Current Occupant	2812 CANTON DR	Fort Worth	TX	76112
904	Current Occupant	2812 CRAVENS RD	Fort Worth	TX	76112
905	Current Occupant	2812 FOREST AVE	Fort Worth	TX	76112
906	Current Occupant	2813 CANTON DR	Fort Worth	TX	76112
907	Current Occupant	2813 MC GEE ST	Fort Worth	TX	76112
908	Current Occupant	2816 CANTON DR	Fort Worth	TX	76112
909	Current Occupant	2816 CRAVENS RD	Fort Worth	TX	76112
910	Current Occupant	2816 FOREST AVE	Fort Worth	TX	76112
911	Current Occupant	2816 PUTNAM ST	Fort Worth	TX	76112
912	Current Occupant	2817 CANTON DR	Fort Worth	TX	76112
913	Current Occupant	2817 MC GEE ST	Fort Worth	TX	76112
914	Current Occupant	2817 MEADERS AVE	Fort Worth	TX	76112
915	Current Occupant	2817 PUTNAM ST	Fort Worth	TX	76112
916	Current Occupant	2820 CANTON DR	Fort Worth	TX	76112
917	Current Occupant	2820 CRAVENS RD	Fort Worth	TX	76112

918	Current Occupant	2820 FOREST AVE	Fort Worth	TX	76112
919	Current Occupant	2820 PUTNAM ST	Fort Worth	TX	76112
920	Current Occupant	2821 CANTON DR	Fort Worth	TX	76112
921	Current Occupant	2821 HAYNIE ST	Fort Worth	TX	76112
922	Current Occupant	2821 MC GEE ST	Fort Worth	TX	76112
923	Current Occupant	2821 MEADERS AVE	Fort Worth	TX	76112
924	Current Occupant	2821 PUTNAM ST	Fort Worth	TX	76112
925	Current Occupant	2824 CANTON DR	Fort Worth	TX	76112
926	Current Occupant	2824 CRAVENS RD	Fort Worth	TX	76112
927	Current Occupant	2824 MC GEE ST	Fort Worth	TX	76112
928	Current Occupant	2824 PUTNAM ST	Fort Worth	TX	76112
929	Current Occupant	2825 CANTON DR	Fort Worth	TX	76112
930	Current Occupant	2825 HAYNIE ST	Fort Worth	TX	76112
931	Current Occupant	2825 MC GEE ST	Fort Worth	TX	76112
932	Current Occupant	2825 MEADERS AVE	Fort Worth	TX	76112
933	Current Occupant	2825 PUTNAM ST	Fort Worth	TX	76112
934	Current Occupant	2826 MC GEE ST	Fort Worth	TX	76112
935	Current Occupant	2828 CANTON DR	Fort Worth	TX	76112
936	Current Occupant	2828 CRAVENS RD	Fort Worth	TX	76112
937	Current Occupant	2828 FOREST AVE	Fort Worth	TX	76112
938	Current Occupant	2828 MC GEE ST	Fort Worth	TX	76112
939	Current Occupant	2828 PUTNAM ST	Fort Worth	TX	76112
940	Current Occupant	2829 CANTON DR	Fort Worth	TX	76112
941	Current Occupant	2829 HAYNIE ST	Fort Worth	TX	76112
942	Current Occupant	2829 MC GEE ST	Fort Worth	TX	76112
943	Current Occupant	2829 MEADERS AVE	Fort Worth	TX	76112
944	Current Occupant	2829 PUTNAM ST	Fort Worth	TX	76112
945	Current Occupant	2832 CANTON DR	Fort Worth	TX	76112
946	Current Occupant	2832 CRAVENS RD	Fort Worth	TX	76112
947	Current Occupant	2832 FOREST AVE	Fort Worth	TX	76112
948	Current Occupant	2832 MC GEE ST	Fort Worth	TX	76112
949	Current Occupant	2833 CANTON DR	Fort Worth	TX	76112
950	Current Occupant	2833 HAYNIE ST	Fort Worth	TX	76112
951	Current Occupant	2833 MC GEE ST	Fort Worth	TX	76112

952	Current Occupant	2833 MEADERS AVE	Fort Worth	TX	76112
953	Current Occupant	2833 PUTNAM ST	Fort Worth	TX	76112
954	Current Occupant	2836 CANTON DR	Fort Worth	TX	76112
955	Current Occupant	2836 CRAVENS RD	Fort Worth	TX	76112
956	Current Occupant	2837 HAYNIE ST	Fort Worth	TX	76112
957	Current Occupant	2837 MEADERS AVE	Fort Worth	TX	76112
958	Current Occupant	2840 CANTON DR	Fort Worth	TX	76112
959	Current Occupant	2840 CRAVENS RD	Fort Worth	TX	76112
960	Current Occupant	2840 FOREST AVE	Fort Worth	TX	76112
961	Current Occupant	2840 MC GEE ST	Fort Worth	TX	76112
962	Current Occupant	2841 HAYNIE ST	Fort Worth	TX	76112
963	Current Occupant	2841 MEADERS AVE	Fort Worth	TX	76112
964	Current Occupant	2844 CANTON DR	Fort Worth	TX	76112
965	Current Occupant	2844 FOREST AVE	Fort Worth	TX	76112
966	Current Occupant	2844 MC GEE ST	Fort Worth	TX	76112
967	Current Occupant	2845 HAYNIE ST	Fort Worth	TX	76112
968	Current Occupant	2845 PUTNAM ST	Fort Worth	TX	76112
969	Current Occupant	2848 FOREST AVE	Fort Worth	TX	76112
970	Current Occupant	2900 CANTON DR	Fort Worth	TX	76112
971	Current Occupant	2900 HAYNIE ST	Fort Worth	TX	76112
972	Current Occupant	2900 LOUISE ST	Fort Worth	TX	76112
973	Current Occupant	2900 MALCOLM ST	Fort Worth	TX	76112
974	Current Occupant	2901 LOUISE ST	Fort Worth	TX	76112
975	Current Occupant	2901 MALCOLM ST	Fort Worth	TX	76112
976	Current Occupant	2904 HAYNIE ST	Fort Worth	TX	76112
977	Current Occupant	2904 LOUISE ST	Fort Worth	TX	76112
978	Current Occupant	2905 LOUISE ST	Fort Worth	TX	76112
979	Current Occupant	2905 MALCOLM ST	Fort Worth	TX	76112
980	Current Occupant	2908 HAYNIE ST	Fort Worth	TX	76112
981	Current Occupant	2908 LOUISE ST	Fort Worth	TX	76112
982	Current Occupant	2908 MALCOLM ST	Fort Worth	TX	76112
983	Current Occupant	2909 LOUISE ST	Fort Worth	TX	76112
984	Current Occupant	2909 MALCOLM ST	Fort Worth	TX	76112
985	Current Occupant	2909 MEADERS AVE	Fort Worth	TX	76112

986	Current Occupant	2912 HAYNIE ST	Fort Worth	TX	76112
987	Current Occupant	2912 LOUISE ST	Fort Worth	TX	76112
988	Current Occupant	2912 MALCOLM ST	Fort Worth	TX	76112
989	Current Occupant	2913 LOUISE ST	Fort Worth	TX	76112
990	Current Occupant	2913 MALCOLM ST	Fort Worth	TX	76112
991	Current Occupant	2916 HAYNIE ST	Fort Worth	TX	76112
992	Current Occupant	2916 LOUISE ST	Fort Worth	TX	76112
993	Current Occupant	2916 MALCOLM ST	Fort Worth	TX	76112
994	Current Occupant	2917 LOUISE ST	Fort Worth	TX	76112
995	Current Occupant	2917 MALCOLM ST	Fort Worth	TX	76112
996	Current Occupant	2920 HAYNIE ST	Fort Worth	TX	76112
997	Current Occupant	2920 MALCOLM ST	Fort Worth	TX	76112
998	Current Occupant	2921 MALCOLM ST	Fort Worth	TX	76112
999	Current Occupant	2924 HAYNIE ST	Fort Worth	TX	76112
1000	Current Occupant	2924 LOUISE ST	Fort Worth	TX	76112
1001	Current Occupant	2924 MALCOLM ST	Fort Worth	TX	76112
1002	Current Occupant	2925 MALCOLM ST	Fort Worth	TX	76112
1003	Current Occupant	2928 HAYNIE ST	Fort Worth	TX	76112
1004	Current Occupant	2928 MALCOLM ST	Fort Worth	TX	76112
1005	Current Occupant	2929 LOUISE ST	Fort Worth	TX	76112
1006	Current Occupant	2929 MALCOLM ST	Fort Worth	TX	76112
1007	Current Occupant	2932 HAYNIE ST	Fort Worth	TX	76112
1008	Current Occupant	2932 MALCOLM ST	Fort Worth	TX	76112
1009	Current Occupant	2933 MALCOLM ST	Fort Worth	TX	76112
1010	Current Occupant	2936 LOUISE ST	Fort Worth	TX	76112
1011	Current Occupant	2936 MALCOLM ST	Fort Worth	TX	76112
1012	Current Occupant	2937 MALCOLM ST	Fort Worth	TX	76112
1013	Current Occupant	2950 MEL ST	Fort Worth	TX	76112
1014	Current Occupant	2951 MEL ST	Fort Worth	TX	76112
1015	Current Occupant	3000 E LOOP 820	Fort Worth	TX	76112
1016	Current Occupant	3000 HAYNIE ST	Fort Worth	TX	76112
1017	Current Occupant	3000 LOUISE ST	Fort Worth	TX	76112
1018	Current Occupant	3000 MALCOLM ST	Fort Worth	TX	76112
1019	Current Occupant	3001 LOUISE ST	Fort Worth	TX	76112

1020	Current Occupant	3001 MALCOLM ST	Fort Worth	TX	76112
1021	Current Occupant	3004 HAYNIE ST	Fort Worth	TX	76112
1022	Current Occupant	3004 LOUISE ST	Fort Worth	TX	76112
1023	Current Occupant	3004 MALCOLM ST	Fort Worth	TX	76112
1024	Current Occupant	3005 LOUISE ST	Fort Worth	TX	76112
1025	Current Occupant	3005 MALCOLM ST	Fort Worth	TX	76112
1026	Current Occupant	3008 HAYNIE ST	Fort Worth	TX	76112
1027	Current Occupant	3008 LOUISE ST	Fort Worth	TX	76112
1028	Current Occupant	3008 MALCOLM ST	Fort Worth	TX	76112
1029	Current Occupant	3009 MALCOLM ST	Fort Worth	TX	76112
1030	Current Occupant	3012 HAYNIE ST	Fort Worth	TX	76112
1031	Current Occupant	3012 LOUISE ST	Fort Worth	TX	76112
1032	Current Occupant	3013 MALCOLM ST	Fort Worth	TX	76112
1033	Current Occupant	3016 HAYNIE ST	Fort Worth	TX	76112
1034	Current Occupant	3016 LOUISE ST	Fort Worth	TX	76112
1035	Current Occupant	3016 MALCOLM ST	Fort Worth	TX	76112
1036	Current Occupant	3017 LOUISE ST	Fort Worth	TX	76112
1037	Current Occupant	3017 MALCOLM ST	Fort Worth	TX	76112
1038	Current Occupant	3100 ERIE ST	Fort Worth	TX	76112
1039	Current Occupant	3100 FOREST AVE	Fort Worth	TX	76112
1040	Current Occupant	3100 LOUISE ST	Fort Worth	TX	76112
1041	Current Occupant	3100 MALCOLM ST	Fort Worth	TX	76112
1042	Current Occupant	3101 ERIE ST	Fort Worth	TX	76112
1043	Current Occupant	3101 LOUISE ST	Fort Worth	TX	76112
1044	Current Occupant	3104 FOREST AVE	Fort Worth	TX	76112
1045	Current Occupant	3104 MALCOLM ST	Fort Worth	TX	76112
1046	Current Occupant	3105 ERIE ST	Fort Worth	TX	76112
1047	Current Occupant	3105 LOUISE ST	Fort Worth	TX	76112
1048	Current Occupant	3105 MALCOLM ST	Fort Worth	TX	76112
1049	Current Occupant	3108 MALCOLM ST	Fort Worth	TX	76112
1050	Current Occupant	3109 ERIE ST	Fort Worth	TX	76112
1051	Current Occupant	3112 FOREST AVE	Fort Worth	TX	76112
1052	Current Occupant	3112 MALCOLM ST	Fort Worth	TX	76112
1053	Current Occupant	3113 ERIE ST	Fort Worth	TX	76112

1054	Current Occupant	3120 FOREST AVE	Fort Worth	TX	76112
1055	Current Occupant	3124 FOREST AVE	Fort Worth	TX	76112
1056	Current Occupant	4628 E LANCASTER AVE	Fort Worth	TX	76112
1057	Current Occupant	5500 ALEXANDER DR	Fort Worth	TX	76112
1058	Current Occupant	5500 BONG DR	Fort Worth	TX	76112
1059	Current Occupant	5500 CAPERS AVE	Fort Worth	TX	76112
1060	Current Occupant	5500 EISENHOWER DR	Fort Worth	TX	76112
1061	Current Occupant	5500 LESTER GRANGER ST	Fort Worth	TX	76112
1062	Current Occupant	5500 WAINWRIGHT DR	Fort Worth	TX	76112
1063	Current Occupant	5501 ALEXANDER DR	Fort Worth	TX	76112
1064	Current Occupant	5501 CAPERS AVE	Fort Worth	TX	76112
1065	Current Occupant	5501 LESTER GRANGER ST	Fort Worth	TX	76112
1066	Current Occupant	5501 MAC ARTHUR DR	Fort Worth	TX	76112
1067	Current Occupant	5501 PATTON DR	Fort Worth	TX	76112
1068	Current Occupant	5501 RICKENBACKER PL	Fort Worth	TX	76112
1069	Current Occupant	5501 WAINWRIGHT DR	Fort Worth	TX	76112
1070	Current Occupant	5504 ALEXANDER DR	Fort Worth	TX	76112
1071	Current Occupant	5504 BONG DR	Fort Worth	TX	76112
1072	Current Occupant	5504 CAPERS AVE	Fort Worth	TX	76112
1073	Current Occupant	5504 E ROSEDALE ST	Fort Worth	TX	76112
1074	Current Occupant	5504 LESTER GRANGER ST	Fort Worth	TX	76112
1075	Current Occupant	5504 WAINWRIGHT DR	Fort Worth	TX	76112
1076	Current Occupant	5505 ALEXANDER DR	Fort Worth	TX	76112
1077	Current Occupant	5505 CAPERS AVE	Fort Worth	TX	76112
1078	Current Occupant	5505 LESTER GRANGER ST	Fort Worth	TX	76112
1079	Current Occupant	5505 PATTON DR	Fort Worth	TX	76112
1080	Current Occupant	5505 RICKENBACKER PL	Fort Worth	TX	76112
1081	Current Occupant	5505 TRUMAN DR	Fort Worth	TX	76112
1082	Current Occupant	5505 WAINWRIGHT DR	Fort Worth	TX	76112
1083	Current Occupant	5508 ALEXANDER DR	Fort Worth	TX	76112
1084	Current Occupant	5508 BONG DR	Fort Worth	TX	76112
1085	Current Occupant	5508 CAPERS AVE	Fort Worth	TX	76112
1086	Current Occupant	5508 E ROSEDALE ST	Fort Worth	TX	76112
1087	Current Occupant	5508 EISENHOWER DR	Fort Worth	TX	76112

1088	Current Occupant	5508 LESTER GRANGER ST	Fort Worth	TX	76112
1089	Current Occupant	5508 MAC ARTHUR DR	Fort Worth	TX	76112
1090	Current Occupant	5508 PATTON DR	Fort Worth	TX	76112
1091	Current Occupant	5508 WAINWRIGHT DR	Fort Worth	TX	76112
1092	Current Occupant	5509 ALEXANDER DR	Fort Worth	TX	76112
1093	Current Occupant	5509 CAPERS AVE	Fort Worth	TX	76112
1094	Current Occupant	5509 EISENHOWER DR	Fort Worth	TX	76112
1095	Current Occupant	5509 LESTER GRANGER ST	Fort Worth	TX	76112
1096	Current Occupant	5509 MAC ARTHUR DR	Fort Worth	TX	76112
1097	Current Occupant	5509 PATTON DR	Fort Worth	TX	76112
1098	Current Occupant	5509 RICKENBACKER PL	Fort Worth	TX	76112
1099	Current Occupant	5509 TRUMAN DR	Fort Worth	TX	76112
1100	Current Occupant	5509 WAINWRIGHT DR	Fort Worth	TX	76112
1101	Current Occupant	5511 EISENHOWER DR	Fort Worth	TX	76112
1102	Current Occupant	5512 ALEXANDER DR	Fort Worth	TX	76112
1103	Current Occupant	5512 BONG DR	Fort Worth	TX	76112
1104	Current Occupant	5512 CAPERS AVE	Fort Worth	TX	76112
1105	Current Occupant	5512 E ROSEDALE ST	Fort Worth	TX	76112
1106	Current Occupant	5512 EISENHOWER DR	Fort Worth	TX	76112
1107	Current Occupant	5512 LESTER GRANGER ST	Fort Worth	TX	76112
1108	Current Occupant	5512 MAC ARTHUR DR	Fort Worth	TX	76112
1109	Current Occupant	5512 PATTON DR	Fort Worth	TX	76112
1110	Current Occupant	5512 RICKENBACKER PL	Fort Worth	TX	76112
1111	Current Occupant	5512 WAINWRIGHT DR	Fort Worth	TX	76112
1112	Current Occupant	5513 ALEXANDER DR	Fort Worth	TX	76112
1113	Current Occupant	5513 CAPERS AVE	Fort Worth	TX	76112
1114	Current Occupant	5513 LESTER GRANGER ST	Fort Worth	TX	76112
1115	Current Occupant	5513 MAC ARTHUR DR	Fort Worth	TX	76112
1116	Current Occupant	5513 PATTON DR	Fort Worth	TX	76112
1117	Current Occupant	5513 RAMEY AVE	Fort Worth	TX	76112
1118	Current Occupant	5513 RICKENBACKER PL	Fort Worth	TX	76112
1119	Current Occupant	5513 TRUMAN DR	Fort Worth	TX	76112
1120	Current Occupant	5513 WAINWRIGHT DR	Fort Worth	TX	76112
1121	Current Occupant	5516 ALEXANDER DR	Fort Worth	TX	76112

1122	Current Occupant	5516 CAPERS AVE	Fort Worth	TX	76112
1123	Current Occupant	5516 E ROSEDALE ST	Fort Worth	TX	76112
1124	Current Occupant	5516 EISENHOWER DR	Fort Worth	TX	76112
1125	Current Occupant	5516 LESTER GRANGER ST	Fort Worth	TX	76112
1126	Current Occupant	5516 MAC ARTHUR DR	Fort Worth	TX	76112
1127	Current Occupant	5516 PATTON DR	Fort Worth	TX	76112
1128	Current Occupant	5516 RICKENBACKER PL	Fort Worth	TX	76112
1129	Current Occupant	5516 WAINWRIGHT DR	Fort Worth	TX	76112
1130	Current Occupant	5517 ALEXANDER DR	Fort Worth	TX	76112
1131	Current Occupant	5517 CAPERS AVE	Fort Worth	TX	76112
1132	Current Occupant	5517 EISENHOWER DR	Fort Worth	TX	76112
1133	Current Occupant	5517 LESTER GRANGER ST	Fort Worth	TX	76112
1134	Current Occupant	5517 MAC ARTHUR DR	Fort Worth	TX	76112
1135	Current Occupant	5517 PATTON DR	Fort Worth	TX	76112
1136	Current Occupant	5517 RAMEY AVE	Fort Worth	TX	76112
1137	Current Occupant	5517 RICKENBACKER PL	Fort Worth	TX	76112
1138	Current Occupant	5517 TRUMAN DR	Fort Worth	TX	76112
1139	Current Occupant	5520 ALEXANDER DR	Fort Worth	TX	76112
1140	Current Occupant	5520 BONG DR	Fort Worth	TX	76112
1141	Current Occupant	5520 CAPERS AVE	Fort Worth	TX	76112
1142	Current Occupant	5520 E ROSEDALE ST	Fort Worth	TX	76112
1143	Current Occupant	5520 LESTER GRANGER ST	Fort Worth	TX	76112
1144	Current Occupant	5520 MAC ARTHUR DR	Fort Worth	TX	76112
1145	Current Occupant	5520 PATTON DR	Fort Worth	TX	76112
1146	Current Occupant	5520 RICKENBACKER PL	Fort Worth	TX	76112
1147	Current Occupant	5520 WAINWRIGHT DR	Fort Worth	TX	76112
1148	Current Occupant	5521 ALEXANDER DR	Fort Worth	TX	76112
1149	Current Occupant	5521 EISENHOWER DR	Fort Worth	TX	76112
1150	Current Occupant	5521 LESTER GRANGER ST	Fort Worth	TX	76112
1151	Current Occupant	5521 RAMEY AVE	Fort Worth	TX	76112
1152	Current Occupant	5521 RICKENBACKER PL	Fort Worth	TX	76112
1153	Current Occupant	5521 TRUMAN DR	Fort Worth	TX	76112
1154	Current Occupant	5521 WAINWRIGHT DR	Fort Worth	TX	76112
1155	Current Occupant	5522 EISENHOWER DR	Fort Worth	TX	76112

1156	Current Occupant	5523 WAINWRIGHT DR	Fort Worth	TX	76112
1157	Current Occupant	5524 ALEXANDER DR	Fort Worth	TX	76112
1158	Current Occupant	5524 BONG DR	Fort Worth	TX	76112
1159	Current Occupant	5524 CAPERS AVE	Fort Worth	TX	76112
1160	Current Occupant	5524 E ROSEDALE ST	Fort Worth	TX	76112
1161	Current Occupant	5524 EISENHOWER DR	Fort Worth	TX	76112
1162	Current Occupant	5524 LESTER GRANGER ST	Fort Worth	TX	76112
1163	Current Occupant	5524 PATTON DR	Fort Worth	TX	76112
1164	Current Occupant	5524 RICKENBACKER PL	Fort Worth	TX	76112
1165	Current Occupant	5524 TRUMAN DR	Fort Worth	TX	76112
1166	Current Occupant	5524 WAINWRIGHT DR	Fort Worth	TX	76112
1167	Current Occupant	5525 ALEXANDER DR	Fort Worth	TX	76112
1168	Current Occupant	5525 BONG DR	Fort Worth	TX	76112
1169	Current Occupant	5525 CAPERS AVE	Fort Worth	TX	76112
1170	Current Occupant	5525 EISENHOWER DR	Fort Worth	TX	76112
1171	Current Occupant	5525 LESTER GRANGER ST	Fort Worth	TX	76112
1172	Current Occupant	5525 MAC ARTHUR DR	Fort Worth	TX	76112
1173	Current Occupant	5525 PATTON DR	Fort Worth	TX	76112
1174	Current Occupant	5525 RAMEY AVE	Fort Worth	TX	76112
1175	Current Occupant	5525 RICKENBACKER PL	Fort Worth	TX	76112
1176	Current Occupant	5525 TRUMAN DR	Fort Worth	TX	76112
1177	Current Occupant	5525 WAINWRIGHT DR	Fort Worth	TX	76112
1178	Current Occupant	5527 MAC ARTHUR DR	Fort Worth	TX	76112
1179	Current Occupant	5528 ALEXANDER DR	Fort Worth	TX	76112
1180	Current Occupant	5528 BONG DR	Fort Worth	TX	76112
1181	Current Occupant	5528 CAPERS AVE	Fort Worth	TX	76112
1182	Current Occupant	5528 E ROSEDALE ST	Fort Worth	TX	76112
1183	Current Occupant	5528 EISENHOWER DR	Fort Worth	TX	76112
1184	Current Occupant	5528 LESTER GRANGER ST	Fort Worth	TX	76112
1185	Current Occupant	5528 MAC ARTHUR DR	Fort Worth	TX	76112
1186	Current Occupant	5528 PATTON DR	Fort Worth	TX	76112
1187	Current Occupant	5528 RICKENBACKER PL	Fort Worth	TX	76112
1188	Current Occupant	5528 TRUMAN DR	Fort Worth	TX	76112
1189	Current Occupant	5528 WAINWRIGHT DR	Fort Worth	TX	76112

1190	Current Occupant	5529 ALEXANDER DR	Fort Worth	TX	76112
1191	Current Occupant	5529 BONG DR	Fort Worth	TX	76112
1192	Current Occupant	5529 CAPERS AVE	Fort Worth	TX	76112
1193	Current Occupant	5529 EISENHOWER DR	Fort Worth	TX	76112
1194	Current Occupant	5529 LESTER GRANGER ST	Fort Worth	TX	76112
1195	Current Occupant	5529 PATTON DR	Fort Worth	TX	76112
1196	Current Occupant	5529 RAMEY AVE	Fort Worth	TX	76112
1197	Current Occupant	5529 RICKENBACKER PL	Fort Worth	TX	76112
1198	Current Occupant	5529 TRUMAN DR	Fort Worth	TX	76112
1199	Current Occupant	5529 WAINWRIGHT DR	Fort Worth	TX	76112
1200	Current Occupant	5531 MAC ARTHUR DR	Fort Worth	TX	76112
1201	Current Occupant	5532 ALEXANDER DR	Fort Worth	TX	76112
1202	Current Occupant	5532 BONG DR	Fort Worth	TX	76112
1203	Current Occupant	5532 CAPERS AVE	Fort Worth	TX	76112
1204	Current Occupant	5532 E ROSEDALE ST	Fort Worth	TX	76112
1205	Current Occupant	5532 EISENHOWER DR	Fort Worth	TX	76112
1206	Current Occupant	5532 LESTER GRANGER ST	Fort Worth	TX	76112
1207	Current Occupant	5532 MAC ARTHUR DR	Fort Worth	TX	76112
1208	Current Occupant	5532 PATTON DR	Fort Worth	TX	76112
1209	Current Occupant	5532 RICKENBACKER PL	Fort Worth	TX	76112
1210	Current Occupant	5532 TRUMAN DR	Fort Worth	TX	76112
1211	Current Occupant	5532 WAINWRIGHT DR	Fort Worth	TX	76112
1212	Current Occupant	5533 ALEXANDER DR	Fort Worth	TX	76112
1213	Current Occupant	5533 BONG DR	Fort Worth	TX	76112
1214	Current Occupant	5533 CAPERS AVE	Fort Worth	TX	76112
1215	Current Occupant	5533 EISENHOWER DR	Fort Worth	TX	76112
1216	Current Occupant	5533 LESTER GRANGER ST	Fort Worth	TX	76112
1217	Current Occupant	5533 PATTON DR	Fort Worth	TX	76112
1218	Current Occupant	5533 RAMEY AVE	Fort Worth	TX	76112
1219	Current Occupant	5533 RICKENBACKER PL	Fort Worth	TX	76112
1220	Current Occupant	5533 TRUMAN DR	Fort Worth	TX	76112
1221	Current Occupant	5533 WAINWRIGHT DR	Fort Worth	TX	76112
1222	Current Occupant	5535 MAC ARTHUR DR	Fort Worth	TX	76112
1223	Current Occupant	5536 ALEXANDER DR	Fort Worth	TX	76112

1224	Current Occupant	5536 BONG DR	Fort Worth	TX	76112
1225	Current Occupant	5536 CAPERS AVE	Fort Worth	TX	76112
1226	Current Occupant	5536 E ROSEDALE ST	Fort Worth	TX	76112
1227	Current Occupant	5536 EISENHOWER DR	Fort Worth	TX	76112
1228	Current Occupant	5536 LESTER GRANGER ST	Fort Worth	TX	76112
1229	Current Occupant	5536 MAC ARTHUR DR	Fort Worth	TX	76112
1230	Current Occupant	5536 RICKENBACKER PL	Fort Worth	TX	76112
1231	Current Occupant	5536 TRUMAN DR	Fort Worth	TX	76112
1232	Current Occupant	5536 WAINWRIGHT DR	Fort Worth	TX	76112
1233	Current Occupant	5537 ALEXANDER DR	Fort Worth	TX	76112
1234	Current Occupant	5537 BONG DR	Fort Worth	TX	76112
1235	Current Occupant	5537 CAPERS AVE	Fort Worth	TX	76112
1236	Current Occupant	5537 EISENHOWER DR	Fort Worth	TX	76112
1237	Current Occupant	5537 LESTER GRANGER ST	Fort Worth	TX	76112
1238	Current Occupant	5537 PATTON DR	Fort Worth	TX	76112
1239	Current Occupant	5537 RAMEY AVE	Fort Worth	TX	76112
1240	Current Occupant	5537 RICKENBACKER PL	Fort Worth	TX	76112
1241	Current Occupant	5537 TRUMAN DR	Fort Worth	TX	76112
1242	Current Occupant	5537 WAINWRIGHT DR	Fort Worth	TX	76112
1243	Current Occupant	5540 BONG DR	Fort Worth	TX	76112
1244	Current Occupant	5540 CAPERS AVE	Fort Worth	TX	76112
1245	Current Occupant	5540 E ROSEDALE ST	Fort Worth	TX	76112
1246	Current Occupant	5540 EISENHOWER DR	Fort Worth	TX	76112
1247	Current Occupant	5540 LESTER GRANGER ST	Fort Worth	TX	76112
1248	Current Occupant	5540 MAC ARTHUR DR	Fort Worth	TX	76112
1249	Current Occupant	5540 PATTON DR	Fort Worth	TX	76112
1250	Current Occupant	5540 RICKENBACKER PL	Fort Worth	TX	76112
1251	Current Occupant	5540 TRUMAN DR	Fort Worth	TX	76112
1252	Current Occupant	5540 WAINWRIGHT DR	Fort Worth	TX	76112
1253	Current Occupant	5541 ALEXANDER DR	Fort Worth	TX	76112
1254	Current Occupant	5541 CAPERS AVE	Fort Worth	TX	76112
1255	Current Occupant	5541 EISENHOWER DR	Fort Worth	TX	76112
1256	Current Occupant	5541 LESTER GRANGER ST	Fort Worth	TX	76112
1257	Current Occupant	5541 MAC ARTHUR DR	Fort Worth	TX	76112

1258	Current Occupant	5541 PATTON DR	Fort Worth	TX	76112
1259	Current Occupant	5541 RAMEY AVE	Fort Worth	TX	76112
1260	Current Occupant	5541 RICKENBACKER PL	Fort Worth	TX	76112
1261	Current Occupant	5541 WAINWRIGHT DR	Fort Worth	TX	76112
1262	Current Occupant	5543 PATTON DR	Fort Worth	TX	76112
1263	Current Occupant	5544 BONG DR	Fort Worth	TX	76112
1264	Current Occupant	5544 EISENHOWER DR	Fort Worth	TX	76112
1265	Current Occupant	5544 MAC ARTHUR DR	Fort Worth	TX	76112
1266	Current Occupant	5544 PATTON DR	Fort Worth	TX	76112
1267	Current Occupant	5544 TRUMAN DR	Fort Worth	TX	76112
1268	Current Occupant	5544 WAINWRIGHT DR	Fort Worth	TX	76112
1269	Current Occupant	5545 ALEXANDER DR	Fort Worth	TX	76112
1270	Current Occupant	5545 WAINWRIGHT DR	Fort Worth	TX	76112
1271	Current Occupant	5548 BONG DR	Fort Worth	TX	76112
1272	Current Occupant	5548 EISENHOWER DR	Fort Worth	TX	76112
1273	Current Occupant	5548 MAC ARTHUR DR	Fort Worth	TX	76112
1274	Current Occupant	5548 PATTON DR	Fort Worth	TX	76112
1275	Current Occupant	5548 TRUMAN DR	Fort Worth	TX	76112
1276	Current Occupant	5548 WAINWRIGHT DR	Fort Worth	TX	76112
1277	Current Occupant	5549 ALEXANDER DR	Fort Worth	TX	76112
1278	Current Occupant	5549 BONG DR	Fort Worth	TX	76112
1279	Current Occupant	5549 EISENHOWER DR	Fort Worth	TX	76112
1280	Current Occupant	5549 MAC ARTHUR DR	Fort Worth	TX	76112
1281	Current Occupant	5549 PATTON DR	Fort Worth	TX	76112
1282	Current Occupant	5549 WAINWRIGHT DR	Fort Worth	TX	76112
1283	Current Occupant	5552 EISENHOWER DR	Fort Worth	TX	76112
1284	Current Occupant	5552 MAC ARTHUR DR	Fort Worth	TX	76112
1285	Current Occupant	5552 PATTON DR	Fort Worth	TX	76112
1286	Current Occupant	5552 TRUMAN DR	Fort Worth	TX	76112
1287	Current Occupant	5552 WAINWRIGHT DR	Fort Worth	TX	76112
1288	Current Occupant	5553 ALEXANDER DR	Fort Worth	TX	76112
1289	Current Occupant	5553 BONG DR	Fort Worth	TX	76112
1290	Current Occupant	5553 EISENHOWER DR	Fort Worth	TX	76112
1291	Current Occupant	5553 MAC ARTHUR DR	Fort Worth	TX	76112

1292	Current Occupant	5553 PATTON DR	Fort Worth	TX	76112
1293	Current Occupant	5553 WAINWRIGHT DR	Fort Worth	TX	76112
1294	Current Occupant	5556 EISENHOWER DR	Fort Worth	TX	76112
1295	Current Occupant	5556 MAC ARTHUR DR	Fort Worth	TX	76112
1296	Current Occupant	5556 PATTON DR	Fort Worth	TX	76112
1297	Current Occupant	5556 TRUMAN DR	Fort Worth	TX	76112
1298	Current Occupant	5557 ALEXANDER DR	Fort Worth	TX	76112
1299	Current Occupant	5557 EISENHOWER DR	Fort Worth	TX	76112
1300	Current Occupant	5557 MAC ARTHUR DR	Fort Worth	TX	76112
1301	Current Occupant	5557 PATTON DR	Fort Worth	TX	76112
1302	Current Occupant	5557 WAINWRIGHT DR	Fort Worth	TX	76112
1303	Current Occupant	5560 PATTON DR	Fort Worth	TX	76112
1304	Current Occupant	5560 TRUMAN DR	Fort Worth	TX	76112
1305	Current Occupant	5561 ALEXANDER DR	Fort Worth	TX	76112
1306	Current Occupant	5561 BONG DR	Fort Worth	TX	76112
1307	Current Occupant	5561 EISENHOWER DR	Fort Worth	TX	76112
1308	Current Occupant	5561 MAC ARTHUR DR	Fort Worth	TX	76112
1309	Current Occupant	5561 PATTON DR	Fort Worth	TX	76112
1310	Current Occupant	5564 TRUMAN DR	Fort Worth	TX	76112
1311	Current Occupant	5565 ALEXANDER DR	Fort Worth	TX	76112
1312	Current Occupant	5568 TRUMAN DR	Fort Worth	TX	76112
1313	Current Occupant	5569 ALEXANDER DR	Fort Worth	TX	76112
1314	Current Occupant	5573 ALEXANDER DR	Fort Worth	TX	76112
1315	Current Occupant	5600 HIETT CT	Fort Worth	TX	76112
1316	Current Occupant	5600 LESTER GRANGER ST	Fort Worth	TX	76112
1317	Current Occupant	5600 MAC ARTHUR DR	Fort Worth	TX	76112
1318	Current Occupant	5600 PATTON DR	Fort Worth	TX	76112
1319	Current Occupant	5600 RICKENBACKER PL	Fort Worth	TX	76112
1320	Current Occupant	5600 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1321	Current Occupant	5600 TRUMAN DR	Fort Worth	TX	76112
1322	Current Occupant	5600 WAINWRIGHT DR	Fort Worth	TX	76112
1323	Current Occupant	5601 BONG DR	Fort Worth	TX	76112
1324	Current Occupant	5601 EISENHOWER DR	Fort Worth	TX	76112
1325	Current Occupant	5601 HIETT CT	Fort Worth	TX	76112

1326	Current Occupant	5601 KING CT	Fort Worth	TX	76112
1327	Current Occupant	5601 MAC ARTHUR DR	Fort Worth	TX	76112
1328	Current Occupant	5601 MACEO LN	Fort Worth	TX	76112
1329	Current Occupant	5601 RAMEY AVE	Fort Worth	TX	76112
1330	Current Occupant	5601 RICKENBACKER PL	Fort Worth	TX	76112
1331	Current Occupant	5601 WAINWRIGHT DR	Fort Worth	TX	76112
1332	Current Occupant	5604 EISENHOWER DR	Fort Worth	TX	76112
1333	Current Occupant	5604 HIETT CT	Fort Worth	TX	76112
1334	Current Occupant	5604 LESTER GRANGER ST	Fort Worth	TX	76112
1335	Current Occupant	5604 MAC ARTHUR DR	Fort Worth	TX	76112
1336	Current Occupant	5604 RICKENBACKER PL	Fort Worth	TX	76112
1337	Current Occupant	5604 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1338	Current Occupant	5604 TRUMAN DR	Fort Worth	TX	76112
1339	Current Occupant	5604 VICTORIA PL	Fort Worth	TX	76112
1340	Current Occupant	5605 BONG DR	Fort Worth	TX	76112
1341	Current Occupant	5605 HIETT CT	Fort Worth	TX	76112
1342	Current Occupant	5605 KING CT	Fort Worth	TX	76112
1343	Current Occupant	5605 LESTER GRANGER ST	Fort Worth	TX	76112
1344	Current Occupant	5605 MAC ARTHUR DR	Fort Worth	TX	76112
1345	Current Occupant	5605 MACEO LN	Fort Worth	TX	76112
1346	Current Occupant	5605 RAMEY AVE	Fort Worth	TX	76112
1347	Current Occupant	5605 RICKENBACKER PL	Fort Worth	TX	76112
1348	Current Occupant	5605 VICTORIA PL	Fort Worth	TX	76112
1349	Current Occupant	5605 WAINWRIGHT DR	Fort Worth	TX	76112
1350	Current Occupant	5606 WAINWRIGHT DR	Fort Worth	TX	76112
1351	Current Occupant	5608 BONG DR	Fort Worth	TX	76112
1352	Current Occupant	5608 HIETT CT	Fort Worth	TX	76112
1353	Current Occupant	5608 LESTER GRANGER ST	Fort Worth	TX	76112
1354	Current Occupant	5608 MAC ARTHUR DR	Fort Worth	TX	76112
1355	Current Occupant	5608 RICKENBACKER PL	Fort Worth	TX	76112
1356	Current Occupant	5608 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1357	Current Occupant	5608 TRUMAN DR	Fort Worth	TX	76112
1358	Current Occupant	5608 VICTORIA PL	Fort Worth	TX	76112
1359	Current Occupant	5609 BONG DR	Fort Worth	TX	76112

1360	Current Occupant	5609 EISENHOWER DR	Fort Worth	TX	76112
1361	Current Occupant	5609 HIETT CT	Fort Worth	TX	76112
1362	Current Occupant	5609 KING CT	Fort Worth	TX	76112
1363	Current Occupant	5609 LESTER GRANGER ST	Fort Worth	TX	76112
1364	Current Occupant	5609 MAC ARTHUR DR	Fort Worth	TX	76112
1365	Current Occupant	5609 MACEO LN	Fort Worth	TX	76112
1366	Current Occupant	5609 RAMEY AVE	Fort Worth	TX	76112
1367	Current Occupant	5609 RICKENBACKER PL	Fort Worth	TX	76112
1368	Current Occupant	5609 WAINWRIGHT DR	Fort Worth	TX	76112
1369	Current Occupant	5612 BONG DR	Fort Worth	TX	76112
1370	Current Occupant	5612 HIETT CT	Fort Worth	TX	76112
1371	Current Occupant	5612 KING CT	Fort Worth	TX	76112
1372	Current Occupant	5612 LESTER GRANGER ST	Fort Worth	TX	76112
1373	Current Occupant	5612 MAC ARTHUR DR	Fort Worth	TX	76112
1374	Current Occupant	5612 MACEO LN	Fort Worth	TX	76112
1375	Current Occupant	5612 RICKENBACKER PL	Fort Worth	TX	76112
1376	Current Occupant	5612 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1377	Current Occupant	5612 TRUMAN DR	Fort Worth	TX	76112
1378	Current Occupant	5612 VICTORIA PL	Fort Worth	TX	76112
1379	Current Occupant	5612 WAINWRIGHT DR	Fort Worth	TX	76112
1380	Current Occupant	5613 BONG DR	Fort Worth	TX	76112
1381	Current Occupant	5613 EISENHOWER DR	Fort Worth	TX	76112
1382	Current Occupant	5613 KING CT	Fort Worth	TX	76112
1383	Current Occupant	5613 LESTER GRANGER ST	Fort Worth	TX	76112
1384	Current Occupant	5613 MAC ARTHUR DR	Fort Worth	TX	76112
1385	Current Occupant	5613 RAMEY AVE	Fort Worth	TX	76112
1386	Current Occupant	5613 RICKENBACKER PL	Fort Worth	TX	76112
1387	Current Occupant	5613 VICTORIA PL	Fort Worth	TX	76112
1388	Current Occupant	5613 WAINWRIGHT DR	Fort Worth	TX	76112
1389	Current Occupant	5614 EISENHOWER DR	Fort Worth	TX	76112
1390	Current Occupant	5615 HIETT CT	Fort Worth	TX	76112
1391	Current Occupant	5616 BONG DR	Fort Worth	TX	76112
1392	Current Occupant	5616 HIETT CT	Fort Worth	TX	76112
1393	Current Occupant	5616 KING CT	Fort Worth	TX	76112

1394	Current Occupant	5616 LESTER GRANGER ST	Fort Worth	TX	76112
1395	Current Occupant	5616 MAC ARTHUR DR	Fort Worth	TX	76112
1396	Current Occupant	5616 MACEO LN	Fort Worth	TX	76112
1397	Current Occupant	5616 RICKENBACKER PL	Fort Worth	TX	76112
1398	Current Occupant	5616 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1399	Current Occupant	5616 TRUMAN DR	Fort Worth	TX	76112
1400	Current Occupant	5616 VICTORIA PL	Fort Worth	TX	76112
1401	Current Occupant	5616 WAINWRIGHT DR	Fort Worth	TX	76112
1402	Current Occupant	5617 BONG DR	Fort Worth	TX	76112
1403	Current Occupant	5617 EISENHOWER DR	Fort Worth	TX	76112
1404	Current Occupant	5617 HIETT CT	Fort Worth	TX	76112
1405	Current Occupant	5617 KING CT	Fort Worth	TX	76112
1406	Current Occupant	5617 LESTER GRANGER ST	Fort Worth	TX	76112
1407	Current Occupant	5617 MAC ARTHUR DR	Fort Worth	TX	76112
1408	Current Occupant	5617 MACEO LN	Fort Worth	TX	76112
1409	Current Occupant	5617 RAMEY AVE	Fort Worth	TX	76112
1410	Current Occupant	5617 RICKENBACKER PL	Fort Worth	TX	76112
1411	Current Occupant	5617 WAINWRIGHT DR	Fort Worth	TX	76112
1412	Current Occupant	5619 HIETT CT	Fort Worth	TX	76112
1413	Current Occupant	5620 BONG DR	Fort Worth	TX	76112
1414	Current Occupant	5620 HIETT CT	Fort Worth	TX	76112
1415	Current Occupant	5620 LESTER GRANGER ST	Fort Worth	TX	76112
1416	Current Occupant	5620 MACEO LN	Fort Worth	TX	76112
1417	Current Occupant	5620 RICKENBACKER PL	Fort Worth	TX	76112
1418	Current Occupant	5620 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1419	Current Occupant	5620 TRUMAN DR	Fort Worth	TX	76112
1420	Current Occupant	5620 VICTORIA PL	Fort Worth	TX	76112
1421	Current Occupant	5621 BONG DR	Fort Worth	TX	76112
1422	Current Occupant	5621 HIETT CT	Fort Worth	TX	76112
1423	Current Occupant	5621 LESTER GRANGER ST	Fort Worth	TX	76112
1424	Current Occupant	5621 MACEO LN	Fort Worth	TX	76112
1425	Current Occupant	5621 RAMEY AVE	Fort Worth	TX	76112
1426	Current Occupant	5621 RICKENBACKER PL	Fort Worth	TX	76112
1427	Current Occupant	5621 VICTORIA PL	Fort Worth	TX	76112

1428	Current Occupant	5621 WAINWRIGHT DR	Fort Worth	TX	76112
1429	Current Occupant	5624 BONG DR	Fort Worth	TX	76112
1430	Current Occupant	5624 EISENHOWER DR	Fort Worth	TX	76112
1431	Current Occupant	5624 HIETT CT	Fort Worth	TX	76112
1432	Current Occupant	5624 LESTER GRANGER ST	Fort Worth	TX	76112
1433	Current Occupant	5624 MAC ARTHUR DR	Fort Worth	TX	76112
1434	Current Occupant	5624 MACEO LN	Fort Worth	TX	76112
1435	Current Occupant	5624 RICKENBACKER PL	Fort Worth	TX	76112
1436	Current Occupant	5624 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1437	Current Occupant	5624 TRUMAN DR	Fort Worth	TX	76112
1438	Current Occupant	5624 WAINWRIGHT DR	Fort Worth	TX	76112
1439	Current Occupant	5625 BONG DR	Fort Worth	TX	76112
1440	Current Occupant	5625 EISENHOWER DR	Fort Worth	TX	76112
1441	Current Occupant	5625 LESTER GRANGER ST	Fort Worth	TX	76112
1442	Current Occupant	5625 RAMEY AVE	Fort Worth	TX	76112
1443	Current Occupant	5625 RICKENBACKER PL	Fort Worth	TX	76112
1444	Current Occupant	5625 WAINWRIGHT DR	Fort Worth	TX	76112
1445	Current Occupant	5628 BONG DR	Fort Worth	TX	76112
1446	Current Occupant	5628 HIETT CT	Fort Worth	TX	76112
1447	Current Occupant	5628 LESTER GRANGER ST	Fort Worth	TX	76112
1448	Current Occupant	5628 MAC ARTHUR DR	Fort Worth	TX	76112
1449	Current Occupant	5628 MACEO LN	Fort Worth	TX	76112
1450	Current Occupant	5628 RICKENBACKER PL	Fort Worth	TX	76112
1451	Current Occupant	5628 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1452	Current Occupant	5628 TRUMAN DR	Fort Worth	TX	76112
1453	Current Occupant	5628 VICTORIA PL	Fort Worth	TX	76112
1454	Current Occupant	5628 WAINWRIGHT DR	Fort Worth	TX	76112
1455	Current Occupant	5629 BONG DR	Fort Worth	TX	76112
1456	Current Occupant	5629 EISENHOWER DR	Fort Worth	TX	76112
1457	Current Occupant	5629 HIETT CT	Fort Worth	TX	76112
1458	Current Occupant	5629 MACEO LN	Fort Worth	TX	76112
1459	Current Occupant	5629 RAMEY AVE	Fort Worth	TX	76112
1460	Current Occupant	5629 RICKENBACKER PL	Fort Worth	TX	76112
1461	Current Occupant	5629 VICTORIA PL	Fort Worth	TX	76112

1462	Current Occupant	5629 WAINWRIGHT DR	Fort Worth	TX	76112
1463	Current Occupant	5630 WAINWRIGHT DR	Fort Worth	TX	76112
1464	Current Occupant	5632 BONG DR	Fort Worth	TX	76112
1465	Current Occupant	5632 EISENHOWER DR	Fort Worth	TX	76112
1466	Current Occupant	5632 LESTER GRANGER ST	Fort Worth	TX	76112
1467	Current Occupant	5632 MAC ARTHUR DR	Fort Worth	TX	76112
1468	Current Occupant	5632 MACEO LN	Fort Worth	TX	76112
1469	Current Occupant	5632 RICKENBACKER PL	Fort Worth	TX	76112
1470	Current Occupant	5632 TRUMAN DR	Fort Worth	TX	76112
1471	Current Occupant	5632 VICTORIA PL	Fort Worth	TX	76112
1472	Current Occupant	5633 BONG DR	Fort Worth	TX	76112
1473	Current Occupant	5633 LESTER GRANGER ST	Fort Worth	TX	76112
1474	Current Occupant	5633 MACEO LN	Fort Worth	TX	76112
1475	Current Occupant	5633 RAMEY AVE	Fort Worth	TX	76112
1476	Current Occupant	5633 RICKENBACKER PL	Fort Worth	TX	76112
1477	Current Occupant	5633 VICTORIA PL	Fort Worth	TX	76112
1478	Current Occupant	5636 BONG DR	Fort Worth	TX	76112
1479	Current Occupant	5636 EISENHOWER DR	Fort Worth	TX	76112
1480	Current Occupant	5636 LESTER GRANGER ST	Fort Worth	TX	76112
1481	Current Occupant	5636 MACEO LN	Fort Worth	TX	76112
1482	Current Occupant	5636 RICKENBACKER PL	Fort Worth	TX	76112
1483	Current Occupant	5636 TRUMAN DR	Fort Worth	TX	76112
1484	Current Occupant	5636 WAINWRIGHT DR	Fort Worth	TX	76112
1485	Current Occupant	5637 LESTER GRANGER ST	Fort Worth	TX	76112
1486	Current Occupant	5637 MACEO LN	Fort Worth	TX	76112
1487	Current Occupant	5637 RAMEY AVE	Fort Worth	TX	76112
1488	Current Occupant	5637 RICKENBACKER PL	Fort Worth	TX	76112
1489	Current Occupant	5637 WAINWRIGHT DR	Fort Worth	TX	76112
1490	Current Occupant	5640 BONG DR	Fort Worth	TX	76112
1491	Current Occupant	5640 EISENHOWER DR	Fort Worth	TX	76112
1492	Current Occupant	5640 LESTER GRANGER ST	Fort Worth	TX	76112
1493	Current Occupant	5640 MACEO LN	Fort Worth	TX	76112
1494	Current Occupant	5640 RICKENBACKER PL	Fort Worth	TX	76112
1495	Current Occupant	5640 TRUMAN DR	Fort Worth	TX	76112

1496	Current Occupant	5641 BONG DR	Fort Worth	TX	76112
1497	Current Occupant	5641 LESTER GRANGER ST	Fort Worth	TX	76112
1498	Current Occupant	5641 MACEO LN	Fort Worth	TX	76112
1499	Current Occupant	5641 RAMEY AVE	Fort Worth	TX	76112
1500	Current Occupant	5641 RICKENBACKER PL	Fort Worth	TX	76112
1501	Current Occupant	5641 WAINWRIGHT DR	Fort Worth	TX	76112
1502	Current Occupant	5644 BONG DR	Fort Worth	TX	76112
1503	Current Occupant	5644 LESTER GRANGER ST	Fort Worth	TX	76112
1504	Current Occupant	5644 MACEO LN	Fort Worth	TX	76112
1505	Current Occupant	5644 RICKENBACKER PL	Fort Worth	TX	76112
1506	Current Occupant	5644 TRUMAN DR	Fort Worth	TX	76112
1507	Current Occupant	5645 BONG DR	Fort Worth	TX	76112
1508	Current Occupant	5645 LESTER GRANGER ST	Fort Worth	TX	76112
1509	Current Occupant	5645 RAMEY AVE	Fort Worth	TX	76112
1510	Current Occupant	5645 RICKENBACKER PL	Fort Worth	TX	76112
1511	Current Occupant	5648 BONG DR	Fort Worth	TX	76112
1512	Current Occupant	5648 LESTER GRANGER ST	Fort Worth	TX	76112
1513	Current Occupant	5648 MACEO LN	Fort Worth	TX	76112
1514	Current Occupant	5648 RICKENBACKER PL	Fort Worth	TX	76112
1515	Current Occupant	5649 BONG DR	Fort Worth	TX	76112
1516	Current Occupant	5649 LESTER GRANGER ST	Fort Worth	TX	76112
1517	Current Occupant	5649 RAMEY AVE	Fort Worth	TX	76112
1518	Current Occupant	5649 RICKENBACKER PL	Fort Worth	TX	76112
1519	Current Occupant	5652 BONG DR	Fort Worth	TX	76112
1520	Current Occupant	5652 LESTER GRANGER ST	Fort Worth	TX	76112
1521	Current Occupant	5652 RICKENBACKER PL	Fort Worth	TX	76112
1522	Current Occupant	5653 BONG DR	Fort Worth	TX	76112
1523	Current Occupant	5653 LESTER GRANGER ST	Fort Worth	TX	76112
1524	Current Occupant	5653 RAMEY AVE	Fort Worth	TX	76112
1525	Current Occupant	5653 RICKENBACKER PL	Fort Worth	TX	76112
1526	Current Occupant	5656 BONG DR	Fort Worth	TX	76112
1527	Current Occupant	5656 LESTER GRANGER ST	Fort Worth	TX	76112
1528	Current Occupant	5656 RICKENBACKER PL	Fort Worth	TX	76112
1529	Current Occupant	5657 BONG DR	Fort Worth	TX	76112

1530	Current Occupant	5657 LESTER GRANGER ST	Fort Worth	TX	76112
1531	Current Occupant	5657 RAMEY AVE	Fort Worth	TX	76112
1532	Current Occupant	5700 EISENHOWER DR	Fort Worth	TX	76112
1533	Current Occupant	5700 HIETT CT	Fort Worth	TX	76112
1534	Current Occupant	5700 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1535	Current Occupant	5701 HIETT CT	Fort Worth	TX	76112
1536	Current Occupant	5704 HIETT CT	Fort Worth	TX	76112
1537	Current Occupant	5704 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1538	Current Occupant	5705 HIETT CT	Fort Worth	TX	76112
1539	Current Occupant	5708 DALLAS AVE	Fort Worth	TX	76112
1540	Current Occupant	5708 EISENHOWER DR	Fort Worth	TX	76112
1541	Current Occupant	5708 HIETT CT	Fort Worth	TX	76112
1542	Current Occupant	5708 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1543	Current Occupant	5708 TRUMAN DR	Fort Worth	TX	76112
1544	Current Occupant	5709 EISENHOWER DR	Fort Worth	TX	76112
1545	Current Occupant	5709 HIETT CT	Fort Worth	TX	76112
1546	Current Occupant	5709 MACEO LN	Fort Worth	TX	76112
1547	Current Occupant	5709 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1548	Current Occupant	5709 TRUMAN DR	Fort Worth	TX	76112
1549	Current Occupant	5711 TRUMAN DR	Fort Worth	TX	76112
1550	Current Occupant	5712 EISENHOWER DR	Fort Worth	TX	76112
1551	Current Occupant	5712 MACEO LN	Fort Worth	TX	76112
1552	Current Occupant	5712 TRUMAN DR	Fort Worth	TX	76112
1553	Current Occupant	5713 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1554	Current Occupant	5713 TRUMAN DR	Fort Worth	TX	76112
1555	Current Occupant	5716 DALLAS AVE	Fort Worth	TX	76112
1556	Current Occupant	5716 TRUMAN DR	Fort Worth	TX	76112
1557	Current Occupant	5717 TRUMAN DR	Fort Worth	TX	76112
1558	Current Occupant	5720 TRUMAN DR	Fort Worth	TX	76112
1559	Current Occupant	5721 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1560	Current Occupant	5724 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1561	Current Occupant	5724 TRUMAN DR	Fort Worth	TX	76112
1562	Current Occupant	5725 E LANCASTER AVE	Fort Worth	TX	76112
1563	Current Occupant	5725 S HAMPSHIRE BLVD	Fort Worth	TX	76112

1564	Current Occupant	5728 TRUMAN DR	Fort Worth	TX	76112
1565	Current Occupant	5730 CRAIG ST	Fort Worth	TX	76112
1566	Current Occupant	5800 DALLAS AVE	Fort Worth	TX	76112
1567	Current Occupant	5800 HIETT CT	Fort Worth	TX	76112
1568	Current Occupant	5800 MACEO LN	Fort Worth	TX	76112
1569	Current Occupant	5800 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1570	Current Occupant	5800 TRUMAN DR	Fort Worth	TX	76112
1571	Current Occupant	5801 HIETT CT	Fort Worth	TX	76112
1572	Current Occupant	5801 MACEO LN	Fort Worth	TX	76112
1573	Current Occupant	5801 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1574	Current Occupant	5801 TACKETT CT	Fort Worth	TX	76112
1575	Current Occupant	5804 HIETT CT	Fort Worth	TX	76112
1576	Current Occupant	5804 MACEO LN	Fort Worth	TX	76112
1577	Current Occupant	5804 ROSELANE ST E	Fort Worth	TX	76112
1578	Current Occupant	5804 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1579	Current Occupant	5804 TRUMAN DR	Fort Worth	TX	76112
1580	Current Occupant	5805 EISENHOWER DR	Fort Worth	TX	76112
1581	Current Occupant	5805 HIETT CT	Fort Worth	TX	76112
1582	Current Occupant	5805 MACEO LN	Fort Worth	TX	76112
1583	Current Occupant	5805 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1584	Current Occupant	5805 TACKETT CT	Fort Worth	TX	76112
1585	Current Occupant	5808 HIETT CT	Fort Worth	TX	76112
1586	Current Occupant	5808 MACEO LN	Fort Worth	TX	76112
1587	Current Occupant	5808 ROSELANE ST E	Fort Worth	TX	76112
1588	Current Occupant	5808 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1589	Current Occupant	5809 EISENHOWER DR	Fort Worth	TX	76112
1590	Current Occupant	5809 HIETT CT	Fort Worth	TX	76112
1591	Current Occupant	5809 MACEO LN	Fort Worth	TX	76112
1592	Current Occupant	5809 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1593	Current Occupant	5809 TACKETT CT	Fort Worth	TX	76112
1594	Current Occupant	5812 DALLAS AVE	Fort Worth	TX	76112
1595	Current Occupant	5812 EISENHOWER DR	Fort Worth	TX	76112
1596	Current Occupant	5812 HIETT CT	Fort Worth	TX	76112
1597	Current Occupant	5813 HIETT CT	Fort Worth	TX	76112

1598	Current Occupant	5813 MACEO LN	Fort Worth	TX	76112
1599	Current Occupant	5813 ROSELANE ST E	Fort Worth	TX	76112
1600	Current Occupant	5813 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1601	Current Occupant	5813 TACKETT CT	Fort Worth	TX	76112
1602	Current Occupant	5815 EISENHOWER DR	Fort Worth	TX	76112
1603	Current Occupant	5816 HIETT CT	Fort Worth	TX	76112
1604	Current Occupant	5816 MONTERREY DR	Fort Worth	TX	76112
1605	Current Occupant	5817 HIETT CT	Fort Worth	TX	76112
1606	Current Occupant	5817 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1607	Current Occupant	5817 TACKETT CT	Fort Worth	TX	76112
1608	Current Occupant	5820 HIETT CT	Fort Worth	TX	76112
1609	Current Occupant	5821 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1610	Current Occupant	5824 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1611	Current Occupant	5825 E LANCASTER AVE	Fort Worth	TX	76112
1612	Current Occupant	5825 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1613	Current Occupant	5828 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1614	Current Occupant	5829 TACKETT CT	Fort Worth	TX	76112
1615	Current Occupant	5832 MONTERREY DR	Fort Worth	TX	76112
1616	Current Occupant	5900 DALLAS AVE	Fort Worth	TX	76112
1617	Current Occupant	5900 E LANCASTER AVE	Fort Worth	TX	76112
1618	Current Occupant	5900 MONTERREY DR	Fort Worth	TX	76112
1619	Current Occupant	5900 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1620	Current Occupant	5901 CRAIG ST	Fort Worth	TX	76112
1621	Current Occupant	5901 E LANCASTER AVE	Fort Worth	TX	76112
1622	Current Occupant	5901 EISENHOWER DR	Fort Worth	TX	76112
1623	Current Occupant	5901 GREENLEE ST	Fort Worth	TX	76112
1624	Current Occupant	5901 MACEO LN	Fort Worth	TX	76112
1625	Current Occupant	5901 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1626	Current Occupant	5901 TACKETT CT	Fort Worth	TX	76112
1627	Current Occupant	5901 TENSION DR	Fort Worth	TX	76112
1628	Current Occupant	5901 YOSEMITE DR	Fort Worth	TX	76112
1629	Current Occupant	5903 E LANCASTER AVE	Fort Worth	TX	76112
1630	Current Occupant	5904 MACEO LN	Fort Worth	TX	76112
1631	Current Occupant	5904 S HAMPSHIRE BLVD	Fort Worth	TX	76112

1632	Current Occupant	5905 CRAIG ST	Fort Worth	TX	76112
1633	Current Occupant	5905 MACEO LN	Fort Worth	TX	76112
1634	Current Occupant	5905 TACKETT CT	Fort Worth	TX	76112
1635	Current Occupant	5905 TRUMAN DR	Fort Worth	TX	76112
1636	Current Occupant	5905 YOSEMITE DR	Fort Worth	TX	76112
1637	Current Occupant	5908 EISENHOWER DR	Fort Worth	TX	76112
1638	Current Occupant	5908 GREENLEE ST	Fort Worth	TX	76112
1639	Current Occupant	5908 MACEO LN	Fort Worth	TX	76112
1640	Current Occupant	5908 MONTERREY DR	Fort Worth	TX	76112
1641	Current Occupant	5908 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1642	Current Occupant	5908 TRUMAN DR	Fort Worth	TX	76112
1643	Current Occupant	5909 CRAIG ST	Fort Worth	TX	76112
1644	Current Occupant	5909 E LANCASTER AVE	Fort Worth	TX	76112
1645	Current Occupant	5909 EISENHOWER DR	Fort Worth	TX	76112
1646	Current Occupant	5909 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1647	Current Occupant	5909 TACKETT CT	Fort Worth	TX	76112
1648	Current Occupant	5909 TRUMAN DR	Fort Worth	TX	76112
1649	Current Occupant	5909 YOSEMITE DR	Fort Worth	TX	76112
1650	Current Occupant	5912 DALLAS AVE	Fort Worth	TX	76112
1651	Current Occupant	5912 MACEO LN	Fort Worth	TX	76112
1652	Current Occupant	5912 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1653	Current Occupant	5912 YOSEMITE DR	Fort Worth	TX	76112
1654	Current Occupant	5913 MACEO LN	Fort Worth	TX	76112
1655	Current Occupant	5913 TRUMAN DR	Fort Worth	TX	76112
1656	Current Occupant	5915 E LANCASTER AVE	Fort Worth	TX	76112
1657	Current Occupant	5916 TRUMAN DR	Fort Worth	TX	76112
1658	Current Occupant	5917 E LANCASTER AVE	Fort Worth	TX	76112
1659	Current Occupant	5917 MACEO LN	Fort Worth	TX	76112
1660	Current Occupant	5917 TACKETT CT	Fort Worth	TX	76112
1661	Current Occupant	5917 YOSEMITE DR	Fort Worth	TX	76112
1662	Current Occupant	5920 E LANCASTER AVE	Fort Worth	TX	76112
1663	Current Occupant	5920 MACEO LN	Fort Worth	TX	76112
1664	Current Occupant	5920 S HAMPSHIRE BLVD	Fort Worth	TX	76112
1665	Current Occupant	5921 TACKETT CT	Fort Worth	TX	76112

1666	Current Occupant	5924 MACEO LN	Fort Worth	TX	76112
1667	Current Occupant	5925 MACEO LN	Fort Worth	TX	76112
1668	Current Occupant	5925 TACKETT CT	Fort Worth	TX	76112
1669	Current Occupant	5925 TRUMAN DR	Fort Worth	TX	76112
1670	Current Occupant	5928 MACEO LN	Fort Worth	TX	76112
1671	Current Occupant	5929 TRUMAN DR	Fort Worth	TX	76112
1672	Current Occupant	5932 DALLAS AVE	Fort Worth	TX	76112
1673	Current Occupant	5932 E LANCASTER AVE	Fort Worth	TX	76112
1674	Current Occupant	5932 MACEO LN	Fort Worth	TX	76112
1675	Current Occupant	5932 TRUMAN DR	Fort Worth	TX	76112
1676	Current Occupant	5933 MACEO LN	Fort Worth	TX	76112
1677	Current Occupant	5933 TRUMAN DR	Fort Worth	TX	76112
1678	Current Occupant	5936 MACEO LN	Fort Worth	TX	76112
1679	Current Occupant	5937 MACEO LN	Fort Worth	TX	76112
1680	Current Occupant	5937 TRUMAN DR	Fort Worth	TX	76112
1681	Current Occupant	5941 MACEO LN	Fort Worth	TX	76112
1682	Current Occupant	5941 TRUMAN DR	Fort Worth	TX	76112
1683	Current Occupant	5950 TENSION DR	Fort Worth	TX	76112
1684	Current Occupant	6000 MACEO LN	Fort Worth	TX	76112
1685	Current Occupant	6000 MONTERREY DR	Fort Worth	TX	76112
1686	Current Occupant	6000 PLANT AVE	Fort Worth	TX	76112
1687	Current Occupant	6000 RICH ST	Fort Worth	TX	76112
1688	Current Occupant	6000 SHELTON ST	Fort Worth	TX	76112
1689	Current Occupant	6000 VEL DR	Fort Worth	TX	76112
1690	Current Occupant	6000 YOSEMITE DR	Fort Worth	TX	76112
1691	Current Occupant	6001 CRAIG ST	Fort Worth	TX	76112
1692	Current Occupant	6001 MACEO LN	Fort Worth	TX	76112
1693	Current Occupant	6001 PLANT AVE	Fort Worth	TX	76112
1694	Current Occupant	6001 TENSION DR	Fort Worth	TX	76112
1695	Current Occupant	6001 TRUMAN DR	Fort Worth	TX	76112
1696	Current Occupant	6001 YOSEMITE DR	Fort Worth	TX	76112
1697	Current Occupant	6002 E LANCASTER AVE	Fort Worth	TX	76112
1698	Current Occupant	6003 PLANT AVE	Fort Worth	TX	76112
1699	Current Occupant	6004 MACEO LN	Fort Worth	TX	76112

1700	Current Occupant	6004 SHELTON ST	Fort Worth	TX	76112
1701	Current Occupant	6004 VEL DR	Fort Worth	TX	76112
1702	Current Occupant	6005 YOSEMITE DR	Fort Worth	TX	76112
1703	Current Occupant	6006 SHELTON ST	Fort Worth	TX	76112
1704	Current Occupant	6008 MACEO LN	Fort Worth	TX	76112
1705	Current Occupant	6008 MONTERREY DR	Fort Worth	TX	76112
1706	Current Occupant	6008 PLANT AVE	Fort Worth	TX	76112
1707	Current Occupant	6008 PLAZA CIR	Fort Worth	TX	76112
1708	Current Occupant	6008 PROTHROW ST	Fort Worth	TX	76112
1709	Current Occupant	6008 RICH ST	Fort Worth	TX	76112
1710	Current Occupant	6008 RICKENBACKER PL	Fort Worth	TX	76112
1711	Current Occupant	6008 SHELTON ST	Fort Worth	TX	76112
1712	Current Occupant	6008 VEL DR	Fort Worth	TX	76112
1713	Current Occupant	6008 YOSEMITE DR	Fort Worth	TX	76112
1714	Current Occupant	6009 E LANCASTER AVE # 1	Fort Worth	TX	76112
1715	Current Occupant	6009 GREENLEE ST	Fort Worth	TX	76112
1716	Current Occupant	6009 MACEO LN	Fort Worth	TX	76112
1717	Current Occupant	6009 PLANT AVE	Fort Worth	TX	76112
1718	Current Occupant	6009 RAMEY AVE	Fort Worth	TX	76112
1719	Current Occupant	6009 RICKENBACKER PL	Fort Worth	TX	76112
1720	Current Occupant	6009 SHELTON ST	Fort Worth	TX	76112
1721	Current Occupant	6009 TALLIE RD	Fort Worth	TX	76112
1722	Current Occupant	6009 TRUMAN DR	Fort Worth	TX	76112
1723	Current Occupant	6009 YOSEMITE DR	Fort Worth	TX	76112
1724	Current Occupant	6010 GREENLEE ST	Fort Worth	TX	76112
1725	Current Occupant	6011 TENSION DR	Fort Worth	TX	76112
1726	Current Occupant	6012 E LANCASTER AVE	Fort Worth	TX	76112
1727	Current Occupant	6012 MACEO LN	Fort Worth	TX	76112
1728	Current Occupant	6012 PROTHROW ST	Fort Worth	TX	76112
1729	Current Occupant	6012 RICH ST	Fort Worth	TX	76112
1730	Current Occupant	6012 RICKENBACKER PL	Fort Worth	TX	76112
1731	Current Occupant	6012 TALLIE RD	Fort Worth	TX	76112
1732	Current Occupant	6012 VEL DR	Fort Worth	TX	76112
1733	Current Occupant	6013 MACEO LN	Fort Worth	TX	76112

1734	Current Occupant	6013 PLANT AVE	Fort Worth	TX	76112
1735	Current Occupant	6013 PROTHROW ST	Fort Worth	TX	76112
1736	Current Occupant	6013 RAMEY AVE	Fort Worth	TX	76112
1737	Current Occupant	6013 RICH ST	Fort Worth	TX	76112
1738	Current Occupant	6013 RICKENBACKER PL	Fort Worth	TX	76112
1739	Current Occupant	6013 SHELTON ST	Fort Worth	TX	76112
1740	Current Occupant	6013 TALLIE RD	Fort Worth	TX	76112
1741	Current Occupant	6013 TRUMAN DR	Fort Worth	TX	76112
1742	Current Occupant	6014 SHELTON ST	Fort Worth	TX	76112
1743	Current Occupant	6015 MEADOWBROOK DR	Fort Worth	TX	76112
1744	Current Occupant	6016 CRAIG ST	Fort Worth	TX	76112
1745	Current Occupant	6016 MACEO LN	Fort Worth	TX	76112
1746	Current Occupant	6016 PROTHROW ST	Fort Worth	TX	76112
1747	Current Occupant	6016 RICH ST	Fort Worth	TX	76112
1748	Current Occupant	6016 RICKENBACKER PL	Fort Worth	TX	76112
1749	Current Occupant	6016 TALLIE RD	Fort Worth	TX	76112
1750	Current Occupant	6016 VEL DR	Fort Worth	TX	76112
1751	Current Occupant	6017 MACEO LN	Fort Worth	TX	76112
1752	Current Occupant	6017 PLANT AVE	Fort Worth	TX	76112
1753	Current Occupant	6017 PROTHROW ST	Fort Worth	TX	76112
1754	Current Occupant	6017 RAMEY AVE	Fort Worth	TX	76112
1755	Current Occupant	6017 RICH ST	Fort Worth	TX	76112
1756	Current Occupant	6017 RICKENBACKER PL	Fort Worth	TX	76112
1757	Current Occupant	6017 SHELTON ST	Fort Worth	TX	76112
1758	Current Occupant	6017 TALLIE RD	Fort Worth	TX	76112
1759	Current Occupant	6017 TRUMAN DR	Fort Worth	TX	76112
1760	Current Occupant	6020 MACEO LN	Fort Worth	TX	76112
1761	Current Occupant	6020 PLANT AVE	Fort Worth	TX	76112
1762	Current Occupant	6020 PROTHROW ST	Fort Worth	TX	76112
1763	Current Occupant	6020 RICH ST	Fort Worth	TX	76112
1764	Current Occupant	6020 RICKENBACKER PL	Fort Worth	TX	76112
1765	Current Occupant	6020 TALLIE RD	Fort Worth	TX	76112
1766	Current Occupant	6020 TRUMAN DR	Fort Worth	TX	76112
1767	Current Occupant	6020 VEL DR	Fort Worth	TX	76112

1768	Current Occupant	6021 MACEO LN	Fort Worth	TX	76112
1769	Current Occupant	6021 PLANT AVE	Fort Worth	TX	76112
1770	Current Occupant	6021 PROTHROW ST	Fort Worth	TX	76112
1771	Current Occupant	6021 RAMEY AVE	Fort Worth	TX	76112
1772	Current Occupant	6021 RICH ST	Fort Worth	TX	76112
1773	Current Occupant	6021 RICKENBACKER PL	Fort Worth	TX	76112
1774	Current Occupant	6021 SHELTON ST	Fort Worth	TX	76112
1775	Current Occupant	6021 TALLIE RD	Fort Worth	TX	76112
1776	Current Occupant	6021 TRUMAN DR	Fort Worth	TX	76112
1777	Current Occupant	6024 MACEO LN	Fort Worth	TX	76112
1778	Current Occupant	6024 PROTHROW ST	Fort Worth	TX	76112
1779	Current Occupant	6024 RICKENBACKER PL	Fort Worth	TX	76112
1780	Current Occupant	6024 TALLIE RD	Fort Worth	TX	76112
1781	Current Occupant	6024 TRUMAN DR	Fort Worth	TX	76112
1782	Current Occupant	6024 VEL DR	Fort Worth	TX	76112
1783	Current Occupant	6025 E LANCASTER AVE	Fort Worth	TX	76112
1784	Current Occupant	6025 MACEO LN	Fort Worth	TX	76112
1785	Current Occupant	6025 PROTHROW ST	Fort Worth	TX	76112
1786	Current Occupant	6025 RAMEY AVE	Fort Worth	TX	76112
1787	Current Occupant	6025 RICH ST	Fort Worth	TX	76112
1788	Current Occupant	6025 RICKENBACKER PL	Fort Worth	TX	76112
1789	Current Occupant	6025 TALLIE RD	Fort Worth	TX	76112
1790	Current Occupant	6025 TRUMAN DR	Fort Worth	TX	76112
1791	Current Occupant	6028 E LANCASTER AVE	Fort Worth	TX	76112
1792	Current Occupant	6028 MACEO LN	Fort Worth	TX	76112
1793	Current Occupant	6028 PLANT AVE	Fort Worth	TX	76112
1794	Current Occupant	6028 PROTHROW ST	Fort Worth	TX	76112
1795	Current Occupant	6028 RICKENBACKER PL	Fort Worth	TX	76112
1796	Current Occupant	6028 TALLIE RD	Fort Worth	TX	76112
1797	Current Occupant	6028 TRUMAN DR	Fort Worth	TX	76112
1798	Current Occupant	6028 VEL DR	Fort Worth	TX	76112
1799	Current Occupant	6029 PLANT AVE	Fort Worth	TX	76112
1800	Current Occupant	6029 PROTHROW ST	Fort Worth	TX	76112
1801	Current Occupant	6029 RAMEY AVE	Fort Worth	TX	76112

1802	Current Occupant	6029 RICH ST	Fort Worth	TX	76112
1803	Current Occupant	6029 RICKENBACKER PL	Fort Worth	TX	76112
1804	Current Occupant	6029 TALLIE RD	Fort Worth	TX	76112
1805	Current Occupant	6029 VEL DR	Fort Worth	TX	76112
1806	Current Occupant	6032 PROTHROW ST	Fort Worth	TX	76112
1807	Current Occupant	6032 RICKENBACKER PL	Fort Worth	TX	76112
1808	Current Occupant	6032 TALLIE RD	Fort Worth	TX	76112
1809	Current Occupant	6033 PROTHROW ST	Fort Worth	TX	76112
1810	Current Occupant	6033 RAMEY AVE	Fort Worth	TX	76112
1811	Current Occupant	6033 RICKENBACKER PL	Fort Worth	TX	76112
1812	Current Occupant	6033 TALLIE RD	Fort Worth	TX	76112
1813	Current Occupant	6036 MEADOWBROOK DR	Fort Worth	TX	76112
1814	Current Occupant	6036 PROTHROW ST	Fort Worth	TX	76112
1815	Current Occupant	6036 RICKENBACKER PL	Fort Worth	TX	76112
1816	Current Occupant	6036 TALLIE RD	Fort Worth	TX	76112
1817	Current Occupant	6037 PROTHROW ST	Fort Worth	TX	76112
1818	Current Occupant	6037 RAMEY AVE	Fort Worth	TX	76112
1819	Current Occupant	6037 RICKENBACKER PL	Fort Worth	TX	76112
1820	Current Occupant	6037 TALLIE RD	Fort Worth	TX	76112
1821	Current Occupant	6040 PROTHROW ST	Fort Worth	TX	76112
1822	Current Occupant	6040 RICKENBACKER PL	Fort Worth	TX	76112
1823	Current Occupant	6040 TALLIE RD	Fort Worth	TX	76112
1824	Current Occupant	6041 PROTHROW ST	Fort Worth	TX	76112
1825	Current Occupant	6041 RAMEY AVE	Fort Worth	TX	76112
1826	Current Occupant	6041 RICKENBACKER PL	Fort Worth	TX	76112
1827	Current Occupant	6041 TALLIE RD	Fort Worth	TX	76112
1828	Current Occupant	6044 PROTHROW ST	Fort Worth	TX	76112
1829	Current Occupant	6044 RICKENBACKER PL	Fort Worth	TX	76112
1830	Current Occupant	6044 TALLIE RD	Fort Worth	TX	76112
1831	Current Occupant	6045 PROTHROW ST	Fort Worth	TX	76112
1832	Current Occupant	6045 RICKENBACKER PL	Fort Worth	TX	76112
1833	Current Occupant	6045 TALLIE RD	Fort Worth	TX	76112
1834	Current Occupant	6050 CRAIG ST	Fort Worth	TX	76112
1835	Current Occupant	6050 E LANCASTER AVE	Fort Worth	TX	76112

1836	Current Occupant	6050 PLANT AVE	Fort Worth	TX	76112
1837	Current Occupant	6054 E LANCASTER AVE	Fort Worth	TX	76112
1838	Current Occupant	6055 E LANCASTER AVE	Fort Worth	TX	76112
1839	Current Occupant	6059 PLANT AVE	Fort Worth	TX	76112
1840	Current Occupant	6059 RICH ST	Fort Worth	TX	76112
1841	Current Occupant	6062 E LANCASTER AVE	Fort Worth	TX	76112
1842	Current Occupant	6062 MEADOWBROOK DR # D	Fort Worth	TX	76112
1843	Current Occupant	6062 MEADOWBROOK DR STE A	Fort Worth	TX	76112
1844	Current Occupant	6100 MONTERREY DR	Fort Worth	TX	76112
1845	Current Occupant	6100 YOSEMITE DR	Fort Worth	TX	76112
1846	Current Occupant	6101 MEADOWBROOK DR	Fort Worth	TX	76112
1847	Current Occupant	6101 SHELTON ST	Fort Worth	TX	76112
1848	Current Occupant	6101 YOSEMITE DR	Fort Worth	TX	76112
1849	Current Occupant	6104 YOSEMITE DR	Fort Worth	TX	76112
1850	Current Occupant	6105 MEADOWBROOK DR	Fort Worth	TX	76112
1851	Current Occupant	6105 YOSEMITE DR	Fort Worth	TX	76112
1852	Current Occupant	6107 MEADOWBROOK DR	Fort Worth	TX	76112
1853	Current Occupant	6108 MONTERREY DR	Fort Worth	TX	76112
1854	Current Occupant	6108 YOSEMITE DR	Fort Worth	TX	76112
1855	Current Occupant	6109 YOSEMITE DR	Fort Worth	TX	76112
1856	Current Occupant	6141 CRAIG ST	Fort Worth	TX	76112
1857	Current Occupant	6154 TRUMAN DR	Fort Worth	TX	76112
1858	Current Occupant	6155 RAMEY AVE	Fort Worth	TX	76112
1859	Current Occupant	6158 TRUMAN DR	Fort Worth	TX	76112
1860	Current Occupant	6158 WOODBINE DR	Fort Worth	TX	76112
1861	Current Occupant	6159 RAMEY AVE	Fort Worth	TX	76112
1862	Current Occupant	6159 TRUMAN DR	Fort Worth	TX	76112
1863	Current Occupant	6162 MEADOWBROOK DR	Fort Worth	TX	76112
1864	Current Occupant	6163 TRUMAN DR	Fort Worth	TX	76112
1865	Current Occupant	6200 WOODBINE DR	Fort Worth	TX	76112
1866	Current Occupant	6201 GREENLEE ST	Fort Worth	TX	76112
1867	Current Occupant	6201 RAMEY AVE	Fort Worth	TX	76112
1868	Current Occupant	6201 TRUMAN DR	Fort Worth	TX	76112
1869	Current Occupant	6201 WOODBINE DR	Fort Worth	TX	76112

1870	Current Occupant	6203 ROUTT ST	Fort Worth	TX	76112
1871	Current Occupant	6204 WOODBINE DR	Fort Worth	TX	76112
1872	Current Occupant	6205 GREENLEE ST	Fort Worth	TX	76112
1873	Current Occupant	6205 RAMEY AVE	Fort Worth	TX	76112
1874	Current Occupant	6205 TRUMAN DR	Fort Worth	TX	76112
1875	Current Occupant	6205 WOODBINE DR	Fort Worth	TX	76112
1876	Current Occupant	6207 GREENLEE ST	Fort Worth	TX	76112
1877	Current Occupant	6208 TRUMAN DR	Fort Worth	TX	76112
1878	Current Occupant	6208 VEL DR	Fort Worth	TX	76112
1879	Current Occupant	6208 WOODBINE DR	Fort Worth	TX	76112
1880	Current Occupant	6209 GREENLEE ST	Fort Worth	TX	76112
1881	Current Occupant	6209 RAMEY AVE	Fort Worth	TX	76112
1882	Current Occupant	6209 TRUMAN DR	Fort Worth	TX	76112
1883	Current Occupant	6209 VEL DR	Fort Worth	TX	76112
1884	Current Occupant	6209 WOODBINE DR	Fort Worth	TX	76112
1885	Current Occupant	6212 TRUMAN DR	Fort Worth	TX	76112
1886	Current Occupant	6212 VEL DR	Fort Worth	TX	76112
1887	Current Occupant	6212 WOODBINE DR	Fort Worth	TX	76112
1888	Current Occupant	6213 GREENLEE ST	Fort Worth	TX	76112
1889	Current Occupant	6213 RAMEY AVE	Fort Worth	TX	76112
1890	Current Occupant	6213 TRUMAN DR	Fort Worth	TX	76112
1891	Current Occupant	6213 VEL DR	Fort Worth	TX	76112
1892	Current Occupant	6213 WOODBINE DR	Fort Worth	TX	76112
1893	Current Occupant	6216 TRUMAN DR	Fort Worth	TX	76112
1894	Current Occupant	6216 VEL DR	Fort Worth	TX	76112
1895	Current Occupant	6216 WOODBINE DR	Fort Worth	TX	76112
1896	Current Occupant	6217 GREENLEE ST	Fort Worth	TX	76112
1897	Current Occupant	6217 RAMEY AVE	Fort Worth	TX	76112
1898	Current Occupant	6217 TRUMAN DR	Fort Worth	TX	76112
1899	Current Occupant	6217 WOODBINE DR	Fort Worth	TX	76112
1900	Current Occupant	6220 TRUMAN DR	Fort Worth	TX	76112
1901	Current Occupant	6220 VEL DR	Fort Worth	TX	76112
1902	Current Occupant	6221 RAMEY AVE	Fort Worth	TX	76112
1903	Current Occupant	6221 TRUMAN DR	Fort Worth	TX	76112

1904	Current Occupant	6221 VEL DR	Fort Worth	TX	76112
1905	Current Occupant	6224 TRUMAN DR	Fort Worth	TX	76112
1906	Current Occupant	6225 RAMEY AVE	Fort Worth	TX	76112
1907	Current Occupant	6225 TRUMAN DR	Fort Worth	TX	76112
1908	Current Occupant	6225 VEL DR	Fort Worth	TX	76112
1909	Current Occupant	6229 TRUMAN DR	Fort Worth	TX	76112
1910	Current Occupant	6229 VEL DR	Fort Worth	TX	76112
1911	Current Occupant	6230 AVA CT	Fort Worth	TX	76112
1912	Current Occupant	6231 AVA CT	Fort Worth	TX	76112
1913	Current Occupant	6232 TRUMAN DR	Fort Worth	TX	76112
1914	Current Occupant	6233 TRUMAN DR	Fort Worth	TX	76112
1915	Current Occupant	6233 VEL DR	Fort Worth	TX	76112
1916	Current Occupant	6234 AVA CT	Fort Worth	TX	76112
1917	Current Occupant	6235 AVA COURT DR	Fort Worth	TX	76112
1918	Current Occupant	6236 TRUMAN DR	Fort Worth	TX	76112
1919	Current Occupant	6236 VEL DR	Fort Worth	TX	76112
1920	Current Occupant	6237 VEL DR	Fort Worth	TX	76112
1921	Current Occupant	6239 AVA CT	Fort Worth	TX	76112
1922	Current Occupant	6240 VEL DR	Fort Worth	TX	76112
1923	Current Occupant	6241 VEL DR	Fort Worth	TX	76112
1924	Current Occupant	6243 AVA CT	Fort Worth	TX	76112
1925	Current Occupant	6244 VEL DR	Fort Worth	TX	76112
1926	Current Occupant	6245 VEL DR	Fort Worth	TX	76112
1927	Current Occupant	6249 VEL DR	Fort Worth	TX	76112
1928	Current Occupant	6250 AVA COURT DR	Fort Worth	TX	76112
1929	Current Occupant	6251 AVA COURT DR	Fort Worth	TX	76112
1930	Current Occupant	6251 TRUMAN DR	Fort Worth	TX	76112
1931	Current Occupant	6254 AVA COURT DR	Fort Worth	TX	76112
1932	Current Occupant	6255 AVA COURT DR	Fort Worth	TX	76112
1933	Current Occupant	6255 TRUMAN DR	Fort Worth	TX	76112
1934	Current Occupant	6258 AVA COURT DR	Fort Worth	TX	76112
1935	Current Occupant	6258 TRUMAN DR	Fort Worth	TX	76112
1936	Current Occupant	6259 AVA COURT DR	Fort Worth	TX	76112
1937	Current Occupant	6259 TRUMAN DR	Fort Worth	TX	76112

1938	Current Occupant	6262 AVA COURT DR	Fort Worth	TX	76112
1939	Current Occupant	6262 TRUMAN DR	Fort Worth	TX	76112
1940	Current Occupant	6263 AVA COURT DR	Fort Worth	TX	76112
1941	Current Occupant	6263 TRUMAN DR	Fort Worth	TX	76112
1942	Current Occupant	6266 AVA COURT DR	Fort Worth	TX	76112
1943	Current Occupant	6267 AVA COURT DR	Fort Worth	TX	76112
1944	Current Occupant	6267 TRUMAN DR	Fort Worth	TX	76112
1945	Current Occupant	6270 AVA COURT DR	Fort Worth	TX	76112
1946	Current Occupant	6270 TRUMAN DR	Fort Worth	TX	76112
1947	Current Occupant	6271 AVA COURT DR	Fort Worth	TX	76112
1948	Current Occupant	6271 TRUMAN DR	Fort Worth	TX	76112
1949	Current Occupant	6274 AVA COURT DR	Fort Worth	TX	76112
1950	Current Occupant	6274 TRUMAN DR	Fort Worth	TX	76112
1951	Current Occupant	6275 AVA COURT DR	Fort Worth	TX	76112
1952	Current Occupant	6275 TRUMAN DR	Fort Worth	TX	76112
1953	Current Occupant	6278 AVA COURT DR	Fort Worth	TX	76112
1954	Current Occupant	6278 TRUMAN DR	Fort Worth	TX	76112
1955	Current Occupant	6279 AVA COURT DR	Fort Worth	TX	76112
1956	Current Occupant	6279 TRUMAN DR	Fort Worth	TX	76112
1957	Current Occupant	6282 AVA COURT DR	Fort Worth	TX	76112
1958	Current Occupant	6282 TRUMAN DR	Fort Worth	TX	76112
1959	Current Occupant	6283 AVA COURT DR	Fort Worth	TX	76112
1960	Current Occupant	6283 TRUMAN DR	Fort Worth	TX	76112
1961	Current Occupant	6286 TRUMAN DR	Fort Worth	TX	76112
1962	Current Occupant	6287 TRUMAN DR	Fort Worth	TX	76112
1963	Current Occupant	6300 AVA COURT DR	Fort Worth	TX	76112
1964	Current Occupant	6300 CHURCH ST	Fort Worth	TX	76112
1965	Current Occupant	6300 DEBRA CT	Fort Worth	TX	76112
1966	Current Occupant	6300 NORMA ST	Fort Worth	TX	76112
1967	Current Occupant	6300 PURINGTON AVE	Fort Worth	TX	76112
1968	Current Occupant	6300 TRUMAN DR	Fort Worth	TX	76112
1969	Current Occupant	6300 WOODBINE DR	Fort Worth	TX	76112
1970	Current Occupant	6301 AVA COURT DR	Fort Worth	TX	76112
1971	Current Occupant	6301 DEBRA CT	Fort Worth	TX	76112

1972	Current Occupant	6301 E LANCASTER AVE	Fort Worth	TX	76112
1973	Current Occupant	6301 GREENLEE ST	Fort Worth	TX	76112
1974	Current Occupant	6301 NORMA ST	Fort Worth	TX	76112
1975	Current Occupant	6301 PURINGTON AVE	Fort Worth	TX	76112
1976	Current Occupant	6301 TRUMAN DR	Fort Worth	TX	76112
1977	Current Occupant	6301 VEL DR	Fort Worth	TX	76112
1978	Current Occupant	6301 WOODBINE DR	Fort Worth	TX	76112
1979	Current Occupant	6302 MEADOWBROOK DR STE 112	Fort Worth	TX	76112
1980	Current Occupant	6304 AVA COURT DR	Fort Worth	TX	76112
1981	Current Occupant	6304 DEBRA CT	Fort Worth	TX	76112
1982	Current Occupant	6304 PURINGTON AVE	Fort Worth	TX	76112
1983	Current Occupant	6304 TRUMAN DR	Fort Worth	TX	76112
1984	Current Occupant	6304 WOODBINE DR	Fort Worth	TX	76112
1985	Current Occupant	6305 AVA COURT DR	Fort Worth	TX	76112
1986	Current Occupant	6305 DEBRA CT	Fort Worth	TX	76112
1987	Current Occupant	6305 GREENLEE ST	Fort Worth	TX	76112
1988	Current Occupant	6305 NORMA ST	Fort Worth	TX	76112
1989	Current Occupant	6305 PURINGTON AVE	Fort Worth	TX	76112
1990	Current Occupant	6305 RAMEY AVE	Fort Worth	TX	76112
1991	Current Occupant	6305 TRUMAN DR	Fort Worth	TX	76112
1992	Current Occupant	6305 VEL DR	Fort Worth	TX	76112
1993	Current Occupant	6305 WOODBINE DR	Fort Worth	TX	76112
1994	Current Occupant	6306 MEADOWBROOK DR	Fort Worth	TX	76112
1995	Current Occupant	6308 AVA COURT DR	Fort Worth	TX	76112
1996	Current Occupant	6308 LAMBETH LN	Fort Worth	TX	76112
1997	Current Occupant	6308 NORMA ST	Fort Worth	TX	76112
1998	Current Occupant	6308 PURINGTON AVE	Fort Worth	TX	76112
1999	Current Occupant	6308 TRUMAN DR	Fort Worth	TX	76112
2000	Current Occupant	6308 VEL DR	Fort Worth	TX	76112
2001	Current Occupant	6308 WOODBINE DR	Fort Worth	TX	76112
2002	Current Occupant	6309 GREENLEE ST	Fort Worth	TX	76112
2003	Current Occupant	6309 NORMA ST	Fort Worth	TX	76112
2004	Current Occupant	6309 PURINGTON AVE	Fort Worth	TX	76112
2005	Current Occupant	6309 RAMEY AVE	Fort Worth	TX	76112

2006	Current Occupant	6309 TRUMAN DR	Fort Worth	TX	76112
2007	Current Occupant	6309 VEL DR	Fort Worth	TX	76112
2008	Current Occupant	6309 WOODBINE DR	Fort Worth	TX	76112
2009	Current Occupant	6312 AVA COURT DR	Fort Worth	TX	76112
2010	Current Occupant	6312 CHURCH ST	Fort Worth	TX	76112
2011	Current Occupant	6312 DEBRA CT	Fort Worth	TX	76112
2012	Current Occupant	6312 LAMBETH LN	Fort Worth	TX	76112
2013	Current Occupant	6312 NORMA ST	Fort Worth	TX	76112
2014	Current Occupant	6312 PURINGTON AVE	Fort Worth	TX	76112
2015	Current Occupant	6312 TRUMAN DR	Fort Worth	TX	76112
2016	Current Occupant	6312 VEL DR	Fort Worth	TX	76112
2017	Current Occupant	6312 WOODBINE DR	Fort Worth	TX	76112
2018	Current Occupant	6313 AVA COURT DR	Fort Worth	TX	76112
2019	Current Occupant	6313 GREENLEE ST	Fort Worth	TX	76112
2020	Current Occupant	6313 LAMBETH LN	Fort Worth	TX	76112
2021	Current Occupant	6313 NORMA ST	Fort Worth	TX	76112
2022	Current Occupant	6313 PURINGTON AVE	Fort Worth	TX	76112
2023	Current Occupant	6313 RAMEY AVE	Fort Worth	TX	76112
2024	Current Occupant	6313 TRUMAN DR	Fort Worth	TX	76112
2025	Current Occupant	6313 VEL DR	Fort Worth	TX	76112
2026	Current Occupant	6313 WOODBINE DR	Fort Worth	TX	76112
2027	Current Occupant	6314 MEADOWBROOK DR	Fort Worth	TX	76112
2028	Current Occupant	6316 AVA COURT DR	Fort Worth	TX	76112
2029	Current Occupant	6316 LAMBETH LN	Fort Worth	TX	76112
2030	Current Occupant	6316 NORMA ST	Fort Worth	TX	76112
2031	Current Occupant	6316 PURINGTON AVE	Fort Worth	TX	76112
2032	Current Occupant	6316 TRUMAN DR	Fort Worth	TX	76112
2033	Current Occupant	6316 VEL DR	Fort Worth	TX	76112
2034	Current Occupant	6316 WOODBINE DR	Fort Worth	TX	76112
2035	Current Occupant	6317 AVA COURT DR	Fort Worth	TX	76112
2036	Current Occupant	6317 GREENLEE ST	Fort Worth	TX	76112
2037	Current Occupant	6317 MEADOWBROOK DR	Fort Worth	TX	76112
2038	Current Occupant	6317 NORMA ST	Fort Worth	TX	76112
2039	Current Occupant	6317 PURINGTON AVE	Fort Worth	TX	76112

2040	Current Occupant	6317 RAMEY AVE	Fort Worth	TX	76112
2041	Current Occupant	6317 TRUMAN DR	Fort Worth	TX	76112
2042	Current Occupant	6317 VEL DR	Fort Worth	TX	76112
2043	Current Occupant	6317 WOODBINE DR	Fort Worth	TX	76112
2044	Current Occupant	6320 AVA COURT DR	Fort Worth	TX	76112
2045	Current Occupant	6320 NORMA ST	Fort Worth	TX	76112
2046	Current Occupant	6320 PURINGTON AVE	Fort Worth	TX	76112
2047	Current Occupant	6320 TRUMAN DR	Fort Worth	TX	76112
2048	Current Occupant	6320 VEL DR	Fort Worth	TX	76112
2049	Current Occupant	6320 WOODBINE DR	Fort Worth	TX	76112
2050	Current Occupant	6321 AVA COURT DR	Fort Worth	TX	76112
2051	Current Occupant	6321 GREENLEE ST	Fort Worth	TX	76112
2052	Current Occupant	6321 NORMA ST	Fort Worth	TX	76112
2053	Current Occupant	6321 PURINGTON AVE	Fort Worth	TX	76112
2054	Current Occupant	6321 RAMEY AVE	Fort Worth	TX	76112
2055	Current Occupant	6321 TRUMAN DR	Fort Worth	TX	76112
2056	Current Occupant	6321 VEL DR	Fort Worth	TX	76112
2057	Current Occupant	6321 WOODBINE DR	Fort Worth	TX	76112
2058	Current Occupant	6324 AVA COURT DR	Fort Worth	TX	76112
2059	Current Occupant	6324 NORMA ST	Fort Worth	TX	76112
2060	Current Occupant	6324 PURINGTON AVE	Fort Worth	TX	76112
2061	Current Occupant	6324 TRUMAN DR	Fort Worth	TX	76112
2062	Current Occupant	6324 WOODBINE DR	Fort Worth	TX	76112
2063	Current Occupant	6325 AVA COURT DR	Fort Worth	TX	76112
2064	Current Occupant	6325 GREENLEE ST	Fort Worth	TX	76112
2065	Current Occupant	6325 NORMA ST	Fort Worth	TX	76112
2066	Current Occupant	6325 PURINGTON AVE	Fort Worth	TX	76112
2067	Current Occupant	6325 TRUMAN DR	Fort Worth	TX	76112
2068	Current Occupant	6325 VEL DR	Fort Worth	TX	76112
2069	Current Occupant	6325 WOODBINE DR	Fort Worth	TX	76112
2070	Current Occupant	6328 AVA COURT DR	Fort Worth	TX	76112
2071	Current Occupant	6328 NORMA ST	Fort Worth	TX	76112
2072	Current Occupant	6328 TRUMAN DR	Fort Worth	TX	76112
2073	Current Occupant	6329 AVA COURT DR	Fort Worth	TX	76112

2074	Current Occupant	6329 NORMA ST	Fort Worth	TX	76112
2075	Current Occupant	6329 TRUMAN DR	Fort Worth	TX	76112
2076	Current Occupant	6329 VEL DR	Fort Worth	TX	76112
2077	Current Occupant	6330 MEADOWBROOK DR	Fort Worth	TX	76112
2078	Current Occupant	6332 NORMA ST	Fort Worth	TX	76112
2079	Current Occupant	6333 NORMA ST	Fort Worth	TX	76112
2080	Current Occupant	6333 TRUMAN DR	Fort Worth	TX	76112
2081	Current Occupant	6336 NORMA ST	Fort Worth	TX	76112
2082	Current Occupant	6337 NORMA ST	Fort Worth	TX	76112
2083	Current Occupant	6400 AVA COURT DR	Fort Worth	TX	76112
2084	Current Occupant	6400 GREENLEE ST	Fort Worth	TX	76112
2085	Current Occupant	6400 LAMBETH LN	Fort Worth	TX	76112
2086	Current Occupant	6400 MARTHA LN	Fort Worth	TX	76112
2087	Current Occupant	6400 NORMANDY RD	Fort Worth	TX	76112
2088	Current Occupant	6400 TRUMAN DR	Fort Worth	TX	76112
2089	Current Occupant	6401 AVA COURT DR	Fort Worth	TX	76112
2090	Current Occupant	6401 E LANCASTER AVE	Fort Worth	TX	76112
2091	Current Occupant	6401 LAMBETH LN	Fort Worth	TX	76112
2092	Current Occupant	6401 MARTHA LN	Fort Worth	TX	76112
2093	Current Occupant	6401 MEADOWBROOK DR	Fort Worth	TX	76112
2094	Current Occupant	6401 NORMANDY RD	Fort Worth	TX	76112
2095	Current Occupant	6401 RAMEY AVE	Fort Worth	TX	76112
2096	Current Occupant	6401 TRUMAN DR	Fort Worth	TX	76112
2097	Current Occupant	6404 LAMBETH LN	Fort Worth	TX	76112
2098	Current Occupant	6404 MARTHA LN	Fort Worth	TX	76112
2099	Current Occupant	6404 TRUMAN DR	Fort Worth	TX	76112
2100	Current Occupant	6405 AVA COURT DR	Fort Worth	TX	76112
2101	Current Occupant	6405 LAMBETH LN	Fort Worth	TX	76112
2102	Current Occupant	6405 MEADOWBROOK DR	Fort Worth	TX	76112
2103	Current Occupant	6405 RAMEY AVE	Fort Worth	TX	76112
2104	Current Occupant	6405 TRUMAN DR	Fort Worth	TX	76112
2105	Current Occupant	6405 VEL DR	Fort Worth	TX	76112
2106	Current Occupant	6408 AVA COURT DR	Fort Worth	TX	76112
2107	Current Occupant	6408 GREENLEE ST	Fort Worth	TX	76112

2108	Current Occupant	6408 LAMBETH LN	Fort Worth	TX	76112
2109	Current Occupant	6408 MARTHA LN	Fort Worth	TX	76112
2110	Current Occupant	6408 NORMANDY RD	Fort Worth	TX	76112
2111	Current Occupant	6408 TRUMAN DR	Fort Worth	TX	76112
2112	Current Occupant	6409 AVA COURT DR	Fort Worth	TX	76112
2113	Current Occupant	6409 E LANCASTER AVE	Fort Worth	TX	76112
2114	Current Occupant	6409 LAMBETH LN	Fort Worth	TX	76112
2115	Current Occupant	6409 MARTHA LN	Fort Worth	TX	76112
2116	Current Occupant	6409 MEADOWBROOK DR	Fort Worth	TX	76112
2117	Current Occupant	6409 NORMANDY RD	Fort Worth	TX	76112
2118	Current Occupant	6409 RAMEY AVE	Fort Worth	TX	76112
2119	Current Occupant	6409 TRUMAN DR	Fort Worth	TX	76112
2120	Current Occupant	6409 VEL DR	Fort Worth	TX	76112
2121	Current Occupant	6411 CRAIG ST	Fort Worth	TX	76112
2122	Current Occupant	6412 AVA COURT DR	Fort Worth	TX	76112
2123	Current Occupant	6412 LAMBETH LN	Fort Worth	TX	76112
2124	Current Occupant	6412 MARTHA LN	Fort Worth	TX	76112
2125	Current Occupant	6412 TRUMAN DR	Fort Worth	TX	76112
2126	Current Occupant	6412 VEL DR	Fort Worth	TX	76112
2127	Current Occupant	6413 AVA COURT DR	Fort Worth	TX	76112
2128	Current Occupant	6413 LAMBETH LN	Fort Worth	TX	76112
2129	Current Occupant	6413 MARTHA LN	Fort Worth	TX	76112
2130	Current Occupant	6413 MEADOWBROOK DR	Fort Worth	TX	76112
2131	Current Occupant	6413 TRUMAN DR	Fort Worth	TX	76112
2132	Current Occupant	6413 VEL DR	Fort Worth	TX	76112
2133	Current Occupant	6415 CRAIG ST	Fort Worth	TX	76112
2134	Current Occupant	6416 AVA COURT DR	Fort Worth	TX	76112
2135	Current Occupant	6416 LAMBETH LN	Fort Worth	TX	76112
2136	Current Occupant	6416 MARTHA LN	Fort Worth	TX	76112
2137	Current Occupant	6416 VEL DR	Fort Worth	TX	76112
2138	Current Occupant	6417 AVA COURT DR	Fort Worth	TX	76112
2139	Current Occupant	6417 LAMBETH LN	Fort Worth	TX	76112
2140	Current Occupant	6417 MARTHA LN	Fort Worth	TX	76112
2141	Current Occupant	6417 MEADOWBROOK DR	Fort Worth	TX	76112

2142	Current Occupant	6417 RAMEY AVE	Fort Worth	TX	76112
2143	Current Occupant	6417 TRUMAN DR	Fort Worth	TX	76112
2144	Current Occupant	6417 VEL DR	Fort Worth	TX	76112
2145	Current Occupant	6420 AVA COURT DR	Fort Worth	TX	76112
2146	Current Occupant	6420 MEADOWBROOK DR STE 100	Fort Worth	TX	76112
2147	Current Occupant	6420 TRUMAN DR	Fort Worth	TX	76112
2148	Current Occupant	6420 VEL DR	Fort Worth	TX	76112
2149	Current Occupant	6421 AVA COURT DR	Fort Worth	TX	76112
2150	Current Occupant	6421 TRUMAN DR	Fort Worth	TX	76112
2151	Current Occupant	6421 VEL DR	Fort Worth	TX	76112
2152	Current Occupant	6424 MEADOWBROOK DR	Fort Worth	TX	76112
2153	Current Occupant	6424 TRUMAN DR	Fort Worth	TX	76112
2154	Current Occupant	6425 AVA COURT DR	Fort Worth	TX	76112
2155	Current Occupant	6425 TRUMAN DR	Fort Worth	TX	76112
2156	Current Occupant	6425 VEL DR	Fort Worth	TX	76112
2157	Current Occupant	6426 MEADOWBROOK DR	Fort Worth	TX	76112
2158	Current Occupant	6428 TRUMAN DR	Fort Worth	TX	76112
2159	Current Occupant	6436 MEADOWBROOK DR	Fort Worth	TX	76112
2160	Current Occupant	6455 CRAIG ST	Fort Worth	TX	76112
2161	Current Occupant	6458 TRUMAN CT	Fort Worth	TX	76112
2162	Current Occupant	6459 TRUMAN CT	Fort Worth	TX	76112
2163	Current Occupant	6462 TRUMAN CT	Fort Worth	TX	76112
2164	Current Occupant	6463 E LANCASTER AVE	Fort Worth	TX	76112
2165	Current Occupant	6463 TRUMAN CT	Fort Worth	TX	76112
2166	Current Occupant	6500 AVA COURT DR	Fort Worth	TX	76112
2167	Current Occupant	6500 CALLAHAN CT	Fort Worth	TX	76112
2168	Current Occupant	6500 ELLIS RD	Fort Worth	TX	76112
2169	Current Occupant	6500 NORMANDY RD	Fort Worth	TX	76112
2170	Current Occupant	6500 TRUMAN DR	Fort Worth	TX	76112
2171	Current Occupant	6501 AVA COURT DR	Fort Worth	TX	76112
2172	Current Occupant	6501 CALLAHAN CT	Fort Worth	TX	76112
2173	Current Occupant	6501 NORMANDY RD	Fort Worth	TX	76112
2174	Current Occupant	6501 TRUMAN DR	Fort Worth	TX	76112
2175	Current Occupant	6504 AVA COURT DR	Fort Worth	TX	76112

2176	Current Occupant	6504 CALLAHAN CT	Fort Worth	TX	76112
2177	Current Occupant	6504 ELLIS RD	Fort Worth	TX	76112
2178	Current Occupant	6504 NORMANDY RD	Fort Worth	TX	76112
2179	Current Occupant	6504 TRUMAN DR	Fort Worth	TX	76112
2180	Current Occupant	6505 AVA COURT DR	Fort Worth	TX	76112
2181	Current Occupant	6505 CALLAHAN CT	Fort Worth	TX	76112
2182	Current Occupant	6505 ELLIS RD	Fort Worth	TX	76112
2183	Current Occupant	6505 NORMANDY RD	Fort Worth	TX	76112
2184	Current Occupant	6505 RAMEY AVE	Fort Worth	TX	76112
2185	Current Occupant	6505 TRUMAN DR	Fort Worth	TX	76112
2186	Current Occupant	6508 AVA COURT DR	Fort Worth	TX	76112
2187	Current Occupant	6508 CALLAHAN CT	Fort Worth	TX	76112
2188	Current Occupant	6508 ELLIS RD	Fort Worth	TX	76112
2189	Current Occupant	6508 NORMANDY RD	Fort Worth	TX	76112
2190	Current Occupant	6508 TRUMAN DR	Fort Worth	TX	76112
2191	Current Occupant	6509 AVA COURT DR	Fort Worth	TX	76112
2192	Current Occupant	6509 CALLAHAN CT	Fort Worth	TX	76112
2193	Current Occupant	6509 ELLIS RD	Fort Worth	TX	76112
2194	Current Occupant	6509 NORMANDY RD	Fort Worth	TX	76112
2195	Current Occupant	6509 RAMEY AVE	Fort Worth	TX	76112
2196	Current Occupant	6509 TRUMAN DR	Fort Worth	TX	76112
2197	Current Occupant	6512 CALLAHAN CT	Fort Worth	TX	76112
2198	Current Occupant	6512 ELLIS RD	Fort Worth	TX	76112
2199	Current Occupant	6512 NORMANDY RD	Fort Worth	TX	76112
2200	Current Occupant	6512 TRUMAN DR	Fort Worth	TX	76112
2201	Current Occupant	6513 CALLAHAN CT	Fort Worth	TX	76112
2202	Current Occupant	6513 ELLIS RD	Fort Worth	TX	76112
2203	Current Occupant	6513 NORMANDY RD	Fort Worth	TX	76112
2204	Current Occupant	6513 RAMEY AVE	Fort Worth	TX	76112
2205	Current Occupant	6513 TRUMAN DR	Fort Worth	TX	76112
2206	Current Occupant	6516 CALLAHAN CT	Fort Worth	TX	76112
2207	Current Occupant	6516 ELLIS RD	Fort Worth	TX	76112
2208	Current Occupant	6516 NORMANDY RD	Fort Worth	TX	76112
2209	Current Occupant	6516 TRUMAN DR	Fort Worth	TX	76112

2210	Current Occupant	6517 CALLAHAN CT	Fort Worth	TX	76112
2211	Current Occupant	6517 ELLIS RD	Fort Worth	TX	76112
2212	Current Occupant	6517 NORMANDY RD	Fort Worth	TX	76112
2213	Current Occupant	6517 TRUMAN DR	Fort Worth	TX	76112
2214	Current Occupant	6520 CALLAHAN CT	Fort Worth	TX	76112
2215	Current Occupant	6520 ELLIS RD	Fort Worth	TX	76112
2216	Current Occupant	6520 NORMANDY RD	Fort Worth	TX	76112
2217	Current Occupant	6520 TRUMAN DR	Fort Worth	TX	76112
2218	Current Occupant	6521 CALLAHAN CT	Fort Worth	TX	76112
2219	Current Occupant	6521 ELLIS RD	Fort Worth	TX	76112
2220	Current Occupant	6521 RAMEY AVE	Fort Worth	TX	76112
2221	Current Occupant	6521 TRUMAN DR	Fort Worth	TX	76112
2222	Current Occupant	6524 ELLIS RD	Fort Worth	TX	76112
2223	Current Occupant	6524 NORMANDY RD	Fort Worth	TX	76112
2224	Current Occupant	6524 TRUMAN DR	Fort Worth	TX	76112
2225	Current Occupant	6525 CALLAHAN CT	Fort Worth	TX	76112
2226	Current Occupant	6525 ELLIS RD	Fort Worth	TX	76112
2227	Current Occupant	6525 RAMEY AVE	Fort Worth	TX	76112
2228	Current Occupant	6525 TRUMAN DR	Fort Worth	TX	76112
2229	Current Occupant	6529 CALLAHAN CT	Fort Worth	TX	76112
2230	Current Occupant	6529 ELLIS RD	Fort Worth	TX	76112
2231	Current Occupant	6529 TRUMAN DR	Fort Worth	TX	76112
2232	Current Occupant	6533 CALLAHAN CT	Fort Worth	TX	76112
2233	Current Occupant	6533 TRUMAN DR	Fort Worth	TX	76112
2234	Current Occupant	6536 ELLIS RD	Fort Worth	TX	76112
2235	Current Occupant	6537 CALLAHAN CT	Fort Worth	TX	76112
2236	Current Occupant	6541 CALLAHAN CT	Fort Worth	TX	76112
2237	Current Occupant	6545 MEADOWBROOK DR	Fort Worth	TX	76112
2238	Current Occupant	6600 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2239	Current Occupant	6601 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2240	Current Occupant	6601 GARY LN	Fort Worth	TX	76112
2241	Current Occupant	6601 YOLANDA DR	Fort Worth	TX	76112
2242	Current Occupant	6602 GARY LN	Fort Worth	TX	76112
2243	Current Occupant	6604 GARY LN	Fort Worth	TX	76112

2244	Current Occupant	6608 GARY LN	Fort Worth	TX	76112
2245	Current Occupant	6609 ELLIS RD	Fort Worth	TX	76112
2246	Current Occupant	6609 YOLANDA DR	Fort Worth	TX	76112
2247	Current Occupant	6612 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2248	Current Occupant	6612 BRENTWOOD STAIR RD STE 10	Fort Worth	TX	76112
2249	Current Occupant	6612 BRENTWOOD STAIR RD STE A	Fort Worth	TX	76112
2250	Current Occupant	6612 GARY LN	Fort Worth	TX	76112
2251	Current Occupant	6612 MONTERREY DR	Fort Worth	TX	76112
2252	Current Occupant	6613 ELLIS RD	Fort Worth	TX	76112
2253	Current Occupant	6613 GARY LN	Fort Worth	TX	76112
2254	Current Occupant	6616 GARY LN	Fort Worth	TX	76112
2255	Current Occupant	6616 MONTERREY DR	Fort Worth	TX	76112
2256	Current Occupant	6617 ELLIS RD	Fort Worth	TX	76112
2257	Current Occupant	6617 GARY LN	Fort Worth	TX	76112
2258	Current Occupant	6617 MONTERREY DR	Fort Worth	TX	76112
2259	Current Occupant	6617 YOLANDA DR	Fort Worth	TX	76112
2260	Current Occupant	6620 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2261	Current Occupant	6620 MONTERREY DR	Fort Worth	TX	76112
2262	Current Occupant	6620 YOLANDA DR	Fort Worth	TX	76112
2263	Current Occupant	6621 ELLIS RD	Fort Worth	TX	76112
2264	Current Occupant	6621 MONTERREY DR	Fort Worth	TX	76112
2265	Current Occupant	6621 YOLANDA DR	Fort Worth	TX	76112
2266	Current Occupant	6624 MONTERREY DR	Fort Worth	TX	76112
2267	Current Occupant	6624 YOLANDA DR	Fort Worth	TX	76112
2268	Current Occupant	6625 ELLIS RD	Fort Worth	TX	76112
2269	Current Occupant	6625 MONTERREY DR	Fort Worth	TX	76112
2270	Current Occupant	6625 YOLANDA DR	Fort Worth	TX	76112
2271	Current Occupant	6628 MONTERREY DR	Fort Worth	TX	76112
2272	Current Occupant	6628 YOLANDA DR	Fort Worth	TX	76112
2273	Current Occupant	6629 ELLIS RD	Fort Worth	TX	76112
2274	Current Occupant	6629 MONTERREY DR	Fort Worth	TX	76112
2275	Current Occupant	6629 YOLANDA DR	Fort Worth	TX	76112
2276	Current Occupant	6633 ELLIS RD	Fort Worth	TX	76112
2277	Current Occupant	6700 BRENTWOOD STAIR RD	Fort Worth	TX	76112

2278	Current Occupant	6700 BRENTWOOD STAIR RD # A	Fort Worth	TX	76112
2279	Current Occupant	6700 FRANWOOD TERR	Fort Worth	TX	76112
2280	Current Occupant	6700 GARY LN	Fort Worth	TX	76112
2281	Current Occupant	6700 MONTERREY DR	Fort Worth	TX	76112
2282	Current Occupant	6700 YOLANDA DR	Fort Worth	TX	76112
2283	Current Occupant	6701 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2284	Current Occupant	6701 ELLIS RD	Fort Worth	TX	76112
2285	Current Occupant	6701 FRANWOOD TERR	Fort Worth	TX	76112
2286	Current Occupant	6701 GARY LN	Fort Worth	TX	76112
2287	Current Occupant	6701 MONTERREY DR	Fort Worth	TX	76112
2288	Current Occupant	6701 YOLANDA DR	Fort Worth	TX	76112
2289	Current Occupant	6704 FRANWOOD TERR	Fort Worth	TX	76112
2290	Current Occupant	6704 GARY LN	Fort Worth	TX	76112
2291	Current Occupant	6704 MONTERREY DR	Fort Worth	TX	76112
2292	Current Occupant	6704 YOLANDA DR	Fort Worth	TX	76112
2293	Current Occupant	6705 ELLIS RD	Fort Worth	TX	76112
2294	Current Occupant	6705 FRANWOOD TERR	Fort Worth	TX	76112
2295	Current Occupant	6705 GARY LN	Fort Worth	TX	76112
2296	Current Occupant	6705 MONTERREY DR	Fort Worth	TX	76112
2297	Current Occupant	6705 YOLANDA DR	Fort Worth	TX	76112
2298	Current Occupant	6707 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2299	Current Occupant	6707 BRENTWOOD STAIR RD # 10	Fort Worth	TX	76112
2300	Current Occupant	6707 BRENTWOOD STAIR RD STE 21	Fort Worth	TX	76112
2301	Current Occupant	6708 FRANWOOD TERR	Fort Worth	TX	76112
2302	Current Occupant	6708 GARY LN	Fort Worth	TX	76112
2303	Current Occupant	6708 MONTERREY DR	Fort Worth	TX	76112
2304	Current Occupant	6708 YOLANDA DR	Fort Worth	TX	76112
2305	Current Occupant	6709 ELLIS RD	Fort Worth	TX	76112
2306	Current Occupant	6709 FRANWOOD TERR	Fort Worth	TX	76112
2307	Current Occupant	6709 GARY LN	Fort Worth	TX	76112
2308	Current Occupant	6709 MONTERREY DR	Fort Worth	TX	76112
2309	Current Occupant	6709 YOLANDA DR	Fort Worth	TX	76112
2310	Current Occupant	6712 FRANWOOD TERR	Fort Worth	TX	76112
2311	Current Occupant	6712 GARY LN	Fort Worth	TX	76112

2312	Current Occupant	6713 FRANWOOD TERR	Fort Worth	TX	76112
2313	Current Occupant	6713 GARY LN	Fort Worth	TX	76112
2314	Current Occupant	6713 MONTERREY DR	Fort Worth	TX	76112
2315	Current Occupant	6713 YOLANDA DR	Fort Worth	TX	76112
2316	Current Occupant	6716 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2317	Current Occupant	6716 FRANWOOD TERR	Fort Worth	TX	76112
2318	Current Occupant	6716 MONTERREY DR	Fort Worth	TX	76112
2319	Current Occupant	6717 FRANWOOD TERR	Fort Worth	TX	76112
2320	Current Occupant	6717 YOLANDA DR	Fort Worth	TX	76112
2321	Current Occupant	6720 FRANWOOD TERR	Fort Worth	TX	76112
2322	Current Occupant	6721 FRANWOOD TERR	Fort Worth	TX	76112
2323	Current Occupant	6721 YOLANDA DR	Fort Worth	TX	76112
2324	Current Occupant	6726 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2325	Current Occupant	6728 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2326	Current Occupant	6730 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2327	Current Occupant	6737 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2328	Current Occupant	6737 BRENTWOOD STAIR RD # 21	Fort Worth	TX	76112
2329	Current Occupant	6737 BRENTWOOD STAIR RD STE 20	Fort Worth	TX	76112
2330	Current Occupant	6750 WORKS ST	Fort Worth	TX	76112
2331	Current Occupant	6800 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2332	Current Occupant	6800 FRANWOOD TERR	Fort Worth	TX	76112
2333	Current Occupant	6800 GARY LN	Fort Worth	TX	76112
2334	Current Occupant	6800 TERBET CT	Fort Worth	TX	76112
2335	Current Occupant	6800 WORKS ST	Fort Worth	TX	76112
2336	Current Occupant	6800 YOLANDA DR	Fort Worth	TX	76112
2337	Current Occupant	6801 FRANWOOD TERR	Fort Worth	TX	76112
2338	Current Occupant	6801 GARY LN	Fort Worth	TX	76112
2339	Current Occupant	6801 TERBET CT	Fort Worth	TX	76112
2340	Current Occupant	6801 YOLANDA DR	Fort Worth	TX	76112
2341	Current Occupant	6804 FRANWOOD TERR	Fort Worth	TX	76112
2342	Current Occupant	6804 GARY LN	Fort Worth	TX	76112
2343	Current Occupant	6804 TERBET CT	Fort Worth	TX	76112
2344	Current Occupant	6804 YOLANDA DR	Fort Worth	TX	76112
2345	Current Occupant	6805 FRANWOOD TERR	Fort Worth	TX	76112

2346	Current Occupant	6805 GARY LN	Fort Worth	TX	76112
2347	Current Occupant	6805 TERBET CT	Fort Worth	TX	76112
2348	Current Occupant	6805 YOLANDA DR	Fort Worth	TX	76112
2349	Current Occupant	6808 FRANWOOD TERR	Fort Worth	TX	76112
2350	Current Occupant	6808 GARY LN	Fort Worth	TX	76112
2351	Current Occupant	6808 TERBET CT	Fort Worth	TX	76112
2352	Current Occupant	6808 YOLANDA DR	Fort Worth	TX	76112
2353	Current Occupant	6809 FRANWOOD TERR	Fort Worth	TX	76112
2354	Current Occupant	6809 GARY LN	Fort Worth	TX	76112
2355	Current Occupant	6809 TERBET CT	Fort Worth	TX	76112
2356	Current Occupant	6809 YOLANDA DR	Fort Worth	TX	76112
2357	Current Occupant	6812 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2358	Current Occupant	6812 FRANWOOD TERR	Fort Worth	TX	76112
2359	Current Occupant	6812 GARY LN	Fort Worth	TX	76112
2360	Current Occupant	6812 TERBET CT	Fort Worth	TX	76112
2361	Current Occupant	6812 YOLANDA DR	Fort Worth	TX	76112
2362	Current Occupant	6813 FRANWOOD TERR	Fort Worth	TX	76112
2363	Current Occupant	6813 GARY LN	Fort Worth	TX	76112
2364	Current Occupant	6813 YOLANDA DR	Fort Worth	TX	76112
2365	Current Occupant	6816 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2366	Current Occupant	6816 FRANWOOD TERR	Fort Worth	TX	76112
2367	Current Occupant	6816 GARY LN	Fort Worth	TX	76112
2368	Current Occupant	6816 TERBET CT	Fort Worth	TX	76112
2369	Current Occupant	6816 YOLANDA DR	Fort Worth	TX	76112
2370	Current Occupant	6817 FRANWOOD TERR	Fort Worth	TX	76112
2371	Current Occupant	6817 GARY LN	Fort Worth	TX	76112
2372	Current Occupant	6817 TERBET CT	Fort Worth	TX	76112
2373	Current Occupant	6817 YOLANDA DR	Fort Worth	TX	76112
2374	Current Occupant	6818 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2375	Current Occupant	6820 FRANWOOD TERR	Fort Worth	TX	76112
2376	Current Occupant	6820 GARY LN	Fort Worth	TX	76112
2377	Current Occupant	6820 TERBET CT	Fort Worth	TX	76112
2378	Current Occupant	6821 FRANWOOD TERR	Fort Worth	TX	76112
2379	Current Occupant	6821 GARY LN	Fort Worth	TX	76112

2380	Current Occupant	6821 TERBET CT	Fort Worth	TX	76112
2381	Current Occupant	6821 YOLANDA DR	Fort Worth	TX	76112
2382	Current Occupant	6824 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2383	Current Occupant	6824 FRANWOOD TERR	Fort Worth	TX	76112
2384	Current Occupant	6824 GARY LN	Fort Worth	TX	76112
2385	Current Occupant	6824 TERBET CT	Fort Worth	TX	76112
2386	Current Occupant	6824 YOLANDA DR	Fort Worth	TX	76112
2387	Current Occupant	6825 FRANWOOD TERR	Fort Worth	TX	76112
2388	Current Occupant	6825 GARY LN	Fort Worth	TX	76112
2389	Current Occupant	6825 TERBET CT	Fort Worth	TX	76112
2390	Current Occupant	6825 YOLANDA DR	Fort Worth	TX	76112
2391	Current Occupant	6828 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2392	Current Occupant	6828 FRANWOOD TERR	Fort Worth	TX	76112
2393	Current Occupant	6828 TERBET CT	Fort Worth	TX	76112
2394	Current Occupant	6829 FRANWOOD TERR	Fort Worth	TX	76112
2395	Current Occupant	6829 GARY LN	Fort Worth	TX	76112
2396	Current Occupant	6829 TERBET CT	Fort Worth	TX	76112
2397	Current Occupant	6832 FRANWOOD TERR	Fort Worth	TX	76112
2398	Current Occupant	6833 FRANWOOD TERR	Fort Worth	TX	76112
2399	Current Occupant	6836 FRANWOOD TERR	Fort Worth	TX	76112
2400	Current Occupant	6837 FRANWOOD TERR	Fort Worth	TX	76112
2401	Current Occupant	6900 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2402	Current Occupant	6900 GARY LN	Fort Worth	TX	76112
2403	Current Occupant	6901 GARY LN	Fort Worth	TX	76112
2404	Current Occupant	6904 GARY LN	Fort Worth	TX	76112
2405	Current Occupant	6905 GARY LN	Fort Worth	TX	76112
2406	Current Occupant	6908 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2407	Current Occupant	6908 GARY LN	Fort Worth	TX	76112
2408	Current Occupant	6909 GARY LN	Fort Worth	TX	76112
2409	Current Occupant	6912 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2410	Current Occupant	6912 GARY LN	Fort Worth	TX	76112
2411	Current Occupant	6913 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2412	Current Occupant	6913 GARY LN	Fort Worth	TX	76112
2413	Current Occupant	6916 BRENTWOOD STAIR RD	Fort Worth	TX	76112

2414	Current Occupant	6920 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2415	Current Occupant	6921 GARY LN	Fort Worth	TX	76112
2416	Current Occupant	6924 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2417	Current Occupant	6925 GARY LN	Fort Worth	TX	76112
2418	Current Occupant	6933 GARY LN	Fort Worth	TX	76112
2419	Current Occupant	6937 GARY LN	Fort Worth	TX	76112
2420	Current Occupant	6941 GARY LN	Fort Worth	TX	76112
2421	Current Occupant	6950 DOWNEY CT	Fort Worth	TX	76112
2422	Current Occupant	6954 DOWNEY CT	Fort Worth	TX	76112
2423	Current Occupant	6955 DOWNEY CT	Fort Worth	TX	76112
2424	Current Occupant	6958 DOWNEY CT	Fort Worth	TX	76112
2425	Current Occupant	6959 DOWNEY CT	Fort Worth	TX	76112
2426	Current Occupant	6962 DOWNEY CT	Fort Worth	TX	76112
2427	Current Occupant	6963 DOWNEY CT	Fort Worth	TX	76112
2428	Current Occupant	7001 GARY LN	Fort Worth	TX	76112
2429	Current Occupant	7209 BRENTWOOD STAIR RD	Fort Worth	TX	76112
2430	Current Occupant	804 CANTON DR	Fort Worth	TX	76112
2431	Current Occupant	909 CANTON DR	Fort Worth	TX	76112
2432	Current Occupant	MILAM ST	Fort Worth	TX	76112
2433	Current Occupant	1120 JACKSBORO HWY	Fort Worth	TX	76114
2434	Current Occupant	4200 SOUTH FWY SPC 3A-117	Fort Worth	TX	76115
2435	Current Occupant	4105 DENTON HWY	Fort Worth	TX	76117
2436	Current Occupant	2234 E LOOP 820	Fort Worth	TX	76119
2437	Current Occupant	2236 E LOOP 820	Fort Worth	TX	76119
2438	Current Occupant	2242 E LOOP 820	Fort Worth	TX	76119
2439	Current Occupant	2248 E LOOP 820	Fort Worth	TX	76119
2440	Current Occupant	2312 E LOOP 820 # A	Fort Worth	TX	76119
2441	Current Occupant	2312 E LOOP 820 # C	Fort Worth	TX	76119
2442	Current Occupant	2600 QUAIL RD	Fort Worth	TX	76119
2443	Current Occupant	3600 CHILDRESS ST	Fort Worth	TX	76119
2444	Current Occupant	3601 CHILDRESS ST	Fort Worth	TX	76119
2445	Current Occupant	3604 CHILDRESS ST	Fort Worth	TX	76119
2446	Current Occupant	3605 CHILDRESS ST	Fort Worth	TX	76119
2447	Current Occupant	3608 CHILDRESS ST	Fort Worth	TX	76119

2448	Current Occupant	3609 CHILDRESS ST	Fort Worth	TX	76119
2449	Current Occupant	3612 CHILDRESS ST	Fort Worth	TX	76119
2450	Current Occupant	3613 CHILDRESS ST	Fort Worth	TX	76119
2451	Current Occupant	3620 CHILDRESS ST	Fort Worth	TX	76119
2452	Current Occupant	3621 CHILDRESS ST	Fort Worth	TX	76119
2453	Current Occupant	3624 CHILDRESS ST	Fort Worth	TX	76119
2454	Current Occupant	3625 CHILDRESS ST	Fort Worth	TX	76119
2455	Current Occupant	3628 CHILDRESS ST	Fort Worth	TX	76119
2456	Current Occupant	3629 CHILDRESS ST	Fort Worth	TX	76119
2457	Current Occupant	3700 CHILDRESS ST	Fort Worth	TX	76119
2458	Current Occupant	3701 CHILDRESS ST	Fort Worth	TX	76119
2459	Current Occupant	3704 CHILDRESS ST	Fort Worth	TX	76119
2460	Current Occupant	3705 CHILDRESS ST	Fort Worth	TX	76119
2461	Current Occupant	3708 CHILDRESS ST	Fort Worth	TX	76119
2462	Current Occupant	3709 CHILDRESS ST	Fort Worth	TX	76119
2463	Current Occupant	3716 CHILDRESS ST	Fort Worth	TX	76119
2464	Current Occupant	3717 CHILDRESS ST	Fort Worth	TX	76119
2465	Current Occupant	3720 CHILDRESS ST	Fort Worth	TX	76119
2466	Current Occupant	3721 CHILDRESS ST	Fort Worth	TX	76119
2467	Current Occupant	3724 CHILDRESS ST	Fort Worth	TX	76119
2468	Current Occupant	3725 CHILDRESS ST	Fort Worth	TX	76119
2469	Current Occupant	3728 CHILDRESS ST	Fort Worth	TX	76119
2470	Current Occupant	3729 CHILDRESS ST	Fort Worth	TX	76119
2471	Current Occupant	3800 CHILDRESS ST	Fort Worth	TX	76119
2472	Current Occupant	3801 CHILDRESS ST	Fort Worth	TX	76119
2473	Current Occupant	3804 CHILDRESS ST	Fort Worth	TX	76119
2474	Current Occupant	3805 CHILDRESS ST	Fort Worth	TX	76119
2475	Current Occupant	3808 CHILDRESS ST	Fort Worth	TX	76119
2476	Current Occupant	3809 CHILDRESS ST	Fort Worth	TX	76119
2477	Current Occupant	3812 CHILDRESS ST	Fort Worth	TX	76119
2478	Current Occupant	3813 CHILDRESS ST	Fort Worth	TX	76119
2479	Current Occupant	3816 CHILDRESS ST	Fort Worth	TX	76119
2480	Current Occupant	3817 CHILDRESS ST	Fort Worth	TX	76119
2481	Current Occupant	3820 CHILDRESS ST	Fort Worth	TX	76119

2482	Current Occupant	3821 CHILDRESS ST	Fort Worth	TX	76119
2483	Current Occupant	3824 CHILDRESS ST	Fort Worth	TX	76119
2484	Current Occupant	3825 CHILDRESS ST	Fort Worth	TX	76119
2485	Current Occupant	3828 CHILDRESS ST	Fort Worth	TX	76119
2486	Current Occupant	3829 CHILDRESS ST	Fort Worth	TX	76119
2487	Current Occupant	3832 CHILDRESS ST	Fort Worth	TX	76119
2488	Current Occupant	3833 CHILDRESS ST	Fort Worth	TX	76119
2489	Current Occupant	3836 CHILDRESS ST	Fort Worth	TX	76119
2490	Current Occupant	3837 CHILDRESS ST	Fort Worth	TX	76119
2491	Current Occupant	3840 CHILDRESS ST	Fort Worth	TX	76119
2492	Current Occupant	3841 CHILDRESS ST	Fort Worth	TX	76119
2493	Current Occupant	3844 CHILDRESS ST	Fort Worth	TX	76119
2494	Current Occupant	3845 CHILDRESS ST	Fort Worth	TX	76119
2495	Current Occupant	3848 CHILDRESS ST	Fort Worth	TX	76119
2496	Current Occupant	3849 CHILDRESS ST	Fort Worth	TX	76119
2497	Current Occupant	3900 CHILDRESS ST	Fort Worth	TX	76119
2498	Current Occupant	4050 E LOOP 820 S	Fort Worth	TX	76119
2499	Current Occupant	4111 E LOOP 820 S	Fort Worth	TX	76119
2500	Current Occupant	4128 NELMS DR	Fort Worth	TX	76119
2501	Current Occupant	4132 NELMS DR	Fort Worth	TX	76119
2502	Current Occupant	4200 NELMS DR	Fort Worth	TX	76119
2503	Current Occupant	4201 BRADY DR # 1	Fort Worth	TX	76119
2504	Current Occupant	4201 NELMS DR	Fort Worth	TX	76119
2505	Current Occupant	4204 BRADY DR	Fort Worth	TX	76119
2506	Current Occupant	4204 IOLA ST	Fort Worth	TX	76119
2507	Current Occupant	4208 BRADY DR	Fort Worth	TX	76119
2508	Current Occupant	4208 NELMS DR	Fort Worth	TX	76119
2509	Current Occupant	4208 S CRAVENS RD	Fort Worth	TX	76119
2510	Current Occupant	4212 BRADY DR	Fort Worth	TX	76119
2511	Current Occupant	4212 NELMS DR	Fort Worth	TX	76119
2512	Current Occupant	4212 S CRAVENS RD	Fort Worth	TX	76119
2513	Current Occupant	4216 BRADY DR	Fort Worth	TX	76119
2514	Current Occupant	4216 S CRAVENS RD	Fort Worth	TX	76119
2515	Current Occupant	4220 BRADY DR	Fort Worth	TX	76119

2516	Current Occupant	4220 E LOOP 820 S	Fort Worth	TX	76119
2517	Current Occupant	4220 NELMS DR	Fort Worth	TX	76119
2518	Current Occupant	4220 S CRAVENS RD	Fort Worth	TX	76119
2519	Current Occupant	4221 NELMS DR	Fort Worth	TX	76119
2520	Current Occupant	4227 PIERCE AVE	Fort Worth	TX	76119
2521	Current Occupant	4228 BRADY DR	Fort Worth	TX	76119
2522	Current Occupant	4228 NELMS DR	Fort Worth	TX	76119
2523	Current Occupant	4231 PIERCE AVE	Fort Worth	TX	76119
2524	Current Occupant	4232 NELMS DR	Fort Worth	TX	76119
2525	Current Occupant	4233 NELMS DR	Fort Worth	TX	76119
2526	Current Occupant	4300 NELMS DR	Fort Worth	TX	76119
2527	Current Occupant	4300 S CRAVENS RD	Fort Worth	TX	76119
2528	Current Occupant	4301 E LOOP 820 S	Fort Worth	TX	76119
2529	Current Occupant	4304 S CRAVENS RD	Fort Worth	TX	76119
2530	Current Occupant	4308 NELMS DR	Fort Worth	TX	76119
2531	Current Occupant	4312 E LOOP 820 S	Fort Worth	TX	76119
2532	Current Occupant	4317 PIERCE AVE	Fort Worth	TX	76119
2533	Current Occupant	4321 PIERCE AVE	Fort Worth	TX	76119
2534	Current Occupant	4324 NELMS DR	Fort Worth	TX	76119
2535	Current Occupant	4325 PIERCE AVE	Fort Worth	TX	76119
2536	Current Occupant	4400 E LOOP 820 S	Fort Worth	TX	76119
2537	Current Occupant	4450 E LOOP 820 S	Fort Worth	TX	76119
2538	Current Occupant	4501 E LOOP 820 S	Fort Worth	TX	76119
2539	Current Occupant	5000 CHAMPIONS AVE	Fort Worth	TX	76119
2540	Current Occupant	5000 KALTENBRUN RD	Fort Worth	TX	76119
2541	Current Occupant	5000 NORTHFORK RD	Fort Worth	TX	76119
2542	Current Occupant	5000 SAM HOUSTON AVE	Fort Worth	TX	76119
2543	Current Occupant	5000 SAUNDERS RD	Fort Worth	TX	76119
2544	Current Occupant	5000 SHORELINE CIR W	Fort Worth	TX	76119
2545	Current Occupant	5000 SLIM RIDGE RD	Fort Worth	TX	76119
2546	Current Occupant	5001 CHAMPIONS AVE	Fort Worth	TX	76119
2547	Current Occupant	5001 LAKE ARLINGTON RD	Fort Worth	TX	76119
2548	Current Occupant	5001 MOSSON RD	Fort Worth	TX	76119
2549	Current Occupant	5001 SAM HOUSTON AVE	Fort Worth	TX	76119

2550	Current Occupant	5001 SAUNDERS RD	Fort Worth	TX	76119
2551	Current Occupant	5001 SLIM RIDGE RD	Fort Worth	TX	76119
2552	Current Occupant	5001 SUN VALLEY DR	Fort Worth	TX	76119
2553	Current Occupant	5002 SHORELINE CIR W	Fort Worth	TX	76119
2554	Current Occupant	5003 SHORELINE CIR W	Fort Worth	TX	76119
2555	Current Occupant	5004 NORTHFORK RD	Fort Worth	TX	76119
2556	Current Occupant	5004 SAM HOUSTON AVE	Fort Worth	TX	76119
2557	Current Occupant	5004 SHORELINE CIR W	Fort Worth	TX	76119
2558	Current Occupant	5004 SLIM RIDGE RD	Fort Worth	TX	76119
2559	Current Occupant	5005 LAKE ARLINGTON RD	Fort Worth	TX	76119
2560	Current Occupant	5005 SAM HOUSTON AVE	Fort Worth	TX	76119
2561	Current Occupant	5005 SHORELINE CIR W	Fort Worth	TX	76119
2562	Current Occupant	5005 SLIM RIDGE RD	Fort Worth	TX	76119
2563	Current Occupant	5006 SHORELINE CIR W	Fort Worth	TX	76119
2564	Current Occupant	5007 SHORELINE CIR W	Fort Worth	TX	76119
2565	Current Occupant	5008 CHAMPIONS AVE	Fort Worth	TX	76119
2566	Current Occupant	5008 NORTHFORK RD	Fort Worth	TX	76119
2567	Current Occupant	5008 SAM HOUSTON AVE	Fort Worth	TX	76119
2568	Current Occupant	5008 SHORELINE CIR W	Fort Worth	TX	76119
2569	Current Occupant	5008 SLIM RIDGE RD	Fort Worth	TX	76119
2570	Current Occupant	5008 SUN VALLEY DR	Fort Worth	TX	76119
2571	Current Occupant	5009 CHAMPIONS AVE	Fort Worth	TX	76119
2572	Current Occupant	5009 LAKE ARLINGTON RD	Fort Worth	TX	76119
2573	Current Occupant	5009 MOSSON RD	Fort Worth	TX	76119
2574	Current Occupant	5009 SAM HOUSTON AVE	Fort Worth	TX	76119
2575	Current Occupant	5009 SHORELINE CIR W	Fort Worth	TX	76119
2576	Current Occupant	5009 SLIM RIDGE RD	Fort Worth	TX	76119
2577	Current Occupant	5011 SHORELINE CIR W	Fort Worth	TX	76119
2578	Current Occupant	5011 SUN VALLEY DR	Fort Worth	TX	76119
2579	Current Occupant	5012 CHAMPIONS AVE	Fort Worth	TX	76119
2580	Current Occupant	5012 DAVID STRICKLAND RD	Fort Worth	TX	76119
2581	Current Occupant	5012 LAKE ARLINGTON RD	Fort Worth	TX	76119
2582	Current Occupant	5012 MOSSON RD	Fort Worth	TX	76119
2583	Current Occupant	5012 NORTHFORK RD	Fort Worth	TX	76119

2584	Current Occupant	5012 SAM HOUSTON AVE	Fort Worth	TX	76119
2585	Current Occupant	5012 SHORELINE CIR W	Fort Worth	TX	76119
2586	Current Occupant	5012 SLIM RIDGE RD	Fort Worth	TX	76119
2587	Current Occupant	5012 SUN VALLEY DR	Fort Worth	TX	76119
2588	Current Occupant	5012 VESTA FARLEY RD	Fort Worth	TX	76119
2589	Current Occupant	5013 CHAMPIONS AVE	Fort Worth	TX	76119
2590	Current Occupant	5013 LAKE ARLINGTON RD	Fort Worth	TX	76119
2591	Current Occupant	5013 SAM HOUSTON AVE	Fort Worth	TX	76119
2592	Current Occupant	5013 SHORELINE CIR W	Fort Worth	TX	76119
2593	Current Occupant	5013 SLIM RIDGE RD	Fort Worth	TX	76119
2594	Current Occupant	5013 SUN VALLEY DR	Fort Worth	TX	76119
2595	Current Occupant	5014 SHORELINE CIR W	Fort Worth	TX	76119
2596	Current Occupant	5015 SHORELINE CIR W	Fort Worth	TX	76119
2597	Current Occupant	5016 CHAMPIONS AVE	Fort Worth	TX	76119
2598	Current Occupant	5016 LAKE ARLINGTON RD	Fort Worth	TX	76119
2599	Current Occupant	5016 NORTHFORK RD	Fort Worth	TX	76119
2600	Current Occupant	5016 SAM HOUSTON AVE	Fort Worth	TX	76119
2601	Current Occupant	5016 SHORELINE CIR W	Fort Worth	TX	76119
2602	Current Occupant	5016 SLIM RIDGE RD	Fort Worth	TX	76119
2603	Current Occupant	5017 CHAMPIONS AVE	Fort Worth	TX	76119
2604	Current Occupant	5017 LAKE ARLINGTON RD	Fort Worth	TX	76119
2605	Current Occupant	5017 SAM HOUSTON AVE	Fort Worth	TX	76119
2606	Current Occupant	5017 SHORELINE CIR W	Fort Worth	TX	76119
2607	Current Occupant	5017 SLIM RIDGE RD	Fort Worth	TX	76119
2608	Current Occupant	5018 SHORELINE CIR W	Fort Worth	TX	76119
2609	Current Occupant	5019 SHORELINE CIR W	Fort Worth	TX	76119
2610	Current Occupant	5020 CHAMPIONS AVE	Fort Worth	TX	76119
2611	Current Occupant	5020 KALTENBRUN RD	Fort Worth	TX	76119
2612	Current Occupant	5020 LAKE ARLINGTON RD	Fort Worth	TX	76119
2613	Current Occupant	5020 NORTHFORK RD	Fort Worth	TX	76119
2614	Current Occupant	5020 SAM HOUSTON AVE	Fort Worth	TX	76119
2615	Current Occupant	5020 SHORELINE CIR W	Fort Worth	TX	76119
2616	Current Occupant	5020 SLIM RIDGE RD	Fort Worth	TX	76119
2617	Current Occupant	5021 CHAMPIONS AVE	Fort Worth	TX	76119

2618	Current Occupant	5021 LAKE ARLINGTON RD	Fort Worth	TX	76119
2619	Current Occupant	5021 NORTHFORK RD	Fort Worth	TX	76119
2620	Current Occupant	5021 SAM HOUSTON AVE	Fort Worth	TX	76119
2621	Current Occupant	5021 SHORELINE CIR W	Fort Worth	TX	76119
2622	Current Occupant	5021 SLIM RIDGE RD	Fort Worth	TX	76119
2623	Current Occupant	5022 SHORELINE CIR W	Fort Worth	TX	76119
2624	Current Occupant	5023 SHORELINE CIR W	Fort Worth	TX	76119
2625	Current Occupant	5024 CHAMPIONS AVE	Fort Worth	TX	76119
2626	Current Occupant	5024 KALTENBRUN RD	Fort Worth	TX	76119
2627	Current Occupant	5024 LAKE ARLINGTON RD	Fort Worth	TX	76119
2628	Current Occupant	5024 SAM HOUSTON AVE	Fort Worth	TX	76119
2629	Current Occupant	5024 SHORELINE CIR W	Fort Worth	TX	76119
2630	Current Occupant	5024 SLIM RIDGE RD	Fort Worth	TX	76119
2631	Current Occupant	5025 CHAMPIONS AVE	Fort Worth	TX	76119
2632	Current Occupant	5025 KALTENBRUN RD	Fort Worth	TX	76119
2633	Current Occupant	5025 LAKE ARLINGTON RD	Fort Worth	TX	76119
2634	Current Occupant	5025 NORTHFORK RD	Fort Worth	TX	76119
2635	Current Occupant	5025 SLIM RIDGE RD	Fort Worth	TX	76119
2636	Current Occupant	5026 SHORELINE CIR W	Fort Worth	TX	76119
2637	Current Occupant	5028 CHAMPIONS AVE	Fort Worth	TX	76119
2638	Current Occupant	5028 LAKE ARLINGTON RD	Fort Worth	TX	76119
2639	Current Occupant	5028 SAM HOUSTON AVE	Fort Worth	TX	76119
2640	Current Occupant	5028 SLIM RIDGE RD	Fort Worth	TX	76119
2641	Current Occupant	5029 CHAMPIONS AVE	Fort Worth	TX	76119
2642	Current Occupant	5029 LAKE ARLINGTON RD	Fort Worth	TX	76119
2643	Current Occupant	5029 NORTHFORK RD	Fort Worth	TX	76119
2644	Current Occupant	5029 SAM HOUSTON AVE	Fort Worth	TX	76119
2645	Current Occupant	5029 SLIM RIDGE RD	Fort Worth	TX	76119
2646	Current Occupant	5032 CHAMPIONS AVE	Fort Worth	TX	76119
2647	Current Occupant	5032 LAKE ARLINGTON RD	Fort Worth	TX	76119
2648	Current Occupant	5032 NORTHFORK RD	Fort Worth	TX	76119
2649	Current Occupant	5032 SAM HOUSTON AVE	Fort Worth	TX	76119
2650	Current Occupant	5032 SLIM RIDGE RD	Fort Worth	TX	76119
2651	Current Occupant	5033 CHAMPIONS AVE	Fort Worth	TX	76119

2652	Current Occupant	5033 LAKE ARLINGTON RD	Fort Worth	TX	76119
2653	Current Occupant	5033 MOSSON RD	Fort Worth	TX	76119
2654	Current Occupant	5033 NORTHFORK RD	Fort Worth	TX	76119
2655	Current Occupant	5033 SAM HOUSTON AVE	Fort Worth	TX	76119
2656	Current Occupant	5033 SLIM RIDGE RD	Fort Worth	TX	76119
2657	Current Occupant	5034 MOSSON RD	Fort Worth	TX	76119
2658	Current Occupant	5035 VESTA FARLEY RD	Fort Worth	TX	76119
2659	Current Occupant	5036 CHAMPIONS AVE	Fort Worth	TX	76119
2660	Current Occupant	5036 DAVID STRICKLAND RD	Fort Worth	TX	76119
2661	Current Occupant	5036 LAKE ARLINGTON RD	Fort Worth	TX	76119
2662	Current Occupant	5036 NORTHFORK RD	Fort Worth	TX	76119
2663	Current Occupant	5036 SAM HOUSTON AVE	Fort Worth	TX	76119
2664	Current Occupant	5036 SLIM RIDGE RD	Fort Worth	TX	76119
2665	Current Occupant	5037 LAKE ARLINGTON RD	Fort Worth	TX	76119
2666	Current Occupant	5037 NORTHFORK RD	Fort Worth	TX	76119
2667	Current Occupant	5037 SAM HOUSTON AVE	Fort Worth	TX	76119
2668	Current Occupant	5037 SLIM RIDGE RD	Fort Worth	TX	76119
2669	Current Occupant	5040 CHAMPIONS AVE	Fort Worth	TX	76119
2670	Current Occupant	5040 LAKE ARLINGTON RD	Fort Worth	TX	76119
2671	Current Occupant	5040 NORTHFORK RD	Fort Worth	TX	76119
2672	Current Occupant	5040 SAM HOUSTON AVE	Fort Worth	TX	76119
2673	Current Occupant	5040 SLIM RIDGE RD	Fort Worth	TX	76119
2674	Current Occupant	5041 CHAMPIONS AVE	Fort Worth	TX	76119
2675	Current Occupant	5041 LAKE ARLINGTON RD	Fort Worth	TX	76119
2676	Current Occupant	5041 NORTHFORK RD	Fort Worth	TX	76119
2677	Current Occupant	5041 SAM HOUSTON AVE	Fort Worth	TX	76119
2678	Current Occupant	5041 SLIM RIDGE RD	Fort Worth	TX	76119
2679	Current Occupant	5044 CHAMPIONS AVE	Fort Worth	TX	76119
2680	Current Occupant	5044 LAKE ARLINGTON RD	Fort Worth	TX	76119
2681	Current Occupant	5044 NORTHFORK RD	Fort Worth	TX	76119
2682	Current Occupant	5044 SAM HOUSTON AVE	Fort Worth	TX	76119
2683	Current Occupant	5044 SLIM RIDGE RD	Fort Worth	TX	76119
2684	Current Occupant	5045 LAKE ARLINGTON RD	Fort Worth	TX	76119
2685	Current Occupant	5045 NORTHFORK RD	Fort Worth	TX	76119

2686	Current Occupant	5045 SAM HOUSTON AVE	Fort Worth	TX	76119
2687	Current Occupant	5045 SLIM RIDGE RD	Fort Worth	TX	76119
2688	Current Occupant	5048 LAKE ARLINGTON RD	Fort Worth	TX	76119
2689	Current Occupant	5048 SLIM RIDGE RD	Fort Worth	TX	76119
2690	Current Occupant	5049 CHAMPIONS AVE	Fort Worth	TX	76119
2691	Current Occupant	5049 NORTHFORK RD	Fort Worth	TX	76119
2692	Current Occupant	5050 EL LAGO BEND RD	Fort Worth	TX	76119
2693	Current Occupant	5050 LAGUNA CT	Fort Worth	TX	76119
2694	Current Occupant	5051 EL LAGO BEND RD	Fort Worth	TX	76119
2695	Current Occupant	5051 LAGUNA CT	Fort Worth	TX	76119
2696	Current Occupant	5052 EL LAGO BEND RD	Fort Worth	TX	76119
2697	Current Occupant	5052 LAKE ARLINGTON RD	Fort Worth	TX	76119
2698	Current Occupant	5053 EL LAGO BEND RD	Fort Worth	TX	76119
2699	Current Occupant	5053 LAGUNA CT	Fort Worth	TX	76119
2700	Current Occupant	5053 NORTHFORK RD	Fort Worth	TX	76119
2701	Current Occupant	5054 LAGUNA CT	Fort Worth	TX	76119
2702	Current Occupant	5055 EL LAGO BEND RD	Fort Worth	TX	76119
2703	Current Occupant	5055 LAGUNA CT	Fort Worth	TX	76119
2704	Current Occupant	5056 EL LAGO BEND RD	Fort Worth	TX	76119
2705	Current Occupant	5056 LAGUNA CT	Fort Worth	TX	76119
2706	Current Occupant	5056 LAKE ARLINGTON RD LOT 133	Fort Worth	TX	76119
2707	Current Occupant	5057 ARLINGTON LAKESHORE DR	Fort Worth	TX	76119
2708	Current Occupant	5057 LAGUNA CT	Fort Worth	TX	76119
2709	Current Occupant	5057 LAKE ARLINGTON RD	Fort Worth	TX	76119
2710	Current Occupant	5057 NORTHFORK RD	Fort Worth	TX	76119
2711	Current Occupant	5058 ARLINGTON LAKESHORE	Fort Worth	TX	76119
2712	Current Occupant	5058 EL LAGO BEND RD	Fort Worth	TX	76119
2713	Current Occupant	5059 ARLINGTON LAKESHORE	Fort Worth	TX	76119
2714	Current Occupant	5059 LAGUNA CT	Fort Worth	TX	76119
2715	Current Occupant	5060 ARLINGTON LAKESHORE	Fort Worth	TX	76119
2716	Current Occupant	5060 EL LAGO BEND LOT 88	Fort Worth	TX	76119
2717	Current Occupant	5060 LAKE ARLINGTON RD	Fort Worth	TX	76119
2718	Current Occupant	5061 ARLINGTON LAKESHORE DR	Fort Worth	TX	76119
2719	Current Occupant	5061 NORTHFORK RD	Fort Worth	TX	76119

2720	Current Occupant	5062 ARLINGTON LAKESHORE	Fort Worth	TX	76119
2721	Current Occupant	5062 EL LAGO BEND	Fort Worth	TX	76119
2722	Current Occupant	5063 ARLINGTON LAKESHORE DR	Fort Worth	TX	76119
2723	Current Occupant	5064 EL LAGO BEND RD	Fort Worth	TX	76119
2724	Current Occupant	5064 LAKE ARLINGTON RD	Fort Worth	TX	76119
2725	Current Occupant	5065 LAKE ARLINGTON RD	Fort Worth	TX	76119
2726	Current Occupant	5066 EL LAGO BEND RD	Fort Worth	TX	76119
2727	Current Occupant	5068 EL LAGO BEND RD	Fort Worth	TX	76119
2728	Current Occupant	5069 EL LAGO BEND RD	Fort Worth	TX	76119
2729	Current Occupant	5070 EL LAGO BEND RD	Fort Worth	TX	76119
2730	Current Occupant	5072 EL LAGO BEND RD	Fort Worth	TX	76119
2731	Current Occupant	5073 EL LAGO BEND RD	Fort Worth	TX	76119
2732	Current Occupant	5075 EL LAGO BEND RD	Fort Worth	TX	76119
2733	Current Occupant	5076 EL LAGO BEND RD	Fort Worth	TX	76119
2734	Current Occupant	5078 EL LAGO BEND RD	Fort Worth	TX	76119
2735	Current Occupant	5100 DAVID STRICKLAND RD	Fort Worth	TX	76119
2736	Current Occupant	5101 LITTLE SHORT RD	Fort Worth	TX	76119
2737	Current Occupant	5101 MOSSON RD	Fort Worth	TX	76119
2738	Current Occupant	5104 KALTENBRUN RD	Fort Worth	TX	76119
2739	Current Occupant	5104 LITTLE SHORT RD	Fort Worth	TX	76119
2740	Current Occupant	5105 LITTLE SHORT RD	Fort Worth	TX	76119
2741	Current Occupant	5108 SAUNDERS RD	Fort Worth	TX	76119
2742	Current Occupant	5112 MOSSON RD	Fort Worth	TX	76119
2743	Current Occupant	5112 SUN VALLEY DR	Fort Worth	TX	76119
2744	Current Occupant	5113 LITTLE SHORT RD	Fort Worth	TX	76119
2745	Current Occupant	5113 MOSSON RD	Fort Worth	TX	76119
2746	Current Occupant	5116 SUN VALLEY DR	Fort Worth	TX	76119
2747	Current Occupant	5117 KALTENBRUN RD	Fort Worth	TX	76119
2748	Current Occupant	5121 KALTENBRUN RD	Fort Worth	TX	76119
2749	Current Occupant	5121 MOSSON RD	Fort Worth	TX	76119
2750	Current Occupant	5124 KALTENBRUN RD	Fort Worth	TX	76119
2751	Current Occupant	5129 MOSSON RD	Fort Worth	TX	76119
2752	Current Occupant	5129 VESTA FARLEY RD	Fort Worth	TX	76119
2753	Current Occupant	5132 MOSSON RD	Fort Worth	TX	76119

2754	Current Occupant	5136 BIG FORK RD	Fort Worth	TX	76119
2755	Current Occupant	5136 MOSSON RD # A	Fort Worth	TX	76119
2756	Current Occupant	5136 MOSSON RD # B	Fort Worth	TX	76119
2757	Current Occupant	5136 SAUNDERS RD	Fort Worth	TX	76119
2758	Current Occupant	5136 VESTA FARLEY RD	Fort Worth	TX	76119
2759	Current Occupant	5201 MOSSON RD	Fort Worth	TX	76119
2760	Current Occupant	5201 SAUNDERS RD	Fort Worth	TX	76119
2761	Current Occupant	5201 VESTA FARLEY RD	Fort Worth	TX	76119
2762	Current Occupant	5204 SUN VALLEY DR	Fort Worth	TX	76119
2763	Current Occupant	5212 MOSSON RD STE B	Fort Worth	TX	76119
2764	Current Occupant	5212 SAUNDERS RD	Fort Worth	TX	76119
2765	Current Occupant	5213 KALTENBRUN RD	Fort Worth	TX	76119
2766	Current Occupant	5213 SAUNDERS RD	Fort Worth	TX	76119
2767	Current Occupant	5213 SUN VALLEY DR	Fort Worth	TX	76119
2768	Current Occupant	5224 KALTENBRUN RD	Fort Worth	TX	76119
2769	Current Occupant	5224 MOSSON RD # A	Fort Worth	TX	76119
2770	Current Occupant	5224 SAUNDERS RD # A	Fort Worth	TX	76119
2771	Current Occupant	5232 SAUNDERS RD	Fort Worth	TX	76119
2772	Current Occupant	5232 SAUNDERS RD # B	Fort Worth	TX	76119
2773	Current Occupant	5233 KALTENBRUN RD	Fort Worth	TX	76119
2774	Current Occupant	5301 SUN VALLEY DR	Fort Worth	TX	76119
2775	Current Occupant	5313 MOSSON RD	Fort Worth	TX	76119
2776	Current Occupant	5355 E LOOP 820 S	Fort Worth	TX	76119
2777	Current Occupant	5400 BIG FORK RD	Fort Worth	TX	76119
2778	Current Occupant	5400 E LOOP 820 S	Fort Worth	TX	76119
2779	Current Occupant	5401 MARTIN ST	Fort Worth	TX	76119
2780	Current Occupant	5401 SUN VALLEY DR	Fort Worth	TX	76119
2781	Current Occupant	5401 WILBARGER ST	Fort Worth	TX	76119
2782	Current Occupant	5404 BIG FORK RD	Fort Worth	TX	76119
2783	Current Occupant	5404 LASTER RD	Fort Worth	TX	76119
2784	Current Occupant	5405 VESTA FARLEY RD	Fort Worth	TX	76119
2785	Current Occupant	5406 LASTER RD	Fort Worth	TX	76119
2786	Current Occupant	5408 LASTER RD	Fort Worth	TX	76119
2787	Current Occupant	5408 VESTA FARLEY RD	Fort Worth	TX	76119

2788	Current Occupant	5409 LASTER RD	Fort Worth	TX	76119
2789	Current Occupant	5409 SUN VALLEY DR	Fort Worth	TX	76119
2790	Current Occupant	5409 VESTA FARLEY RD	Fort Worth	TX	76119
2791	Current Occupant	5412 BIG FORK RD	Fort Worth	TX	76119
2792	Current Occupant	5412 DAVID STRICKLAND RD	Fort Worth	TX	76119
2793	Current Occupant	5412 LASTER RD	Fort Worth	TX	76119
2794	Current Occupant	5412 VESTA FARLEY RD	Fort Worth	TX	76119
2795	Current Occupant	5413 BIG FORK RD	Fort Worth	TX	76119
2796	Current Occupant	5413 LASTER RD	Fort Worth	TX	76119
2797	Current Occupant	5413 SUN VALLEY DR	Fort Worth	TX	76119
2798	Current Occupant	5413 VESTA FARLEY RD	Fort Worth	TX	76119
2799	Current Occupant	5416 BIG FORK RD	Fort Worth	TX	76119
2800	Current Occupant	5416 SUN VALLEY DR	Fort Worth	TX	76119
2801	Current Occupant	5416 VESTA FARLEY RD	Fort Worth	TX	76119
2802	Current Occupant	5417 DAVID STRICKLAND RD	Fort Worth	TX	76119
2803	Current Occupant	5417 LASTER RD	Fort Worth	TX	76119
2804	Current Occupant	5417 SUN VALLEY DR	Fort Worth	TX	76119
2805	Current Occupant	5417 VESTA FARLEY RD	Fort Worth	TX	76119
2806	Current Occupant	5418 DUROTHY RD	Fort Worth	TX	76119
2807	Current Occupant	5420 BIG FORK RD	Fort Worth	TX	76119
2808	Current Occupant	5420 DAVID STRICKLAND RD	Fort Worth	TX	76119
2809	Current Occupant	5420 SUN VALLEY DR	Fort Worth	TX	76119
2810	Current Occupant	5420 VESTA FARLEY RD	Fort Worth	TX	76119
2811	Current Occupant	5421 BIG FORK RD	Fort Worth	TX	76119
2812	Current Occupant	5421 LASTER RD	Fort Worth	TX	76119
2813	Current Occupant	5421 SUN VALLEY DR	Fort Worth	TX	76119
2814	Current Occupant	5421 VESTA FARLEY RD	Fort Worth	TX	76119
2815	Current Occupant	5424 BIG FORK RD	Fort Worth	TX	76119
2816	Current Occupant	5424 DAVID STRICKLAND RD	Fort Worth	TX	76119
2817	Current Occupant	5424 LASTER RD	Fort Worth	TX	76119
2818	Current Occupant	5424 SUN VALLEY DR	Fort Worth	TX	76119
2819	Current Occupant	5425 DAVID STRICKLAND RD	Fort Worth	TX	76119
2820	Current Occupant	5425 LASTER RD	Fort Worth	TX	76119
2821	Current Occupant	5425 SUN VALLEY DR	Fort Worth	TX	76119

2822	Current Occupant	5425 VESTA FARLEY RD	Fort Worth	TX	76119
2823	Current Occupant	5428 BIG FORK RD	Fort Worth	TX	76119
2824	Current Occupant	5428 LASTER RD	Fort Worth	TX	76119
2825	Current Occupant	5428 SUN VALLEY DR	Fort Worth	TX	76119
2826	Current Occupant	5429 BIG FORK RD	Fort Worth	TX	76119
2827	Current Occupant	5429 SUN VALLEY DR	Fort Worth	TX	76119
2828	Current Occupant	5429 VESTA FARLEY RD	Fort Worth	TX	76119
2829	Current Occupant	5429 WILBARGER ST	Fort Worth	TX	76119
2830	Current Occupant	5429 WILBARGER ST 57	Fort Worth	TX	76119
2831	Current Occupant	5429 WILBARGER ST LOT 33	Fort Worth	TX	76119
2832	Current Occupant	5429 WILBARGER ST LOT 55	Fort Worth	TX	76119
2833	Current Occupant	5429 WILBARGER ST LOT 7	Fort Worth	TX	76119
2834	Current Occupant	5432 BIG FORK RD	Fort Worth	TX	76119
2835	Current Occupant	5432 DAVID STRICKLAND RD	Fort Worth	TX	76119
2836	Current Occupant	5432 LASTER RD	Fort Worth	TX	76119
2837	Current Occupant	5432 VESTA FARLEY RD	Fort Worth	TX	76119
2838	Current Occupant	5433 DAVID STRICKLAND RD	Fort Worth	TX	76119
2839	Current Occupant	5433 LASTER RD	Fort Worth	TX	76119
2840	Current Occupant	5433 SUN VALLEY DR	Fort Worth	TX	76119
2841	Current Occupant	5433 VESTA FARLEY RD	Fort Worth	TX	76119
2842	Current Occupant	5436 DAVID STRICKLAND RD	Fort Worth	TX	76119
2843	Current Occupant	5436 LASTER RD	Fort Worth	TX	76119
2844	Current Occupant	5436 SUN VALLEY DR	Fort Worth	TX	76119
2845	Current Occupant	5436 VESTA FARLEY RD	Fort Worth	TX	76119
2846	Current Occupant	5437 BIG FORK RD	Fort Worth	TX	76119
2847	Current Occupant	5437 DAVID STRICKLAND RD	Fort Worth	TX	76119
2848	Current Occupant	5437 LASTER RD	Fort Worth	TX	76119
2849	Current Occupant	5437 SUN VALLEY DR	Fort Worth	TX	76119
2850	Current Occupant	5437 VESTA FARLEY RD	Fort Worth	TX	76119
2851	Current Occupant	5440 BIG FORK RD	Fort Worth	TX	76119
2852	Current Occupant	5440 DAVID STRICKLAND RD	Fort Worth	TX	76119
2853	Current Occupant	5440 LASTER RD	Fort Worth	TX	76119
2854	Current Occupant	5440 SUN VALLEY DR	Fort Worth	TX	76119
2855	Current Occupant	5440 VESTA FARLEY RD	Fort Worth	TX	76119

2856	Current Occupant	5441 LASTER RD	Fort Worth	TX	76119
2857	Current Occupant	5441 SUN VALLEY DR	Fort Worth	TX	76119
2858	Current Occupant	5441 VESTA FARLEY RD	Fort Worth	TX	76119
2859	Current Occupant	5450 E LOOP 820 S # B	Fort Worth	TX	76119
2860	Current Occupant	5460 E LOOP 820 S	Fort Worth	TX	76119
2861	Current Occupant	5470 E LOOP 820 S # 100	Fort Worth	TX	76119
2862	Current Occupant	5500 BIG FORK RD	Fort Worth	TX	76119
2863	Current Occupant	5500 DAVID STRICKLAND RD	Fort Worth	TX	76119
2864	Current Occupant	5500 E LOOP 820 S # 109	Fort Worth	TX	76119
2865	Current Occupant	5500 E LOOP 820 S # 205	Fort Worth	TX	76119
2866	Current Occupant	5500 LASTER RD	Fort Worth	TX	76119
2867	Current Occupant	5500 SUN VALLEY DR	Fort Worth	TX	76119
2868	Current Occupant	5500 WILKES DR	Fort Worth	TX	76119
2869	Current Occupant	5501 DAVID STRICKLAND RD	Fort Worth	TX	76119
2870	Current Occupant	5501 KALTENBRUN RD	Fort Worth	TX	76119
2871	Current Occupant	5501 LASTER RD	Fort Worth	TX	76119
2872	Current Occupant	5501 SUN VALLEY DR	Fort Worth	TX	76119
2873	Current Occupant	5504 BIG FORK RD	Fort Worth	TX	76119
2874	Current Occupant	5504 DAVID STRICKLAND RD	Fort Worth	TX	76119
2875	Current Occupant	5504 LASTER RD	Fort Worth	TX	76119
2876	Current Occupant	5504 VESTA FARLEY RD	Fort Worth	TX	76119
2877	Current Occupant	5505 BIG FORK RD	Fort Worth	TX	76119
2878	Current Occupant	5505 DAVID STRICKLAND RD	Fort Worth	TX	76119
2879	Current Occupant	5505 SUN VALLEY DR	Fort Worth	TX	76119
2880	Current Occupant	5508 BIG FORK RD	Fort Worth	TX	76119
2881	Current Occupant	5508 DAVID STRICKLAND RD	Fort Worth	TX	76119
2882	Current Occupant	5508 LASTER RD	Fort Worth	TX	76119
2883	Current Occupant	5508 SUN VALLEY DR	Fort Worth	TX	76119
2884	Current Occupant	5508 VESTA FARLEY RD	Fort Worth	TX	76119
2885	Current Occupant	5509 BIG FORK RD	Fort Worth	TX	76119
2886	Current Occupant	5509 DAVID STRICKLAND RD	Fort Worth	TX	76119
2887	Current Occupant	5509 DUROTHY RD	Fort Worth	TX	76119
2888	Current Occupant	5509 KALTENBRUN RD	Fort Worth	TX	76119
2889	Current Occupant	5509 LASTER RD	Fort Worth	TX	76119

2890	Current Occupant	5509 SUN VALLEY DR	Fort Worth	TX	76119
2891	Current Occupant	5509 VESTA FARLEY RD	Fort Worth	TX	76119
2892	Current Occupant	5511 DUROTHY RD	Fort Worth	TX	76119
2893	Current Occupant	5512 BIG FORK RD	Fort Worth	TX	76119
2894	Current Occupant	5512 LASTER RD	Fort Worth	TX	76119
2895	Current Occupant	5512 SUN VALLEY DR	Fort Worth	TX	76119
2896	Current Occupant	5512 VESTA FARLEY RD	Fort Worth	TX	76119
2897	Current Occupant	5513 BIG FORK RD	Fort Worth	TX	76119
2898	Current Occupant	5513 DAVID STRICKLAND RD	Fort Worth	TX	76119
2899	Current Occupant	5513 KALTENBRUN RD	Fort Worth	TX	76119
2900	Current Occupant	5513 SUN VALLEY DR	Fort Worth	TX	76119
2901	Current Occupant	5516 BIG FORK RD	Fort Worth	TX	76119
2902	Current Occupant	5516 DAVID STRICKLAND RD	Fort Worth	TX	76119
2903	Current Occupant	5516 LASTER RD	Fort Worth	TX	76119
2904	Current Occupant	5516 SUN VALLEY DR	Fort Worth	TX	76119
2905	Current Occupant	5516 VESTA FARLEY RD	Fort Worth	TX	76119
2906	Current Occupant	5517 BIG FORK RD	Fort Worth	TX	76119
2907	Current Occupant	5517 DAVID STRICKLAND RD	Fort Worth	TX	76119
2908	Current Occupant	5517 E LOOP 820 S	Fort Worth	TX	76119
2909	Current Occupant	5517 KALTENBRUN RD	Fort Worth	TX	76119
2910	Current Occupant	5517 LASTER RD	Fort Worth	TX	76119
2911	Current Occupant	5517 SUN VALLEY DR	Fort Worth	TX	76119
2912	Current Occupant	5517 VESTA FARLEY RD	Fort Worth	TX	76119
2913	Current Occupant	5520 DAVID STRICKLAND RD	Fort Worth	TX	76119
2914	Current Occupant	5520 KALTENBRUN RD	Fort Worth	TX	76119
2915	Current Occupant	5520 LASTER RD	Fort Worth	TX	76119
2916	Current Occupant	5520 SUN VALLEY DR	Fort Worth	TX	76119
2917	Current Occupant	5520 VESTA FARLEY RD	Fort Worth	TX	76119
2918	Current Occupant	5521 BIG FORK RD	Fort Worth	TX	76119
2919	Current Occupant	5521 DAVID STRICKLAND RD	Fort Worth	TX	76119
2920	Current Occupant	5521 KALTENBRUN RD	Fort Worth	TX	76119
2921	Current Occupant	5521 LASTER RD	Fort Worth	TX	76119
2922	Current Occupant	5521 SUN VALLEY DR	Fort Worth	TX	76119
2923	Current Occupant	5521 VESTA FARLEY RD	Fort Worth	TX	76119

2924	Current Occupant	5524 BIG FORK RD	Fort Worth	TX	76119
2925	Current Occupant	5524 DAVID STRICKLAND RD	Fort Worth	TX	76119
2926	Current Occupant	5524 KALTENBRUN RD	Fort Worth	TX	76119
2927	Current Occupant	5524 LASTER RD	Fort Worth	TX	76119
2928	Current Occupant	5524 SUN VALLEY DR	Fort Worth	TX	76119
2929	Current Occupant	5524 VESTA FARLEY RD	Fort Worth	TX	76119
2930	Current Occupant	5525 BIG FORK RD	Fort Worth	TX	76119
2931	Current Occupant	5525 DAVID STRICKLAND RD	Fort Worth	TX	76119
2932	Current Occupant	5525 KALTENBRUN RD	Fort Worth	TX	76119
2933	Current Occupant	5525 LASTER RD	Fort Worth	TX	76119
2934	Current Occupant	5525 SUN VALLEY DR	Fort Worth	TX	76119
2935	Current Occupant	5528 BIG FORK RD	Fort Worth	TX	76119
2936	Current Occupant	5528 DAVID STRICKLAND RD	Fort Worth	TX	76119
2937	Current Occupant	5528 KALTENBRUN RD	Fort Worth	TX	76119
2938	Current Occupant	5528 LASTER RD	Fort Worth	TX	76119
2939	Current Occupant	5528 SUN VALLEY DR	Fort Worth	TX	76119
2940	Current Occupant	5528 VESTA FARLEY RD	Fort Worth	TX	76119
2941	Current Occupant	5529 DAVID STRICKLAND RD	Fort Worth	TX	76119
2942	Current Occupant	5529 KALTENBRUN RD	Fort Worth	TX	76119
2943	Current Occupant	5529 LASTER RD	Fort Worth	TX	76119
2944	Current Occupant	5529 SUN VALLEY DR	Fort Worth	TX	76119
2945	Current Occupant	5529 VESTA FARLEY RD	Fort Worth	TX	76119
2946	Current Occupant	5532 BIG FORK RD	Fort Worth	TX	76119
2947	Current Occupant	5532 KALTENBRUN RD	Fort Worth	TX	76119
2948	Current Occupant	5532 LASTER RD	Fort Worth	TX	76119
2949	Current Occupant	5532 SUN VALLEY DR	Fort Worth	TX	76119
2950	Current Occupant	5532 VESTA FARLEY RD	Fort Worth	TX	76119
2951	Current Occupant	5533 BIG FORK RD	Fort Worth	TX	76119
2952	Current Occupant	5533 DAVID STRICKLAND RD	Fort Worth	TX	76119
2953	Current Occupant	5533 KALTENBRUN RD	Fort Worth	TX	76119
2954	Current Occupant	5533 LASTER RD	Fort Worth	TX	76119
2955	Current Occupant	5533 SUN VALLEY DR	Fort Worth	TX	76119
2956	Current Occupant	5533 VESTA FARLEY RD	Fort Worth	TX	76119
2957	Current Occupant	5536 BIG FORK RD	Fort Worth	TX	76119

2958	Current Occupant	5536 DAVID STRICKLAND RD	Fort Worth	TX	76119
2959	Current Occupant	5536 KALTENBRUN RD	Fort Worth	TX	76119
2960	Current Occupant	5536 SUN VALLEY DR	Fort Worth	TX	76119
2961	Current Occupant	5536 VESTA FARLEY RD	Fort Worth	TX	76119
2962	Current Occupant	5537 BIG FORK RD	Fort Worth	TX	76119
2963	Current Occupant	5537 DAVID STRICKLAND RD	Fort Worth	TX	76119
2964	Current Occupant	5537 KALTENBRUN RD	Fort Worth	TX	76119
2965	Current Occupant	5537 LASTER RD	Fort Worth	TX	76119
2966	Current Occupant	5537 SUN VALLEY DR	Fort Worth	TX	76119
2967	Current Occupant	5537 VESTA FARLEY RD	Fort Worth	TX	76119
2968	Current Occupant	5538 VESTA FARLEY RD	Fort Worth	TX	76119
2969	Current Occupant	5540 BIG FORK RD	Fort Worth	TX	76119
2970	Current Occupant	5540 DAVID STRICKLAND RD	Fort Worth	TX	76119
2971	Current Occupant	5540 SUN VALLEY DR	Fort Worth	TX	76119
2972	Current Occupant	5541 KALTENBRUN RD	Fort Worth	TX	76119
2973	Current Occupant	5541 LASTER RD	Fort Worth	TX	76119
2974	Current Occupant	5541 SUN VALLEY DR	Fort Worth	TX	76119
2975	Current Occupant	5600 BIG FORK RD	Fort Worth	TX	76119
2976	Current Occupant	5600 DAVID STRICKLAND RD	Fort Worth	TX	76119
2977	Current Occupant	5600 KALTENBRUN RD	Fort Worth	TX	76119
2978	Current Occupant	5600 LASTER RD	Fort Worth	TX	76119
2979	Current Occupant	5600 SHORELINE CIR N	Fort Worth	TX	76119
2980	Current Occupant	5600 VESTA FARLEY RD	Fort Worth	TX	76119
2981	Current Occupant	5601 BIG FORK RD	Fort Worth	TX	76119
2982	Current Occupant	5601 LASTER RD	Fort Worth	TX	76119
2983	Current Occupant	5601 SHORELINE CIR S	Fort Worth	TX	76119
2984	Current Occupant	5601 SUN VALLEY DR	Fort Worth	TX	76119
2985	Current Occupant	5602 SHORELINE CIR S	Fort Worth	TX	76119
2986	Current Occupant	5603 SHORELINE CIR N	Fort Worth	TX	76119
2987	Current Occupant	5604 BIG FORK RD	Fort Worth	TX	76119
2988	Current Occupant	5604 DAVID STRICKLAND RD	Fort Worth	TX	76119
2989	Current Occupant	5604 SHORELINE CIR S	Fort Worth	TX	76119
2990	Current Occupant	5604 VESTA FARLEY RD	Fort Worth	TX	76119
2991	Current Occupant	5605 DAVID STRICKLAND RD	Fort Worth	TX	76119

2992	Current Occupant	5605 LASTER RD	Fort Worth	TX	76119
2993	Current Occupant	5605 SHORELINE CIR W	Fort Worth	TX	76119
2994	Current Occupant	5605 VESTA FARLEY RD	Fort Worth	TX	76119
2995	Current Occupant	5606 SHORELINE CIR S	Fort Worth	TX	76119
2996	Current Occupant	5607 SHORELINE CIR N	Fort Worth	TX	76119
2997	Current Occupant	5608 BIG FORK RD	Fort Worth	TX	76119
2998	Current Occupant	5608 DAVID STRICKLAND RD	Fort Worth	TX	76119
2999	Current Occupant	5608 SHORELINE CIR S	Fort Worth	TX	76119
3000	Current Occupant	5608 VESTA FARLEY RD	Fort Worth	TX	76119
3001	Current Occupant	5609 DAVID STRICKLAND RD	Fort Worth	TX	76119
3002	Current Occupant	5609 LASTER RD	Fort Worth	TX	76119
3003	Current Occupant	5609 SHORELINE CIR N	Fort Worth	TX	76119
3004	Current Occupant	5609 VESTA FARLEY RD	Fort Worth	TX	76119
3005	Current Occupant	5610 SHORELINE CIR N	Fort Worth	TX	76119
3006	Current Occupant	5610 SHORELINE CIR S	Fort Worth	TX	76119
3007	Current Occupant	5610 SHORELINE CIR W	Fort Worth	TX	76119
3008	Current Occupant	5611 SHORELINE CIR N	Fort Worth	TX	76119
3009	Current Occupant	5612 BIG FORK RD	Fort Worth	TX	76119
3010	Current Occupant	5612 DAVID STRICKLAND RD	Fort Worth	TX	76119
3011	Current Occupant	5612 SHORELINE CIR N	Fort Worth	TX	76119
3012	Current Occupant	5612 SHORELINE CIR S	Fort Worth	TX	76119
3013	Current Occupant	5612 VESTA FARLEY RD	Fort Worth	TX	76119
3014	Current Occupant	5613 DAVID STRICKLAND RD	Fort Worth	TX	76119
3015	Current Occupant	5613 SHORELINE CIR N	Fort Worth	TX	76119
3016	Current Occupant	5613 VESTA FARLEY RD	Fort Worth	TX	76119
3017	Current Occupant	5614 SHORELINE CIR N	Fort Worth	TX	76119
3018	Current Occupant	5614 SHORELINE CIR S	Fort Worth	TX	76119
3019	Current Occupant	5615 BIG FORK RD	Fort Worth	TX	76119
3020	Current Occupant	5615 SHORELINE CIR N	Fort Worth	TX	76119
3021	Current Occupant	5616 BIG FORK RD	Fort Worth	TX	76119
3022	Current Occupant	5616 KALTENBRUN RD	Fort Worth	TX	76119
3023	Current Occupant	5616 SHORELINE CIR N	Fort Worth	TX	76119
3024	Current Occupant	5616 SHORELINE CIR S	Fort Worth	TX	76119
3025	Current Occupant	5616 VESTA FARLEY RD	Fort Worth	TX	76119

3026	Current Occupant	5617 LASTER RD	Fort Worth	TX	76119
3027	Current Occupant	5617 SHORELINE CIR N	Fort Worth	TX	76119
3028	Current Occupant	5617 VESTA FARLEY RD	Fort Worth	TX	76119
3029	Current Occupant	5618 SHORELINE CIR N	Fort Worth	TX	76119
3030	Current Occupant	5618 SHORELINE CIR S	Fort Worth	TX	76119
3031	Current Occupant	5620 BIG FORK RD	Fort Worth	TX	76119
3032	Current Occupant	5620 KALTENBRUN RD	Fort Worth	TX	76119
3033	Current Occupant	5620 SHORELINE CIR S	Fort Worth	TX	76119
3034	Current Occupant	5620 VESTA FARLEY RD	Fort Worth	TX	76119
3035	Current Occupant	5621 BIG FORK RD	Fort Worth	TX	76119
3036	Current Occupant	5621 DAVID STRICKLAND RD	Fort Worth	TX	76119
3037	Current Occupant	5622 SHORELINE CIR S	Fort Worth	TX	76119
3038	Current Occupant	5624 BIG FORK RD	Fort Worth	TX	76119
3039	Current Occupant	5624 DAVID STRICKLAND RD	Fort Worth	TX	76119
3040	Current Occupant	5624 KALTENBRUN RD	Fort Worth	TX	76119
3041	Current Occupant	5624 SHORELINE CIR S	Fort Worth	TX	76119
3042	Current Occupant	5624 VESTA FARLEY RD	Fort Worth	TX	76119
3043	Current Occupant	5625 BIG FORK RD	Fort Worth	TX	76119
3044	Current Occupant	5625 DAVID STRICKLAND RD	Fort Worth	TX	76119
3045	Current Occupant	5625 VESTA FARLEY RD	Fort Worth	TX	76119
3046	Current Occupant	5626 SHORELINE CIR S	Fort Worth	TX	76119
3047	Current Occupant	5628 BIG FORK RD	Fort Worth	TX	76119
3048	Current Occupant	5628 DAVID STRICKLAND RD	Fort Worth	TX	76119
3049	Current Occupant	5628 KALTENBRUN RD	Fort Worth	TX	76119
3050	Current Occupant	5628 VESTA FARLEY RD	Fort Worth	TX	76119
3051	Current Occupant	5629 BIG FORK RD LOT 99	Fort Worth	TX	76119
3052	Current Occupant	5629 VESTA FARLEY RD	Fort Worth	TX	76119
3053	Current Occupant	5650 WILBARGER ST	Fort Worth	TX	76119
3054	Current Occupant	5700 DAVID STRICKLAND RD	Fort Worth	TX	76119
3055	Current Occupant	5700 E LOOP 820 S STE 100	Fort Worth	TX	76119
3056	Current Occupant	5700 KALTENBRUN RD	Fort Worth	TX	76119
3057	Current Occupant	5700 SHORELINE CIR N	Fort Worth	TX	76119
3058	Current Occupant	5700 SHORELINE CIR S	Fort Worth	TX	76119
3059	Current Occupant	5701 DAVID STRICKLAND RD	Fort Worth	TX	76119

3060	Current Occupant	5701 MARTIN ST	Fort Worth	TX	76119
3061	Current Occupant	5701 SHORELINE CIR N	Fort Worth	TX	76119
3062	Current Occupant	5701 VESTA FARLEY RD	Fort Worth	TX	76119
3063	Current Occupant	5702 SHORELINE CIR N	Fort Worth	TX	76119
3064	Current Occupant	5702 SHORELINE CIR S	Fort Worth	TX	76119
3065	Current Occupant	5703 SHORELINE CIR N	Fort Worth	TX	76119
3066	Current Occupant	5704 DAVID STRICKLAND RD	Fort Worth	TX	76119
3067	Current Occupant	5704 KALTENBRUN RD	Fort Worth	TX	76119
3068	Current Occupant	5704 SHORELINE CIR N	Fort Worth	TX	76119
3069	Current Occupant	5704 SHORELINE CIR S	Fort Worth	TX	76119
3070	Current Occupant	5704 WHITTLESEY RD	Fort Worth	TX	76119
3071	Current Occupant	5705 DAVID STRICKLAND RD	Fort Worth	TX	76119
3072	Current Occupant	5705 KALTENBRUN RD	Fort Worth	TX	76119
3073	Current Occupant	5705 SHORELINE CIR N	Fort Worth	TX	76119
3074	Current Occupant	5705 VESTA FARLEY RD	Fort Worth	TX	76119
3075	Current Occupant	5706 SHORELINE CIR S	Fort Worth	TX	76119
3076	Current Occupant	5707 SHORELINE CIR N	Fort Worth	TX	76119
3077	Current Occupant	5708 KALTENBRUN RD	Fort Worth	TX	76119
3078	Current Occupant	5708 SHORELINE CIR S	Fort Worth	TX	76119
3079	Current Occupant	5709 KALTENBRUN RD	Fort Worth	TX	76119
3080	Current Occupant	5709 SHORELINE CIR N	Fort Worth	TX	76119
3081	Current Occupant	5710 SHORELINE CIR S	Fort Worth	TX	76119
3082	Current Occupant	5711 SHORELINE CIR N	Fort Worth	TX	76119
3083	Current Occupant	5712 EL LAGO ST	Fort Worth	TX	76119
3084	Current Occupant	5712 KALTENBRUN RD	Fort Worth	TX	76119
3085	Current Occupant	5712 MARTIN ST	Fort Worth	TX	76119
3086	Current Occupant	5712 SHORELINE CIR S	Fort Worth	TX	76119
3087	Current Occupant	5712 WHITTLESEY RD	Fort Worth	TX	76119
3088	Current Occupant	5712 WILKES DR	Fort Worth	TX	76119
3089	Current Occupant	5713 KALTENBRUN RD	Fort Worth	TX	76119
3090	Current Occupant	5713 SHORELINE CIR N	Fort Worth	TX	76119
3091	Current Occupant	5713 WHITTLESEY RD	Fort Worth	TX	76119
3092	Current Occupant	5714 SHORELINE CIR S	Fort Worth	TX	76119
3093	Current Occupant	5715 SHORELINE CIR N	Fort Worth	TX	76119

3094	Current Occupant	5715 WHITTLESEY RD	Fort Worth	TX	76119
3095	Current Occupant	5716 KALTENBRUN RD	Fort Worth	TX	76119
3096	Current Occupant	5716 SHORELINE CIR S	Fort Worth	TX	76119
3097	Current Occupant	5716 WHITTLESEY RD	Fort Worth	TX	76119
3098	Current Occupant	5716 WILKES DR	Fort Worth	TX	76119
3099	Current Occupant	5717 SHORELINE CIR N	Fort Worth	TX	76119
3100	Current Occupant	5718 SHORELINE CIR S	Fort Worth	TX	76119
3101	Current Occupant	5720 KALTENBRUN RD	Fort Worth	TX	76119
3102	Current Occupant	5720 SHORELINE CIR S	Fort Worth	TX	76119
3103	Current Occupant	5720 WHITTLESEY RD	Fort Worth	TX	76119
3104	Current Occupant	5720 WILKES DR	Fort Worth	TX	76119
3105	Current Occupant	5721 SHORELINE CIR S	Fort Worth	TX	76119
3106	Current Occupant	5722 SHORELINE CIR S	Fort Worth	TX	76119
3107	Current Occupant	5724 KALTENBRUN RD	Fort Worth	TX	76119
3108	Current Occupant	5724 SHORELINE CIR S	Fort Worth	TX	76119
3109	Current Occupant	5724 WHITTLESEY RD	Fort Worth	TX	76119
3110	Current Occupant	5728 KALTENBRUN RD	Fort Worth	TX	76119
3111	Current Occupant	5728 WHITTLESEY RD	Fort Worth	TX	76119
3112	Current Occupant	5728 WILKES DR	Fort Worth	TX	76119
3113	Current Occupant	5729 WILBARGER ST	Fort Worth	TX	76119
3114	Current Occupant	5732 WHITTLESEY RD	Fort Worth	TX	76119
3115	Current Occupant	5732 WILKES DR	Fort Worth	TX	76119
3116	Current Occupant	5733 WHITTLESEY RD	Fort Worth	TX	76119
3117	Current Occupant	5736 WHITTLESEY RD	Fort Worth	TX	76119
3118	Current Occupant	5736 WILKES DR	Fort Worth	TX	76119
3119	Current Occupant	5737 WILBARGER ST	Fort Worth	TX	76119
3120	Current Occupant	5750 CASINO CIR	Fort Worth	TX	76119
3121	Current Occupant	5752 CASINO CIR	Fort Worth	TX	76119
3122	Current Occupant	5754 CASINO CIR	Fort Worth	TX	76119
3123	Current Occupant	5756 CASINO CIR	Fort Worth	TX	76119
3124	Current Occupant	5758 CASINO CIR	Fort Worth	TX	76119
3125	Current Occupant	5800 ASBURY AVE	Fort Worth	TX	76119
3126	Current Occupant	5800 WHITTLESEY RD	Fort Worth	TX	76119
3127	Current Occupant	5800 WILKES DR	Fort Worth	TX	76119

3128	Current Occupant	5801 ASBURY AVE	Fort Worth	TX	76119
3129	Current Occupant	5801 WHITTLESEY RD	Fort Worth	TX	76119
3130	Current Occupant	5801 WILKES DR	Fort Worth	TX	76119
3131	Current Occupant	5804 ASBURY AVE	Fort Worth	TX	76119
3132	Current Occupant	5804 WHITTLESEY RD	Fort Worth	TX	76119
3133	Current Occupant	5804 WILKES DR	Fort Worth	TX	76119
3134	Current Occupant	5805 OAKDALE DR	Fort Worth	TX	76119
3135	Current Occupant	5805 WHITTLESEY RD	Fort Worth	TX	76119
3136	Current Occupant	5805 WILKES DR	Fort Worth	TX	76119
3137	Current Occupant	5808 WHITTLESEY RD	Fort Worth	TX	76119
3138	Current Occupant	5809 ASBURY AVE	Fort Worth	TX	76119
3139	Current Occupant	5809 WHITTLESEY RD	Fort Worth	TX	76119
3140	Current Occupant	5812 WHITTLESEY RD	Fort Worth	TX	76119
3141	Current Occupant	5812 WILKES DR	Fort Worth	TX	76119
3142	Current Occupant	5813 ASBURY AVE	Fort Worth	TX	76119
3143	Current Occupant	5813 WHITTLESEY RD	Fort Worth	TX	76119
3144	Current Occupant	5813 WILKES DR	Fort Worth	TX	76119
3145	Current Occupant	5816 ASBURY AVE	Fort Worth	TX	76119
3146	Current Occupant	5816 WHITTLESEY RD	Fort Worth	TX	76119
3147	Current Occupant	5816 WILKES DR	Fort Worth	TX	76119
3148	Current Occupant	5817 ASBURY AVE	Fort Worth	TX	76119
3149	Current Occupant	5817 WHITTLESEY RD	Fort Worth	TX	76119
3150	Current Occupant	5818 WHITTLESEY RD	Fort Worth	TX	76119
3151	Current Occupant	5820 ASBURY AVE	Fort Worth	TX	76119
3152	Current Occupant	5820 WHITTLESEY RD	Fort Worth	TX	76119
3153	Current Occupant	5821 ASBURY AVE	Fort Worth	TX	76119
3154	Current Occupant	5821 WHITTLESEY RD	Fort Worth	TX	76119
3155	Current Occupant	5824 ASBURY AVE	Fort Worth	TX	76119
3156	Current Occupant	5824 OAKDALE DR	Fort Worth	TX	76119
3157	Current Occupant	5824 WHITTLESEY RD	Fort Worth	TX	76119
3158	Current Occupant	5825 WHITTLESEY RD	Fort Worth	TX	76119
3159	Current Occupant	5825 WILBARGER ST	Fort Worth	TX	76119
3160	Current Occupant	5825 WILKES DR	Fort Worth	TX	76119
3161	Current Occupant	5828 ASBURY AVE	Fort Worth	TX	76119

3162	Current Occupant	5828 WHITTLESEY RD	Fort Worth	TX	76119
3163	Current Occupant	5828 WILKES DR	Fort Worth	TX	76119
3164	Current Occupant	5829 WHITTLESEY RD	Fort Worth	TX	76119
3165	Current Occupant	5832 ASBURY AVE	Fort Worth	TX	76119
3166	Current Occupant	5832 WILKES DR	Fort Worth	TX	76119
3167	Current Occupant	5833 WILKES DR	Fort Worth	TX	76119
3168	Current Occupant	5836 ASBURY AVE	Fort Worth	TX	76119
3169	Current Occupant	5836 WILKES DR	Fort Worth	TX	76119
3170	Current Occupant	5837 ASBURY AVE	Fort Worth	TX	76119
3171	Current Occupant	5837 WHITTLESEY RD	Fort Worth	TX	76119
3172	Current Occupant	5837 WILKES DR	Fort Worth	TX	76119
3173	Current Occupant	5900 ASBURY AVE	Fort Worth	TX	76119
3174	Current Occupant	5900 WILKES DR	Fort Worth	TX	76119
3175	Current Occupant	5901 ASBURY AVE	Fort Worth	TX	76119
3176	Current Occupant	5901 E LOOP 820 S	Fort Worth	TX	76119
3177	Current Occupant	5901 WHITTLESEY RD	Fort Worth	TX	76119
3178	Current Occupant	5901 WILKES DR	Fort Worth	TX	76119
3179	Current Occupant	5904 WILKES DR	Fort Worth	TX	76119
3180	Current Occupant	5905 ASBURY AVE	Fort Worth	TX	76119
3181	Current Occupant	5905 WHITTLESEY RD	Fort Worth	TX	76119
3182	Current Occupant	5905 WILKES DR	Fort Worth	TX	76119
3183	Current Occupant	5908 ASBURY AVE	Fort Worth	TX	76119
3184	Current Occupant	5909 ASBURY AVE	Fort Worth	TX	76119
3185	Current Occupant	5909 WHITTLESEY RD	Fort Worth	TX	76119
3186	Current Occupant	5909 WILKES DR	Fort Worth	TX	76119
3187	Current Occupant	5912 ASBURY AVE	Fort Worth	TX	76119
3188	Current Occupant	5913 ASBURY AVE	Fort Worth	TX	76119
3189	Current Occupant	5913 WHITTLESEY RD	Fort Worth	TX	76119
3190	Current Occupant	5913 WILKES DR	Fort Worth	TX	76119
3191	Current Occupant	5914 ASBURY AVE	Fort Worth	TX	76119
3192	Current Occupant	5916 ASBURY AVE	Fort Worth	TX	76119
3193	Current Occupant	5916 WHITTLESEY RD	Fort Worth	TX	76119
3194	Current Occupant	5916 WILKES DR	Fort Worth	TX	76119
3195	Current Occupant	5917 ASBURY AVE	Fort Worth	TX	76119

3196	Current Occupant	5917 WHITTLESEY RD	Fort Worth	TX	76119
3197	Current Occupant	5917 WILKES DR	Fort Worth	TX	76119
3198	Current Occupant	5920 OAKDALE DR	Fort Worth	TX	76119
3199	Current Occupant	5920 WHITTLESEY RD	Fort Worth	TX	76119
3200	Current Occupant	5921 ASBURY AVE	Fort Worth	TX	76119
3201	Current Occupant	5921 WHITTLESEY RD	Fort Worth	TX	76119
3202	Current Occupant	5921 WILKES DR	Fort Worth	TX	76119
3203	Current Occupant	5924 ASBURY AVE	Fort Worth	TX	76119
3204	Current Occupant	5924 WHITTLESEY RD	Fort Worth	TX	76119
3205	Current Occupant	5924 WILKES DR	Fort Worth	TX	76119
3206	Current Occupant	5925 WHITTLESEY RD	Fort Worth	TX	76119
3207	Current Occupant	5925 WILKES DR	Fort Worth	TX	76119
3208	Current Occupant	5929 WILKES DR	Fort Worth	TX	76119
3209	Current Occupant	5933 WILKES DR	Fort Worth	TX	76119
3210	Current Occupant	5937 WILKES DR	Fort Worth	TX	76119
3211	Current Occupant	5941 WILKES DR	Fort Worth	TX	76119
3212	Current Occupant	5944 WHITTLESEY RD	Fort Worth	TX	76119
3213	Current Occupant	5948 WHITTLESEY RD	Fort Worth	TX	76119
3214	Current Occupant	5952 WHITTLESEY RD	Fort Worth	TX	76119
3215	Current Occupant	5998 WILBARGER ST	Fort Worth	TX	76119
3216	Current Occupant	6156 RAMEY AVE	Fort Worth	TX	76119
3217	Current Occupant	6200 RAMEY AVE	Fort Worth	TX	76119
3218	Current Occupant	6208 RAMEY AVE	Fort Worth	TX	76119
3219	Current Occupant	6212 RAMEY AVE	Fort Worth	TX	76119
3220	Current Occupant	6216 RAMEY AVE	Fort Worth	TX	76119
3221	Current Occupant	6220 RAMEY AVE	Fort Worth	TX	76119
3222	Current Occupant	6224 RAMEY AVE	Fort Worth	TX	76119
3223	Current Occupant	6228 RAMEY AVE	Fort Worth	TX	76119
3224	Current Occupant	6232 RAMEY AVE	Fort Worth	TX	76119
3225	Current Occupant	6245 WILLARD RD	Fort Worth	TX	76119
3226	Current Occupant	6304 RAMEY AVE	Fort Worth	TX	76119
3227	Current Occupant	6308 RAMEY AVE	Fort Worth	TX	76119
3228	Current Occupant	6309 WILLARD RD	Fort Worth	TX	76119
3229	Current Occupant	6312 RAMEY AVE	Fort Worth	TX	76119

3230	Current Occupant	6316 RAMEY AVE	Fort Worth	TX	76119
3231	Current Occupant	6320 RAMEY AVE	Fort Worth	TX	76119
3232	Current Occupant	6320 WILLARD RD	Fort Worth	TX	76119
3233	Current Occupant	6325 WILLARD RD	Fort Worth	TX	76119
3234	Current Occupant	6328 RAMEY AVE	Fort Worth	TX	76119
3235	Current Occupant	6400 HENCO DR	Fort Worth	TX	76119
3236	Current Occupant	6400 RAMEY AVE	Fort Worth	TX	76119
3237	Current Occupant	6400 WILLARD RD	Fort Worth	TX	76119
3238	Current Occupant	6401 HENCO DR	Fort Worth	TX	76119
3239	Current Occupant	6404 RAMEY AVE	Fort Worth	TX	76119
3240	Current Occupant	6404 WILLARD RD	Fort Worth	TX	76119
3241	Current Occupant	6408 HENCO DR	Fort Worth	TX	76119
3242	Current Occupant	6408 RAMEY AVE	Fort Worth	TX	76119
3243	Current Occupant	6408 WILLARD RD	Fort Worth	TX	76119
3244	Current Occupant	6409 HENCO DR	Fort Worth	TX	76119
3245	Current Occupant	6409 WILLARD RD	Fort Worth	TX	76119
3246	Current Occupant	6410 WILLARD RD	Fort Worth	TX	76119
3247	Current Occupant	6412 HENCO DR	Fort Worth	TX	76119
3248	Current Occupant	6412 RAMEY AVE	Fort Worth	TX	76119
3249	Current Occupant	6412 WILLARD RD	Fort Worth	TX	76119
3250	Current Occupant	6413 HENCO DR	Fort Worth	TX	76119
3251	Current Occupant	6416 HENCO DR	Fort Worth	TX	76119
3252	Current Occupant	6416 RAMEY AVE	Fort Worth	TX	76119
3253	Current Occupant	6416 WILLARD RD	Fort Worth	TX	76119
3254	Current Occupant	6417 HENCO DR	Fort Worth	TX	76119
3255	Current Occupant	6420 HENCO DR	Fort Worth	TX	76119
3256	Current Occupant	6420 RAMEY AVE	Fort Worth	TX	76119
3257	Current Occupant	6420 WILLARD RD	Fort Worth	TX	76119
3258	Current Occupant	6421 HENCO DR	Fort Worth	TX	76119
3259	Current Occupant	6424 HENCO DR	Fort Worth	TX	76119
3260	Current Occupant	6424 WILLARD RD	Fort Worth	TX	76119
3261	Current Occupant	6425 HENCO DR	Fort Worth	TX	76119
3262	Current Occupant	6428 HENCO DR	Fort Worth	TX	76119
3263	Current Occupant	6428 WILLARD RD	Fort Worth	TX	76119

3264	Current Occupant	6429 HENCO DR	Fort Worth	TX	76119
3265	Current Occupant	6433 HENCO DR	Fort Worth	TX	76119
3266	Current Occupant	6437 HENCO DR	Fort Worth	TX	76119
3267	Current Occupant	6500 RAMEY AVE	Fort Worth	TX	76119
3268	Current Occupant	6504 RAMEY AVE	Fort Worth	TX	76119
3269	Current Occupant	6508 RAMEY AVE	Fort Worth	TX	76119
3270	Current Occupant	6512 RAMEY AVE	Fort Worth	TX	76119
3271	Current Occupant	6516 RAMEY AVE	Fort Worth	TX	76119
3272	Current Occupant	6520 RAMEY AVE	Fort Worth	TX	76119
3273	Current Occupant	6524 RAMEY AVE	Fort Worth	TX	76119
3274	Current Occupant	6528 RAMEY AVE	Fort Worth	TX	76119
3275	Current Occupant	6532 RAMEY AVE	Fort Worth	TX	76119
3276	Current Occupant	4704 MERCANTILE DR	Fort Worth	TX	76137
3277	Current Occupant	5850 HUDDLESTON ST	Fort Worth	TX	76137

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable John Cornyn
United States Senate
5001 Spring Valley Road, Suite 1125E
Dallas, Texas 75244

Dear Senator Cornyn:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Ted Cruz
United States Senate
3626 North Hall Street, Suite 410
Dallas, Texas 75219

Dear Senator Cruz:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Ron Wright
United States House of Representatives
5840 West Ronald Reagan Memorial Highway, Suite 115
Arlington, Texas 76017

Dear Congressman Wright:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Kay Granger
United States House of Representatives
1701 River Run, Suite 407
Fort Worth, Texas 76107

Dear Congresswoman Granger:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Marc Veasey
United States House of Representatives
6707 Brentwood Stair Road, Suite 200
Fort Worth, Texas 76112

Dear Congressman Veasey:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Brian Birdwell
State Senator, District 22
900 Austin Avenue, Suite 500
Waco, Texas 76701

Dear Senator Birdwell:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Nicole Collier
State Representative, District 95
101 South Jennings, Suite 103A
Fort Worth, Texas 76104

Dear Representative Collier:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Raymon Romero, Jr.
State Representative, District 90
3663 Airport Freeway, Suite 102
Fort Worth, Texas 76111

Dear Representative Romero:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Tony Tinderholt
State Representative, District 94
4381 West Green Oaks Boulevard, Suite 107
Fort Worth, Texas 76016

Dear Representative Tinderholt:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Bill Zedler
State Representative, District 96
5840 West Interstate 20, Suite 110
Arlington, Texas 76017

Dear Representative Zedler:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Jeff Williams
Mayor, City of Arlington
PO Box 90231
Arlington, Texas 76004

Dear Mayor Williams:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Helen Moise
Council Member, District 1, City of Arlington
PO Box 90231
Arlington, Texas 76004

Dear Council Member Moise:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Sheri Capehart
Mayor ProTempore, District 2, City of Arlington
PO Box 90231
Arlington, Texas 76004

Dear Mayor ProTempore Capehart:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Marvin Sutton
Council Member, District 3, City of Arlington
PO Box 90231
Arlington, Texas 76004

Dear Council Member Sutton:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Andrew Piel
Council Member, District 4, City of Arlington
PO Box 90231
Arlington, Texas 76004

Dear Council Member Piel:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Ignacio Nuñez
Council Member, District 5, City of Arlington
PO Box 90231
Arlington, Texas 76004

Dear Council Member Nuñez:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Robert Shepard
Council Member, At Large, District 6, City of Arlington
PO Box 90231
Arlington, Texas 76004

Dear Council Member Shepard:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Victoria Farrar-Myers
Council Member, At Large, District 7, City of Arlington
PO Box 90231
Arlington, Texas 76004

Dear Council Member Farrar-Myers:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Barbara Odom-Wesley
Council Member, District 8, City of Arlington
PO Box 90231
Arlington, Texas 76004

Dear Council Member Odom-Wesley:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Laurie Bianco
Mayor, City of Dalworthington Gardens
2600 Roosevelt Drive
Dalworthington Gardens, Texas 76016

Dear Mayor Bianco:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Mark McGuire
Alderman Place 1, City of Dalworthington Gardens
2600 Roosevelt Drive
Dalworthington Gardens, Texas 76016

Dear Alderman McGuire:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Guy Snodgrass
Alderman Place 2, City of Dalworthington Gardens
2600 Roosevelt Drive
Dalworthington Gardens, Texas 76016

Dear Alderman Snodgrass:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Cathy Stein
Alderman Place 3, City of Dalworthington Gardens
2600 Roosevelt Drive
Dalworthington Gardens, Texas 76016

Dear Alderman Stein:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Ed Motley
Mayor ProTem, Place 4, City of Dalworthington Gardens
2600 Roosevelt Drive
Dalworthington Gardens, Texas 76016

Dear Mayor ProTem Motley:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Joe Kohn
Alderman Place 5, City of Dalworthington Gardens
2600 Roosevelt Drive
Dalworthington Gardens, Texas 76016

Dear Alderman Kohn:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Ray Richardson
Mayor, City of Everman
212 North Race Street
Everman, Texas 76140

Dear Mayor Richardson:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Linda Sanders
Council Member, Place 1, City of Everman
212 North Race Street
Everman, Texas 76140

Dear Council Member Sanders:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Kelly Denison
Council Member, Place 2, City of Everman
212 North Race Street
Everman, Texas 76140

Dear Council Member Denison:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Johnnie Allen
Council Member, Place 3, City of Everman
212 North Race Street
Everman, Texas 76140

Dear Council Member Allen:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Susan Mackey
Mayor ProTem, Place 4, City of Everman
212 North Race Street
Everman, Texas 76140

Dear Mayor ProTem Mackey:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Judy Sellers
Council Member, Place 5, City of Everman
212 North Race Street
Everman, Texas 76140

Dear Council Member Sellers:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Miriam Davilla
Council Member, Place 6, City of Everman
212 North Race Street
Everman, Texas 76140

Dear Council Member Davilla:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Gerald Joubert
Mayor, City of Forest Hill
3219 California Parkway
Forest Hill, Texas 76119

Dear Mayor Joubert:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Racquel Buffin Belle
Council Member, Place 1, City of Forest Hill
3219 California Parkway
Forest Hill, Texas 76119

Dear Council Member Belle:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Carlie Jones
Council Member, Place 2, City of Forest Hill
3219 California Parkway
Forest Hill, Texas 76119

Dear Council Member Jones:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Cameron Wafer
Council Member, Place 3, City of Forest Hill
3219 California Parkway
Forest Hill, Texas 76119

Dear Council Member Wafer:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Ozell Birks
Council Member, Place 4, City of Forest Hill
3219 California Parkway
Forest Hill, Texas 76119

Dear Council Member Birks:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Clara Faulkner
Council Member, Place 5, City of Forest Hill
3219 California Parkway
Forest Hill, Texas 76119

Dear Council Member Faulkner:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Malinda Miller
Council Member, Place 6, City of Forest Hill
3219 California Parkway
Forest Hill, Texas 76119

Dear Council Member Miller:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Betsy Price
Mayor, City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102

Dear Mayor Price:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
Loyl C Bussell
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Carlos Flores
Councilmember, District 2, City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102

Dear Councilmember Flores:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Brian Byrd
Councilmember, District 3, City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102

Dear Councilmember Byrd:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Cary Moon
Councilmember, District 4, City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102

Dear Councilmember Moon:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Gyna Bivens
Councilmember, District 5, City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102

Dear Councilmember Bivens:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Jungus Jordan
Councilmember, District 6, City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102

Dear Councilmember Jordan:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Dennis Shingleton
Councilmember, District 7, City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102

Dear Councilmember Shingleton:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Kelly Allen Gray
Councilmember, District 8, City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102

Dear Councilmember Allen Gray:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Ann Zadeh
Councilmember, District 9, City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102

Dear Councilmember Zadeh:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Brian Johnson
Mayor, City of Kennedale
405 Municipal Drive
Kennedale, Texas 76060

Dear Mayor Johnson:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Josh Altom
Councilmember, Place 1, City of Kennedale
405 Municipal Drive
Kennedale, Texas 76060

Dear Councilmember Altom:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Chris Pugh
Councilmember Place 2, City of Kennedale
405 Municipal Drive
Kennedale, Texas 76060

Dear Councilmember Pugh:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Sandra Lee
Mayor ProTem Place 3, City of Kennedale
405 Municipal Drive
Kennedale, Texas 76060

Dear Mayor ProTem Lee:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Linda Rhodes
Councilmember, Place 4, City of Kennedale
405 Municipal Drive
Kennedale, Texas 76060

Dear Councilmember Rhodes:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Chad Wandel
Councilmember, Place 5, City of Kennedale
405 Municipal Drive
Kennedale, Texas 76060

Dear Councilmember Wandel:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable David Cook
Mayor, Place 1, City of Mansfield
1200 East Broad Street
Mansfield, Texas 76063

Dear Mayor Cook:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Brent Newsom
Council Member, Place 2, City of Mansfield
1200 East Broad Street
Mansfield, Texas 76063

Dear Council Member Newsom:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Mike Leyman
Council Member, Place 3, City of Mansfield
1200 East Broad Street
Mansfield, Texas 76063

Dear Council Member Leyman:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Casey Lewis
Council Member, Place 4, City of Mansfield
1200 East Broad Street
Mansfield, Texas 76063

Dear Council Member Lewis:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Julie Short
Mayor Pro Tem, Place 5, City of Mansfield
1200 East Broad Street
Mansfield, Texas 76063

Dear Mayor Pro Tem Short:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Terry Moore
Council Member, Place 6, City of Mansfield
1200 East Broad Street
Mansfield, Texas 76063

Dear Council Member Moore:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Larry Broseh
Council Member, Place 7, City of Mansfield
1200 East Broad Street
Mansfield, Texas 76063

Dear Council Member Broseh:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Roy Charles Brooks
County Commissioner, Precinct 1, Tarrant County
6551 Granbury Road
Fort Worth, Texas 76133

Dear Commissioner Brooks:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Devan Allen
County Commissioner, Precinct 2, Tarrant County
100 East Weatherford Street
Fort Worth, Texas 76196

Dear Commissioner Allen:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Gary Fickes
County Commissioner, Precinct 3, Tarrant County
645 Grapevine Highway, Suite 200
Hurst, Texas 76054

Dear Commissioner Fickes:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable J.D. Johnson
County Commissioner, Precinct 4, Tarrant County
6713 Telephone Road, Suite 301
Fort Worth, Texas 76135

Dear Commissioner Johnson:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable B. Glen Whitley
County Judge, Tarrant County
100 East Weatherford Street
Fort Worth, Texas 76133

Dear Judge Whitley:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Doug Davis
Mayor, Town of Pantego
1614 South Bowen Road
Pantego, Texas 76013

Dear Mayor Davis:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Fred Adair
Councilmember, Place 1, Town of Pantego
1614 South Bowen Road
Pantego, Texas 76013

Dear Councilmember Adair:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Don Funderlic
Councilmember, Place 2, Town of Pantego
1614 South Bowen Road
Pantego, Texas 76013

Dear Councilmember Funderlic:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Amy Wade
Councilmember, Place 3, Town of Pantego
1614 South Bowen Road
Pantego, Texas 76013

Dear Councilmember Wade:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Russell Brewster
Councilmember, District 4, Town of Pantego
1614 South Bowen Road
Pantego, Texas 76013

Dear Councilmember Brewster:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Don Surratt
Mayor Pro-Tem, Place 5, Town of Pantego
1614 South Bowen Road
Pantego, Texas 76013

Dear Mayor Pro-Tem Surratt:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: 9DCB3BC4-4AA0-4BFF-9E40-67C23D789FFE

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

The Honorable Bill E. Waybourn
County Sheriff, Tarrant County
200 Taylor Street, 7th Floor
Fort Worth, Texas 76196

Dear Sheriff Waybourn:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
ED934AC20CA641C...

Loyl C. Bussell, P.E.
Fort Worth District Engineer

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Dr. Marcelo Cavazos
Superintendent of Schools, Arlington ISD
1203 West Pioneer Parkway
Arlington, Texas 76013

Dear Dr. Cavazos:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Trey Yelverton
City Manager, City of Arlington
101 West Abram Street, 3rd Floor
Arlington, Texas 76010

Dear Mr. Yelverton:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Chief Don Crowson
Fire Chief, City of Arlington
620 West Division Street
Arlington, Texas 76010

Dear Chief Crowson:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Chief Will Johnson
Police Chief, City of Arlington
620 West Division Street
Arlington, Texas 76010

Dear Chief Johnson:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Ms. Lola Hazel
City Administrator, City of Dalworthington Gardens
2600 Roosevelt Drive
Dalworthington Gardens, Texas 76016

Dear Ms. Hazel:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Chief Greg Petty
Director of Public Safety, City of Dalworthington Gardens
2600 Roosevelt Drive
Dalworthington Gardens, Texas 76016

Dear Chief Petty:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Captain Darren Burkhart
Operations Commander, City of Dalworthington Gardens
2600 Roosevelt Drive
Dalworthington Gardens, Texas 76016

Dear Captain Burkhart:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Lieutenant Will Fike
Police Services, City of Dalworthington Gardens
2600 Roosevelt Drive
Dalworthington Gardens, Texas 76016

Dear Lieutenant Fike:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Deputy Chief Robert Sells
Deputy Fire Chief, City of Dalworthington Gardens
2600 Roosevelt Drive
Dalworthington Gardens, Texas 76016

Dear Deputy Chief Sells:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Michael Gunderson
City Manager, City of Everman
212 North Race Street
Everman, Texas 76140

Dear Mr. Gunderson:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Craig Spencer
Director of Emergency Services, City of Everman
212 North Race Street
Everman, Texas 76140

Dear Mr. Spencer:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Sheyi I. Ipaye
City Manager, City of Forest Hill
3219 California Parkway
Forest Hill, Texas 76119

Dear Mr. Ipaye:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Ms. Venus Wehle
Director of Community Development, City of Forest Hill
3219 California Parkway
Forest Hill, Texas 76119

Dear Ms. Wehle:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. David Cooke
City Manager, City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102

Dear Mr. Cooke:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Chief Jim Davis
Fire Chief, City of Fort Worth
505 West Felix Street
Fort Worth, Texas 76115

Dear Chief Davis:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Chief Ed Kraus
Chief of Police, City of Fort Worth
505 West Felix Street
Fort Worth, Texas 76115

Dear Chief Kraus:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. George Campbell
City Manager, City of Kennedale
405 Municipal Drive
Kennedale, Texas 76060

Dear Mr. Campbell:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Chief Tommy Williams
Police Chief, City of Kennedale
401 Municipal Drive
Kennedale, Texas 76060

Dear Chief Williams:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Chief James Brown
Fire Chief, City of Kennedale
405 Municipal Drive
Kennedale, Texas 76060

Dear Chief Brown:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Clayton Chandler
City Manager, City of Mansfield
1200 East Broad Street
Mansfield, Texas 76063

Dear Mr. Chandler:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Chief Michael Ross
Fire Chief, City of Mansfield
1200 East Broad Street
Mansfield, Texas 76063

Dear Chief Ross:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Chief Tracy Aaron
Chief of Police, City of Mansfield
1200 East Broad Street
Mansfield, Texas 76063

Dear Chief Aaron:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Joe Ashton
City Manager, City of Pantego
1614 South Bowen Road
Pantego, Texas 76013

Dear Mr. Ashton:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Chief Randy Fulton
Fire Chief, City of Pantego
1614 South Bowen Road
Pantego, Texas 76013

Dear Chief Fulton:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Chief Jon Coulter
Police Chief, City of Pantego
1614 South Bowen Road
Pantego, Texas 76013

Dear Chief Coulter:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Ms. Anita Wilson
Urban Engineer, FHWA Texas Division
300 E 8th Street, Room 826
Austin, Texas 78701

Dear Ms. Wilson:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Dr. Kent Paredes Scribner
Superintendent, Fort Worth ISD
100 N. University Fort Worth
Fort Worth, Texas 76107

Dear Dr. Scribner:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Chad Gee
Superintendent, Kennedale ISD
120 West Kennedale Parkway
Kennedale, Texas 76060

Dear Mr. Gee:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Michael Morris
Director of Transportation, NCTCOG
616 Six Flags Drive
Arlington, Texas 76011

Dear Mr. Morris:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Dan Lamers
Senior Program Manager, NCTCOG
616 Six Flags Drive
Arlington, Texas 76011

Dear Mr. Lamers:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Ms. April Leger
Transportation Program Assistant, NCTCOG
616 Six Flags Drive
Arlington, Texas 76011

Dear Ms. Leger:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Ms. Patricia Rohmer
Project Engineer, NCTCOG
616 Six Flags Drive
Arlington, Texas 76011

Dear Ms. Rohmer:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Berrien Barks
Program Manager - Roadway Corridor and Subarea Studies, NCTCOG
616 Six Flags Drive
Arlington, Texas 76011

Dear Mr. Barks:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Chief Randy Renois
Fire Marshal, Tarrant County
2750 Premier Street
Fort Worth, Texas 76111

Dear Chief Renois:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Curtis Amos
Superintendent, Everman ISD
1520 Everman Parkway
Everman, Texas 76140

Dear Mr. Amos:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Dr. Kimberley Cantu
Superintendent, Mansfield ISD
605 East Broad Street
Mansfield, Texas 76063

Dear Dr. Cantu:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Michael Jacobson
President & CEO, Arlington Chamber of Commerce
505 East Border Street
Arlington, Texas 76010

Dear Mr. Jacobson:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Javier Fernandez
Director of Facilities Planning & Construction, Arlington ISD
1203 West Pioneer Parkway
Arlington, Texas 76013

Dear Mr. Fernandez:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Keith Brooks
City of Arlington
P.O. Box 90231
Arlington, Texas 76004-3231

Dear Mr. Brooks:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Ms. Mindy Carmichael
Public Works & Transportation Director, City of Arlington
P.O. Box 90231
Arlington, Texas 76004-3231

Dear Ms. Carmichael:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TxDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Greg Saunders
Director, Forest Hill Civic & Convention Center, City of Forest Hill
5237 North Riverside
Fort Worth, Texas 76137

Dear Mr. Saunders:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Ms. Patrina Newton
Senior Planner, City of Fort Worth
200 Texas Street
Fort Worth, Texas 76102

Dear Ms. Newton:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Craig Barnes
President, Shield Engineering Group
1600 West 7th Street, Suite 20
Fort Worth, Texas 76102

Dear Mr. Barnes:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Larry Hoover
Public Works Director, City of Kennedale
405 Municipal Drive
Kennedale, Texas 76060

Dear Mr. Hoover:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. David Boski
Asst. Director Public Works and Transportation, City of Mansfield
1200 East Broad Street
Mansfield, Texas 76063

Dear Mr. Boski:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Raymond Coffman
City Engineer, City of Mansfield
1200 East Broad Street
Mansfield, Texas 76063

Dear Mr. Coffman:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Clarence Rumancik
Urban Programs Engineer, FHWA-Texas Division
300 East Eighth Street, Suite 826
Austin, Texas 78701

Dear Mr. Rumancik:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Ms. Allyson Baumeister
Chairperson, Fort Worth Chamber of Commerce
801 Cherry Street, Suite 1400
Fort Worth, Texas 76102

Dear Ms. Baumeister:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Ms. Vicki Burris
Chief, Capital Improvement Program, Fort Worth ISD
2821 Cullen Street
Fort Worth, Texas 76107

Dear Ms. Burris:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Curvie Hawkins
Assistant Vice President of Planning, Fort Worth Transportation Authority
801 Cherry Street, Suite 850
Fort Worth, Texas 76102

Dear Mr. Hawkins:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Mark Biondi
Associate Superintendent of Facilities, Kennedale ISD
PO BOX 467
Kennedale, Texas 76060

Dear Mr. Biondi:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Samuel Simmons
Senior Transportation Planner, NCTCOG
616 Six Flags Drive
Arlington, Texas 76011

Dear Mr. Simmons:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Ms. Lori Shelton
Project Manager, North Texas Tollway Authority
5900 West Plano Parkway, Ste. 100
Plano, Texas 75093

Dear Ms. Shelton:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Ms. Gwen Barbee
Chairperson, South Tarrant County Chamber of Commerce
5120 Southeast Loop 820
Fort Worth, Texas 76140

Dear Ms. Barbee:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Russell Schaffner
Southeast Tarrant Transportation Partnership
100 East Weatherford Street, Suite 404
Fort Worth, Texas 76196

Dear Mr. Schaffner:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Keith Melton
Director, Maintenance Center and Transportation Services, Tarrant County
1203 East Kennedale Parkway
Kennedale, Texas 76060

Dear Mr. Melton:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Bill Riley
Tarrant County
100 East Weatherford Street, Room 401
Fort Worth, Texas 76196

Dear Mr. Riley:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Randy Skinner
Planning Manager, Tarrant County
100 East Weatherford Street, Suite 401
Fort Worth, Texas 76196

Dear Mr. Skinner:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Joe Trammel
County Engineer, Tarrant County
100 East Weatherford Street
Fort Worth, Texas 76196

Dear Mr. Trammel:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Scott Cooner
Research & Implementation, Texas A&M University
110 North Davis Drive, Suite 101
Arlington, Texas 76013

Dear Mr. Cooner:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Stephen E. Ranft
Research & Implementation, Texas A&M University
110 North Davis Drive, Suite 101
Arlington, Texas 76013

Dear Mr. Ranft:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Steven E. Thomas
Manager, Industry & Public Projects, Union Pacific Railroad
101 South Watson Road
Arlington, Texas 76010

Dear Mr. Thomas:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Stu Bauman
Senior Engineer, City of Arlington
P.O. Box 90231
Arlington, Texas 76004-3231

Dear Mr. Bauman:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Daniel Burnham
Traffic Engineer, City of Arlington
P.O. Box 90231
Arlington, Texas 76004-3231

Dear Mr. Burnham:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Paul Iwuchukwu
Traffic Engineer, City of Arlington
P.O. Box 90231
Arlington, Texas 76004-3231

Dear Mr. Iwuchukwu:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Sabino Martin, P.E.
Civil Engineer, City of Arlington
P.O. Box 90231
Arlington, Texas 76004-3231

Dear Mr. Martin:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Matt Geske
Vice President of Governmental Affairs, Fort Worth Chamber of Commerce
801 Cherry Street, Suite 1400
Fort Worth, Texas 76102

Dear Mr. Geske:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Ms. Sandy Wesch
Project Engineer, NCTCOG
616 Six Flags Drive
Arlington, Texas 76011

Dear Ms. Wesch:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Phil Dupler
Assistant Vice President Planning, Trinity Metro
801 Cherry Street, Suite 850
Fort Worth, Texas 76102

Dear Mr. Dupler:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

DocuSign Envelope ID: FB1A7629-909B-4623-AC34-C7047F13B495

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133| 817.370.6500 | WWW.TXDOT.GOV

May 12, 2020

Southeast Connector
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Mr. Chad Edwards
Regional Mobility and Innovation Officer, City of Fort Worth
200 Texas Street
Fort Worth, Texas 76012

Dear Mr. Edwards:

An on-line virtual public hearing for the above project has been scheduled for Thursday, June 4, 2020 at 6:00 p.m. To view the virtual public hearing, go to www.txdot.gov and search keywords: Southeast Connector.

For your convenience, a copy of the public hearing notice, a project location map, and project fact sheet are enclosed. You and your staff are cordially invited to attend this virtual public hearing. If you would like additional information regarding the project, please contact Curtis Loftis, P.E. at (817) 370- 6500 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
7879B0B92E5D403...

Ricardo Gonzalez, P.E.
Fort Worth District, Director of Transportation Planning and Development

Enclosures: Notice of Public Hearing
Project Location Map
Project Fact Sheet

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW

Elected Officials Mailing List

#	Official Type	FIRST NAME/M.I.	LAST NAME	SALUTATION	GREETING	ORGANIZATION	ORGANIZATION 2	INSIDE ADDRESS	OUTSIDE ADDRESS	CITY	STATE	ENVELOPE STATE	ZIP
1	State Representatives	John	Cornyn	The Honorable	Senator Cornyn	United States Senate		5001 Spring Valley Road, Suite 1125E	5001 Spring Valley Road, Suite 1125E	Dallas	Texas	TX	75244
2	State Representatives	Ted	Cruz	The Honorable	Senator Cruz	United States Senate		3626 North Hall Street, Suite 410	3626 North Hall Street, Suite 410	Dallas	Texas	TX	75219
3	State Representatives	Ron	Wright	The Honorable	Congressman Barton	United States House of Representatives		5840 West Ronald Reagan Memorial Highway, Suite 115	5840 West Ronald Reagan Memorial Highway, Suite 115	Arlington	Texas	TX	76017
4	State Representatives	Kay	Granger	The Honorable	Congresswoman Granger	United States House of Representatives		1701 River Run	1701 River Run	Fort Worth	Texas	TX	76107
5	State Representatives	Marc	Veasey	The Honorable	Congressman Veasey	United States House of Representatives		6707 Brentwood Stair Road, Suite 200	6707 Brentwood Stair Road, Suite 200	Fort Worth	Texas	TX	76112
6	State Representatives	Brian	Birdwell	The Honorable	Senator Birdwell	State Senator, District 22		900 Austin Avenue, Suite 500	900 Austin Avenue, Suite 500	Waco	Texas	TX	76701
7	State Representatives	Nicole	Collier	The Honorable	Representative Collier	State Representative, District 95		101 South Jennings, Suite 103A	101 South Jennings, Suite 103A	Fort Worth	Texas	TX	76104
8	State Representatives	Raymon	Romero, Jr.	The Honorable	Representative Romero, Jr.	State Representative, District 90		3663 Airport Freeway, Suite 102	3663 Airport Freeway, Suite 102	Fort Worth	Texas	TX	76111
9	State Representatives	Tony	Tinderholt	The Honorable	Representative Tinderholt	State Representative, District 94		4381 West Green Oaks Boulevard, Suite 107	4381 West Green Oaks Boulevard, Suite 107	Fort Worth	Texas	TX	76016
10	State Representatives	Bill	Zedler	The Honorable	Representative Zedler	State Representative, District 96		5840 West Interstate 20, Suite 110	5840 West Interstate 20, Suite 110	Arlington	Texas	TX	76017
11	City Officials	Jeff	Williams	The Honorable	Mayor Williams	Mayor	City of Arlington	PO Box 90231	Po Box 90231	Arlington	Texas	TX	76004
12	City Officials	Helen	Moise	The Honorable	Councilwoman Moise	Council Member, District 1	City of Arlington	PO Box 90231	Po Box 90231	Arlington	Texas	TX	76004
13	City Officials	Sheri	Capehart	The Honorable	Councilwoman Capehart	Mayor Pro Tempore, District 2	City of Arlington	PO Box 90231	Po Box 90231	Arlington	Texas	TX	76004
14	City Officials	Mavin	Sutton	The Honorable	Councilman Sutton	Council Member, District 3	City of Arlington	PO Box 90231	Po Box 90231	Arlington	Texas	TX	76004
15	City Officials	Andrew	Piel	The Honorable	Councilman Piel	Council Member, District 4	City of Arlington	PO Box 90231	Po Box 90231	Arlington	Texas	TX	76004
16	City Officials	Ignacio	Nunez	The Honorable	Councilwoman Nunez	Council Member, District 5	City of Arlington	PO Box 90231	Po Box 90231	Arlington	Texas	TX	76004
17	City Officials	Robert	Shepard	The Honorable	Councilman Shepard	Council Member, At Large, District 6	City of Arlington	PO Box 90231	Po Box 90231	Arlington	Texas	TX	76004
18	City Officials	Victoria	Farrar-Myers	The Honorable	Councilwoman Farrar-Myers	Council Member, At Large, District 7	City of Arlington	PO Box 90231	Po Box 90231	Arlington	Texas	TX	76004
19	City Officials	Barbara	Odom-Wesley	The Honorable	Councilwoman Odom-Wesley	Council Member, District 8	City of Arlington	PO Box 90231	Po Box 90231	Arlington	Texas	TX	76004
20	City Officials	Laurie	Bianco	The Honorable	Mayor Bianco	Mayor	City of Dalworthington Gardens	2600 Roosevelt Drive	2600 Roosevelt Drive	Dalworthington Gardens	Texas	TX	76016
21	City Officials	Mark	McGuire	Alderman	Alderman McGuire	Alderman Place 1	City of Dalworthington Gardens	2600 Roosevelt Drive	2600 Roosevelt Drive	Dalworthington Gardens	Texas	TX	76016
22	City Officials	Guy	Snodgrass	Alderman	Alderman Snodgrass	Alderman Place 2	City of Dalworthington Gardens	2600 Roosevelt Drive	2600 Roosevelt Drive	Dalworthington Gardens	Texas	TX	76016
23	City Officials	Cathy	Stein	Alderman	Alderman Stein	Alderman Place 3	City of Dalworthington Gardens	2600 Roosevelt Drive	2600 Roosevelt Drive	Dalworthington Gardens	Texas	TX	76016
24	City Officials	Ed	Motley	Alderman	Alderman Motley	Alderman Place 4	City of Dalworthington Gardens	2600 Roosevelt Drive	2600 Roosevelt Drive	Dalworthington Gardens	Texas	TX	76016
25	City Officials	Joe	Kohn	Alderman	Alderman Kohn	Alderman Place 5	City of Dalworthington Gardens	2600 Roosevelt Drive	2600 Roosevelt Drive	Dalworthington Gardens	Texas	TX	76016
26	City Officials	Ray	Richardson	The Honorable	Mayor Richardson	Mayor	City of Everman	212 North Race Street	212 North Race Street	Everman	Texas	TX	76140
27	City Officials	Linda	Sanders	The Honorable	Councilwoman Sanders	Council Member, Place 1	City of Everman	212 North Race Street	212 North Race Street	Everman	Texas	TX	76140
28	City Officials	Kelly	Denison	The Honorable	Councilman Denison	Council Member, Place 2	City of Everman	212 North Race Street	212 North Race Street	Everman	Texas	TX	76140
29	City Officials	Johnnie	Allen	The Honorable	Councilwoman Allen	Council Member, Place 3	City of Everman	212 North Race Street	212 North Race Street	Everman	Texas	TX	76140
30	City Officials	Susan	Mackey	The Honorable	Councilwoman Mackey	Council Member, Place 4	City of Everman	212 North Race Street	212 North Race Street	Everman	Texas	TX	76140
31	City Officials	Judy	Sellers	The Honorable	Councilwoman Sellers	Council Member, Place 5	City of Everman	212 North Race Street	212 North Race Street	Everman	Texas	TX	76140
32	City Officials	Miriam	Davilla	The Honorable	Councilwoman Davilla	Council Member, Place 6	City of Everman	212 North Race Street	212 North Race Street	Everman	Texas	TX	76140
33	City Officials	Gerald	Joubert	The Honorable	Mayor Joubert	Mayor	City of Forest Hill	3219 California Parkway	3219 California Parkway	Forest Hill	Texas	TX	76119
34	City Officials	Racquel Buffin	Belle	The Honorable	Councilwoman Belle	Council Member, Place 1	City of Forest Hill	3219 California Parkway	3219 California Parkway	Forest Hill	Texas	TX	76119
35	City Officials	Carlie	Jones	The Honorable	Councilwoman Jones	Council Member, Place 2	City of Forest Hill	3219 California Parkway	3219 California Parkway	Forest Hill	Texas	TX	76119
36	City Officials	Cameron	Wafer	The Honorable	Councilman Wafer	Council Member, Place 3	City of Forest Hill	3219 California Parkway	3219 California Parkway	Forest Hill	Texas	TX	76119
37	City Officials	Ozell	Birks	The Honorable	Councilman Birks	Council Member, Place 4	City of Forest Hill	3219 California Parkway	3219 California Parkway	Forest Hill	Texas	TX	76119
38	City Officials	Clara	Faulkner	The Honorable	Councilwoman Faulkner	Council Member, Place 5	City of Forest Hill	3219 California Parkway	3219 California Parkway	Forest Hill	Texas	TX	76119
39	City Officials	Malinda	Miller	The Honorable	Councilwoman Miller	Council Member, Place 6	City of Forest Hill	3219 California Parkway	3219 California Parkway	Forest Hill	Texas	TX	76119
40	City Officials	Betsy	Price	The Honorable	Mayor Price	Mayor	City of Fort Worth	200 Texas Street	200 Texas Street	Fort Worth	Texas	TX	76102
41	City Officials	Carlos E.	Flores	The Honorable	Councilman Flores	Council Member, District 2	City of Fort Worth	200 Texas Street	200 Texas Street	Fort Worth	Texas	TX	76102
42	City Officials	Brian	Byrd	The Honorable	Councilman Byrd	Council Member, District 3	City of Fort Worth	200 Texas Street	200 Texas Street	Fort Worth	Texas	TX	76102
43	City Officials	Cary	Moon	The Honorable	Councilman Moon	Council Member, District 4	City of Fort Worth	200 Texas Street	200 Texas Street	Fort Worth	Texas	TX	76102
44	City Officials	Gyna	Bivens	The Honorable	Councilwoman Bivens	Council Member, District 5	City of Fort Worth	200 Texas Street	200 Texas Street	Fort Worth	Texas	TX	76102
45	City Officials	Jungus	Jordan	The Honorable	Councilman Jordan	Council Member, District 6	City of Fort Worth	200 Texas Street	200 Texas Street	Fort Worth	Texas	TX	76102
46	City Officials	Dennis	Shingleton	The Honorable	Councilman Shingleton	Council Member, District 7	City of Fort Worth	200 Texas Street	200 Texas Street	Fort Worth	Texas	TX	76102
47	City Officials	Kelly	Allen Gray	The Honorable	Councilwoman Allen Gray	Council Member, District 8	City of Fort Worth	200 Texas Street	200 Texas Street	Fort Worth	Texas	TX	76102
48	City Officials	Ann	Zadeh	The Honorable	Councilwoman Zadeh	Council Member, District 9	City of Fort Worth	200 Texas Street	200 Texas Street	Fort Worth	Texas	TX	76102
49	City Officials	Brian	Johnson	The Honorable	Mayor Johnson	Mayor	City of Kennedale	405 Municipal Drive	405 Municipal Drive	Kennedale	Texas	TX	76060
50	City Officials	Josh	Altom	The Honorable	Councilman Altom	Council Member, Place 1	City of Kennedale	405 Municipal Drive	405 Municipal Drive	Kennedale	Texas	TX	76060
51	City Officials	Chris	Pugh	The Honorable	Councilman Pugh	Council Member, Place 2	City of Kennedale	405 Municipal Drive	405 Municipal Drive	Kennedale	Texas	TX	76060
52	City Officials	Sandra	Lee	The Honorable	Councilwoman Lee	Council Member, Place 3	City of Kennedale	405 Municipal Drive	405 Municipal Drive	Kennedale	Texas	TX	76060
53	City Officials	Linda	Rhodes	The Honorable	Councilwoman Rhodes	Council Member, Place 4	City of Kennedale	405 Municipal Drive	405 Municipal Drive	Kennedale	Texas	TX	76060
54	City Officials	Chad	Wandel	The Honorable	Councilman Wandel	Council Member, Place 5	City of Kennedale	405 Municipal Drive	405 Municipal Drive	Kennedale	Texas	TX	76060
55	City Officials	David	Cook	The Honorable	Mayor Cook	Mayor, Place 1	City of Mansfield	1200 East Broad Street	1200 East Broad Street	Mansfield	Texas	TX	76063
56	City Officials	Brent	Newsom	The Honorable	Councilman Newsom	Council Member, Place 2	City of Mansfield	1200 East Broad Street	1200 East Broad Street	Mansfield	Texas	TX	76063
57	City Officials	Mike	Leyman	The Honorable	Councilman Leyman	Council Member, Place 3	City of Mansfield	1200 East Broad Street	1200 East Broad Street	Mansfield	Texas	TX	76063
58	City Officials	Casey	Lewis	The Honorable	Councilman Lewis	Council Member, Place 4	City of Mansfield	1200 East Broad Street	1200 East Broad Street	Mansfield	Texas	TX	76063
59	City Officials	Julie	Short	The Honorable	Councilwoman Short	Council Member, Place 5	City of Mansfield	1200 East Broad Street	1200 East Broad Street	Mansfield	Texas	TX	76063
60	City Officials	Terry	Moore	The Honorable	Councilman Moore	Council Member, Place 6	City of Mansfield	1200 East Broad Street	1200 East Broad Street	Mansfield	Texas	TX	76063
61	City Officials	Larry	Broseh	The Honorable	Councilman Broseh	Council Member, Place 7	City of Mansfield	1200 East Broad Street	1200 East Broad Street	Mansfield	Texas	TX	76063
62	County Officials	Roy Charles	Brooks	The Honorable	Commissioner Brooks	County Commissioner , Precinct 1	Tarrant County	6551 Granbury Road	6551 Granbury Road	Fort Worth	Texas	TX	76133
63	County Officials	Devan	Allen	The Honorable	Commissioner Allen	County Commissioner , Precinct 2	Tarrant County	100 E. Weatherford	100 E. Weatherford	Fort Worth	Texas	TX	76196
64	County Officials	Gary	Fickes	The Honorable	Commissioner Fickes	County Commissioner , Precinct 3	Tarrant County	645 Grapevine Highway, Suite 200	645 Grapevine Highway, Suite 200	Hurst	Texas	TX	76054
65	County Officials	J.D.	Johnson	The Honorable	Commissioner Johnson	County Commissioner , Precinct 4	Tarrant County	6713 Telephone Road, Suite 301	6713 Telephone Road, Suite 301	Fort Worth	Texas	TX	76135
66	County Officials	B. Glen	Whitley	The Honorable	Judge Whitley	County Judge	Tarrant County	100 East Weatherford Street	100 East Weatherford Street	Fort Worth	Texas	TX	76133
67	City Officials	Doug	Davis	The Honorable	Mayor Davis	Mayor	Town of Pantego	1614 South Bowen Road	1614 South Bowen Road	Pantego	Texas	TX	76013
68	City Officials	Fred	Adair	The Honorable	Councilman Adair	Council Member, Place 1	Town of Pantego	1614 South Bowen Road	1614 South Bowen Road	Pantego	Texas	TX	76013
69	City Officials	Don	Funderlic	The Honorable	Councilman Funderlic	Council Member, Place 2	Town of Pantego	1614 South Bowen Road	1614 South Bowen Road	Pantego	Texas	TX	76013
70	City Officials	Amy	Wade	The Honorable	Councilwoman Wade	Council Member, Place 3	Town of Pantego	1614 South Bowen Road	1614 South Bowen Road	Pantego	Texas	TX	76013
71	City Officials	Russell	Brewster	The Honorable	Councilman Brewster	Mayor Pro Tem, District 4	Town of Pantego	1614 South Bowen Road	1614 South Bowen Road	Pantego	Texas	TX	76013
72	City Officials	Don	Surratt	The Honorable	Councilman Surratt	Council Member, Place 5	Town of Pantego	1614 South Bowen Road	1614 South Bowen Road	Pantego	Texas	TX	76013

Public Officials Mailing List

#	FIRST NAME	LAST NAME	SALUTATION	GREETING	Title	ORGANIZATION 2	ADDRESS	CITY	STATE	STATE	ZIP
1	Marcelo	Cavazos	Dr.	Dr. Cavazos	Superintendent of Schools	Arlington ISD	1203 W Pioneer Pkwy	Arlington	Texas	TX	76013
2	Trey	Yelverton	Mr.	Mr. Yelverton	City Manager	City of Arlington	101 West Abram Street, 3rd Floor	Arlington	Texas	TX	76010
3	Don	Crowson	Chief	Chief Crowson	Fire Chief	City of Arlington	620 W. Division St	Arlington	Texas	TX	76010
4	Will	Johnson	Chief	Chief Johnson	Police Chief	City of Arlington	620 W. Division St	Arlington	Texas	TX	76010
5	Lola	Hazel	Ms.	Ms. Hazel	City Administrator	City of Dalworthington Gardens	2600 Roosevelt Drive	Dalworthington Gardens	Texas	TX	76016
6	Greg	Petty	Chief	Chief Petty	Director of Public Safety	City of Dalworthington Gardens	2600 Roosevelt Drive	Dalworthington Gardens	Texas	TX	76016
7	Darren	Burkhart	Captain	Captain Burkhart	Operations Commander	City of Dalworthington Gardens	2600 Roosevelt Drive	Dalworthington Gardens	Texas	TX	76016
8	Will	Fike	Lieutenant	Lieutenant Fike	Police Services	City of Dalworthington Gardens	2600 Roosevelt Drive	Dalworthington Gardens	Texas	TX	76016
9	Robert	Sells	Deputy Chief	Deputy Chief Sells	Deputy Fire Chief	City of Dalworthington Gardens	2600 Roosevelt Drive	Dalworthington Gardens	Texas	TX	76016
10	Michael	Gunderson	Mr.	Mr. Gunderson	City Manager	City of Everman	212 North Race Street	Everman	Texas	TX	76140
11	Craig	Spencer	Mr.	Mr. Spencer	Director of Emergency Services	City of Everman	212 N Race St	Everman	Texas	TX	76140
12	Sheyi I.	Ipaye	Mr.	Mr. Ipaye	City Manager	City of Forest Hill	3219 California Parkway	Forest Hill	Texas	TX	76119
13	Venus	Wehle	Ms.	Ms. Wehle	Director of Community Development and Convention Center	City of Forest Hill	3219 California Parkway	Forest Hill	Texas	TX	76119
14	David	Cooke	Mr.	Mr. Cooke	City Manager	City of Fort Worth	200 Texas Street	Fort Worth	Texas	TX	76102
15	Jim	Davis	Chief	Chief Davis	Fire Chief	City of Fort Worth	Police & Fire Training Center 505 W. Felix	Fort Worth	Texas	TX	76115
16	Ed	Kraus	Chief	Chief Kraus	Chief of Police	City of Fort Worth	Bob Bolen Public Safety Complex Police Administration 505 W. Felix	Fort Worth	Texas	TX	76115
17	George	Campbell	Mr.	Mr. Campbell	City Manager	City of Kennedale	405 Municipal Drive	Kennedale	Texas	TX	76060
18	Tommy	Williams	Chief	Chief Williams	Police Chief	City of Kennedale	401 Municipal Dr	Kennedale	Texas	TX	76060
19	James	Brown	Chief	Chief Brown	Fire Chief	City of Kennedale	405 Municipal Dr	Kennedale	Texas	TX	76060
20	Clayton	Chandler	Mr.	Mr. Chandler	City Manager	City of Mansfield	1200 East Broad Street	Mansfield	Texas	TX	76063
21	Michael	Ross	Chief	Chief Ross	Fire Chief	City of Mansfield	1200 E. Broad St	Mansfield	Texas	TX	76063
22	Tracy	Aaron	Chief	Chief Aaron	Chief of Police	City of Mansfield	1200 E. Broad St	Mansfield	Texas	TX	76063
23	Joe	Ashton	Mr.	Mr. Ashton	City Manager	City of Pantego	1614 South Bowen Road	Pantego	Texas	TX	76013
24	Randy	Fulton	Chief	Chief Fulton	Fire Chief	City of Pantego	1614 South Bowen Road	Pantego	Texas	TX	76013
25	Jon	Coulter	Chief	Chief Coulter	Police Chief	City of Pantego	1614 South Bowen Road	Pantego	Texas	TX	76013
26	Anita	Wilson	Ms.	Ms. Wilson	Urban Engineer	FHWA Texas Division	300 E 8th St Rm 826	Austin	Texas	TX	78701
27	Kent Parede	Scribner	Dr.	Dr. Scribner	Superintendent	Fort Worth ISD	100 N. University Fort Worth	Fort Worth	Texas	TX	76107
28	Chad	Gee	Mr.	Mr. Gee	Superintendent	Kennedale ISD	120 W. Kennedale Pkwy	Kennedale	Texas	TX	76060
29	Michael	Morris	Mr.	Mr. Morris	Director of Transportation	NCTCOG	PO Box 5888	Arlington	Texas	TX	76005-5888
30	Dan	Lamers	Mr.	Mr. Lamers	Senior Program Manager	NCTCOG	PO Box 5888	Arlington	Texas	TX	76005-5888
31	April	Leger	Ms.	Ms. Leger	Transportation Program Assistant	NCTCOG	PO Box 5888	Arlington	Texas	TX	76005-5888
32	Patricia	Rohmer	Ms.	Ms. Rohmer	Project Engineer	NCTCOG	PO Box 5888	Arlington	Texas	TX	76005-5888
33	Berrien	Barks	Mr.	Mr. Barks	Program Manager - Roadway Corridor and Subarea Studies	NCTCOG	PO Box 5888	Arlington	Texas	TX	76005-5888
34	Randy	Renois	Chief	Chief Renois	Fire Marshal	Tarrant County	2750 Premier Street	Fort Worth	Texas	TX	76111
35	Bill E.	Waybourn	Sheriff	Sheriff Waybourn	County Sheriff	Tarrant County	200 Taylor Street, 7th Floor	Fort Worth	Texas	TX	76196
36	Curtis	Amos	Mr.	Mr. Amos	Superintendent	Everman ISD	1520 Everman Parkway	Everman	Texas	TX	76140
37	Kimberley	Cantu	Dr.	Dr. Cantu	Superintendent	Mansfield ISD	605 East Broad Street	Mansfield	Texas	TX	76063
38	Michael	Jacobson	Mr.	Mr. Jacobson	President & CEO	Arlington Chamber of Commerce	505 E. Border St.	Arlington	Texas	TX	76010
39	Javier	Fernandez	Mr.	Mr. Fernandez	Director of Facilities Planning & Construction	Arlington ISD	1203 W. Pioneer Pkwy.	Arlington	Texas	TX	76013
40	Keith	Brooks	Mr.	Mr. Brooks		City of Arlington	Mail Stop 01-0220P.O. Box 90231	Arlington	Texas	TX	76004-3231
41	Mindy	Carmichael	Ms.	Ms. Carmichael	Public Works & Transportation Director	City of Arlington	Mail Stop 01-0220P.O. Box 90231	Arlington	Texas	TX	76004-3231
42	Greg	Saunders	Mr.	Mr. Saunders		City of Forest Hill	TNP, 5237 N. Riverside	Fort Worth	Texas	TX	76137
43	Patrina	Newton	Ms.	Ms. Newton	Senior Planner	City of Fort Worth	200 Texas St.	Fort Worth	Texas	TX	76102
44	Craig	Barnes	Mr.	Mr. Barnes	President	City of Kennedale	1600 West 7th Street, Suite 20	Fort Worth	Texas	TX	76102
45	Larry	Hoover	Mr.	Mr. Hoover	Public Works Director	City of Kennedale	405 Municipal Drive	Kennedale	Texas	TX	76060
46	David	Boski	Mr.	Mr. Boski		City of Mansfield	1200 E. Broad St.	Mansfield	Texas	TX	76063
47	Raymond	Coffman	Mr.	Mr. Coffman	City Engineer	City of Mansfield	1200 E. Broad St.	Mansfield	Texas	TX	76063
48	Clarence	Rumancik	Mr.	Mr. Rumancik	Urban Programs Engineer	FHWA-Texas Division	300 E. Eighth St., Ste. 826	Austin	Texas	TX	78701
49	Allyson	Baumeister	Ms.	Ms. Baumeister	Chairperson	Fort Worth Chamber of Commerce	801 Cherry St., Ste. 1400	Fort Worth	Texas	TX	76102
50	Vicki	Burris	Ms.	Ms. Burris	Chief, Capital Improvement Program	Fort Worth ISD	2821 Cullen St.	Fort Worth	Texas	TX	76107
51	Curvie	Hawkins	Mr.	Mr. Hawkins	Assistant Vice President Planning	Fort Worth Transportation Authority	801 Cherry St., Ste. 850	Fort Worth	Texas	TX	76102
52	Mark	Biondi	Mr.	Mr. Biondi	Associate Superintendent, Facilities	Kennedale ISD	PO BOX 467	Kennedale	Texas	TX	76060
53	Samuel	Simmons	Mr.	Mr. Simmons		NCTCOG	616 Six Flags Dr.	Arlington	Texas	TX	76011
54	Lori	Shelton	Ms.	Ms. Shelton		North Texas Tollway Authority	5900 W. Plano Pkwy., Ste. 100	Plano	Texas	TX	75093
55	Gwen	Barbee	Ms.	Ms. Barbee	Chairperson	South Tarrant County Chamber of Commerce	5120 S.E. Loop 820	Fort Worth	Texas	TX	76140
56	Russell	Schaffner	Mr.	Mr. Schaffner		Southeast Tarrant Transportation Partnership	100 E. Weatherford St., Ste. 404	Fort Worth	Texas	TX	76196
57	Keith	Melton	Mr.	Mr. Melton	Southeast Maintenance Center	Tarrant County	1203 E. Kennedale Parkway	Kennedale	Texas	TX	76060
58	Bill	Riley	Mr.	Mr. Riley		Tarrant County	100 E. Weatherford St., Rm. 401	Fort Worth	Texas	TX	76196
59	Randy	Skinner	Mr.	Mr. Skinner	Planning Manager	Tarrant County	100 E. Weatherford St., Ste. 401	Fort Worth	Texas	TX	76196
60	Joe	Trammel	Mr.	Mr. Trammel	County Engineer	Tarrant County	100 E. Weatherford St.	Fort Worth	Texas	TX	76196
61	Scott	Cooner	Mr.	Mr. Cooner	Research & Implementation - Arlington	Texas A&M University System	110 N. Davis Dr., Ste. 101	Arlington	Texas	TX	76013
62	Stephen E.	Ranft	Mr.	Mr. Ranft	Research & Implementation - Arlington	Texas A&M University System	110 N. Davis Dr., Ste. 101	Arlington	Texas	TX	76013
63	Steven E.	Thomas	Mr.	Mr. Thomas	Mgr Industry & Public Projects–Engineering–Design	Union Pacific Railroad	101 S. Watson Rd.	Arlington	Texas	TX	76010
64	Stu	Bauman	Mr.	Mr. Bauman	Senior Engineer	City of Arlington	Mail Stop 01-0220 P.O. Box 90231	Arlington	Texas	TX	76004-3231

65	Daniel	Burnham	Mr.	Mr. Burnham		City of Arlington	Mail Stop 01-0220 P.O. Box 90231	Arlington	Texas	TX	76004-3231
66	Paul	Iwuchukwu	Mr.	Mr. Iwuchukwu		City of Arlington	Mail Stop 01-0220 P.O. Box 90231	Arlington	Texas	TX	76004-3231
67	Sabino	Martin	Mr.	Mr. Martin	Civil Engineer	City of Arlington	Mail Stop 01-0220 P.O. Box 90231	Arlington	Texas	TX	76004-323
68	Matt	Geske	Mr.	Mr. Geske		Fort Worth Chamber of Commerce	801 Cherry St., Ste. 1400	Fort Worth	Texas	TX	76102
69	Sandy	Wesch	Ms.	Ms. Wesch	Project Engineer	NCTCOG	616 Six Flags Dr.	Arlington	Texas	TX	76011
70	Phil	Dupler	Mr.	Mr. Dupler	Assistant Vice President Planning	Trinity Metro	801 Cherry St., Ste. 850	Fort Worth	Texas	TX	76102
71	Chad	Edwards	Mr.	Mr. Edwards	Regional Mobility and Innovation Officer	City of Fort Worth	200 Texas Street	Fort Worth	Texas	TX	76012
72	Jeffrey	Allen	Mr.	Mr. Allen	Communications Specialist - Department of Transportation and Publ	City of Fort Worth	200 Texas Street	Fort Worth	Texas	TX	76102
73	David	Jodray	Mr.	Mr. Jodray	Transportation Manager - Transportation and Public Works	City of Fort Worth	200 Texas Street	Fort Worth	Texas	TX	76102

Star-Telegram MEDIA
Arlington Citizen-Journal | The Keller Citizen | La Estrella
Mansfield News-Mirror | Star-Telegram Northeast | Weatherford Star-Telegram
star-telegram.com | 808 Throckmorton St. | Ft Worth, Tx. 76102-6315

AFFIDAVIT OF PUBLICATION

Account #	Ad Number	Identification	PO	Amount	Cols	Depth
696634	0004644919		Legal Notice	$850.00	3	10.25 In

Attention: Katelyn Kowalczyk

BGE, INC
2595 DALLAS PARKWAY
SUITE 101
FRISCO, TX 75034

THE STATE OF TEXAS

County of Tarrant

Before me, a Notary Public in and for said County and State, this day personally appeared VICTORIA RODELA, Bid and Legal Coordinator for the **Star-Telegram**, published by the Star-Telegram, Inc. at Fort Worth, in Tarrant County, Texas; and who, after being duly sworn, did depose and say that the attached clipping of an advertisement was published in the above named paper on the listed dates:

1 Insertion(s)

Published On:
May 17, 2020

V Rodela
(Principal Clerk)

SUBSCRIBED AND SWORN TO BEFORE ME, THIS 18th day of May in the year of 2020

Notary Public -

NOTARY PUBLIC STATE OF TEXAS
LIZBETH AILEEN CORDERO
My Notary ID # 131868068
Expires January 25, 2023

Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!

chairman and chief executive officer, said the company also is retiring more than 100 aircraft — including all Boeing 757, 767, Airbus A-330-300 and Embraer 190 planes — to save on leasing, maintenance and other costs. That reduction represents about 10% of American's fleet.

Parker said during a recent earnings call it is "hard to tell given the uncertainty around demand, where we will be and how fast the consumer returns and how much we want to fly."

"But certainly," Parker added, "given what we announced today with the retirement of all these aircraft, we will emerge from this in the fall with a smaller airline than we had anticipated prior to the virus, of course, and go into 2021 as a smaller airline."

American received $10.6 billion in federal assistance, including grants and loans that can be forgiven if the airline avoids layoffs and involuntary furloughs through September.

But in October and beyond, the airline's health may largely depend upon how how well the coronavirus has been contained, and to what degree travelers are willing to resume flying.

Parker and other executives say they've slashed operating and capital expenses to slow the bleeding, but that starting in June the airline will still be losing an estimated $50 million per day.

As Congress considers another round of stimulus funding, the focus is on providing assistance to small businesses and state and local governments,

tar-Telegram
m • 817-390-7400

Texas Department of Transportation

Notice

Draft Environmental Assessment and Virtual Public Hearing

SOUTHEAST CONNECTOR

I-20 FROM FOREST HILL DRIVE TO PARK SPRINGS BOULEVARD,
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD, &
US 287 FROM BISHOP STREET TO SUBLETT ROAD

CSJs: 0008-13-125, 0008-13- 206, 0172-06-080, 0172-09-028, and 2374-05-066

Tarrant County, Texas

The Texas Department of Transportation ("TxDOT"), is proposing to reconstruct and widen I-20, I-820, and US 287 including the three major interchanges in southeast Tarrant County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting an on-line virtual public hearing on the proposed project. The virtual hearing will be held June 4, 2020 at 6 p.m. To log onto the virtual public hearing, go to the following web address at the date and time indicated above: www.txdot.gov and search keywords: "Southeast Connector". The virtual hearing will be held via pre-recorded presentation. The presentation will include both audio and visual components. If you do not have internet access, you may call (817) 370-6807 to ask questions about the project and access project materials at any time during the project development process.

Members of the public may call (817) 887-6150 and verbally provide official testimony from 6 p.m. on June 4, 2020 until 5 p.m. on June 22, 2020. Formal written comments may also be provided by mail or email as explained below. All verbally provided testimony and timely written comments submitted by mail or email will be included as part of the official record for this hearing and project, and considered by TxDOT, if submitted by June 22, 2020. Responses to verbally provided testimony and comments will be prepared by TxDOT, included as part of the hearing and project record, and made available online.

Along I-20, from Forest Hill Drive to the I-820/I-20 interchange, proposed improvements would reconstruct and widen the existing four to five main lanes in each direction to six main lanes in each direction. The project would also reconstruct the two to three-lane frontage roads to include two to four new continuous frontage road lanes in each direction. Between I-820 and US 287, five main lanes in each direction, four-lane collector-distributor (C-D) roads, and new two to four-lane frontage roads in each direction would be constructed. From the I-20/US 287 Interchange to Park Springs Boulevard, improvements would include reconstruction and widening to five main lanes in each direction, reconstruction of existing frontage roads from two to four lanes each direction, and construction of new frontage roads between Green Oaks Boulevard and Kelly Elliot Road.

Improvements to I-820 would include reconstruction and widening from two to four main lanes in each direction to seven main lanes in each direction between I-20 and US 287. From US 287 to Meadowbrook Drive, improvements would include reconstructing and widening the existing two to four main lanes to four main lanes in each direction, with auxiliary lanes between entrance and exit ramps. Additionally, the current frontage roads along I-820 would be reconstructed and widened to two to four lanes in each direction.

The main lanes of US 287 would be reconstructed and widened from two to three main lanes in each direction to three main lanes in each direction with auxiliary lanes between entrance and exit ramps. The frontage road lanes within this section would be reconstructed to two to three lanes in each direction.

Bicycle or pedestrian accommodations including shared-use paths and sidewalks along frontage roads and at cross-street intersections would be included. Separate bike lanes and sidewalks are proposed at cross streets when shared use paths are not provided.

The proposed project would, subject to final design considerations, require additional right of way and potentially displace 23 residences and 19 non-residential structures. Relocation assistance is available for displaced persons and businesses. Information about the TxDOT Relocation Assistance Program and services and benefits for displaces and other affected property owners, as well as information about the tentative schedule for right-of-way acquisition and construction, can be obtained from the TxDOT district office by calling (817) 370-6807. Driveway locations and denial of access from adjacent properties to the frontage roads would be revised in locations where entrance and exit ramps are being adjusted.

The proposed project would involve an action in a floodplain.

The draft EA, and any maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are available online at www.txdot.gov by searching keywords: "Southeast Connector".

TxDOT makes every reasonable effort to accommodate the needs of the public. The virtual public hearing will be available in English and Spanish. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs, please call (817) 370-6807 no later than June 1, 2020. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to the TxDOT Fort Worth District Office, ATTN: Loyl C. Bussell, P.E., 2501 SW Loop 820, Fort Worth, Texas 76133. Written comments may also be submitted by email to SoutheastConnector@txdot.gov. All written comments must be received on or before June 22, 2020. Additionally, as stated above, members of the public may call (817) 887-6150 and verbally provide testimony from 6 p.m. on June 4, 2020 until 5 p.m. on June 22, 2020. Once prepared, responses to written comments received and public testimony provided will be available online at www.txdot.gov and search keywords: "Southeast Connector".

If you have any general questions or concerns regarding the proposed project or the virtual hearing, please contact Curtis Loftis, P.E., Project Manager at (817) 370-6807 and/or SoutheastConnector@txdot.gov.

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.

Star-Telegram MEDIA

Arlington Citizen-Journal | The Keller Citizen | La Estrella
Mansfield News-Mirror | Star-Telegram Northeast | Weatherford Star-Telegram
star-telegram.com | 808 Throckmorton St. | Ft Worth, Tx. 76102-6315

AFFIDAVIT OF PUBLICATION

Account #	Ad Number	Identification	PO	Amount	Cols	Depth
696634	0004644787		Legal Notice	$615.00	3	10.25 In

Attention: Katelyn Kowalczyk

BGE, INC
2595 DALLAS PARKWAY
SUITE 101
FRISCO, TX 75034

THE STATE OF TEXAS

County of Tarrant

Before me, a Notary Public in and for said County and State, this day personally appeared VICTORIA RODELA, Bid and Legal Coordinator for the **La Estrella**, published by the Star-Telegram, Inc. at Fort Worth, in Tarrant County, Texas; and who, after being duly sworn, did depose and say that the attached clipping of an advertisement was published in the above named paper on the listed dates:

1 Insertion(s)

Published On:
May 16, 2020

V Rodela
(Principal Clerk)

SUBSCRIBED AND SWORN TO BEFORE ME, THIS 18th day of May in the year of 2020

Notary Public -

Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!

Fort Worth ISD agrees to host graduation celebrations for seniors

BY KALEY JOHNSON
kjohnson@star-telegram.com

The Fort Worth school district announced it will host in-person graduation celebrations from June 23 to 26 after facing backlash for its plans for a virtual graduation.

The celebrations are voluntary and will take place at Farrington Field or Clark Stadium, the district's two largest outdoor athletic venues. The in-person parties depend on public health conditions and will follow social distancing protocols, the district said in a press release.

Fort Worth ISD is hosting virtual graduations on June 20, in which 5,000 seniors will be able to join an online streaming event. The students can share a photo of themselves in a cap and gown and personalized video messages as they "move the tassel."

Superintendent Kent P. Scribner met with 25 senior class presidents in an online conference call last week and agreed to add the option of in-person celebrations, which will have limited audience members.

"When I met with the student leaders via Zoom last week, I was impressed with their maturity and their understanding of the complex situation we all now face," Scribner said in the press release. "Their commitment to doing the right thing for everyone was impressive."

Graduating seniors will receive individual notices from their schools telling them when they can pick up their caps and gowns and other commencement regalia as well as instructions to participate in the online ceremony.

"We have always wanted to find a way to allow the Class of 2020 to celebrate their hard work and achievements," Scribner said. "The virtual graduation will be the official ceremony; the commencement celebration, if conditions allow, will be a voluntary gathering that will give them an opportunity to enjoy seeing each other in person, and share their joy."

Kaley Johnson: 817-390-7028

FROM PAGE 1A

HEMPHILL

zards, said Paul Millender, president of the South Hemphill Heights neighborhood.

Between Allen and Felix Streets, there are at least seven schools within walking distance of Hemphill, multiple community centers and a Boys and Girls Club. But crossing between the neighborhoods on either side of the Hemphill is a chore, Millender said. He recalled at least two people who had been killed in the last year or so attempting to cross the street.

The lack of foot traffic has led to some neglect along the street, creating pockets of blight and crime, Millender said.

The $4.1 million project also includes zones for Trinity Metro buses to stop without impeding traffic.

When completed May 31, the street will feel a lot like Pennsylvania Avenue between Henderson and Hemphill.

The coronavirus pandemic has not delayed the project, a city spokesman said.

Neighbors hope the lane reduction will slow traffic and make the street more pedestrian friendly. But it will also help businesses. Right now people use Hemphill to pass through a series of neighborhoods on their way to somewhere else, Riccetti said. Slower traffic, on-street parking and bike lanes will encourage people to stop and shop or eat at a business.

That's where the new zoning will come in. The building standards mimic the Near Southside, which has proven to be one of Fort Worth's hottest neighborhoods for development. But along the four-mile stretch of Hemphill, modifications have been made to provide privacy to the residential neighborhoods and protect roughly 10 historic structures.

Millender said he's hopeful the changes will bring more people living and working along the street, looking out for each other.

"We're trying to bring it back — when people live on Hemphill they walk on Hemphill they visit on their stoops, they eat outside, they have eyes on the street," Miltender said. "The bottom line is if you can get people to invest money, they're going to take care of their investment, and they're not going to let crime or whatever override that."

Luke Ranker. 817-390-7747, @lukeranker

THE $4.1 MILLION PROJECT ALSO INCLUDES ZONES FOR TRINITY METRO BUSES TO STOP WITHOUT IMPEDING TRAFFIC. THE WORK IS EXPECTED TO BE COMPLETED BY MAY 31.

VIENE DE LA 1A

ACTIVIDAD

promedio expele alrededor de 100.000 gérmenes contagiosos al aire.

Y aunque las gotitas que escupimos tienen distintas velocidades, algunas pueden llegar hasta 100 metros por segundo.

De acuerdo con el doctor en física, Rodrigo Sánchez García, es importante entender cómo se trasladan las partículas, ya que no se trata de seres vivos sino de entes activos o inactivos que se mueven por cuestiones físicas. Por ejemplo, la gravedad o la interacción o fricción con el aire.

Explicó que factores como la gravedad de la tierra o la interacción con el aire son determinantes en el movimiento de las gotas, pues el aire produce una resistencia para las gotas más grandes al movimiento y la gravedad hace que caigan a cierta velocidad.

Indicó que los atomizadores tipo aspersores que contienen cloro o cualquier otro desinfectante ayudan a limpiar las superficies, más no el aire, por lo que usarlos de forma desmedida no solo resulta infructuoso, sino que podría ser perjudicial.

Esto, dijo porque ya que son sustancias que deben manejarse con cuidado porque en exceso causan daños a la salud, concluyó.

A nivel mundial, el coronavirus ha infectado a poco más de cuatro millones de personas en el mundo y ha provocado más de 286,000 muertes, según datos de la Universidad Johns Hopkins.

En México, la pandemia suma oficialmente 36,327 casos y 3,573 muertes desde que llegó al país a finales de febrero pasado.

El Gobierno de México anunció que el 18 de mayo comenzará un plan de reapertura de las actividades económicas y sociales.

José Méndez | EFE

Artesanos indígenas protestan frente al Palacio Nacional en México para exigir apoyo económico ante las afectaciones provocadas por la pausa en las actividades productivas provocadas por el COVID-19.

Texas Department of Transportation

Aviso

Proyecto de Evaluación Ambiental y Audiencia Pública Virtual

CONECTOR SURESTE

I-20 DE FOREST HILL DRIVE A PARK SPRINGS BOULEVARD, I-820 DEL I-20 A BRENTWOOD STAIR ROAD, Y US 287 DE BISHOP STREET A SUBLETT ROAD

CSJs: 0008-13-125, 0008-13- 266, 0172-06-080, 0172-09-028 y 2374-05-066

Condado de Tarrant, Texas

El Departamento de Transporte de Texas (TxDOT) está proponiendo reconstruir y ampliar el I-20, I-820 y US 287 incluyendo los tres intercambios principales en el sureste del Condado de Tarrant, Texas. Este aviso informa al público de que un borrador de evaluación ambiental (EA) está disponible para su revisión pública y que TxDOT llevará a cabo una audiencia pública virtual en línea sobre el proyecto propuesto. La audiencia virtual se llevará a cabo el 4 de junio del 2020 a las 6 p.m. Para acceder a la sala de la audiencia pública virtual, vaya a la siguiente dirección web en la fecha y hora indicadas anteriormente: www.txdot.gov y entre las palabras clave de búsqueda "Southeast Connector". La audiencia virtual se llevará a cabo a través de una presentación pregrabada. La presentación incluirá componentes visuales y de audio. Si no tiene acceso a Internet, puede llamar al (817) 370-6807 para hacer preguntas acerca del proyecto y acceder a los materiales del proyecto en cualquier momento durante el proceso de desarrollo del proyecto.

Los miembros del público pueden llamar al (817) 887-6155 y proporcionar verbalmente sus comentarios orales a partir de las 6 p.m. del 4 de junio del 2020 hasta las 5 a.m. el 22 de junio del 2020. Los comentarios formales escritos también pueden ser proporcionados por correo o correo electrónico como se detalla a continuación. Todos los testimonios proporcionados verbalmente y comentarios escritos enviados por correo o correo electrónico serán incluidos como parte del registro oficial de esta audiencia y proyecto y considerados por TxDOT. Si se presentan antes del 22 de junio del 2020. Las respuestas a los testimonios y comentarios proporcionados verbalmente serán preparadas por TxDOT, incluidas como parte de la audiencia y el registro del proyecto, y estarán disponibles en línea.

A lo largo de I-20, desde Forest Hill Drive hasta aproximadamente I-820/I-20, los mejoramientos propuestos reconstruirían y ampliarían los cuatro a cinco carriles principales existentes en cada dirección a seis carriles principales en cada dirección. El proyecto también reconstruiría las carreteras de servicio de dos a tres carriles para incluir dos o cuatro carriles nuevos de carretera de servicio continuos en cada dirección. Entre el I-820 y US 287, cinco carriles principales en cada dirección, cuatro carriles de carreteras colector-distribuidor (C-D), y nuevas carreteras de servicio de dos a cuatro carriles en cada dirección serán construidas. Desde el intercambio I-20/US 287 hasta Park Springs Boulevard, los mejoramientos incluirían la reconstrucción y ampliación a cinco carriles principales en cada dirección, la reconstrucción de las carreteras de servicio existentes de dos a cuatro carriles en cada dirección, y la construcción de nuevas carreteras de servicio entre Green Oaks Boulevard y Kelly Elliot Road.

Los mejoramientos al I-820 incluirían la reconstrucción y ampliación de dos a cuatro carriles principales en cada dirección a seis carriles principales en cada dirección entre el I-20 y el US 287. Del US 287 a Meadowbrook Drive, los mejoramientos incluirían la reconstrucción y ampliación de los dos a cuatro carriles principales existentes a cuatro carriles principales en cada dirección, con carriles auxiliares entre las rampas de entrada y salida. Además, las carreteras de servicio a lo largo del I-820 se reconstruirían y ampliarían a dos o cuatro carriles en cada dirección.

Los carriles principales de US 287 serían reconstruidos y ampliados de dos a tres carriles principales en cada dirección a tres carriles principales en cada dirección con carriles auxiliares entre rampas de entrada y salida. Los carriles de servicio dentro de esta sección se reconstruirían a dos o tres carriles en cada dirección.

Acomodaciones para bicicletas o peatones incluyendo senderos de uso compartido y banquetas a lo largo de las carreteras de servicio y en las intersecciones entre calles serían incluidas. Los carriles de bicicletas y banquetas necesarios se proporcionarían en las calles transversales cuando no se proporcionan senderos de uso compartido.

El proyecto propuesto, sujeto a consideraciones finales de diseño, requeriría un derecho de paso adicional y desplazaría potencialmente 23 viviendas residenciales y 19 estructuras comerciales. Se ofrece asistencia de reubicación para las personas y las empresas desplazadas. La información sobre el Programa de Asistencia de Reubicación de TxDOT y los servicios y beneficios para los desplazados y otros propietarios afectados, así como información sobre el horario previsto para la adquisición y construcción del derecho de vía, se puede obtener de la oficina del distrito de TxDOT llamando al (817) 370-6807. Las entradas a propiedades y la denegación de acceso a las propiedades adyacentes a las carreteras de servicio se revisarán en lugares donde se están ajustando las rampas de entrada y salida.

El proyecto propuesto no daría una acción en la llanura de inundación.

El borrador de EA, mapas y dibujos que muestran la ubicación y el perfil del proyecto, los calendarios de reuniones de provisionales y otra información sobre el proyecto propuesto están disponibles en línea en www.txdot.gov mediante la búsqueda de palabras clave: "Southeast Connector"

TxDOT hace todos los esfuerzos razonables para satisfacer las necesidades del público. La audiencia pública virtual estará disponible en inglés y español. Si tiene un idioma o comunicación necesidad o necesita un intérprete, se puede hacer a la solicitud. Si usted tiene una discapacidad y necesita asistencia, también se pueden hacer arreglos especiales para satisfacer a la mayoría de las necesidades, por favor llame al (817) 370-6807 a más tardar el 1 de junio del 2020. Por favor sea consciente que se solicita un aviso avanzado, ya que algunos alojamientos pueden requerir tiempo para que TxDOT se organice.

Se solicitan comentarios escritos del público con respecto al proyecto propuesto y pueden enviarse por correo a la Oficina del Distrito de TxDOT Fort Worth, ATTN: Jaqi C. Russell, P.E., 2501 SW Loop 820, Fort Worth, Texas 76133. Los comentarios escritos también se pueden enviar por correo electrónico a SoutheastConnector@txdot.gov. Todos los comentarios escritos deben recibirse en o antes del 22 de junio del 2020. Además, como se indicó anteriormente, los miembros del público pueden llamar al (817) 887-6155 y proporcionar testimonio verbalmente desde las 6 p.m. del 4 de junio del 2020 hasta las 5 a.m. del 22 de junio del 2020. Una vez procesadas, las respuestas a los comentarios escritos recibidos y los testimonios públicos proporcionados estarán disponibles en línea en www.txdot.gov buscando palabras clave: "Southeast Connector".

Si tiene alguna pregunta o preocupación general con respecto al proyecto propuesto o a la audiencia virtual, por favor contacte a Carla Lucia, P.E., Project Manager al (817) 370-6807 o/o SoutheastConnector@txdot.gov.

La revisión ambiental, consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorándum de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por FHWA y TxDOT.

Se ha llegado a un acuerdo de demanda colectiva de $38 millones en nombre de los beneficiarios de pacientes con cáncer pediátrico fallecidos, quienes recibieron tratamiento por leucemia linfoblástica aguda (también denominada "ALL" en inglés o "LLA" en español) en el Hospital o el Centro de Ciencias de la Salud de la Universidad de Nuevo México entre el 1 de enero de 1977 y el 31 de marzo de 1997.

Para una notificación en español, llamar o visitar nuestro website.

Notificación de acuerdo de demanda colectiva autorizado por el Estado de Nuevo México, Condado de Bernalillo, Tribunal del Segundo Distrito Judicial

El presente aviso está autorizado por el tribunal para informarle sobre un acuerdo de demanda colectiva que podría afectarle. El juicio alega que la Universidad de Nuevo México no administró los protocolos adecuados de tratamiento a pacientes pediátricos con leucemia linfoblástica aguda tratados en el Hospital o el Centro de Ciencias de la Salud de la Universidad de Nuevo México ("UNM") entre el 1 de enero de 1977 y el 31 de marzo de 1997. El acuerdo cubre a los pacientes con cáncer pediátrico fallecidos hasta el 1 de diciembre de 2019 inclusive.

El Demandado UNM dice que no ha procedido para nada incorrectamente. El Tribunal no ha decidido quién tiene razón porque las partes han aceptado un acuerdo. El Tribunal ha otorgado una aprobación preliminar a este acuerdo. El tribunal tendrá una audiencia para decidir si aprueba el acuerdo en forma definitiva.

¿Quién está incluido en el acuerdo? Usted podría ser miembro de la demanda colectiva si es familiar o beneficiario de un paciente con cáncer pediátrico fallecido tras ser diagnosticado con leucemia linfoblástica aguda y después de recibir tratamiento en UNM entre el 1 de enero de 1977 y el 31 de marzo de 1997 y que haya fallecido hasta el 1 de diciembre de 2019 inclusive.

¿De qué trata el caso? Esta causa se centra principalmente en el tema de que si los pacientes con cáncer pediátrico tratados por leucemia linfoblástica aguda en UNM entre el 1 de enero de 1977 y el 31 de marzo de 1997 recibieron los cuidados adecuados.

¿Qué ofrece el acuerdo? La Universidad de Nuevo México ha aceptado crear un fondo de $38,050,000.00 que será dividido entre todos los miembros de la demanda colectiva. El Acuerdo de la demanda colectiva, que está disponible en el sitio web indicado abajo, describe todos los detalles del acuerdo propuesto.

Su parte del fondo dependerá del número de reclamos válidos que se presenten en nombre de los miembros elegibles fallecidos de la demanda colectiva, de si un paciente con cáncer pediátrico fallecido tenga más de un beneficiario estatutario con derecho a compensación, de la cantidad total de los gastos administrativos de los reclamos, de impuestos, indemnizaciones por servicio a los Demandantes nombrados en la causa y los gastos y honorarios de los abogados.

¿Cómo se solicita el pago? Hay un aviso detallado que contiene toda la información disponible. Por favor, visite el sitio web de abajo para obtenerlo.

Usted debería presentar un Formulario de reclamo una vez que comience el proceso de presentación de reclamos si considera que tiene derecho a una compensación en el marco del acuerdo. Para aprender cómo registrarse para recibir un formulario de reclamo, consulte el sitio web indicado abajo.

¿Qué otras opciones tiene? Si no desea estar obligado legalmente por el acuerdo, debe excluirse antes del **6 DE JULIO DE 2020**. De lo contrario, no podrá entablar una demanda o seguir haciendo juicio a UNM con respecto a los reclamos legales de este caso. En caso de exclusión, no podrá obtener dinero del presente acuerdo. Si permanece en el acuerdo, puede interponer objeciones al acuerdo antes del **6 DE JULIO DE 2020**. El aviso detallado explica cómo excluirse u objetar.

El Tribunal tendrá una audiencia en este caso, denominado *Cummings v. Board of Regents of the University of New Mexico, et al. (Cummings v. Consejo Rector de la Universidad de Nuevo México y otros)*, Causa N.º CV 2001-00579 (consolidada con la Causa N.º CV 2001-01409), el **28 DE JULIO DE 2020** a las **9:00 a. m.** para considerar si aprueba: (1) el acuerdo, (2) las indemnizaciones a los Demandantes de la demanda colectiva, y (3) la solicitud de los abogados que representan a los miembros de la demanda de recibir hasta un 35 por ciento del fondo del acuerdo en concepto de honorarios y reembolso de gastos razonables.

Usted puede comparecer en la audiencia, ya sea en nombre propio o mediante un representante, pero no es necesario hacerlo. La audiencia se llevará a cabo en el Juzgado del Condado Bernalillo del Segundo Distrito Judicial, Albuquerque, NM 87102.

Cualquier pregunta que tenga, visite www.UNMChildCancerSettlement.com o llame al (855) 534-5953.

Texas Department of Transportation

Aviso

Proyecto de Evaluación Ambiental y Audiencia Pública Virtual

CONECTOR SURESTE

I-20 DE FOREST HILL DRIVE A PARK SPRINGS BOULEVARD, I-820 DEL I-20 A BRENTWOOD STAIR ROAD, Y US 287 DE BISHOP STREET A SUBLETT ROAD

CSJs: 0008-13-125, 0008-13- 206, 0172-06-080, 0172-09-028 y 2374-05-066

Condado de Tarrant, Texas

El Departamento de Transporte de Texas ("TxDOT"), está proponiendo reconstruir y ampliar el I-20, I-820 y US 287 incluyendo los tres intercambios principales en el sureste del Condado de Tarrant, Texas. Este aviso informa al público de que un borrador de evaluación ambiental (EA) está disponible para su revisión pública y que TxDOT llevará a cabo una audiencia pública virtual en línea sobre el proyecto propuesto. La audiencia virtual se llevará a cabo el 4 de junio del 2020 a las 6 p.m. Para acceder a la audiencia pública virtual, vaya a la siguiente dirección web en la fecha y hora indicadas anteriormente: www.txdot.gov y entre las palabras clave de búsqueda: "Southeast Connector". La audiencia virtual se llevará a cabo a través de una presentación pregrabada. La presentación incluirá componentes visuales y de audio. Si no tiene acceso a Internet, puede llamar al (817) 370-6807 para hacer preguntas sobre el proyecto y acceder a los materiales del proyecto en cualquier momento durante el proceso de desarrollo del proyecto.

Los miembros del público pueden llamar al (817) 887-6150 y proporcionar verbalmente testimonios oficiales a partir de las 6 p.m. del 4 de junio del 2020 hasta las 5 p.m. el 22 de junio del 2020. Los comentarios formales escritos también pueden ser proporcionados por correo o correo electrónico como se explica a continuación. Todos los testimonios proporcionados verbalmente y comentarios escritos enviados por correo o correo electrónico serán incluidos como parte del registro oficial de esta audiencia y proyecto, y considerados por TxDOT, si se presentan antes del 22 de junio del 2020. Las respuestas a los testimonios y comentarios proporcionados verbalmente seran prepararádas por TxDOT, incluidas como parte de la audiencia y el registro del proyecto, y estarán disponibles en línea.

A lo largo de el I-20, desde Forest Hill Drive hasta el intercambio I-820/I20, los mejoramientos propuestos reconstruirían y ampliarían los cuatro a cinco carriles principales existentes en cada dirección a seis carriles principales en cada dirección. El proyecto también reconstruiría las carreteras de servicio de dos a tres carriles para incluir dos a cuatro carriles nuevos de carretera de servicio continuos en cada dirección. Entre el I-820 y US 287, cinco carriles principales en cada-dirección, cuatro carriles de carreteras colector-distribuidor (C-D), y nuevas carreteras de servicio de dos a cuatro carriles en cada dirección seran construidas. Desde el intercambio I-20/US 287 hasta Park Springs Boulevard, los mejoramientos incluirían la reconstrucción y ampliación a cinco carriles principales en cada dirección, la reconstrucción de las carreteras de servicio existentes de dos a cuatro carriles en cada dirección, y la construcción de nuevas carreteras de servicio entre Green Oaks Boulevard y Kelly Elliot Road.

Los mejoramientos al I-820 incluirían la reconstrucción y ampliación de dos a cuatro carriles principales en cada dirección a siete carriles principales en cada dirección entre el I-20 y el US 287. Del US 287 a Meadowbrook Drive, los mejoramientos incluirían la reconstrucción y ampliación de los dos a cuatro carriles principales existentes a cuatro carriles principales en cada dirección, con carriles auxiliares entre las rampas de entrada y salida. Además, las carreteras de servicio a lo largo del I-820 se reconstruirían y ampliarían a dos o cuatro carriles en cada dirección.

Los carriles principales de US 287 serían reconstruidos y ampliados de dos a tres carriles principales en cada dirección a tres carriles principales en cada dirección con carriles auxiliares entre rampas de entrada y salida. Los carriles de servicio dentro de esta sección se reconstruirían a dos o tres carriles en cada dirección.

Acomodaciones para bicicletas o peatones incluyendo senderos de uso compartido y banquetas a lo largo de las carreteras de servicio y en las intersecciones entre calles serán incluidas. Los carriles de bicicletas y banquetas separados se proponen en las calles transversales cuando no se proporcionan senderos de uso compartido.

El proyecto propuesto, sujeto a consideraciones finales de diseño, requeriría un derecho de paso adicional y desplazaría potencialmente 23 viviendas residenciales y 19 estructuras comerciales. Se ofrece asistencia de reubicación para las personas y las empresas desplazadas. La información sobre el Programa de Asistencia de Reubicación de TxDOT y los servicios y beneficios para los desplazados y otros propietarios afectados, así como información sobre el horario provisional para la adquisición y construcción del derecho de vía, se puede obtener de la oficina del distrito de TxDOT llamando al (817) 370-6807. Las entradas a propiedades y la denegación de acceso a las propiedades adyacentes a las carreteras de servicio se revisarían en lugares donde se están ajustando las rampas de entrada y salida.

El proyecto propuesto implicaría una acción en una llanura de inundación.

El borrador de EA, mapas y dibujos que muestren la ubicación y el diseño del proyecto, los calendarios de construcción provisionales y otra información sobre el proyecto propuesto están disponibles en línea en www.txdot.gov mediante la búsqueda de palabras clave: "Southeast Connector".

TxDOT hace todos los esfuerzos razonables para satisfacer las necesidades del público. La audiencia pública virtual estará disponible en inglés y español. Si tiene un alojamiento de comunicación especial o necesita un intérprete, se puede hacer una solicitud. Si usted tiene una discapacidad y necesita asistencia, también se pueden hacer arreglos especiales para satisfacer a la mayoría de las necesidades, por favor llame al (817) 370-6807 a más tardar el 1 de junio del 2020. Por favor sea consciente que se solicita un aviso avanzado, ya que algunos alojamientos pueden requerir tiempo para que TxDOT se organice.

Se solicitan comentarios escritos del público con respecto al proyecto propuesto y pueden enviarse por correo a la Oficina del Distrito de TxDOT Fort Worth, ATTN: Loyl C. Bussell, P.E., 2501 SW Loop 820, Fort Worth, Texas 76133. Los comentarios escritos también se pueden enviar por correo electrónico a SoutheastConnector@txdot.gov. Todos los comentarios escritos deben recibirse en o antes del 22 de junio del 2020. Además, como se indicó anteriormente, los miembros del público pueden llamar al (817) 887-6150 y proporcionar testimonio verbalmente desde las 6 p.m. del 4 de junio del 2020 hasta las 5 p.m. del 22 de junio del 2020. Una vez preparadas, las respuestas a los comentarios escritos recibidos y los testimonios públicos proporcionados estarán disponibles en línea en www.txdot.gov buscando palabras clave: "Southeast Connector".

Si tiene alguna pregunta o preocupacion general con respecto al proyecto propuesto o a la audiencia virtual, por favor contacte a Curtis Loftis, P.E., Project Manager al (817) 370-6807 y/o SoutheastConnector@txdot.gov.

La revisión ambiental, consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorándum de Entendimiento fechado el 9 de diciembre del 2019, y ejecutado por FHWA y TxDOT.

Se ha llegado a un acuerdo de demanda colectiva de $38 millones en nombre de los beneficiarios de pacientes con cáncer pediátrico fallecidos, quienes recibieron tratamiento por leucemia linfoblástica aguda (también denominada "ALL" en inglés o "LLA" en español) en el Hospital o el Centro de Ciencias de la Salud de la Universidad de Nuevo México entre el 1 de enero de 1977 y el 31 de marzo de 1997

Para una notificación en español, llamar o visitar nuestro website.

Notificación de acuerdo de demanda colectiva autorizado por el Estado de Nuevo México, Condado de Bernalillo, Tribunal del Segundo Distrito Judicial

El presente aviso está autorizado por el tribunal para informarle sobre un acuerdo de demanda colectiva que podría afectarlo. El juicio alega que la Universidad de Nuevo México no administró los protocolos adecuados de tratamiento a pacientes pediátricos con leucemia linfoblástica aguda tratados en el Hospital o el Centro de Ciencias de la Salud de la Universidad de Nuevo México ("UNM") entre el 1 de enero de 1977 y el 31 de marzo de 1997. El acuerdo cubre a los pacientes con cáncer pediátrico fallecidos hasta el 1 de diciembre de 2019 inclusive.

El Demandado UNM dice que no ha procedido para nada incorrectamente. El Tribunal no ha decidido quién tiene razón porque las partes han aceptado un acuerdo. El Tribunal ha otorgado una aprobación preliminar a este acuerdo. El tribunal tendrá una audiencia para decidir si aprueba el acuerdo en forma definitiva.

¿Quién está in el acuerdo? Ust ser miembro de l colectiva si es beneficiario de u con cáncer pediátri tras ser diagnost leucemia linfoblást después de recibir t en UNM entre el de 1977 y el 31 de 1997 y que haya hasta el 1 de dic 2019 inclusive.

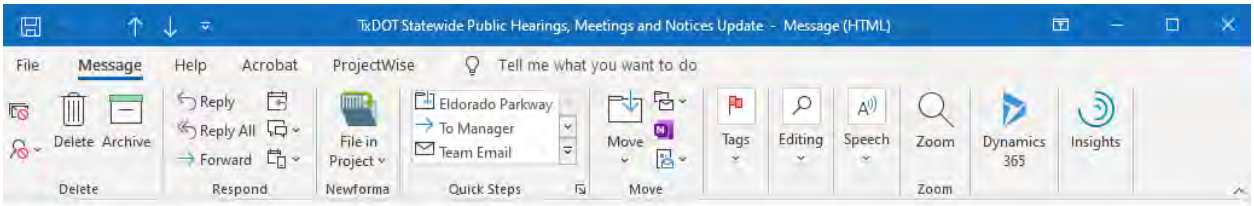
¿De qué trata Esta causa se principalmente en de que si los paci cáncer pediátrico por leucemia lin aguda en UNM e de enero de 1977 marzo de 1997 r los cuidados adecu

¿Qué ofrece el La Universidad d México ha acepta un fondo de $38,0 que será dividido e los miembros de la colectiva. El Acue demanda colectiva, disponible en el indicado abajo, todos los detalles de propuesto.

Su parte del fondo del número de válidos que se pres nombre de los elegibles fallecidos demanda colectiva, paciente con cáncer fallecido tenga má beneficiario estatut derecho a comp de la cantidad tota gastos administrat los reclamos, de in indemnizaciones por a los Demandantes no en la causa y los honorarios de los abo

¿Cómo se solicita Hay un aviso que contiene t información dis Por favor, visite el s de abajo para obten

Usted debería pr un Formulario de una vez que comi



TxDOT Statewide Public Hearings, Meetings and Notices Update

TxDOT <txdot@service.govdelivery.com>
To Katelyn Kowalczyk

Reply | Reply All | Forward | ...

Sat 5/23/2020 12:02 AM

TEXAS DEPARTMENT OF TRANSPORTATION

Virtual Public Hearing - Southeast Connector Project

Location: Tarrant County
Date: 06/04/20
Purpose: The purpose of the virtual public hearing is to present the proposed reconstruction and widening of I-20, I-820, and US 287 including the three major interchanges in southeast Tarrant County, Texas.

Visit TxDOT.gov for a complete list of upcoming hearings and meetings.

Texas Department of Transportation
125 East 11th Street • Austin, Texas, 78701
(800) 558-9368 • AskTxDOT@txdot.gov

SHARE

Subscriber Services:
Preferences | Unsubscribe | Help

You are receiving this email as a service of the Texas Department of Transportation. If you have questions or problems with the subscription service, please contact subscriberhelp@govdelivery.com. All other inquiries may be directed to MediaRelations@txdot.gov or (512) 463-8700. Copyright (C) 2018. Texas Department of Transportation. All rights reserved.

This email was sent to kkowalczyk@bgeinc.com using GovDelivery Communications Cloud on behalf of: Texas Department of Transportation · 125 E. 11th Street · Austin, TX 78701 · 1-800-558-9368

GOVDELIVERY

From: TxDOT
To: Katelyn Kowalczyk
Subject: TxDOT Statewide Public Hearings, Meetings and Notices Update
Date: Saturday, May 23, 2020 12:01:54 AM

Virtual Public Hearing - Southeast Connector Project

Location: Tarrant County
Date: 06/04/20
Purpose: The purpose of the virtual public hearing is to present the proposed reconstruction and widening of I-20, I-820, and US 287 including the three major interchanges in southeast Tarrant County, Texas.

Visit TxDOT.gov for a complete list of upcoming hearings and meetings.

Texas Department of Transportation
125 East 11th Street • Austin, Texas, 78701
(800) 558-9368 • AskTxDOT@txdot.gov

Subscriber Services:
Preferences | Unsubscribe | Help

You are receiving this email as a service of the Texas Department of Transportation. If you have questions or problems with the subscription service, please contact subscriberhelp@govdelivery.com. All other inquiries may be directed to MediaRelations@txdot.gov or (512) 463-8700. Copyright (C) 2018 Texas Department of Transportation. All rights reserved.

Sign Up

Join or Log Into Facebook

Events

Events

JUN
4

Virtual Public Hearing - Southeast Connector Project

Public · Hosted by Texas Department of Transportation

Invite

Thursday, June 4, 2020 at 6:00 PM – 8:00 PM CDT

Online Event
https://www.txdot.gov/inside-txdot/get-involved/about/hearings-...

Join Event

0 Going · 0 Interested

Details

TxDOT is working with the cities of Forest Hill, Arlington, Fort Worth, Kennedale and Mansfield to improve mobility, decrease traffic congestion, and improve operations by proposing improvements in these areas. The virtual public hearing will present reconstruction plans for I-20, I-820 and US 287, including reconstruction of these major interchanges.

More details can be found here, along with how to participate from June 4th - June 22nd: https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html

TxDOT is seeking your input on these proposed improvements, which

See More

Other Online

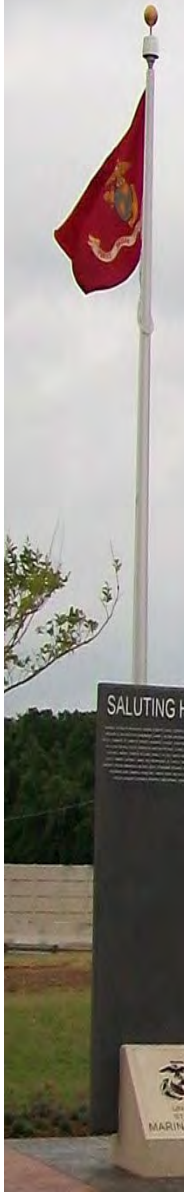
Hosted by

Texas Department of Transportation

Event Transparency
Facebook is showing information to help you better understand the purpose of this event.
See More

English (US) · Español · Português (Brasil) · Français (France) · Deutsch

Privacy · Terms · Advertising · Ad Choices · Cookies · More
Facebook © 2020



TxDOT Public Hearing June 4th at 6pm

The Texas Department of Transportation will hos a "V irtual Public Hearing" regarding the Southeas Connector Project on Thursday, June 4th at 6:00pm. To log onto the hearing, go to www.txdot.gov and search keywords "Southeas Connector ." This is will be pre-recorded presentation.

Members of the public may call (817) 887-6150 and verbally provide tesimony from 6:00 p.m. on June 4th until 5:00 p.m. on June 22nd. Written comments from the public may be submitted by mail to the TxDOT Fort Worth Disrict Ofce, ATTN: Loyl C. Bussell, P.E., 2501 SW Loop 820, Fort Worth, Texas, 76133. Or written comments may also be submitted by email to southeasconnector@txdot.gov . To fnd out more, click this link: Southeas Connector Project Public Hearing June 04 2020 information

More:City News

Contact Us

3219 California Parkway
Fores Hill, TX 76119
Phone: 817-568-3000

Contact Us

Resources

- Financial Transparency
- Report a Concern
- Pay a Bill
- Explore Our City

Site Links

- Newsletters
- Meetings & Agendas
- City Map
- Employment
- Bidding Opportunities

Municipal Websites by EvoGov

Virtual hearing seeks comments on Southeast Connector project

Posted May 27, 2020

A virtual public hearing dealing with the Southeast Connector project will be posted at **6 p.m. June 4 and will be available through June 22.**

The purpose of the virtual public hearing is to present the proposed reconstruction and widening of I-20, I-820 and US 287, including the three major interchanges in southeast Tarrant County. Materials will consist of a video presentation explaining the proposed project and other exhibits and materials for review.

Proposed improvements:

- Along I-20, from Forest Hill Drive to the I-820/I 20 interchange, proposed improvements would reconstruct and widen the existing four to five main lanes in each direction to six main lanes in each direction. The project would also reconstruct the two- to three-lane frontage roads to include two to four new continuous frontage road lanes in each direction.
- Between I-820 and US 287, five main lanes in each direction, four lane collector-distributor roads and new two- to four-lane frontage roads in each direction would be constructed.
- From the I-20/US 287 interchange to Park Springs Boulevard, improvements would include reconstruction and widening to five main lanes in each direction, reconstruction of existing frontage roads from two to four lanes each direction, and construction of new frontage roads between Green Oaks Boulevard and Kelly Elliot Road.
- Improvements to I-820 would include reconstruction and widening from two to four main lanes in each direction to seven main lanes in each direction between I-20 and US 287.
- From US 287 to Meadowbrook Drive, improvements would include reconstructing and widening the existing two to four main lanes to four main lanes in each direction, with auxiliary lanes between entrance and exit ramps.
- The current frontage roads along I-820 would be reconstructed and widened to two to four lanes in each direction. The main lanes of US 287 would be reconstructed and widened from two to three main lanes in each direction to three main lanes in each direction with auxiliary lanes between entrance and exit ramps. The frontage road lanes in this section would be reconstructed to two to three lanes in each direction.
- Bicycle or pedestrian accommodations, including shared-use paths and sidewalks along frontage roads and at cross-street intersections, would be included. Separate bike lanes and sidewalks are proposed at cross streets when shared-use paths are not provided.

The proposed project would, subject to final design considerations, require additional right of way and potentially displace 23 residences and 19 nonresidential structures. Relocation assistance is available for displaced persons and businesses.

View a fact sheet in English and Spanish.

To learn more, contact the TxDOT Fort Worth District Office at 817-370 6500.

View a map of the construction project area.

Get articles like this in your inbox. Subscribe to City News.

©2020 City of Fort Worth, Texas
All rights reserved
200 Texas St.
Fort Worth, TX 76102

FORT WORTH®

Transmittal

DATE: May 19, 2020	
TO: Venus M. Wehle, PCED Director of Community Development Corporation and Convention Center Acting City Planner City of Forest Hill 3219 California Parkway Forest Hill, TX 76119	**FROM:** Michael McMicken BGE, Inc. 777 Main St., Suite 1900 Fort Worth, TX 76102
CC: Curtis Loftis – TxDOT Justin Thomey – TxDOT	
REFERENCE: Southeast Connector Public Hearing Exhibits	

Item No.	Qty	Description
1.	1	Environmental Assessment (EA) document (295 pages, 8.5x11 and 11x17 pages)
2.	1	Public Hearing Exhibit – No Build (2 pages, 36x60)
3.	1	Public Hearing Exhibit – Build (2 pages, 36x60)
4.	1	Public Hearing Exhibit – Noise Barrier (2 pages, 36x60)
5.	1	Public Hearing Schematics, 8 rolls (36x120)
6.	1	3D Visualizations, 7 locations (11x17)
7.	1	USB flash drive containing the aforementioned

Received by

Venus Wehle

Printed Name

5/19/20

Date

Transmittal

DATE: May 19, 2020	
TO: David B. Jodray Transportation and Public Works City of Fort Worth 200 Texas Street Fort Worth, Texas 76102	**FROM:** Michael McMicken BGE, Inc. 777 Main St., Suite 1900 Fort Worth, TX 76102
CC: Curtis Loftis – TxDOT Justin Thomey – TxDOT	
REFERENCE: Southeast Connector Public Hearing Exhibits	

Item No.	Qty	Description
1.	1	Environmental Assessment (EA) document (295 pages, 8.5x11 and 11x17 pages)
2.	1	Public Hearing Exhibit – No Build (2 pages, 36x60)
3.	1	Public Hearing Exhibit – Build (2 pages, 36x60)
4.	1	Public Hearing Exhibit – Noise Barrier (2 pages, 36x60)
5.	1	Public Hearing Schematics, 8 rolls (36x120)
6.	1	3D Visualizations, 7 locations (11x17)
7.	1	USB flash drive containing the aforementioned

for Chad Edwards
Received by

5/19/20
Date

CHAD EDWARDS
Printed Name

Transmittal

DATE: May 19, 2020	
TO: Larry Hoover, PE Public Works Director City of Kennedale 150 North Little School Road Kennedale, TX 76060	**FROM:** Michael McMicken BGE, Inc. 777 Main St., Suite 1900 Fort Worth, TX 76102
CC: Curtis Loftis – TxDOT Justin Thomey – TxDOT	
REFERENCE: Southeast Connector Public Hearing Exhibits	

Item No.	Qty	Description
1.	1	Environmental Assessment (EA) document (295 pages, 8.5x11 and 11x17 pages)
2.	1	Public Hearing Exhibit – No Build (2 pages, 36x60)
3.	1	Public Hearing Exhibit – Build (2 pages, 36x60)
4.	1	Public Hearing Exhibit – Noise Barrier (2 pages, 36x60)
5.	1	Public Hearing Schematics, 8 rolls (36x120)
6.	1	3D Visualizations, 7 locations (11x17)
7.	1	USB flash drive containing the aforementioned

Received by

LARRY HOOVER
Printed Name

5-19-2020
Date

Transmittal

DATE: May 19, 2020	
TO: Curtis Loftis, PE Texas Department of Transportation 2501 Southwest Loop 820 Fort Worth, TX 76133	**FROM:** Michael McMicken BGE, Inc. 777 Main St., Suite 1900 Fort Worth, TX 76102
CC: Justin Thomey – TxDOT	
REFERENCE: Southeast Connector Public Hearing Exhibits	

Item No.	Qty	Description
1.	1	Environmental Assessment (EA) document (295 pages, 8.5x11 and 11x17 pages)
2.	1	Public Hearing Exhibit – No Build (2 pages, 36x60)
3.	1	Public Hearing Exhibit – Build (2 pages, 36x60)
4.	1	Public Hearing Exhibit – Noise Barrier (2 pages, 36x60)
5.	1	Public Hearing Schematics, 8 rolls (36x120)
6.	1	3D Visualizations, 7 locations (11x17)
7.	1	USB flash drive containing the aforementioned

Charles Kelly
Received by

Charles Kelly
Printed Name

5-19-2020
Date

Transmittal

DATE: May 19, 2020	
TO: Sabino Martin, PE Public Works and Transportation City of Arlington 101 West Abram Street Arlington, TX 76004	**FROM:** Michael McMicken BGE, Inc. 777 Main St., Suite 1900 Fort Worth, TX 76102
CC: Curtis Loftis – TxDOT Justin Thomey – TxDOT	
REFERENCE: Southeast Connector Public Hearing Exhibits	

Item No.	Qty	Description
1.	1	Environmental Assessment (EA) document (295 pages, 8.5x11 and 11x17 pages)
2.	1	Public Hearing Exhibit – No Build (2 pages, 36x60)
3.	1	Public Hearing Exhibit – Build (2 pages, 36x60)
4.	1	Public Hearing Exhibit – Noise Barrier (2 pages, 36x60)
5.	1	Public Hearing Schematics, 8 rolls (36x120)
6.	1	3D Visualizations, 7 locations (11x17)
7.	1	USB flash drive containing the aforementioned

Received by

05/20/20
Date

SABINO MARTIN
Printed Name

Transmittal

DATE: June 18, 2020	
TO: Monique M. White, District Director Office of State Representative Nicole Collier 101 South Jennings Avenue, Suite 103A Fort Worth, Texas 76104-1112	**FROM:** Michael McMicken BGE, Inc. 777 Main St., Suite 1900 Fort Worth, TX 76102
CC: Curtis Loftis – TxDOT Justin Thomey – TxDOT	
REFERENCE: Southeast Connector Public Hearing Exhibits	

Item No.	Qty	Description
1	1	Environmental Assessment (EA) document (295 pages, 8.5x11 and 11x17 pages)
2	1	Public Hearing Exhibit – No Build (2 pages, 36x60)
3	1	Public Hearing Exhibit – Build (2 pages, 36x60)
4	1	Public Hearing Exhibit – Noise Barrier (2 pages, 36x60)
5	1	Public Hearing Schematics, 8 rolls (36x120)
6	1	3D Visualizations, 7 locations (11x17)
7	1	USB flash drive containing the aforementioned

Monique White
Received by

6/19/2020
Date

Monique White
Printed Name

E. Sign-in sheets

F. Transcript

VIRTUAL PUBLIC HEARING

Southeast Connector

Reconstruction and Widening of I-20, I-820, & US-287

I-20 from Forest Hill Drive to Park Springs Boulevard

I-820 from I-20 to Brentwood Stair Road

US-287 from Bishop Street to Sublett Road

CSJs: 0008-13-125, et cetera

Tarrant County, Texas

Thursday, June 4, 6:00 p.m.

REPORTED BY: JAMES M. SHAW, RMR, CSR #1694

VIRTUAL PUBLIC HEARING

RICARDO GONZALEZ, P.E.: Welcome to the Southeast Connector Virtual Public Hearing. The Texas Department of Transportation, better known as TxDOT, is proposing to reconstruct and widen I-20, I-820, and US-287 through the cities of Arlington, Forest Hill, Fort Worth, and Kennedale in southeast Tarrant County, Texas.

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 TxDOT.

Due to the COVID-19 outbreak, TxDOT is hosting this virtual public hearing in lieu of the traditional in-person public hearing. This pre-recorded presentation will show the same information that would have been presented during the in-person hearing.

We appreciate your interest in the Southeast Connector Project and welcome each of you to provide comments, questions, and concerns about the project following this presentation.

Before we start the hearing, I would like to take a minute to mention TxDOT's "End the Streak" campaign. November 7, 2000 was the last deathless day on the roadways in Texas. That means for 19 years straight,

at least one person has died every single day on Texas highways. That's a streak we want to break. Texans can play a major role in ending fatal crashes with a few simple driving habits, including wearing seatbelts, driving the speed limit, putting away the phone and other distractions, and never driving under the influence of alcohol and drugs. Let's "End the Streak" together.

This presentation will start by discussing how to make a comment on the proposed project since this will be a little different than a typical in-person public hearing. We will then go into a detailed presentation concerning the location and design features for the proposed project. Next, we will discuss the anticipated environmental effects related to the project, followed by a discussion of right-of-way acquisition and the State's Right-Of-Way Acquisition and Relocation Assistance Program as it relates to the project.

If you have not had a chance yet, please review the project information, including the Draft Environmental Assessment, Environmental Technical Reports, public hearing presentation slides, and maps and drawings showing the proposed project design currently available on TxDOT's website, www.txdot.gov, by searching the keywords "Southeast Connector."

We would also like to thank all of the project

staff and local and public officials that made this project and presentation possible. And thanks to all who are participating by viewing this presentation. Your participation and input are greatly appreciated.

This hearing has been convened by the TxDOT Fort Worth District and is being held to receive comments from the public regarding the Southeast Connector Project. All comments received as a result of this hearing will be considered during future project development.

Many of you may have attended previous public hearings conducted by TxDOT. However, I would like to explain how we will conduct this virtual public hearing.

Similar to an in-person public hearing, this public hearing has four essential purposes:

To inform the public of the status of planning on the project and present the recommendations based on studies performed to date.

To describe the project so those participating can determine the project's potential to affect their lives and property.

To give the public an opportunity to provide their comments and input on the project before location and design decisions are finalized. However, due to virtual format, the comment process may be a little

different than what you are used to. We will give a detailed explanation of the ways to provide input on the project shortly.

And, finally, to develop a record of public views and participation to accompany recommendations for any decision.

This public hearing is being held in compliance with both federal and state laws. For the official record, a transcript of this hearing will be made.

TxDOT is committed to continuing its efforts to gain public feedback about this project. We understand this virtual public hearing format is a bit different, so let's take a few minutes and explain the comment process, which is the most important part of the presentation.

The TxDOT Fort Worth District is asking the public to provide their comments in the following ways:

1. To make a verbal comment, call (817)887-6150 and leave a voice message when prompted. Please limit your voicemail to a maximum of three minutes. This option will be available starting on June 4th, 2020 at 6:00 p.m. and will continue until June 22nd, 2020 at 5:00 p.m. Your verbal comments will be recorded and included in the public hearing documentation.

2. You may E-mail your comments to

SoutheastConnector@txdot.gov.

3. Mail your comments to Loyl C. Bussell, P.E., District Engineer, TxDOT Fort Worth District, 2501 Southwest Loop 820, Fort Worth, Texas 76133.

4. Additionally, you may submit your comments online:

a. Visit www.txdot.gov.

b. In the "Search TxDOT" box in the upper right-hand corner of the webpage, enter the search term "Southeast Connector."

c. Select the Virtual Public Hearing webpage, then click on the "Submit Your Comment" button at the top right of the page or click on the E-mail link at the bottom of the page.

In the event that the txdot.gov website is unavailable, please use the link shown here as an alternative to the TxDOT project website to access the project information and to submit your comments online.

Comments must be received on or before June 22nd, 2020 to be included in the virtual Public Hearing Summary Report. You may also submit a combination of both verbal and written comments.

As previously mentioned, project information, including the Draft Environmental Assessment, Environmental Technical Reports, public hearing

presentation slides, and maps or drawings showing the proposed project design are currently available on txdot.gov.

Following this hearing, the District will proceed with the preparation of the final environmental documentation. Your statements and comments will be included in the virtual Public Hearing Summary Report. Each comment will be given full consideration in the preparation of the final environmental assessment and design recommendations for the Southeast Connector Project.

Before we start discussing the project details, the District would also like to acknowledge and thank our project partners that have or will participate in the development of this project, including: Federal Highway Administration, also known as FHWA, North Central Texas Council of Governments, also known as NCTCOG, City of Fort Worth, City of Forest Hill, City of Arlington, City of Kennedale, Tarrant County, Trinity Metro.

I will now introduce Katelyn Kowalczyk, the Consultant Public Involvement Specialist, who has been assisting TxDOT with developing this virtual public hearing.

KATELYN KOWALCZYK, BGE INC.: Thank you, Ricardo.

The TxDOT Fort Worth District proposes the reconstruction and widening of I-20, I-820 and US-287 corridors and interchanges within the cities of Arlington, Forest Hill, Fort Worth, and Kennedale in southeast Tarrant County. The limits of the proposed improvements include I-20 from Forest Hill Drive to Park Springs Boulevard, I-820 from I-20 to Brentwood Stair Road and US-287 from Bishop Street to Sublett Road. The total project length is approximately 16 miles.

The proposed improvements would reconstruct and widen the main lanes along I-20, I-820 and US-287 within the project area. Additionally, frontage road systems would be constructed at various locations, and bike and pedestrian accommodations would be provided throughout.

This project is needed because the capacity of I-20, I-820 and US-287 within the project limits is inadequate to meet the current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service within these project limits. The connectivity of I-20, I-820 and US-287 within the existing local transportation system is inefficient, resulting in reduced mobility, and there are currently no continuous pedestrian or bike facilities within or along the frontage roads and no connection to municipal bike trails or facilities, resulting in a lack

of connectivity.

The purpose of the proposed project is to reduce traffic congestion and improve mobility on I-20, I-820 and the US-287 roadways within the project limits; improve mobility and connectivity of I-20, I-820 and US-287 within the existing local transportation systems; and provide continuous bike and pedestrian facilities within or along the frontage roads and connection to the existing municipality bike trails and facilities.

The next two slides discuss the existing roadway as well as the proposed project improvements, starting with I-20.

The existing I-20 roadway from Forest Hill Drive to Park Springs Boulevard is composed of four to five 12-foot wide main travel lanes in each direction separated by a concrete safety barrier or metal beam guard fence located along the I-20 centerline and a 10-foot inside and outside adjacent shoulders. At limited locations along I-20, a grass median is located on either side of the barrier, between the barrier and the shoulder. In addition, 12-foot wide auxiliary lanes exist between the entrance and exit ramps at various I-20 locations. An auxiliary lane is the extra lane constructed between on and off ramps that allows drivers a safe way to merge into traffic while also preventing

bottlenecks caused by drivers attempting to enter or exit the freeway.

Two major interchanges exist within the roadway network; the I-20/I-820 interchange and the I-20/US-287 interchange.

Along I-20, two- to three-lane discontinuous frontage roads exist in each direction and are each composed of 12-foot wide lanes.

Along I-20, from Forest Hill Drive eastward to the I-20/I-820 interchange, the existing I-20 main travel lanes would be reconstructed and widened to six 12-foot wide main travel lanes in each direction with adjacent 10-foot wide inside and 12-foot wide outside shoulders. Auxiliary lanes would be added between the entrance and exit ramps to allow for efficient vehicular weaving.

The I-20 frontage roads would be reconstructed and widened from two lanes to four lanes in each direction. A new location frontage road would be constructed over the Union Pacific Railroad, and a new eastbound frontage road would be constructed from Forest Hill Drive eastward to Anglin Drive. The proposed design would provide continuous frontage roads from Forest Hill Drive eastward to the I-20/I-820 interchange.

Along I-20, from I-820 eastward to US-287, the existing I-20 main travel lanes and the I-20/I-820 and

I-20/US-287 interchanges will be reconstructed to provide five 12-foot wide I-20 main travel lanes in each direction with an adjacent four-lane collector-distributor road system installed in each direction. Collector-distributor lanes consist of parallel lanes running between the main travel lanes and the frontage roads that collect the traffic from closely-spaced entrance ramps and then distribute it to a facility beyond the congested area. These collector-distributor lanes would provide separate vehicle movements and reduce main lane weaving between the vehicles traveling to and from US-287 with vehicles traveling along I-20.

The existing I-20 frontage roads would be reconstructed and widened to two to four 12-foot wide continuous lanes in each direction.

Along I-20, from the I-20/US-287 interchange to Park Springs Boulevard, the existing I-20 main travel lanes would be reconstructed and widened to five 12-foot lanes in each direction with auxiliary lanes added between the entrance and exit ramps.

The existing I-20 frontage roads would be reconstructed and widened to two to four 12-foot wide lanes in each direction. New location frontage roads would be constructed between Green Oaks Boulevard and

Kelly Elliott Road.

The existing I-820 roadway from I-20 northward to the I-820/US-287 interchange is a four-lane roadway in each direction separated by a concrete safety barrier or metal beam guard fence located along the I-820 centerline and composed of a 12-foot wide main travel lane and 10-foot wide inside and outside shoulders. Two 12-foot wide continuous I-820 frontage road lanes exist in each direction from I-20 to the I-820/US-287 interchange.

Two major interchanges exist within the I-820 roadway network; the I-20/I-820 interchange and the I-820/US-287 interchange. Direct connections within the interchanges typically contain one 14-foot lane or two 12-foot lanes, dependent on the location.

Along I-820, from I-20 northward to US-287, the existing I-820 main travel lanes would be reconstructed to seven 12-foot lanes in each direction. This reconstruction would allow the merging and diverging US-287 vehicles to enter and exit I-820 on the right-hand side of the corridor in both directions. This would help to eliminate the major main lane weaving that currently exists between the vehicles traveling along I-820 and US-287 with the left-hand ramp access system.

The existing frontage roads would be reconstructed and widened to two to four 12-foot wide

continuous lanes in each direction.

Generally, I-820 from the I-820/US-287 interchange northward to Craig Street is a two-lane roadway in each direction composed of 12-foot wide main travel lanes separated by a 40- to 44-foot wide grass median with a cable barrier system located adjacent to the southbound lanes. The I-820 shoulders within this corridor are composed of 4 to 6-foot wide inside shoulders and 4 to 10-foot wide outside shoulders. I-820 from Craig Street northward to Brentwood Stair Road transitions to a three-lane roadway in each direction separated by a 28-foot concrete median with a concrete safety barrier or metal beam guard fence located along the I-820 centerline. In addition, 12-foot wide auxiliary lanes exist at various I-820 locations between the entrance and exit ramps.

The frontage roads between the I-820 and US-287 interchange northward to Brentwood Stair Road are discontinuous. Typically, these frontage road locations are curbed and composed of two 12-foot wide lanes in each direction with 2-foot wide inside shoulders and 6-foot wide outside shoulders.

Along I-820, from US-287 northward to Meadowbrook Drive, the existing I-820 main travel lanes would be reconstructed to four 12-foot lanes in each

direction with auxiliary lanes between the entrance and exit ramps.

The frontage roads would be reconstructed and widened to two to three 12-foot wide continuous lanes in each direction. New frontage roads would be reconstructed from Rosedale Street northward to Craig Street, and from Carey Street at US-287, and northward to Wilbarger Street at I-820 to provide for a continuous frontage road system.

Along I-820, north of Meadowbrook Drive, operational improvements consisting of ramp modifications to and from Meadowbrook Drive and Brentwood Stair Road would improve the current weaving between closely-spaced ramps.

The existing US-287 roadway from Bishop Street southward to the I-820/US-287 interchange is a three-lane roadway in each direction separated by a concrete safety barrier or metal beam guard fence and composed of 12-foot wide main travel lanes and 10-foot wide inside and outside shoulders.

The frontage roads are discontinuous at the Miller Avenue/Wilbarger Street interchange and between Wilbarger Street and I-820 and at Carey Street at US-287. The frontage roads are curbed and composed of two 12-foot wide lanes in each direction with 2-foot wide inside

shoulders and 6-foot wide outside shoulders.

The existing US-287 roadway from the I-20/US-287 interchange southward to Sublett Road is a two-lane roadway in each direction, composed of 12-foot wide main travel lanes with 6-foot wide inside shoulders and 10-foot wide outside shoulders. The northbound and southbound main travel lanes are separated by an approximately 60-foot wide grass median which contains a concrete safety barrier located adjacent to the southbound US-287 main travel lane shoulder.

Two-lane US-287 frontage roads exist in each direction from I-20 southward to Sublett Road. The northbound US-287 frontage road is discontinuous at Little Road. The frontage roads are composed of two 12-foot wide lanes with 2-foot wide inside shoulders and 6-foot wide outside shoulders.

Along US-287 from Bishop Street to I-820, the project would reconstruct US-287 with three 12-foot main travel lanes in each direction with 12-foot wide auxiliary lanes between the entrance and exit ramps. The existing frontage roads would be reconstructed to two to three 12-foot lanes in each direction.

Along US-287 from I-20 to Sublett Road, the project would widen the existing main lanes to three 12-foot lanes in each direction with 12-foot auxiliary

lanes between the ramps with the I-20/US-287 interchange. The frontage roads would be reconstructed to two to three 12-foot wide lanes in each direction.

Currently, limited sidewalks exist adjacent to the frontage roads along the project corridor and are primarily confined to only the major, high volume traffic frontage road and cross street intersections, as well as a pedestrian and bicycle bridge located over the I-820 main travel lanes north of Craig Street. Bike lanes also do not exist within the corridor.

The proposed project would provide a 10-foot wide shared-use path for bicycles and pedestrians on one side of the project corridor and a 6-foot wide sidewalk for pedestrians on the other side of the corridor. These facilities would be located adjacent to the frontage road and would be Americans with Disabilities Act or ADA compliant. For non-vehicle users wanting to travel along the project corridor, pedestrians would be accommodated on both sides, while bicyclists would be accommodated on one side. ADA compliant wheelchair-accessible ramps would be constructed throughout the project. The reconstructed cross street interchanges would also include ADA compliant sidewalks, wheelchair-accessible ramps and marked crosswalks. The proposed project would comply with the TxDOT Guidelines Emphasizing Bike and

Pedestrian Accommodations and the March 11, 2010 U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodations, Regulations and Recommendations.

A bike and pedestrian bridge is currently located north of Craig Street and provides access across I-820 for users traveling from the area of West Handley Elementary School on the west side of I-820 to the area of Handley Park and Handley Meadowbrook Community Center on the east side of I-820. Bridge users must walk across the existing frontage road on both sides of I-820, and even though the frontage roads carry low volumes of traffic traveling at relatively low speeds, there is no signal or protected pedestrian crossing at the frontage roads.

TxDOT conducted pedestrian bridge counts on the existing pedestrian bridge, the Craig Street bridge and the Meadowbrook Drive bridge. Counts were conducted on four days during peak travel times both before and after Fort Worth ISD resumed the school year. Based on the counts, the Meadowbrook Drive bridge was crossed by 373 users, the Craig Street bridge was crossed by 65 users and the existing pedestrian bridge was crossed by 27 users during the four-day period. TxDOT assumed these travel counts reflected the preference of bike and

pedestrian users that currently cross at I-820.

Based on the pedestrian and bike counts study, the existing pedestrian bridge will be removed as part of the project and those bike and pedestrian users would be accommodated by using the proposed sidewalk or shared-use paths that would be installed on the Craig Street and Meadowbrook Drive bridges across I-820.

In addition to the removal of the pedestrian bridge at Craig Street, there are several other local access changes for motorists proposed as part of the project. The proposed access changes being considered are discussed in the Draft Environmental Assessment and on the design schematics, both available on the project website for your review.

The following slides summarize the proposed access changes.

Several existing or entrance ramps will be reconfigured, including the removal of ramps in some areas to comply with current TxDOT design criteria. The reconfiguring of existing exit or entrance ramps would alter vehicle access for some adjacent businesses and residents along the frontage roads. The proposed project would change ramp locations along the corridor, resulting in several cross streets losing direct access with the project main lanes. These cross streets would have the

direct entrance and/or exit ramp removed, requiring motorists to travel through additional intersections and traffic signals to get access to and from the project main lanes. This is anticipated to impact the direct main lane access for eight cross streets. Ramp updates would also require denial of access from private properties to frontage roads and removal or relocation of driveways near locations where new ramps would connect with the frontage roads.

Several ramps would be redesigned from a diamond configuration to an "X" pattern to improve access and mobility between the main lanes and the frontage roads and to increase the vehicle storage at traffic signals on the frontage roads. More vehicle storage would decrease the chance of vehicle queues onto the exit ramps and main lanes, a safety and operational issue. This would reduce delays and improve emergency response times for community services.

Cul-de-sacs and street closings are needed at various locations because the existing streets would not match elevations of the proposed frontage roads or would conflict with the control of access requirements per TxDOT's Roadway Design Manual and Access Management Manual at ramp junction or intersections. These cul-de-sacs would close access to one end of the street

requiring travelers to access frontage roads from adjacent driveways and streets in a more circuitous manner. The design of the cul-de-sacs would accommodate fire trucks and other emergency vehicles. Cul-de-sacs and dead-end streets anticipated to be impacted are shown on this slide. These locations are also illustrated on the design schematics located on the project website.

Several intersections at cross streets would also be improved as part of the proposed project. This is anticipated to increase mobility across the project corridor.

Craig Street is proposed to bridge over the I-820 frontage roads and main lanes to continue to provide local access across I-820. The construction of the jughandle connections are proposed to maintain access between Craig Street and the I-820 frontage roads. The jughandle configuration consists of providing at-grade two-way connections on each side of the I-820 frontage roads to intersect with the north side of Craig Street. The jughandles could slightly increase travel time and distance for some motorists; however, mobility is expected to improve for through traffic on Craig Street as the current all-way stop-controlled intersections would change to only stop-controlled for the jughandles.

Elevation changes at Craig Street would require

removal of direct access from Craig Street to Mel Street; however, this access would still be available from Putnam Street, a one-block detour. The elevation changes would also require removal of access from Rich Street with the southbound frontage road.

Anglin Drive, north of I-820, would be realigned and shifted approximately 300 feet to eliminate the existing segment of two-way frontage road and align Anglin Drive with the existing bridge over I-20. The current two-way frontage road causes a potential safety concern since two-way frontage roads are uncommon for drivers in urban areas. Even though this realignment of Anglin Drive results in several displacements, the accessibility and mobility in this area is anticipated to improve because of the realignment for motorists, bike and pedestrian users along Anglin Drive to travel across I-20. There is also currently no eastbound frontage road between Forest Hill Drive and Anglin Drive. The proposed improvements would include the construction of the eastbound I-20 frontage road between these two intersections.

A proposed eastbound I-20 frontage road would connect Forest Hill Drive to Hartman Road and Hartman Road to Anglin Drive where no frontage road exists today.

The proposed project includes the construction

of I-20 frontage roads over the Union Pacific Railroad. Currently, the Union Pacific Railroad acts as a barrier between communities on either side of the railroad. The construction of continuous frontage roads over the railroad would enhance local access providing grade-separated crossings over the railroad where there are currently none. This would allow for new modes of transportation, including pedestrian and bicyclists, to safely cross the railroad, thereby increasing cohesion and access.

New location frontage roads would be constructed along I-20 between Green Oaks Boulevard and Kelly Elliott Road. This would also benefit local traffic along with bike and pedestrian users crossing Kee Branch.

New frontage roads would be constructed along I-820 from Rosedale Street northward to Craig Street. These frontage roads would replace the existing collector-distributor system and would provide better access to adjacent properties and minimize existing weaving conditions between ramps.

New frontage roads would be provided between Carey Street at US-287 and Wilbarger Street at I-820. This would provide better circulation of travel between I-820 and US-287 frontage roads and possible access for

adjacent properties.

A 3D visualization model was also prepared to help the public understand the proposed project features. The visualization plan view of the project layout, exhibits of the proposed interchanges and neighborhoods, and fly-through animation are currently available on TxDOT's website by searching the keyword "Southeast Connector."

The 3D video is also available on the virtual public hearing website shown here.

A Project Aesthetics Plan will be developed during the detailed construction design phase of the project. Development of the Aesthetics Plan will include coordinating with local cities for their input on the plan. This slide illustrates examples of the aesthetic elements included on previous projects in the Fort Worth District that may be incorporated into the Southeast Connector Project.

During the project design and environmental review, several project alternatives were considered and eliminated from further consideration. Those alternatives included adding managed lanes, adding express lanes, or adding collector-distributor lanes throughout the project corridor.

TxDOT also considered adding general purpose

lanes to provide needed additional capacity just like the proposed project, except this alternative would not reconstruct the frontage roads or add bike and pedestrian facilities.

Additional information about these alternatives can be found in the Draft Environmental Assessment available on the project website for your review.

The estimated total cost for the proposed project would be approximately $2 billion. It is anticipated that the project would be funded with federal and state funds.

TxDOT plans to procure a design-build contractor to reconstruct the corridors with construction expected to begin in 2021 and is anticipated to be completed in 2026.

We will now discuss an overview of the environmental evaluation for the proposed Southeast Connector Project.

Prior to December 16th, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under the National Environmental Policy Act, known as NEPA. However, on December 16th, 2014, the Texas Department of Transportation assumed responsibility from FHWA to review and approve certain assigned NEPA environmental documents. The Memoranda of

Understanding between TxDOT and FHWA was updated on December 9th, 2019.

Environmental Technical Reports have been performed for the Southeast Connector Project to support the Environmental Assessment in accordance with NEPA.

The environmental analyses are necessary to identify, avoid, and minimize effects to the human and natural environments.

The Draft Environmental Assessment was approved for further processing by TxDOT and has been coordinated with other public agencies. The Environmental Technical Reports and Draft Environmental Assessment are available at the TxDOT Fort Worth District office and on the TxDOT website. If you need assistance accessing or receiving this information, please contact the TxDOT Project Manager, Curtis Loftis, P.E., by calling (817)370-6807.

The technical reports for this project addressed the potential environmental impacts identified in coordination with the engineering and design phase of the proposed project. These areas of evaluation include natural, social, and cultural resources.

This slide shows a list of all the resources that were evaluated during the environmental analysis. The following slides include a summary of the more notable findings.

A Traffic Noise Analysis was performed in accordance with TxDOT's (and FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise and TxDOT's Reasonable Cost Proposal for 2018 Noise Policy memo. The FHWA traffic noise modeling software was used to calculate existing and predicted year 2045 traffic noise levels at 129 representative receivers. Representative receivers are locations where frequent human activity occurs throughout the project area. The model primarily considers the number, type and speed of vehicles; highway alignment and grade; cuts, fills and natural berms; sounding terrain features; and the locations of activity areas likely to be impacted by the associated traffic noise.

Noise impacts were identified at 95 representative receivers, and noise abatement measures were evaluated. These noise abatement measures consisted of traffic management, alteration of horizontal and/or vertical alignments, acquisition of undeveloped property to act as a buffer zone, and the construction of noise barriers. Before any noise-abatement measures can be proposed for incorporation into the project, it must be determined to be both feasible and reasonable.

Based on the analysis, a total of 22 noise barriers are being proposed for incorporation into the

project. The approximate locations of these noise barriers are shown on this slide and on the Noise Barrier Exhibit available on the project website for your review.

Final decision on noise barriers will be determined at noise workshops conducted with adjacent property owners during the detailed design phase of the project. The adjacent affected property owners will be given the opportunity to participate in these workshops and would be allowed to vote on whether they desire a wall adjacent to their property. Noise barriers would be included with the overall construction of the project.

Final decision on the location and size of the proposed noise barriers will not be made until completion of the project design, utility evaluation, and polling of adjacent property owners.

To avoid noise impacts that may result from the future development of adjacent properties to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, no new activities are planned or constructed along or within the predicted 2045 noise impact contours.

More information about the traffic noise analysis, noise abatement measures, and noise impact contours can be found in the Traffic Noise Technical Report or the Draft EA.

In compliance with the FHWA Title V program and Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, an assessment was performed to identify, minimize, and mitigate potential project impacts on minority and low-income communities. A large portion of the study area is comprised of these environmental justice communities, with concentrations along I-820 and US-287 north and east of the I-820/US-287 interchange, as well as along I-20 west of the I-20/I-820 interchange.

There are 42 potential displacements (23 single-family residential and 19 commercial properties) associated with the proposed project. The displaced commercial properties' services do not target or serve specific minority groups. The proposed project would not restrict access to any existing public or community services, businesses, commercial areas, or employment centers. However, notable access changes at Anglin Drive and the frontage roads across the Union Pacific Railroad at I-20 and Craig Street would impact minority populations. Predominant minority populations in these impacted areas are Black or African-American and Hispanic or Latino.

The proposed changes to Anglin Drive would

provide direct access across I-20 north and south through the road realignment with the removal of the existing offset roadway. This access change would cause displacements, but substantially improve traffic flow through improved access.

Adding jughandle-style ramps at Craig Street and I-820 would provide direct access from the frontage roads to Craig Street due to the ramp reconfiguration in this area. This access change would result in the displacement of one commercial and 10 single-family residential properties, but substantially improve traffic flow through improved access. Braided entrance and exit ramps that cross over each other vertically along I-820 would require Craig Street to be raised, making the frontage road connection without jughandle ramps between Craig Street and the frontage road impossible without greater displacements or loss of connectivity between parcels and the frontage roads.

The addition of shared-use paths for bicyclists and sidewalks for pedestrians would increase mobility for these modes of travel. The improved mobility for the proposed project would likely benefit Trinity Metro users and their trip times in the project area. This could benefit low-income users who may not be able to afford the cost of car ownership, in addition to other

transit-dependent populations. The proposed roadway would ultimately provide all modes a more efficient route to access cross streets and adjacent properties in the project area.

The bike and pedestrian bridge located north of Craig Street provides access to Handley Park and other community facilities, and its removal would disproportionally impact minority populations. However, the proposed enhancements to Meadowbrook Drive and the Craig Street bridges, where there is more pedestrian traffic, would minimize the adverse impacts of the pedestrian and bike bridge removal.

The project team performed site visits and multiple outreach and engagement events within these communities to understand the potential impacts and gather concerns from the community. Some of the public involvement activities include a town hall meeting with the citizens of Forest Hill and two town hall meetings with State House District 95, which includes the Handley neighborhood in the Craig Street area and a portion of the Forest Hill community. In these meetings, alternative design concepts were shown, and attendees were able to express concerns and have questions answered.

Community cohesion, safety, and access would

increase in areas where new modes would be provided, like bike and pedestrian facilities, to cross existing barriers such as roadways and rail lines. These benefits from the proposed project to local drivers, transit users, pedestrians, and cyclists would be equally distributed in environmental justice areas, including the Anglin Drive and Union Pacific Railroad area and the Craig Street area, as well as non-environmental justice areas. Following the application of minimization and mitigation measures and considering public input on the proposed project thus far, the proposed project is not expected to result in disproportionately high and adverse impacts to environmental justice populations.

Section 4(f) of the U.S. Department of Transportation Act, often referenced to as "Section 4(f)," applies to publicly owned, significant and accessible parks, recreational areas, and wildlife and waterfowl refuges, as well as significant historic and archeological sites, regardless of whether they are publicly or privately owned. The proposed project would not require the use of, nor substantially impair the purpose of, any Section 4(f) Protected Properties.

Impacts to cultural resources have been evaluated in accordance with TxDOT, FHWA, and the Texas Historical Commission Standards and Requirements.

TxDOT archaeologists determined that an archeological intensive survey is not warranted for the proposed project.

Surveys for historic-age resources were conducted in 2004 and 2020. There are two historic resources that have been previously determined eligible for the National Register of Historic Places listing or NRHP near the project; the Carver Heights Historic District and the Hawkins Cemetery. The project proposes no acquisition of right-of-way or easements from either resource or any other listed or previously determined eligible NRHP property. It is participateed that the proposed construction would have no adverse effect to historic resources.

The proposed project crosses 19 waterbodies and two wetlands within the project limits. Construction within the jurisdictional limits of the waterbodies would be authorized by the U.S. Army Corps of Engineers under a Section 404 of the Clean Water Act Nationwide Permit 14 for linear transportation projects. A Preconstruction Notification would not be required because impacts would be less than a tenth of an acre at each crossing and the wetlands have been avoided during the design process and would not be impacted.

The proposed project crosses the 100-year

floodplain associated with Village Creek and its tributary; Kee Branch and five of its tributaries, and six tributaries to Lake Arlington. The hydraulic design for this project would be in accordance with the current FHWA and TxDOT design policies, laws, regulations, and standards. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances.

This project is located within an area that has been designated by the Environmental Protection Agency, or EPA, as a serious and marginal non-attainment area for the 2008 and 2015 ozone National Ambient Air Quality Standards, or NAAQS; therefore, transportation conformity rules apply. To comply with conformity, the transportation improvement program is being updated.

Construction of the proposed project would include drilling of bridge piers, excavation, and other earth-moving activities. Such activities have the potential to encounter hazardous materials and substances associated with past human activity. A hazardous materials initial site assessment, or ISA, was completed for the proposed project. Seven sites were determined to be either high or moderate environmental risk to the proposed project. As the project advances and detailed design is developed, further hazardous materials impact

evaluations will be performed to determine the need for additional investigations.

The proposed project would impact five different vegetation habitat types including Cross Timbers Woodland and Forest, Disturbed Prairie, Riparian, Urban, and Open Water. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation would be avoided to the greatest extent possible and a native and locally adapted seed mix would be used in the re-vegetation of all disturbed areas.

In conclusion, the studies, analyses, and evaluations performed thus far indicate the proposed project would not cause significant environmental impact.

This slide identifies completed and ongoing agency coordination conducted for the proposed project so far. Agency coordination would continue through project construction.

Throughout the duration of the project, TxDOT has conducted multiple events for local officials and the general public to disseminate information about the project and receive input and comments on the proposed improvements. This slide provides a list of the events that have taken place since the initiation of the

Southeast Connector Project.

Next, let's discuss the right-of-way acquisition process.

Right-of-way acquisition and the denial of access would be required to accommodate the proposed facility. A total of 22.6 acres of new right-of-way and 3.3 acres of permanent easements would be required to accommodate the proposed improvements, ramps, and bridge structures. There would be 22 residential displacements and 19 commercial displacements due to the project.

Property rights needed for the expansion of the Texas highway system are acquired under the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 and the various addendum.

Further, it's the policy of TxDOT that individuals impacted by the transportation system expansion shall not be denied benefits, excluded from participation or otherwise be subjected to discrimination based on the grounds of race, color, sex, age, handicap, or national origin.

The State's authority to acquire property for a transportation system is founded in the Fifth Amendment to the Constitution of the United States. This authority can be used only when there is a demonstrated public need for the property and the property owners are compensated

with "Just Compensation." "Just Compensation" is defined as the "fair market value" of the property needed plus an amount for damages that might accrue to the remaining property as a result of severing the required right-of-way from the whole property.

As previously stated, each impacted property owner is offered "Just Compensation" for the property needed for the project. To arrive at this value, independent appraisers are hired to prepare detailed appraisals and establish value.

A written offer to the property owner is made based on the value determined in the appraisals. The owners are given a minimum of 30 days to consider the offer.

Advanced acquisition is TxDOT's ability to legally purchase right-of-way prior to the environmental clearance or before a determination is made that the property is needed for the project. TxDOT has performed advanced acquisition of right-of-way for this project. The advanced acquisition process followed the same legal requirements mentioned previously, including the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 and "Just Compensation."

Brochures explaining the program in more detail can be found on the TxDOT website under "Forms &

Publications" or by contacting the TxDOT office. If you have any additional questions concerning the acquisition of property, denial of access, or driveway changes, please contact the TxDOT Fort Worth District Right-Of-Way office.

I will now turn the program back to Mr. Ricardo Gonzalez, who will explain the process for public inquiries.

RICARDO GONZALEZ: Thank you, Katelyn.

As previously stated, one of the goals of this public hearing is to receive your thoughts, questions and concerns about the proposed project. We will now review the public comment process.

Comments may be submitted through E-mail at SoutheastConnector@txdot.gov, by mail to Loyl C. Bussell at the TxDOT Fort Worth District Office, online at txdot.gov or by calling (817)887-6150 and leaving a voice message. Please limit your voicemail to a maximum of three minutes. You may also submit a combination of verbal and written comments.

Your verbal, E-mail, and written statements will be equally accepted following this hearing and must be received on or before June 22nd, 2020.

Following this hearing, documentation of this public hearing will be prepared and will be reviewed by

TxDOT for a final environmental finding and design approval.

Each voicemail, E-mail, and written statement received on or before June 22nd, 2020 will be carefully analyzed. Following the comment period, TxDOT will prepare a Public Hearing Summary Report that will include responses for all comments received on or before June 22nd, 2020.

Where appropriate, changes will be incorporated into the project design, and revisions made to the environmental documentation. In addition, property owners near an area where the proposed project may be altered would be contacted and coordinated with concerning any proposed changes.

After the Public Hearing Summary Report has been approved and all concerns are addressed, TxDOT is participateed to issue an environmental finding for this project in the summer of 2020. After the finding is received, right-of-way acquisition would continue and utilities would be relocated with construction anticipated to begin in the winter of 2021. Construction is expected to be completed with the roadways open to the public in winter of 2026.

Please note that the public may call project staff during regular office hours or E-mail project staff

to ask questions about the project at any time in the project development process. You can contact the TxDOT Project Manager, Curtis Loftis, P.E., by calling (817)370-6807 or by E-mail at SoutheastConnector@txdot.gov.

Thank you for watching this virtual public hearing and interest concerning the proposed design of the Southeast Connector Project.

This concludes this presentation and this hearing is now adjourned.

* * * * * * * * * * *

STATE OF TEXAS *
COUNTY OF DALLAS *

I, James M. Shaw, RMR, Certified Shorthand Reporter in and for the State of Texas, hereby certify that I reported in shorthand the virtual public hearing conducted at the time and place set forth in the caption hereof, and that the above and foregoing 40 pages contain a full, true and correct transcript of the virtual public hearing.

Given under my hand on this the 8th day of June, 2020.

James M. Shaw, RMR, Texas CSR No. 1694
Expiration date: 12/31/2021
Firm Registration No. 348

SHAW REPORTING & DIGITAL VIDEO SERVICES
4441 Carolina Street
Grand Prairie, Texas 75052
Toll Free: 877.223.2997
Metro: 972.263.4353
Fax: 972.642.9167
E-mail: jmshaw@sbcglobal.net

G. Comments Received

From:	Curtis Loftis
To:	Katelyn Kowalczyk
Subject:	Fw: Draft Environmental Assessment/Virtual Public Meeting
Date:	Tuesday, July 7, 2020 8:50:55 AM
Attachments:	FB98DEAA2ECA4F73AC5EE4F561826155.png

From: Curtis Loftis <Curtis.Loftis@txdot.gov>
Sent: Tuesday, July 7, 2020 8:47 AM
To: Daniel Haase
Subject: Re: Draft Environmental Assessment/Virtual Public Meeting

Daniel,

Responses to your questions will be provided in the Public Hearing comment and response matrix for the Southeast Connector project.

Curtis

From: Daniel Haase
Sent: Monday, July 6, 2020 7:54 AM
To: Curtis Loftis <Curtis.Loftis@txdot.gov>
Subject: RE: Draft Environmental Assessment/Virtual Public Meeting

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

RESENDING……

Daniel Haase

From: Daniel Haase
Sent: Sunday, May 31, 2020 10:52 AM
To: Curtis Loftis
Subject: RE: Draft Environmental Assessment/Virtual Public Meeting

Thanks.

Two more questions:

1. Is there anything planned in the way of décor or design enhancements? For example, on I-30, the Oakland and Beach bridges feature a more decorative railing and stars. Or in Arlington along I-30, there are relief images of various scenes related to Arlington's role in entertainment and assembling cars on the side walls.

I would really like to see something at least basic considered. For instance, East Lancaster has a history tied to transportation, from horse and buggy to the Interurban trolley system, to cars and buses. See https://www.pid20.org/landcaster-history. Meadowbrook has always been a wooded area, which is not typical for north Texas. Maybe a tree image or bluebonnets? Any plans related to anything like that? If nothing else, some sort of patterns?

2. Are there any plans to plant (and maintain till they are self-sufficient) and trees along any part of this?

Daniel Haase

From: Curtis Loftis
Sent: Tuesday, May 26, 2020 8:42 AM
To: Daniel Haase
Subject: RE: Draft Environmental Assessment/Virtual Public Meeting

Daniel,

Information concerning proposed noise barriers can be found on the website listed below. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

Thanks for showing interest in the Southeast Connector project,

Curtis Loftis

From: Daniel Haase
Sent: Tuesday, May 26, 2020 8:14 AM
To: Curtis Loftis <Curtis.Loftis@txdot.gov>; SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: RE: Draft Environmental Assessment/Virtual Public Meeting

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks very much. Hope you are getting back to normal. Those ransomware people figured out they have a better success rate with businesses and governmental agencies than they do with regular folks, who, in some cases just elect to start over and not pay the ransom.

Anyway, can you tell me what the criteria are for noise barriers to be installed? I am specifically wondering about residential areas between East Lancaster and Brentwood Stair. Some do and some do not have barriers. Another similar area is between Rosedale and Ramey on both sides of 820, where no barriers are shown.

Daniel Haase

From: Curtis Loftis
Sent: Friday, May 22, 2020 2:15 PM
To: SoutheastConnector; Daniel Haase
Subject: RE: Draft Environmental Assessment/Virtual Public Meeting

Daniel,

Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Thanks for showing interest in the Southeast Connector project,

Curtis Loftis

From: SoutheastConnector
Sent: Tuesday, May 19, 2020 11:20 AM
To: 'Daniel Haase'
Subject: RE: Draft Environmental Assessment/Virtual Public Meeting

Daniel,

I'm sorry I'm not able to send a link to you at this time. TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, the draft assessment and other information will be available on the public hearing website.

Thanks,

Curtis Loftis

From: Daniel Haase
Sent: Sunday, May 17, 2020 9:20 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Draft Environmental Assessment/Virtual Public Meeting

I attempted to find the Draft Environmental Assessment on your website and the most current status of the Southeast Connector project, but everything I found did not have that title. Can you send me a link to the correct information?

Daniel Haase

The pictu Virus-free. www.avast.com

From: Curtis Loftis
To: Daniel Haase
Subject: RE: Draft Environmental Assessment/Virtual Public Meeting
Date: Tuesday, May 26, 2020 8:42:28 AM

Daniel,

Information concerning proposed noise barriers can be found on the website listed below. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

Thanks for showing interest in the Southeast Connector project,

Curtis Loftis

From: Daniel Haase
Sent: Tuesday, May 26, 2020 8:14 AM
To: Curtis Loftis <Curtis.Loftis@txdot.gov>; SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: RE: Draft Environmental Assessment/Virtual Public Meeting

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks very much. Hope you are getting back to normal. Those ransomware people figured out they have a better success rate with businesses and governmental agencies than they do with regular folks, who, in some cases just elect to start over and not pay the ransom.

Anyway, can you tell me what the criteria are for noise barriers to be installed? I am specifically wondering about residential areas between East Lancaster and Brentwood Stair. Some do and some do not have barriers. Another similar area is between Rosedale and Ramey on both sides of 820, where no barriers are shown.

Daniel Haase

From: Curtis Loftis
Sent: Friday, May 22, 2020 2:15 PM
To: SoutheastConnector; Daniel Haase
Subject: RE: Draft Environmental Assessment/Virtual Public Meeting

Daniel,

Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that

occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Thanks for showing interest in the Southeast Connector project,

Curtis Loftis

From: SoutheastConnector
Sent: Tuesday, May 19, 2020 11:20 AM
To: 'Daniel Haase'
Subject: RE: Draft Environmental Assessment/Virtual Public Meeting

Daniel,

I'm sorry I'm not able to send a link to you at this time. TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, the draft assessment and other information will be available on the public hearing website.

Thanks,

Curtis Loftis

From: Daniel Haase
Sent: Sunday, May 17, 2020 9:20 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Draft Environmental Assessment/Virtual Public Meeting

I attempted to find the Draft Environmental Assessment on your website and the most current status of the Southeast Connector project, but everything I found did not have that title. Can you send me a link to the correct information?

Daniel Haase

Virus-free. www.avast.com

From: SoutheastConnector
To: paulo betancourt
Subject: RE: Wall/sound barrier
Date: Thursday, May 21, 2020 3:41:28 PM

Paulo,

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Environmental Documents' Please see the Traffic Noise Technical Report.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

-----Original Message-----
From: paulo betancourt
Sent: Wednesday, May 20, 2020 3:55 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Re: Wall/sound barrier

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

So just to make sure I understand, no wall because of commercial property 225?
Property 224 is my neighbor, and his is the only direct adjacent property to Txdot property. And because commercial property 225 is directly behind my property, therefore I'm adjacent to that, but not Txdot property.

And supposedly the TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise, the noise is acceptable for me and my neighbors?

I don't think so. The noise levels have only increased as time has gone by. I've lived here 4 years, and in that short time span the traffic noise has only increased! I would appreciate acknowledgment that my house is in an elevated noise level area. That wall, if built behind my house, would benefit approximately 12 houses, especially 6 houses.

If commercial property 225 is to blame, then please point the fingers at them. I know that the owner is some investment company out of California. Please do not ever say that the traffic noise doesn't impact my house or my neighbors, and yes, building the wall for the one house, property 224, would actually benefit the whole neighborhood, although on paper you say not feasible.

To conclude this email, I am disappointed and upset that my neighbors and I will not get a noise reducing wall. Being categorized not feasible or reasonable was offensive. Again, I would rather hear that commercial property 225 was unreasonable and unrealistic trying to work something out with Txdot. And finally, my neighbor, property 224, and the rest of me and my neighbors are the closest to I-20 Hwy. Looking at the map, no other neighborhood who is getting a wall comes anywhere as close to the highway as ours does. That should be acknowledged.

Thank you for your time reading this long email, I hope there might be other solutions to the increased noise that is already here, but will get worse once the extension is completed.

Paulo Betancourt

Sent from my iPhone

> On May 19, 2020, at 1:43 PM, SoutheastConnector <SoutheastConnector@txdot.gov> wrote:
>
> Paulo,
>
> I have attached roll 3 of 8 of the Public Hearing Layout for the Southeast Connector project. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Proposed noise wall locations are only shown on the north side of I-20 between Green Oaks Boulevard and Park Springs Boulevard. There are no proposed noise wall locations for the south side of I-20 between Green Oaks Boulevard and Kelly Elliott Road. One reason for no proposed noise wall locations on the south side of I-20 is due to the two commercial properties #225 and #226 located between the eastbound I-20 frontage road and the Overland Stage Estates neighborhood. Property #224 is the only Overland Stage Estates neighborhood property adjacent to TxDOT Right-of-Way for the Southeast Connector project.
>
> Traffic noise throughout the project limits was evaluated in accordance with TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. In the event that noise abatement was determined reasonable and feasible for the project, further public involvement efforts will be utilized to communicate the options that would be available to noise receivers adjacent to the proposed project. So it was not reasonable or feasible to construct a noise wall just for property #224 (an adjacent property).
>
> There is a proposed virtual Public Hearing for the Southeast Connector project June 04, 2020. Environmental Clearance for the Southeast Connector project is expected by September 2020. However, major construction for the project would not start until 2022.
>
> Currently, TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved information will be available on the Public Hearing website.
>
> If you have any other comments for the Southeast Connector project please contact me by email.
>
> Thanks,
>
> Curtis Loftis
>
> -----Original Message-----
> From: paulo betancourt
> Sent: Monday, May 18, 2020 9:04 PM
> To: SoutheastConnector <SoutheastConnector@txdot.gov>
> Subject: Wall/sound barrier
>
> To whom it may concern,
>
> About 2 years ago I received information in the mail regarding the sound wall to be built along the i-20 corridor from little road to Bardin rd, and couple of other residential areas. I would like to know what the status of the project is. My house backs up the green oaks to I-20 east bound service road, behind the big lots. So you can imagine that we get all kinds of cars speeding up with loud mufflers! It gets annoying. It gets difficult to enjoy the backyard and have people over, we are constantly yelling in order to be heard. The sound barrier wall would greatly help
>
>
> Any update would be appreciated
>
> Thanks you
>
> Paulo Betancourt
> 214-649-6975
>
> Sent from my iPhone
>
> [A Texas Department of Transportation (TxDOT) message]<https://nam03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=02%7C01%7CSoutheastConnector%40txdot.gov%7C895833cd6f29440e31bb08d7fd0008fe%7C39dba4765c094c6391dace7a3ab5224d%7C0%7C0%7C637256048911325980&sdata=uhHuylP8WEaChZX893iYS7OPiahUg4NKuabxyzs3yU%3D&reserved=0>
> <SE-C_PH_Schematic-Layouts 3.pdf>

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: Curtis Loftis
Cc: Katelyn Kowalczyk; SoutheastConnector
Subject: FW: Property Relocation
Date: Tuesday, May 19, 2020 10:56:19 AM

-----Original Message-----
From: Susan Paton [] Sent: Tuesday, May 19, 2020 10:50 AM
To: Curtis Loftis <Curtis.Loftis@txdot.gov> Subject: Re: Property
Relocation

Thank you so very much for your quick reply!

–Susan

> On May 19, 2020, at 10:47 AM, Curtis Loftis <Curtis.Loftis@txdot.gov> wrote:
>
> Susan,
>
> I have attached roll 2 of 8 of the Public Hearing layout. Your property is shown on this roll, #364. There will not be any need to acquire any of your property for the Southeast Connector Project. The westbound I-20 frontage road will be reconstructed behind your house along with the rest of I-20. The only potential affect that I see for your property is that a noise wall may be constructed along the back edge of your property.
>
> The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll.
>
> Currently, the TxDOT phone system is down due to a ransomware attack. I am in the process of trying to get a work cell phone.
>
> If you have any questions about the layout please email them to me.
>
> Thanks,
>
> Curtis Loftis
>
> -----Original Message-----
> From: Susan Paton []
> Sent: Tuesday, May 19, 2020 9:53 AM
> To: Curtis Loftis <Curtis.Loftis@txdot.gov>
> Subject: Property Relocation
>
> Good morning Mr. Loftis,
> I received a letter in the mail about the southeast connector and it mentioned possible relocation and property acquisition. Could you please tell me if my property is affected? I tried to call but your number is not working so I was given your email address. My property address is 7100 Cadillac Blvd Arlington 76016.
>
> Thank you for your time.
>
> Susan Paton
>
> [A Texas Department of Transportation (TxDOT) message]<https://nam03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.txdot.gov%2Finside-txdot%2Fmedia-center%2Ffeatured.html&data=02%7C01%7CCurtis.Loftis%40txdot.gov%7C20fb8d0a68b5441f06ac08d7fc0c5051%7C39dba4765c094c6391dace7a3ab5224d%7C0%7C0%7C637255002140362635&sdata=3Tw2IwZZSyqsZEHyXUAceztdw9czmqekP%2FObUwLxOQE%3D&reserved=0>
> <SE-C_PH_Schematic-Layouts 2.pdf>

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: Curtis Loftis
To: Angelina Richard
Subject: RE: I-20 Highway Expansion
Date: Tuesday, May 19, 2020 2:19:42 PM
Attachments: SE-C_PH_Schematic-Layouts 3.pdf

Angelina,

I have attached roll 3 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your property is shown as #259 on this roll. The Texas Department of Transportation (TxDOT) will not need any of your property to construct this project. The westbound I-20 frontage road along with I-20 is to be reconstructed. The only potential affect that I see for your property is that a noise wall may be constructed along the back edge of your property on TxDOT Right-of-Way.

Traffic noise throughout the project limits was evaluated in accordance with TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. In the event that noise abatement was determined reasonable and feasible for the project, further public involvement efforts will be utilized to communicate the options that would be available to noise receivers adjacent to the proposed project.

Currently, TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the public hearing website.

If you have any more questions on Southeast Connector project, please email me.

Thanks for showing interest in this project,

Curtis Loftis

-----Original Message-----
From: Angelina Richard []
Sent: Tuesday, May 19, 2020 12:05 PM
To: Curtis Loftis <Curtis.Loftis@txdot.gov>
Subject: I-20 Highway Expansion

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Curtis— My name is Angelina, I received a letter yesterday regarding expansion of I-20 which is behind my house. I was trying to get in contact with someone to see how/if this affects my property.
Please be in touch — 337-499-7982

Angelina

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: SoutheastConnector
To: Jeter, Michael
Subject: RE: Southeast Connector Concerns
Date: Tuesday, May 19, 2020 2:42:32 PM
Attachments: SE-C_PH_Schematic-Layouts 3.pdf

Michael,

I have attached roll 3 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll.

TxDOT is proposing to construct new frontage roads between Green Oaks Boulevard and Kelly Elliott Road. Any future street connections to or from the frontage road would need to be approved through the City of Arlington and TxDOT. Currently, Overwest Drive is not shown to connect to the proposed eastbound I-20 frontage road.

Currently, TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the Public Hearing website.

If you have any more questions on Southeast Connector project, please email me.

Thanks for showing interest in this project,

Curtis Loftis

-----Original Message-----
From: Jeter, Michael []
Sent: Monday, May 18, 2020 4:53 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: mljeter
Subject: Southeast Connector Concerns

Hello,

The only issue I see is the roads going into neighborhoods.
The construction of new frontage roads between Green Oaks Boulevard and Kelly Elliot road. This would cause large amounts of traffic and even more crime straight into quiet neighborhoods. Green Oaks blvd and Kelly Elliott road should be enough access without straight in roads from the hwy.

Sincerely
Michael Jeter

4608 Windy Hills Ct.
Arlington , Texas 76017

Sent from my iPad

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-

center/featured.html>

From: SouthEastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Southeast Connector Project and Residence Displacement
Date: Monday, June 29, 2020 11:17:49 AM

From: Susan J. McDuff []
Sent: Monday, June 08, 2020 1:56 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Re: Southeast Connector Project and Residence Displacement

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for the information. Your response was very helpful. Unfortunately, my family was out-of-town for a graveside service on Thursday, June 4th.

Do you know if any of the trees directly behind that stretch of the I 20 service road/Green Oaks entrance east will be removed for this project?

Also, do you know if this project will negatively affect the value of my house?

Again, thank you very much for your previous detailed response.

Sincerely,
Susan J McDuff
5111

On Tue, May 19, 2020 at 3:33 PM SoutheastConnector <SoutheastConnector@txdot.gov> wrote:

> Susan,
>
> Currently, TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the public hearing website.
>
> I have attached roll 3 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your home is not a potential displacement for the Southeast Connector project, nor is any of your property needed to construct this project. You are being contacted because your property is close to the project and also because I believe you provided a comment for a Public Meeting that was held back on July 19, 2018.

The Texas Department of Transportation (TxDOT) is proposing to construct new frontage roads between Green Oaks Boulevard and Kelly Elliott Road. The main lanes of I-20 will also be reconstructed and entrance and exit ramps relocated in this area. Proposed noise barrier locations are only shown on the north side of I-20 between Green Oaks Boulevard and Park Springs Boulevard. There are no proposed noise barrier locations for the south side of I-20 between Green Oaks Boulevard and Kelly Elliott Road. One reason for no proposed noise barrier locations on the south side of I-20 is due to the two commercial properties #225 and #226 located between the proposed eastbound I-20 frontage road and the Overland Stage Estates neighborhood. Property #224 is the only Overland Stage Estates neighborhood property adjacent to TxDOT Right-of-Way for the Southeast Connector project.

Traffic noise throughout the project limits was evaluated in accordance with TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. In the event that noise abatement was determined reasonable and feasible for the project, further public involvement efforts will be utilized to communicate the options that would be available to noise receivers adjacent to the proposed project. So it was not reasonable or feasible to construct a noise barrier just for property #224 (an adjacent property).

Environmental Clearance for the Southeast Connector project is expected by September 2020. However, major construction for the project would not start until 2022.

If you have any more questions concerning this project please email me.

Thanks for showing interest in this project,

Curtis Loftis

From: Susan J. McDuff []
Sent: Tuesday, May 19, 2020 2:13 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Southeast Connector Project and Residence Displacement

My name is Susan J. McDuff, 5111 Overridge Dr. Arlington, TX 76017.
Cell phone: 817-689-7976.

I have tried to call the 817 phone number but have been unable to get through. It rings once and the call fails. I also tried to find more information on the txdot website, but many of the pages aren't loading.

Would I be correct to think that I received a letter regarding potential residential displacement because my residence is on the list of considerations? Please explain. If so, what is the timeline for this to occur?

I plan to attend the virtual hearing on June 4, 2020.
Since I am retired and over 65, I was anxious to obtain more information prior to the hearing. I was in the process of making improvements to my home, but this will be put on hold until my questions are answered.

Thank you for your time and assistance.
Sincerely,
Susan J. McDuff

From: SoutheastConnector
To:
Subject: 6019 Flintshire Ct, Arlington, TX 76017
Date: Tuesday, May 26, 2020 7:20:13 PM

Larry,

It was nice speaking to you earlier today and I hope I was able to answer your questions concerning mowing issues and traffic noise.

Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 2 - I-20 from west of BUS 287 (Mansfield Highway) to US 287 you can find proposed improvements to US 287 next to your home. Your property is listed on this roll, #203. There will not be any need to acquire any of your property for the Southeast Connector Project. The northbound US 287 frontage road will be reconstructed along the side of your house along with the widening of US 287. The only potential affect that I see for your property is that a noise barrier may be constructed along the edge of your property on Texas Department of Transportation (TxDOT) Right-of-Way.

On the website listed above, under 'Environmental Documents' you can find the *Traffic Noise Technical Report*. Information concerning proposed noise barrier R112 which may be placed along your property can be found on pages 6, 19, 20, (46 of 143), (120 of 143) and (139 of 143).

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: +
To: SECPH VM-English
Subject: Voice Mail (2 minutes and 11 seconds)
Date: Monday, May 18, 2020 4:40:47 PM
Attachments: audio.mp3

Oh yes, my name is Larry Bird Byrd and I'm representing the the the community, the people in my neighborhood of my address is 601 on Slingshot Court an I live in whistled Windsor Terrace community. ... Who 388? 6824 and I was calling about the whining of the highways in with not area. Our neighborhood and uh. I was doing what the highway. Who was the people? 2. What? I've been on with that at all, it's about cutting. The side of the highway before June because the grass is hard do everything on the wires highway to make more noise. They give that money to cut the highway at a earlier time, then Jones. So we don't have a forest in my neighborhood to up bring our neighborhood. Also they put down walls up from the highway so we don't have to hear the highway noise every day of everybody driving up and down the highways and on the side roads. That is my question. I won't spend wonder why my way to make more traffic and noise. For the neighborhood and not spend the money for the cutting of the grass earlier than June and only one or two times with in the summer months. And then y'all could use also use that money to child trying to use the wine. The highway for more attractive doors for us. In this neighborhood and computing for the South walls. So we don't have to give the traffic in our home. Thank you. Bye.

You received a voice mail from BYRD LARRY.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From: SoutheastConnector
To:
Subject: 6304 High Country Trail. Arlington, TX 76016
Date: Tuesday, May 19, 2020 4:46:47 PM
Attachments: SE-C_PH_Schematic-Layouts 2.pdf

Maureen,

I spoke with you earlier today.

Currently, TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the Public Hearing website. Sorry for the inconvenience.

I have attached roll 2 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your property is shown on this roll, #326. There will not be any need to acquire any of your property for the Southeast Connector Project. The westbound I-20 frontage road will be reconstructed behind your house along with the rest of I-20. The only potential affect that I see for your property is that a noise barrier may be constructed along the back edge of your property on Texas Department of Transportation (TxDOT) Right-of-Way.

Traffic noise throughout the project limits was evaluated in accordance with TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. In the event that noise abatement was determined reasonable and feasible for the project, further public involvement efforts will be utilized to communicate the options that would be available to noise receivers adjacent to the proposed project.

The virtual hearing will be held June 4, 2020 at 6 p.m. To log onto the virtual public hearing, go to the following web address at the date and time indicated above: www.txdot.gov and search keywords: "Southeast Connector". (Hopefully the TxDOT website will be up and running by then.) The virtual hearing will be a pre-recorded presentation. The presentation will include both audio and visual components.

Environmental Clearance for the Southeast Connector project is expected by September 2020. However, major construction for the project would not start until 2022.

If you have any more questions concerning the Southeast Connector project please email me.

Thanks for showing interest in this project,

Curtis Loftis

From: +1 >
Sent: Tuesday, May 19, 2020 12:45 PM
To: N/A
Subject: Voice Mail (1 minute and 3 seconds)

My name is Maureen cooked. I live at 6304, Hi Country Trail 76016. My phone number's 8178914129. I've tried to call this 817-370-6807 phone number several times and the call always fails, I need to speak to someone I have questions about how this will affect my property if someone could please call me and tell me a correct phone number to call I would appreciate it also I would like to. No how I attend this virtual public hearing. This letter does not explain that, so I've tried several times to call 817-370-6807 the call fails. My number is 817-891-4129. My name is Maureen Cook and I represent myself. I've lived in the same house for 30 years at 6304 High Country Trail. Arlington, TX 76016 thank you.

From:	+1
To:	SECPH VM-English
Subject:	Voice Mail (1 minute and 3 seconds)
Date:	Tuesday, May 19, 2020 12:44:50 PM
Attachments:	audio.mp3

My name is Maureen cooked. I live at 6304, Hi Country Trail 76016. My phone number's 8178914129. I've tried to call this 817-370-6807 phone number several times and the call always fails, I need. Do you speak to someone I have questions about how this will affect my property if someone could please call me and tell me a correct phone number to call I would appreciate it also I would like to. No how I attend this virtual public hearing. This letter does not explain that, so I've tried several times to call 817-370-6807 to call sales. My number is 817-891-4129. My name is Maureen Cook and I represent myself. I've lived in the same house for 30 years at 6304 High Country Trail. Arlington, TX 76016 thank you.

You received a voice mail from COOK MAUREEN.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From:	Curtis Loftis
To:	Jovanny Ortega
Subject:	RE: Southeast connector resident !!
Date:	Tuesday, May 19, 2020 6:37:43 PM
Attachments:	SE-C_PH_Schematic-Layouts 6 (820).pdf landowners_bill_of_rights.pdf Acq. booklet.pdf Relocation booklet.pdf

---

Jovanny,

I have attached roll 6 of 8 of the Public Hearing Layout for the Southeast Connector project. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your property is shown on the attached layout (SE-C_PH_Schematic-Layouts 6 (820).pdf), #490-A. I'm sorry to inform you that your property is shown as a potential displacement for the Southeast Connector project.

Environmental Clearance for the Southeast Connector project is expected by September 2020. However, major construction for the project would not start until 2022.

Currently, TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the Public Hearing website. Sorry for the inconvenience.

I have attached three additional documents for you. The first is the 'The State of Texas Landowners Bill of Rights' (landowners_bill_of_rights.pdf); this provides information on your rights as a property owner in the State of Texas. The second document is 'State Purchase of Right Of Way' (Acq. booklet.pdf) this discusses the State of Texas process of acquiring property from a property owner. The third document is the 'Texas Department of Transportation (TxDOT) Relocation Assistance booklet (Relocation booklet.pdf) which explains how TxDOT will help assist property owners relocate if they displaced by a TxDOT project, in this case the Southeast Connector project.

For additional information concerning the TxDOT Right of Way process please contact:

Jessica Tijerina
Fort Worth District
Right of Way Project Delivery Office
Texas Department of Transportation
2501 SW Loop 820
Fort Worth, Texas 76133-2300
817-370-6551 – Office (This number is currently not working)
817-269-6766 ~ Cell
Jessica.Tijerina@txdot.gov

If you have any more questions concerning the Southeast Connector project please email me.

Thanks,

Curtis Loftis

-----Original Message-----
From: Jovanny Ortega []
Sent: Tuesday, May 19, 2020 3:54 PM

To: Curtis Loftis <Curtis.Loftis@txdot.gov>
Subject: Southeast connector resident !!

Curtis, this is Jovanny , from 6141 Craig street fort worth Texas 76112, I purchased my home last year and two months ago I found out about this project taking place in the near future , I'm doing a full renovation to this home with everything inside the home being top quality , I am investing a ton of money and would hate to have it all torn down in a year or two , would you be able to give me some info or guidance of when this project will take place and what I should expect if my property falls on land that is needed to complete this project ? I appreciate your time , you can also reach me anytime at (214)715-5058, Thanks .

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: Curtis Loftis
To: Jovanny Ortega
Subject: RE: Southeast connector resident !!
Date: Friday, May 22, 2020 4:04:13 PM

Jovanny,

Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Curtis

From: Jovanny Ortega []
Sent: Friday, May 22, 2020 10:23 AM
To: Curtis Loftis <Curtis.Loftis@txdot.gov>
Subject: Re: Southeast connector resident !!

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

hey curtis good morning man , i did get the email but like you mentioned, i did have a problem opening up the documents containing information on homeowners rights and displacement process. i also went online but also cannot open the files on computer.

On May 19, 2020, at 6:37 PM, Curtis Loftis <Curtis.Loftis@txdot.gov> wrote:

From: Curtis Loftis
To:
Subject: 6412 High Country Trail. Arlington, TX 76016
Date: Tuesday, May 19, 2020 7:01:13 PM
Attachments: SE-C_PH_Schematic-Layouts 2.pdf

Ms. Martin,

I spoke with you earlier today.

Currently, TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the Public Hearing website. Sorry for the inconvenience.

I have attached roll 2 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your property is shown on this roll, #335. There will not be any need to acquire any of your property for the Southeast Connector Project. The westbound I-20 frontage road will be reconstructed behind your house along with the rest of I-20. The only potential affect that I see for your property is that a noise barrier may be constructed along the back edge of your property on Texas Department of Transportation (TxDOT) Right-of-Way.

Traffic noise throughout the project limits was evaluated in accordance with TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. In the event that noise abatement was determined reasonable and feasible for the project, further public involvement efforts will be utilized to communicate the options that would be available to noise receivers adjacent to the proposed project.

The virtual hearing will be held June 4, 2020 at 6 p.m. To log onto the virtual public hearing, go to the following web address at the date and time indicated above: www.txdot.gov and search keywords: "Southeast Connector". (Hopefully the TxDOT website will be up and running before then.) The virtual hearing will be a pre-recorded presentation. The presentation will include both audio and visual components.

Environmental Clearance for the Southeast Connector project is expected by September 2020. However, major construction for the project would not start until 2022.

If you have any more questions concerning the Southeast Connector project please email me.

Thanks for showing interest in this project,

Curtis Loftis

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
5/22/2020	I live in the northeast corner of the intersection of I-820 and I-20 and need to use the frontage road to access both 820 and I-20 daily. I am interested in: 1. What is the proposed final design of that intersection? 2. How will contruction impact my access to my neighborhood?	Paul Shannon	4618 Island Bay Dr		(682) 465-1632	2	11

From: SoutheastConnector
To: Debbie Moore; SoutheastConnector
Subject: RE: Southeast Connector - 4312 Willow Bend Drive
Date: Wednesday, June 3, 2020 5:36:44 PM
Attachments: SE-C_PH_Schematic-Layouts 3.pdf

Debbie,

There are proposed improvements to Kelly Elliott Road and pedestrian elements. The proposed bridge will have 4-12' lanes and there proposed 10' sidewalks (Share Use Path) along each side. Texas Turn arounds will be on both sides of Kelly Elliott Road as well. The proposed design is a better than the temporary fix. I have attached roll 3 of 8 of the Public Hearing Schematic, proposed improvements to Kelly Elliot Road are shown.

A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: Debbie Moore []
Sent: Tuesday, June 02, 2020 12:16 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Southeast Connector - 4312 Willow Bend Drive

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Loftis,

Thank you for your reply.

Can you confirm that the temporary pedestrian fix at the Kelly Elliott bridge will be redone as part of the plans? I tried to look at Roll 3, but am unable to tell from the drawing.

Michael Peters, in an email conversation last year, informed me that this bridge would be fixed during the expansion. At first he said it was the Park Springs bridge, but later corrected himself and said it was the Kelly Elliott bridge. However, a neighbor has read the entire report and stated that she did not see any mention of this bridge.

In 2013, TXDOT created a temporary fix for this bridge when you were made aware that dozens of high schoolers were dangerously crossing this bridge twice a day to walk to school and back. But it is only a band-aid and needs to be permanently built to effectively handle pedestrians and cars.

Thanks for your help,

Debbie Moore

On 6/2/2020 9:53 AM, SoutheastConnector wrote:

> Debbie and John,
>
> The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearinga documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.
>
> At this time Public Hearing information for the Southeast Connector project can be found at the following site:
>
> https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing
>
> Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road.
>
> Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.
>
> A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.
>
> Thank you for showing interest in the Southeast Connector Project,
>
> Curtis Loftis
>
> ---
>
> **From:** Debbie and John Moore
>
> Sound barriers are currently needed on the south side of I-20 between Green Oaks and Kelly Elliott. With the planned expansion of I-20 and the construction of an access road, the sound will be increased for the Willow Bend neighborhood. We live on the south

side of Willow Bend Drive that runs south of I-20. Even though we live across the street from houses that directly back up to the interstate, traffic is easily heard on the back side of our property now! Please add sound barriers to this project!

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
5/22/2020	Sound barriers are currently needed on the south side of I-20 between Green Oaks and Kelly Elliott. With the planned expansion of I-20 and the construction of an access road, the sound will be increased for the Willow Bend neighborhood. We live on the south side of Willow Bend Drive that runs south of I-20. Even though we live across the street from houses that directly back up to the interstate, traffic is easily heard on the back side of our property now! Please add sound barriers to this project!	Debbie and John Moore	4312 Willow Bend Drive		(682) 429-5803	3	12

From: SoutheastConnector
To:
Subject: Southeast Connector - 4311 willow bend drive, Arlington Texas 76017
Date: Tuesday, June 2, 2020 11:14:41 AM

Eric,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road.

Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: Eric Alberts

Request needed noise barriers along I20 Kelly Elliott off ramp along Willow Bend drive.

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
5/22/2020	Request needed noise barriers along I20 kelly Elliott off ramp along Willow Bend drive.	Eric Alberts	4311 willow bend drive, Arlington Texas 76017		(817) 690-6696	4	13

From: SoutheastConnector
To:
Subject: Southeast Connector - 4333 Willow Bend Drive
Date: Tuesday, June 2, 2020 12:14:28 PM

Don,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road.

Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: Don Mocek

I am very concerned that a proposed sound wall is not being considered on the southside of I-20 from Green Oaks to Kelley Elliott I have lived at this address for 14 years and the noise level has quadrupled... we are at a lower elevation then the northside... a sound wall on the northside will increase our sound level that already is unbearable in your backyards... you can even watch the sound waves in the bird baths, unbelievable what it will be with a increase in traffic... I will even invite you to come and sit in the backyard, sunroom and house if that is what it takes to propose a sound wall.

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
5/25/2020	I am very concerned that a proposed sound wall is not being considered on the southside of I-20 from Green Oaks to Kelley Elliott I have lived at this address for 14 years and the noise level has quadrupled... we are at a lower elevation then the northside... a sound wall on the northside will increase our sound level that already is unbearable in your backyards... you can even watch the sound waves in the bird baths, unbelievable what it will be with a increase in traffic... I will even invite you to come and sit in the backyard, sunroom and house if that is what it takes to propose a sound wall.	Don Mocek	4333 Willow Bend Drive		(817) 688-8520	5	14

From: SoutheastConnector
To:
Subject: Southeast Connector - 4701 Branchview Dr.
Date: Tuesday, June 2, 2020 12:25:06 PM

Kath and Tyler,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road.

Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: Kathy & Tyler Erlandsen

I live in the Thousand Oaks - Willow Bend community on the South side of I-20 of the proposed construction of the I-20 from Little Road to Park Springs Boulevard, where reconstruction and widening to five main lanes, reconstruction of existing frontage roads from two to four lanes, and construction of new frontage roads between Green Oaks Boulevard and Kelly Elliot Road will take place.

We walk, bike and exercise in this neighborhood and would request that sound barriers be added to

the plans to maintain a quieter atmosphere.

The traffic has already increased in sound as the volume of vehicles increases everyday. Please consider this addition of adding sound barriers.

Sincerely,
Kathy & Tyler Erlandsen

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
5/26/2020	I live in the Thousand Oaks - Willow Bend community on the South side of I-20 of the proposed construction of the I-20 from Little Road to Park Springs Boulevard, where reconstruction and widening to five main lanes, reconstruction of existing frontage roads from two to four lanes, and construction of new frontage roads between Green Oaks Boulevard and Kelly Elliot Road will take place. We walk, bike and exercise in this neighborhood and would request that sound barriers be added to the plans to maintain a quieter atmosphere. The traffic has already increased in sound as the volume of vehicles increases everyday. Please consider this addition of adding sound barriers. Sincerely, Kathy & Tyler Erlandsen	Kathy Erlandsen	4701 Branchview Dr.		(817) 913-4287	6	15

From: Dolores Connor
To: Chad Putnam; White, Torchy; HistoricCarverHt
Cc:
Subject: Re: Southeast Connector Project Reply 9
Date: Friday, May 29, 2020 11:55:09 AM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Drawing attached: (although elementary) Our recommendation for the new Ramey Exit from southbound Loop 820

Basically it is including the Ramey Street Exit being included with the Lancaster & Rosedale South bound exit.
It makes the Ramey exit a single lane south exit between Lancaster & Rosedale.
The Ramey exit would be single lane elevated over part of 820 & Cravens to end at Ramey Ave.
& still includes the U turn line headed back to Loop 820 North.

****

Chad,
After discussions with Torchy, we are asking for the TxDot staff to please provide us with a professional drawing of our recommendation. How soon can we get this?
Thank you for your assistance & getting this in the right department to help us.
We are confident that this is the right solution for all involved.....especially our neighborhood.

Thank you all.

Dolores L. Connor
Notary
P. O. Box 8863
Ft. Worth, TX 76124
817-429-0688

From: Chad Putnam <Chad.Putnam@txdot.gov>
Sent: Thursday, May 28, 2020 7:37 PM
To: White, Torchy ; HistoricCarverHt
Cc: bert.williams dolocon; zetroc2015; mdthomps>; jane817; ljefferson; drsaxclaud;

From:	Curtis Loftis
To:	Hassan.jawad
Cc:	Curtis Hanan; randy.bowers; Russell Poer; Rebecca Soria; moesalame95; Edwards, Chad; Jodray, David; Lane.Zarate; Jessica Tijerina
Subject:	RE: 6100 e Rosedale
Date:	Wednesday, April 22, 2020 5:47:10 PM
Attachments:	6100 East Rosedale.pdf landowners_bill_of_rights.pdf Acq. booklet.pdf

---

Mr. Jawad,

I'm sorry to hear that you are unable to travel right now and hope you are able to return soon. I hope you and your family are doing well with the development of the COVID19 virus.

As part of the Southeast Connector project, I-20 will be reconstructed from Forest Hill Drive to Park Springs Boulevard, I-820 will be reconstructed from I-20 to Brentwood Stair Road, and US 287 will be reconstructed from Bishop Street/Wichita Street to Sublett Road. I-820 will be reconstructed to an eight lane facility with four lanes in each direction from US 287 to Brentwood Stair Road. Please see the attached PDF file '6100 East Rosedale Drive', it shows the latest plan view of I-820 from north of Berry Street to Brentwood Stair Road. This design is subject to change. The frontage roads will be reconstructed along I-820 and ramps relocated. East Rosedale Street will be reconstructed from the southbound I-820 frontage road to the east, to Rosser Street.

TxDOT would need to acquire a portion of your property for improvements proposed along East Rosedale Street. Additionally, to improve safety two of the four driveways to your property would need to be removed. The other two driveways would need to be reconstructed. During the construction process you will have access to your property. TxDOT would need to pay you for the property that they want to acquire and for the access (two driveways) that we would be removing.

I have attached the State of Texas Landowners Bill of Rights. This discusses your rights as a land owner. I have also attached the State Purchase of Right Of Way. This discusses the State's process of acquiring property (Right of Way) from a property owner.

Currently, with the COVID19 pandemic, TxDOT is planning to have a virtual Public Hearing on June 4, 2020. There will be a prerecorded video that will explain the project. This information along with the Public Hearing schematics will be able to be viewed online. Usually, the process to acquire ROW doesn't begin until environmental clearance is obtained. TxDOT plans on obtaining environmental clearance in September of 2020. Major construction for this project would probably not begin until 2022.

If you have any questions concerning the proposed design please contact me. If you have any questions regarding the purchase of Right Of Way (ROW), I will put you in contact with the ROW project manager for this project.

Thanks,

Curtis F. Loftis, P.E.
Transportation Engineer
TxDOT - Fort Worth District
2501 S.W. Loop 820
Fort Worth, TX 76133
Phone: (817)370-6807
Fax: (817)370-6759
e-mail: Curtis.Loftis@txdot.gov

-----Original Message-----
From: Rebecca Soria
Sent: Wednesday, April 15, 2020 4:19 PM
To: Curtis Loftis <Curtis.Loftis@txdot.gov>
Cc: Curtis Hanan <Curtis.Hanan@txdot.gov>; Hassan.jawad; Randy Bowers <Randy.Bowers@txdot.gov>; Russell Poer <Russell.Poer@txdot.gov>
Subject: FW: 6100 e Rosedale

Curtis, Mr. Jawad was called from oversea. I had asked him for his number to forward, but he was unsure that the calls would get through to him. Please see his message below.

Thank you,

Rebecca Soria
Fort Worth District
South Tarrant County Area Office
2501 S.W. Loop 820
Fort Worth, Tx 76133
817.370.6640

-----Original Message-----
From: hassan jawad [
Sent: Wednesday, April 15, 2020 3:41 PM
To: Rebecca Soria <Rebecca.Soria@txdot.gov>
Subject: 6100 e Rosedale

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello my name is Hassan Jawad owner of the property @ 6100 e Rosedale F.W the next door business owner received a letter from a lawyer offering his help about the government taking his property so they can widening HI 820 we contacted the lawyer and said my property @ 6100 is going to be taking also by the state to widening the Hi 820 I really don't know if this a scam so my question is that information accurate I'm currently stuck overseas because of the virus and the local airport closed and my mail is at hold at the post office until my return if any thing have been sent to me via email in regards to this matter I don't have a way to read it until my return I really appreciate if you are able to inform me about this matter

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From:	Curtis Loftis
To:	Seiffert, Mary; Ricardo Gonzalez
Subject:	RE: Taco Bell #2633 Fort Worth Parcel 511 - Taco Bell - Latest Schematic
Date:	Thursday, May 21, 2020 4:07:16 PM
Attachments:	SE-C_PH_Schematic-Layouts 6 (820).pdf landowners_bill_of_rights.pdf Acq. booklet.pdf Relocation booklet.pdf

---

Mary,

Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

A virtual hearing will be held June 4, 2020 at 6 p.m. To log onto the virtual Public Hearing, go to the following web address at the date and time indicated above: www.txdot.gov and search keywords: “Southeast Connector”. (Hopefully the TxDOT website will be up and running before then.) The virtual hearing will be a pre-recorded presentation. The presentation will include both audio and visual components.

I have attached roll 6 of 8 of the Southeast Connector Public Hearing Layout (SE-C_PH_Schematic-Layouts 6 (820).pdf). The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The Taco Bell property is shown on this roll, #511. The Taco Bell property is shown as a potential displacement for the Southeast Connector project.

I have attached three additional documents for you. The first is the 'The State of Texas Landowners Bill of Rights' (landowners_bill_of_rights.pdf); this provides information on your rights as a property owner in the State of Texas. The second document is 'State Purchase of Right Of Way' (Acq. booklet.pdf) this discusses the State of Texas process of acquiring property from a property owner. The third document is the 'Texas Department of Transportation (TxDOT) Relocation Assistance booklet (Relocation booklet.pdf) which explains how TxDOT will help assist property owners relocate if they displaced by a TxDOT project, in this case the Southeast Connector project.

For additional information concerning the TxDOT Right of Way process please contact:

Jessica Tijerina
Fort Worth District

Right of Way Project Delivery Office
Texas Department of Transportation
2501 SW Loop 820
Fort Worth, Texas 76133-2300
817-370-6551 – Office (This number is currently not working)
817-269-6766 ~ Cell
Jessica.Tijerina@txdot.gov

Environmental Clearance for the Southeast Connector project is expected by September 2020. However, major construction for the project would not start until 2022.

If you have any more questions concerning the Southeast Connector project please email me.

Thanks,

Curtis Loftis

From: Seiffert, Mary []
Sent: Wednesday, May 20, 2020 5:33 PM
To: Ricardo Gonzalez <Ricardo.Gonzalez@txdot.gov>; Curtis Loftis <Curtis.Loftis@txdot.gov>
Subject: Taco Bell #2633 Fort Worth Parcel 511 - Taco Bell - Latest Schematic

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Ricardo,

I wanted to introduce myself to you. I am the Property Manager for Taco Bell Company stores. I handle commendations for Taco Bell and have been working with Curtis Loftis on this take. You have had a discussion with David Gregory pertaining to TxDOT's project. David is an engineer consultant for Taco Bell and was not aware that I handle all condemnations for Taco Bell. I have informed David that all communication regarding this project is to be conducted between me and TxDOT.

Today I had a call with the Stateside right of Way Services people in regards to relocation portion. As I informed them, I cannot sign any documents pertaining to relocation as the only information that I have received on this take is 1) being contacted by an appraiser to conduct an external appraisal and 2) a site plan from Curtis and from the appraiser. I have not received any other information on this project. I was informed of a Public Hearing that was to occur sometime the beginning of June, so that we can learn more on this project. To date I have not been informed of this Public Meeting though I have left a voice mail and email for Curtis asking for an update on the meeting. If it has been scheduled, please provide me the date, time and location as I will want David and my Operation Team member to attend. Any additional information on this project, i.e. when I will receive the appraisal package, when this project is scheduled to start, would be very helpful.

Best

Mary Seiffert
Property Manager/ADA Compliance
Taco Bell Corp. / Legal Department
1 Glen Bell Way, Irvine, CA 92618
ph: 949-863-4315

TACO BELL

From: David Gregory <>
Sent: Monday, May 11, 2020 6:32 PM
To: Seiffert, Mary <>
Cc: Pulcheon, Steve <>; Busse, Peter <>
Subject: [EXT]FW: Parcel 511 - Taco Bell - Latest Schematic

From: Ricardo Gonzalez [mailto:Ricardo.Gonzalez@txdot.gov]
Sent: Monday, May 11, 2020 6:50 PM
To: David Gregory
Cc: Curtis Hanan; Curtis Loftis
Subject: Parcel 511 - Taco Bell - Latest Schematic

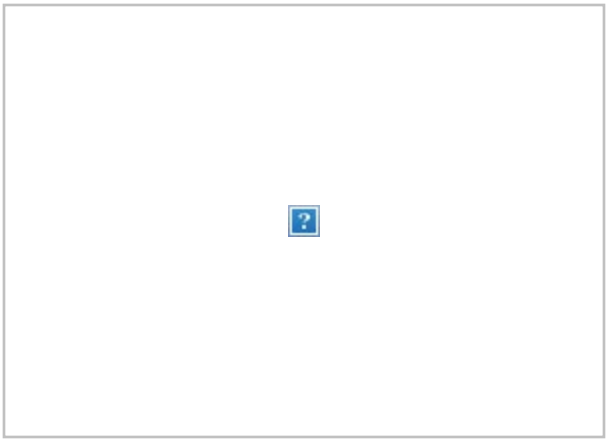
Mr. Gregory,

Attached you will find the latest schematic submittal that reflects the environmental footprint for the project. This will show both side of the intersection of Meadowbrook and along IH820. Also within the schematic layout, you will find the traffic demand for the intersection and more clearly see the plan for dual lefts for east and west bound Meadowbrook. This information was just finalized and wanted to share due to our conversation.

I have also included Curtis Loftis which is the PM on the project and his immediate supervisor Curtis Hanan. If you need further information, please do not hesitate to call on us.

Ricardo Gonzalez, P.E.
Director of Transportation Planning & Development
Fort Worth District

2501 SW Loop 820
Fort Worth, TX 76133
817.370.6541 (Office)
Ricardo.gonzalez@txdot.gov



"This communication is confidential and may be legally privileged. If you are not the intended recipient, (i) please do not read or disclose to others, (ii) please notify the sender by reply mail, and (iii) please delete this communication from your system. Failure to follow this process may be unlawful. Thank you for your cooperation."

From: Curtis Loftis
To: Katelyn Kowalczyk
Subject: FW: Taco Bell #2633@ 6162 Meadowbrook Fort Worth - IH820 Southeast Connector Project
Date: Wednesday, April 22, 2020 9:39:44 AM
Attachments: image004.png

FYI

From: Curtis Loftis
Sent: Wednesday, April 22, 2020 9:27 AM
To: Jonathan Stewart () <m>
Cc: '
Subject: FW: Taco Bell #2633@ 6162 Meadowbrook Fort Worth - IH820 Southeast Connector Project

Jonathan,

Please add Mary Seiffert to the contact list for the Southeast Connector Project. Her contact information is below.

Thanks,

Curtis

From: Seiffert, Mary []
Sent: Tuesday, April 21, 2020 11:45 AM
To: Curtis Loftis <Curtis.Loftis@txdot.gov>
Subject: Taco Bell #2633@ 6162 Meadowbrook Fort Worth - IH820 Southeast Connector Project

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Curtis,

Taco Bell would like to be heard at the next Public Hearing on this project. Someone had mentioned that we need to register to do this. What is the process to get on the Public Hearing agenda?

Mary Seiffert
Property Manager/ADA Compliance
Taco Bell Corp. / Legal Department
1 Glen Bell Way, Irvine, CA 92618
ph: 949-863-4315

From: Curtis Loftis <Curtis.Loftis@txdot.gov>
Sent: Monday, April 6, 2020 7:48 AM
To: Seiffert, Mary <>
Subject: RE: [EXT]RE: Taco Bell #2633@ 6162 Meadowbrook Fort Worth - IH820 Southeast Connector Project

Mary,

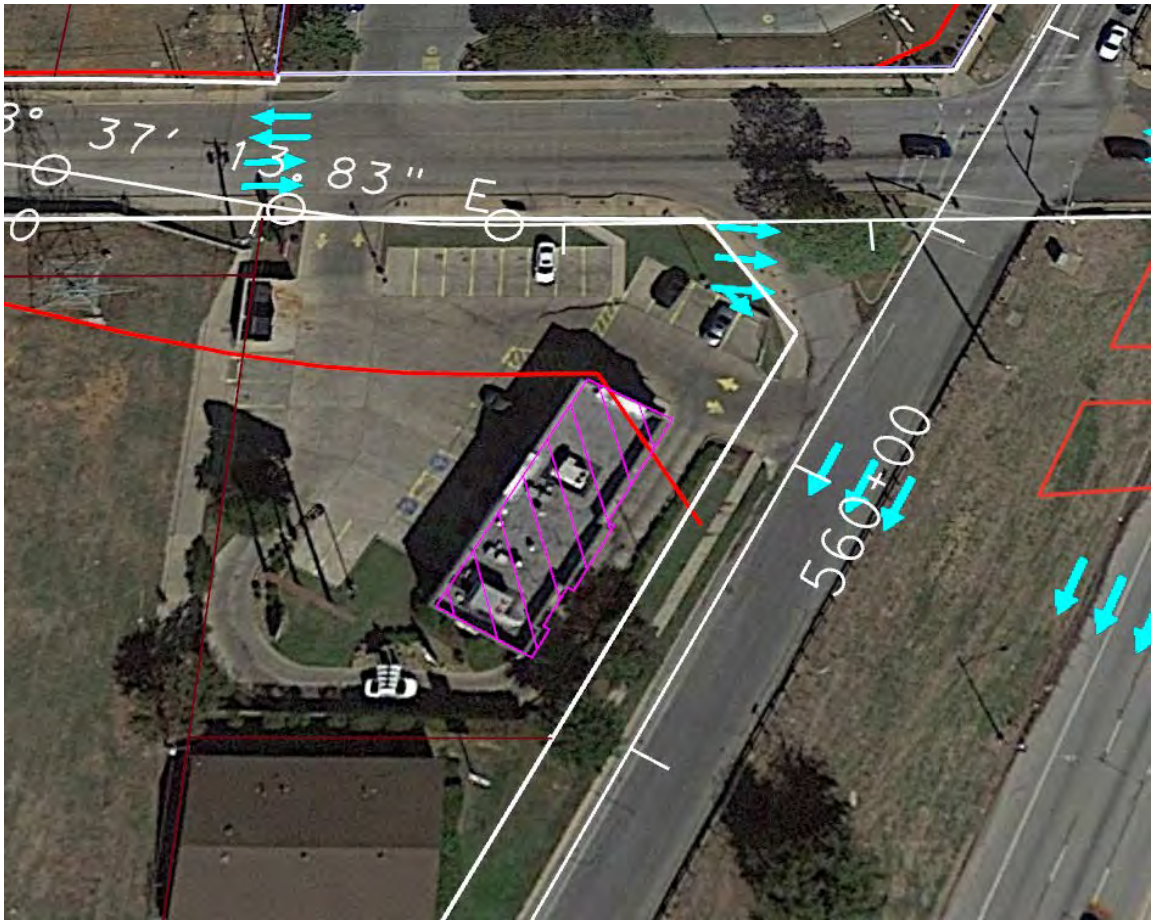
I was able to confirm that Jason Jackson is an appraiser hired by TxDOT. The information he is showing is consistent to what is shown on the schematic that is being developed for the Public Hearing.

Curtis

From: Seiffert, Mary []
Sent: Friday, April 03, 2020 3:28 PM
To: Curtis Loftis <Curtis.Loftis@txdot.gov>
Subject: RE: [EXT]RE: Taco Bell #2633@ 6162 Meadowbrook Fort Worth - IH820 Southeast Connector Project

Curtis,

I am just confirming with you as to what TxDOT's appraiser, Jason Jackson, had sent to me today. He is showing the that everything from the North of the red line is being taken by TxDOT. I am assuming as he is the appraiser, that his aerial is correct. I don't see how Taco Bell can shift this store in the area South of the red line though I will need my architects to confirm. If they confirm we cannot shift the store, then it is a full take which I told Jason this, for appraisal reasons.



Mary Seiffert
Property Manager/ADA Compliance
Taco Bell Corp. / Legal Department
1 Glen Bell Way, Irvine, CA 92618
ph: 949-863-4315

From: Curtis Loftis <Curtis.Loftis@txdot.gov>
Sent: Friday, April 3, 2020 12:10 PM
To: Seiffert, Mary <>
Subject: RE: [EXT]RE: Taco Bell #2633@ 6162 Meadowbrook Fort Worth - IH820 Southeast Connector Project

Mary,

We are planning to have a Public Hearing this June (2020). If environmental clearance is obtained by August 2020, construction could begin in the fall of 2021 and major construction starting in 2022.

Curtis

From: Seiffert, Mary []
Sent: Friday, April 03, 2020 2:04 PM
To: Curtis Loftis <Curtis.Loftis@txdot.gov>
Subject: RE: [EXT]RE: Taco Bell #2633@ 6162 Meadowbrook Fort Worth - IH820 Southeast Connector Project

Curtis,

When is this project schedule to start?

Mary Seiffert
Property Manager/ADA Compliance
Taco Bell Corp. / Legal Department
1 Glen Bell Way, Irvine, CA 92618
ph: 949-863-4315

From: Curtis Loftis <Curtis.Loftis@txdot.gov>
Sent: Friday, January 17, 2020 12:19 PM **To:**
Seiffert, Mary <

Subject: [EXT]RE: Taco Bell #2633@ 6162 Meadowbrook Fort Worth - IH820 Southeast Connector Project

Mary,

Here's a screen shot of the current schematic at the location of the Taco Bell?

Curtis

From: Seiffert, Mary []
Sent: Thursday, January 16, 2020 7:02 PM
To: Curtis Loftis <Curtis.Loftis@txdot.gov>
Subject: RE: Taco Bell #2633@ 6162 Meadowbrook Fort Worth - IH820 Southeast Connector Project

Hi Curtis,

Can you provide me an update on the IH820? What I would like an update on is:

- Has the appraisals been done?
- Are there plans available of the take of the property?
- When is the start date?

When you and I had talked back in October, you had thought it would be a full take. I am being told by someone else that it will not be. Please confirm.

Mary Seiffert
Property Manager/ADA Compliance
Taco Bell Corp. / Legal Department
1 Glen Bell Way, Irvine, CA 92618
ph: 949-863-4315

From: Seiffert, Mary
Sent: Monday, October 21, 2019 3:42 PM
To: curtis.loftis@txdot.gov
Subject: Taco Bell #2633@ 6162 Meadowbrook Fort Worth - IH820 Southeast Connector Project

Hi Curtis,

Per our telephone call today, as Taco Bell Property Manager, I handle the condemnations for Taco Bell Company stores. In regards to the impact of the Taco Bell property at 6162 Meadowbrook due to the IH820 Southeast Connector Project, please provide me any updates. When the time comes on negotiating for the land, please have your Right-a-Way person contact me.

Thank you

Mary Seiffert
Property Manager/ADA Compliance
Taco Bell Corp. / Legal Department
1 Glen Bell Way
Irvine, CA 92618
ph: 949-863-4315

"This communication is confidential and may be legally privileged. If you are not the intended recipient, (i) please do not read or disclose to others, (ii) please notify the

sender by reply mail, and (iii) please delete this communication from your system. Failure to follow this process may be unlawful. Thank you for your cooperation."

"This communication is confidential and may be legally privileged. If you are not the intended recipient, (i) please do not read or disclose to others, (ii) please notify the sender by reply mail, and (iii) please delete this communication from your system. Failure to follow this process may be unlawful. Thank you for your cooperation."

"This communication is confidential and may be legally privileged. If you are not the intended recipient, (i) please do not read or disclose to others, (ii) please notify the sender by reply mail, and (iii) please delete this communication from your system. Failure to follow this process may be unlawful. Thank you for your cooperation."

"This communication is confidential and may be legally privileged. If you are not the intended recipient, (i) please do not read or disclose to others, (ii) please notify the sender by reply mail, and (iii) please delete this communication from your system. Failure to follow this process may be unlawful. Thank you for your cooperation."

From: SoutheastConnector
To: Jhin Yu Frey
Subject: RE: SE Connector Highway
Date: Wednesday, May 20, 2020 12:58:18 PM
Attachments: SE-C_PH_Schematic-Layouts 8 (287S).pdf

Mr. Frey,

I have attached roll 8 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your property is shown on this roll, #174. There will not be any need to acquire any of your property for the Southeast Connector Project. The northbound US 287 frontage road will be reconstructed behind your house along with widening of the US 287 main lanes. The only potential affect that I see for your property is that a noise barrier may be constructed along the back edge of your property on Texas Department of Transportation (TxDOT) Right-of-Way.

Traffic noise throughout the project limits was evaluated in accordance with TxDOT's Guidelines for Analysis and Abatement of Roadway Traffic Noise. In the event that noise abatement was determined reasonable and feasible for the project, further public involvement efforts will be utilized to communicate the options that would be available to noise receivers adjacent to the proposed project.

Currently, TxDOT is having difficulties posting Public Hearing documents to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the Public Hearing website. Sorry for the inconvenience.

If you have any more questions about the Southeast Connector Project please email me.

Thanks for showing interest in this project'

Curtis Loftis

From: Jhin Yu Frey
Sent: Tuesday, May 19, 2020 6:14 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: SE Connector Highway

ATTN: Loyl C. Bussell, P.E.

I am a resident next to where the planned 287 highway construction will be taking place. The

highway now is already quite loud and if there are plans to increase lanes on the highway and frontage roads, I would respectfully like to request that a wall be built to help keep noise pollution down for the residents.

Regards,
Jhin Yu Frey
5418 Wild West Dr.
Arlington, Tx 76017

From: SoutheastConnector
To: Roy Hopkins
Subject: RE: Noise wall
Date: Thursday, May 21, 2020 1:41:56 PM
Attachments: SE-C_PH_Schematic-Layouts 3.pdf

Roy,

I have attached roll 3 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your property is shown on this roll, #236. There will not be any need to acquire any of your property for the Southeast Connector Project. The proposed eastbound I-20 frontage road will be constructed behind your house along with the rest of I-20. There is no proposed noise barrier between your property and the eastbound I-20 frontage road.

Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

-----Original Message-----
From: Roy Hopkins []
Sent: Tuesday, May 19, 2020 2:27 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Noise wall

I live at 4317 WILLOW BEND DR, ARLINGTON TX 76017. The current noise levels are between 60 and 80 dB . as measured on my deck.Your proposed new highway additions will only make this much worse!! Highway noise has already contributed to my hearing loss .
Build a wall please.
Can you provide me additional details regards the impact on my property ?
Thanks
Roy Hopkins
8179135787

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: SoutheastConnector
To: Nancy Creel
Subject: RE: Sound wall
Date: Thursday, May 21, 2020 2:11:14 PM
Attachments: SE-C_PH_Schematic-Layouts 3.pdf

Nancy,

I have attached roll 3 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your property is not listed on this roll because your property is not adjacent to the Texas Department of Transportation Right-Of-Way. Based on the address you provided your property south of property #229 on the south side of Willow Bend Drive. There will not be any need to acquire any of your property for the Southeast Connector Project. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road.

Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be accessible on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

-----Original Message-----
From: Nancy Creel [
Sent: Tuesday, May 19, 2020 4:45 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Sound wall

I'd like to encourage you to put a sound wall between I 20 and Willow Bend Dr as you expand. Some relief from the noise would be much appreciated.

Nancy Creel
4401 Willow bend

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: SoutheastConnector
To: Sue Schambacher
Subject: RE: Map of Project area
Date: Thursday, May 21, 2020 2:35:05 PM
Attachments: SE-C_PH_Schematic-Layouts 5 (820).pdf

Sue,

I have attached roll 5 of 8 of the Southeast Connector Public Hearing Layout. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Your property is shown on this roll, #603. There will not be any need to acquire any of your property for the Southeast Connector Project. The proposed southbound I-820 frontage road will be reconstructed in front of your business along with the rest of I-820.

Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: Sue Schambacher []
Sent: Wednesday, May 20, 2020 10:30 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: FW: Map of Project area
Importance: High

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Can you please send me a map of the project area?

I can't seem to get it to load off of the website.

We want to see how this is going to affect our Business/area.

Thank you!

Sue Schambacher
Office Admin.

Storm Master Inc.
3404 East Loop 820 South
Fort Worth, Texas 76119
817-589-7190

From: SoutheastConnector
To: Hervey Levin
Subject: RE: Map of the Little Road intersection with 287 in Arlington Texas
Date: Thursday, May 21, 2020 2:52:50 PM

Hervey,

Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 2 - I-20 from west of BUS 287 (Mansfield Highway) to US 287 and Roll 3 - I-20 from Little Road to Park Springs Boulevard for proposed improvements to Little Road from US 287 to I-20.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

-----Original Message-----
From: Hervey Levin
Sent: Wednesday, May 20, 2020 3:25 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Map of the Little Road intersection with 287 in Arlington Texas

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Is there a map available which reflects the proposed construction involving the intersection of Little Road with 287 in Arlington Texas?

Sent from my iPad
Hervey Levin

972-896-4312 cell

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: SoutheastConnector
To:
Subject: 4900 Oldfield Drive Arlington TX 76106
Date: Thursday, May 21, 2020 5:49:14 PM

Broderick,

It was nice speaking to you earlier today and I hope I was able to answer your questions.

Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 3 - I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your home. Your property is listed on this roll, #277. Under 'Environmental Documents' you can find the Traffic Noise Technical Report.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: +1 682-438-2267 [mailto:+1 682-438-2267]
Sent: Wednesday, May 20, 2020 11:16 AM
To: N/A
Subject: Voice Mail (1 minute and 24 seconds)

Yes, my name is Broderick Beasley. My address is 4900 Oldfield Drive Arlington TX. We received a letter explaining information about the southeast connector improvement project. And my phone number is 6824382267? What my question is how do we go about to find out if the 23 residents that will be affected by this improvement project? Uh what addresses will be affected by this uh. We are concerned be'cause as we speak. We have a crew in our backyard that is digging. With lawyers quit Minton and we are concerned that might be more work done in our backyard. Thank you very much, bye. See that's why I.
You received a voice mail from WIRELESS CALLER.

From:	+1 682-438-2267
To:	SECPH VM-English
Subject:	Voice Mail (1 minute and 24 seconds)
Date:	Wednesday, May 20, 2020 11:16:27 AM
Attachments:	audio.mp3

Yes, my name is Broderick Beasley. My address is 4900 old field Dr Arlington TX. We received a letter explaining information about the southeast connector improvement project. And my phone number is 824382267? What my question is how do we go about to find out if the 23 residents that will be affected by this improvement project? Uh what addresses will be affected by this uh. We are concerned be'cause as we speak. We have a crew in our backyard that is digging. With lawyers quit Minton and we are concerned that might be more work done in our backyard. Thank you very much, bye. See that's why I.

You received a voice mail from WIRELESS CALLER.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From:	+1 682-438-2267
To:	SECPH VM-English
Subject:	Voice Mail (1 minute and 24 seconds)
Date:	Thursday, May 21, 2020 11:23:56 AM
Attachments:	audio.mp3

Yes, my name is Broderick beastly my address is 4900, Old Field Dr Arlington, TX, 76016 my phone number is 6824382267. I received a brochure and Mail, giving me information on the southeast corner improvement plan. An I'm trying to find out where do you go to see if your address? Might be in the one of the houses that might. Be moved or relocate worked on with the project. I just need more information on that because I did read that they set up to 23 houses might be affected and I'm just trying to see if my particular address 4900. Old field drive is amongst those houses that might be affected. Thank you very much, bye.

You received a voice mail from WIRELESS CALLER.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From: SoutheastConnector
To:
Subject: RE: Voice Mail (1 minute and 15 seconds)
Date: Thursday, May 21, 2020 7:03:43 PM

Liesil,

It was nice speaking with you earlier today and I hope I was able to answer your questions.

Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 2 - I-20 from west of BUS 287 (Mansfield Highway) to US 287 you can find proposed improvements to I-20 next to your home. Your property is listed on this roll, #396. Under 'Environmental Documents' you can find the Traffic Noise Technical Report.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: +1 214-906-5753 [mailto:+1 214-906-5753]
Sent: Wednesday, May 20, 2020 5:42 PM
To: N/A
Subject: Voice Mail (1 minute and 15 seconds)

My name is Lisa Massey. I am owner of 7716 Smuggler's Cove, Arlington, TX 76016. My property backs up to I-20 right where 287 meets I-20 and goes up and turns into. 8:20 so I am right there, smack dab where all of this construction and added lanes are going to take place. I right now have terrible noise. I can hear it inside my house but outside in the backyard. We have a ton of traffic. Noise, and I am very concerned about my property value as this will add to the noise. … My number again 214. 9065753 we need to be compensated with our tax is being going down. Are as this is going to affect our property value in a big way? Thank you.

You received a voice mail from WIRELESS CALLER.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

From:	+1 214-906-5753
To:	SECPH VM-English
Subject:	Voice Mail (1 minute and 15 seconds)
Date:	Wednesday, May 20, 2020 5:42:16 PM
Attachments:	audio.mp3

My name is Lisa Massey. I am owner of 7716 Smuggler's Cove, Arlington, TX 76016. My property backs up to I-20 right where 287 meets I-20 and goes up and turns into. 8:20 so I am right there, smack dab where all of this construction and added lanes are going to take place. I right now have terrible noise. I can hear it inside my house but outside in the backyard. We have a ton of traffic. Noise, and I am very concerned about my property value as this will add to the noise. ... My number again 214. 9065753 we need to be compensated with our tax is being going down. Are as this is going to affect our property value in a big way? Thank you.

You received a voice mail from WIRELESS CALLER.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From:	Curtis Loftis
To:	Katelyn Kowalczyk; SoutheastConnector
Subject:	FW: Southeast Connector Question - I-20 Kelly Elliott Exit
Date:	Saturday, May 23, 2020 3:57:30 PM

From: Trimble, Craig [] **Sent:** Saturday, May 23, 2020 3:56 PM
To: Curtis Loftis <Curtis.Loftis@txdot.gov>
Subject: RE: Southeast Connector Question - I-20 Kelly Elliott Exit

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We feel your pain. Had the same thing happen to us last year at Huitt-Zollars. Took us down 3 days. Thanks for your prompt reply and the document. All the best – this thing looks like a tiger by the tail. I've managed 3 Billion$ programs. They are great fun.

From: Curtis Loftis <Curtis.Loftis@txdot.gov>
Sent: Saturday, May 23, 2020 3:18 PM
To: Trimble, Craig <>
Subject: RE: Southeast Connector Question - I-20 Kelly Elliott Exit

Craig,

Currently, the Texas Department of Transportation (TxDOT) is having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred last Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Thanks for showing interest in the Southeast Connector project,

Curtis

From: Trimble, Craig []
Sent: Saturday, May 23, 2020 3:11 PM
To: Curtis Loftis <Curtis.Loftis@txdot.gov>

Subject: Southeast Connector Question - I-20 Kelly Elliott Exit

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Loftis: We received information of the public hearing on the Southeast Connector program. I looked at the project website, its PPT's and Exhibits. I could not see any design drawings that covered the intersection (including frontage road expansions) of Kelly Elliott and I-20 in Arlington.

I own a residence at the SW corner of the I-20 East frontage road and Kelly Elliott and the backyard runs along the frontage road (4303 Willow Bend Dr). Our street terminates in a cul-de-sac that dead ends at Kelly Elliott and part of my property also extends along the right hand turn onto Kelly Elliott. I am trying to ascertain if the frontage road will be widened and as a result what that new alignment will be plus if any turn realignment will also occur and what its alignment may be.

Is there a preliminary drawing of this area completed yet that is available for public comment at this point? If so is there a link to that document?

Thanks in advance for your consideration in this matter.

Craig N Trimble, AIA, NCARB
Vice President
500 W. 7th Street, Suite 300
Fort Worth, TX 76102-4773
Cell 214.914.2394

500 West 7th Street | Suite 300 | Fort Worth TX 76102-4728
817.335.3000

NOTICE: This e-mail and any files transmitted with it are confidential and intended for the sole use of the individual or entity to which this

e-mail is addressed. If you have received this email in error, please notify the sender and delete the e-mail from your system.

CAUTION: This email originated from outside Huitt-Zollars. Treat all links and attachments with appropriate caution. Verify with sender if unexpected.

From: SoutheastConnector
To:
Subject: RE: Southeast Connector Tuesday,
Date: June 2, 2020 9:52:37 AM

Paul,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 2 - I-20 from west of BUS 287 (Mansfield Highway) to US 287 you can find proposed improvements to I-20 next to your home.

A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: Paul Shannon

I live in the northeast corner of the intersection of I-820 and I-20 and need to use the frontage road to access both 820 and I-20 daily. I am interested in:
1. What is the proposed final design of that intersection?
2. How will construction impact my access to my neighborhood?

From: SoutheastConnector
To: Melissa Hajicek
Cc: melissa hajicek
Subject: RE: Virtual Public Hearing 6/4/2020
Date: Wednesday, June 3, 2020 3:58:32 PM
Attachments: image001.png

Melissa,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a *'Submit Your Comment'* button on the website. Additionally, you can call and leave a comment at (817) 887-6150.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: Melissa Hajicek [
] **Sent:** Wednesday, June 03, 2020 2:25 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: melissa hajicek >
Subject: Virtual Public Hearing 6/4/2020

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

How do I attend the Southeast Connector Virtual Public Hearing on 6/4/2020? I know there is a lot of people in my neighborhood the wants to voices their opinions, also.

Warmest Regards,

Melissa Hajicek | Billing Specialist
Topographic Land Surveyors
1400 Everman Parkway, Ste. 146

Fort Worth, TX 76140
o: 817.744.7512 | f: 817.744.7554
Firm Registration and Disclaimer

TOPOGRAPHIC
LOYALTY INNOVATION LEGACY

From: SoutheastConnector
To: razdog4
Subject: RE: Sound wall
Date: Wednesday, June 3, 2020 6:01:43 PM

Sherman and Shirley,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road.

Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a *'Submit Your Comment'* button on the website. Additionally, you can call and leave a comment at (817) 887-6150.

A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: razdog4 []
Sent: Wednesday, June 03, 2020 11:47 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Sound wall

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

It would be very helpful to have a wall for sound on our South side. Our neighborhood is next to the freeway, and traffic sounds can be very loud, especially in some seasons. It would be a great service to have sound walls.

Thank you,

Sherman and Shirley Perry

Overland Stage Addition

Sent via the Samsung Galaxy S8+, an AT&T 5G Evolution capable smartphone

From: SoutheastConnector
To: Marjie Shirey
Subject: RE: Sound barriers
Date: Wednesday, June 3, 2020 8:43:41 PM

Lord Daniel and Lady Marjorie,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road.

Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a *'Submit Your Comment'* button on the website. Additionally, you can call and leave a comment at (817) 887-6150.

A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: Marjie Shirey []
Sent: Wednesday, June 03, 2020 2:29 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Sound barriers

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am a resident on the south side of I-20 in Overland Stage Estates between Green Oaks and Kelly Elliot. We currently have tremendous noise from the I-20 traffic. I don't understand why there would be a proposal for the sound barrier to be built on the north side of I-20 but not on the south side. The south side residents pay taxes, are part of the county and city and live just as close if not closer to the highway noise.

Please put the south side sound barrier into the plans of development.

Thank you.

Lord Daniel and Lady Marjorie Waltens
Home owners on Grey Dawn Drive

Sent from Marjie Waltens

From: SoutheastConnector
To: Brent Huckaby
Subject: RE: Sound barrier needed on South side of I-20
Date: Wednesday, June 3, 2020 8:48:58 PM

Brent,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road.

Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a 'Submit Your Comment' button on the website. Additionally, you can call and leave a comment at (817) 887-6150.

A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

-----Original Message-----
From: Brent Huckaby []
Sent: Wednesday, June 03, 2020 3:38 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Sound barrier needed on South side of I-20

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The roar of almost constant traffic on I-20 is hazardous to the well being of the resident living south of I-20 between Green Oaks Blvd and Kelly-Elliott in Arlington. Noise pollution of the heavy traffic adds to our stress and takes away our sense of well being. If the north side of I-20 gets a sound barrier, it defies logic why the south side would not receive the same noise protection. Please include a noise barrier wall on the south side of I-20 in your immediate plans for improving the lives of the citizens of Arlington. Thank you from a concerned resident.

Brent Huckaby
4792 Wood Springs Ct

Arlington, Tx. 76017

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: Curtis Loftis
Subject: FW: Sound Barrier Wall
Date: Wednesday, June 3, 2020 8:53:41 PM

-----Original Message-----
From: SoutheastConnector
Sent: Wednesday, June 03, 2020 8:53 PM
To: 'Kat Breen' <>
Subject: RE: Sound Barrier Wall

Kathy,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road.

Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a 'Submit Your Comment' button on the website. Additionally, you can call and leave a comment at (817) 887-6150.

A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

-----Original Message-----
From: Kat Breen []
Sent: Wednesday, June 03, 2020 4:45 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Sound Barrier Wall

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am not sure who to talk to about this project but I would like to request a sound wall be erected on Green Oaks

Blvd from I20 south to Kelly Elliot Rd.

This sound barrier has been much needed for many years as traffic has increased.

Now that new plans are in place to exceed current capacity I would like to see additional consideration of a sound barrier wall to be placed for homes alongside Green Oaks Blvd.

Please let me know who I can call or write to be considered for a sound barrier wall.

Thank you,

Kathy Breen
4812 Fawn Valley Ct.
Arlington TX 76017

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: SoutheastConnector
To: Mark
Subject: RE: 5101 Chapel Springs Drive
Date: Wednesday, June 3, 2020 8:57:03 PM

Mark,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road.

Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a *'Submit Your Comment'* button on the website. Additionally, you can call and leave a comment at (817) 887-6150.

A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: Mark []
Sent: Wednesday, June 03, 2020 6:37 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: FW: 5101 Chapel Springs Drive

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

We live on the south side of 20 and would like a sound barrier wall.

Sincerely,

Mark Reynolds
Operations Manager
Metal Work Pneumatic, USA
817-701-4000

Please visit our website for all products including NPT www.metalwork.org

Ask Us about American Cylinder | Now Part of the Metal Work Group

www.americancylinder.com

From: SoutheastConnector
To: Paula Gore
Subject: RE: Sound Barrier 5406 Ridge Springs Ct, Arlington, TX 76017
Date: Wednesday, June 3, 2020 9:03:48 PM

Paula,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road.

Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a *'Submit Your Comment'* button on the website. Additionally, you can call and leave a comment at (817) 887-6150.

A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: Paula Gore []
Sent: Wednesday, June 03, 2020 7:40 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Sound Barrier

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have a statement first. You have to realize by now wider roads are NOT the solution. Here's a statement you should take to heart. Narrow minds and wider roads? Here you are proposing to widen a service road that will practically be in peoples yards. Its unfortunate for many that we don't have people in place to be more imaginative to actually formulate a more creative solution to this problem. We who live here already live with unacceptable noise levels.

From: SoutheastConnector
To:
Subject: RE: TxDOT Internet E-Mail
Date: Wednesday, June 3, 2020 10:35:39 PM

Richard,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 6 I-820 from Spur 303 (E. Rosedale Street) to Brentwood Stair Road you can find proposed improvements to I-820 next to your neighborhood. Your property is listed on this roll, #909. There will not be any need to acquire any of your property for the Southeast Connector Project. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed northbound I-820 frontage road will be reconstructed behind your neighborhood/property along with the widening of I-820. A shared use path is proposed to be constructed in the existing Texas Department of Transportation (TxDOT) Right-of-Way along the northbound I-820 frontage road. The shared use path is a ten foot (10') wide sidewalk that will be used for pedestrian traffic and bicyclist. There is no proposed noise barrier between your neighborhood and the proposed northbound I-820 frontage road.

Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a 'Submit Your Comment' button on the website. Additionally, you can call and leave a comment at (817) 887-6150.

A detailed response to your comments will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project, the no-parking issue and increase in traffic will be addressed in that response.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

-----Original Message-----
From: adarta
Sent: Saturday, May 30, 2020 3:33 PM
To: TPP_PublicInvolvement <Public.Involvement@txdot.gov>
Subject: TxDOT Internet E-Mail

Name: Mr. Richard Pruitt<>
Address:
6509
Ellis Road
Fort Worth, TX 76112

Phone:

(817) 451-7980

Requested Contact Method:

Reason for Contact: Customer Service
Complaint: No

Comment: My concern is the probable increase of vehicular traffic on existing north bound frontage road between Meadowbrook Drive & Brentwood Stair.
The plan currently shows "shared paths" which are overgrown in several places causing pedestrians to step into high speed traffic in order to progress.
Are sidewalks, bike lanes and no-parking planned?

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: SoutheastConnector
To: GG
Subject: RE: Noise Barrier on I20
Date: Wednesday, June 3, 2020 10:44:51 PM

Gayla,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road.

Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a *'Submit Your Comment'* button on the website. Additionally, you can call and leave a comment at (817) 887-6150.

A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: GG [
Sent: Wednesday, June 03, 2020 9:58 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Noise Barrier on I20

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to see why are the noise barrier plan only for the North side (west bound) of I20. I live at 5307 Rustle Leaf Dr, Arlington, TX 76017 and can hear the the traffic on I20. A noise barrier on the South side of I20 would be really helpful.

Thanks,
Gayla Geist
CLASP Volunteer
www.cowtownpets.org

From: SoutheastConnector
To: Nathan Rohn
Subject: RE: Right of way acquisition
Date: Wednesday, June 3, 2020 4:56:02 PM

Nathan,

I talk to you last Wednesday and forgot to provide you information with the website for the Southeast Connector project.

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 8 – US 287 from south of I-20 to Sublett Road you can find proposed improvements to US 287 next to your properties. One of your properties is listed on this roll, #186. There will not be any need to acquire any of your property for the Southeast Connector Project. The northbound US 287 frontage road will be reconstructed along the side of your property along with the widening of US 287. The only potential affect that I see for your property is that a noise barrier may be constructed along the edge of your property on Texas Department of Transportation (TxDOT) Right-of-Way.

On the website listed above, under 'Environmental Documents' you can find the *Traffic Noise Technical Report*. Information concerning proposed noise barrier R117, which may be placed along one of your properties, can be found on pages 6, 19, 20, (46 of 143), (120 of 143) and (140 of 143).

The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a *'Submit Your Comment'* button on the website. Additionally, you can call and leave a comment at (817) 887-6150.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: Nathan Rohn]
Sent: Wednesday, May 27, 2020 9:45 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>

Subject: Right of way acquisition

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

I have property at 5124 Trail Dust Ln and 5121-5123 Hawkins Cemetery Rd in Arlington, TX 76017.

I am trying to find out how these will be affected by the Southeast Connector.

Thanks,

Nathan Rohn

From: SoutheastConnector
To: jkmccoy4
Subject: RE: wall for the south side of I-20 between Green Oaks & Kelly Elliott.
Date: Thursday, June 4, 2020 11:59:16 AM

Kathy,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road.

Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

The Virtual Public Hearing will be posted to the website today June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a *'Submit Your Comment'* button on the website. Additionally, you can call and leave a comment at (817) 887-6150.

A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: jkmccoy
Sent: Thursday, June 04, 2020 10:37 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: wall for the south side of I-20 between Green Oaks & Kelly Elliott.

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We need a barrier on the southside of I-20 between Green Oaks and Kelly Elliott to protect our community from excessive noise.
Thank you.

Kathy McCoy
57515 Stage Line Ct.
Arlington, TX 76017
817-478-3989
Cell 817-946-4941

From: SoutheastConnector
To: Mark Johnson
Subject: RE: SE Connector Project Ft. Worth/Arlington 4801 Hidden Oaks Ln, Arlington, TX 76017
Date: Thursday, June 4, 2020 1:17:49 PM

Mark,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 3 I-20 from Little Road to Park Springs Boulevard you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the reconstruction of I-20. There is no proposed noise barrier between your neighborhood and the proposed eastbound I-20 frontage road.

Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

The Virtual Public Hearing will be posted to the website today June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a *'Submit Your Comment'* button on the website. Additionally, you can call and leave a comment at (817) 887-6150.

A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: Mark Johnson [
Sent: Thursday, June 04, 2020 11:31 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: SE Connector Project Ft. Worth/Arlington

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To those working with this project's planning:

I wish to add my voice regarding the noise abatement need for this project. I live over half a mile from the highway and even now can hear highway noise both night and day. We need to have noise abatement walls installed to help cut the noise level overall throughout this area. Please make this part of the considerations while planning.

Only one life, 'twill soon be past
Only what's done for Christ will last
For me, to live is Christ

From: Chad Putnam
To: Katelyn Kowalczyk
Cc: Michael McMicken; Justin Thomey
Subject: FW: Question Regarding 20/287 Corridor Project
Date: Monday, June 8, 2020 10:21:55 AM

I'm not sure if this made it to you for the matrix, so I thought I would send it to you anyway.

Thanks,

Chad

-----Original Message-----
From: Ricardo Gonzalez
Sent: Thursday, June 04, 2020 5:23 PM
To: jaltom@
Cc: Curtis Hanan <Curtis.Hanan@txdot.gov>; Shawna Russell <Shawna.Russell@txdot.gov>; Val Lopez III <Val.Lopez@txdot.gov>; SoutheastConnector <SoutheastConnector@txdot.gov>; Theresa Poer <Theresa.Poer@txdot.gov>
Subject: RE: Question Regarding 20/287 Corridor Project

Mr. Altom,

I would like to thank you for your interest on the Southeast Connector project and appreciate any feedback that can assist us as we develop this project for construction. In addressing your concern of use of Kennedale Pkwy (Business 287) as an alternative during construction, we currently have no planned construction project along the corridor. However, we will take the opportunity to look at the corridor and evaluate the signals for timing modification and evaluate need for additional signals or modification for school traffic. I will coordinate with our Traffic Operation section to look at this corridor. We will reach out to your city staff and coordinate as we move forward on this evaluation.

I also wanted to mention, as we move forward with our Design Builder for the project, there will also be additional opportunities for our stakeholder input as the project progresses. We will continue to partner with the City of Kennedale to address mobility needs and concerns through the corridor.

If you have any further questions or concerns, please do not hesitate to contact us.

Ricardo Gonzalez, P.E.
Director of Transportation Planning & Development Fort Worth District

2501 SW Loop 820
Fort Worth, TX 76133
817.370.6541 (Office)
Ricardo.gonzalez@txdot.gov

-----Original Message-----
From: Josh Altom []
Sent: Monday, June 01, 2020 6:42 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Question Regarding 20/287 Corridor Project

This email originated from outside of the organization. Do not click links or open attachments unless you recognize

the sender and know the content is safe.

Mr. Bussell,
My name is Josh Altom and I'm on the Kennedale city council. If the following concern has already been addressed, then I apologize. I'm attempting to educate myself because I'm certain these question will arise once our citizens become more familiar with this project. My question is in regards to overflow into our city during the project. You and I both know that Kennedale will certainly become a cut through during this project. Mansfield/Kennedale parkway is a major concern mostly because of school traffic congrats that area already. Any plans for relief or maybe improving Kennedale parkway prior to the project starting? Thank you for your time and God bless.

"The person who risks nothing, does nothing, has nothing, is nothing, and becomes nothing. He may avoid suffering and sorrow, but he simply cannot learn and feel and change and grow and love and live." Leo F. Buscaglia

Thanks,

Joshua K Altom
Kennedale City Council
Place 1
972-345-3000

This message and any attachments are solely for the use of intended recipients. They may contain privileged and/or confidential information. If you are not the intended recipient, you are hereby notified that you received this email in error, and that any review, dissemination, distribution or copying of this email and any attachment is strictly prohibited.

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

Curtis Hanan

From: White, Torchy <Torchy.White>
Sent: Tuesday, June 09, 2020 8:58 PM
To: Curtis Hanan
Cc: HistoricCarverHt; dolocon; bert.williams1; ljefferson1920; Chad Putnam

Subject: Re: Sound Quality

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

OK Thanks.

From: Curtis Hanan <Curtis.Hanan@txdot.gov>
Sent: Tuesday, June 9, 2020 4:05 PM
To: White, Torchy <
Cc: HistoricCarverHt <historiccarverht>; dolocon;
bert.williams1>; ljefferson1920>; Chad Putnam <Chad.Putnam@txdot.gov>
Subject: RE: Sound Quality

Ms. White,

TxDOT has adjusted the volume on the presentation to make the audio louder. The revised video is now available on the Public Hearing webpage. The following is the link to the webpage:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Please email me if you have any further comments.

Curtis Hanan

From: Curtis Hanan
Sent: Monday, June 08, 2020 6:35 PM
To: White, Torchy <
Cc: HistoricCarverHt <historiccarverht>; dolocon;
bert.williams1>; ljefferson1920>; Chad Putnam <Chad.Putnam@txdot.gov>
Subject: RE: Sound Quality

Ms. White,

I received your phone message you left for Curtis Loftis this morning around 9:50 am regarding the volume on the presentation. I am gathering his phone messages as he is out of town for the rest of this week. We are trying to make the audio portion of the presentation louder and I had planned to call you back after it was updated to let you know. Until then, the Presentation Slides and Script are also provided on the website. If you would like us to mail you a copy of the written script or presentation, please let us know.

You may email comments to me or to our email for the project at SoutheastConnector@txdot.gov and add any attachments you would like. The email you provided to Chad did not have attachments.

Curtis Hanan

From: Chad Putnam
Sent: Monday, June 08, 2020 5:46 PM
To: Curtis Hanan <Curtis.Hanan@txdot.gov>
Cc: HistoricCarverHt
Subject: Re: Sound Quality

Curtis,

Please see the email below from the Historic Carver Heights Neighborhood Association.

Thanks,

Chad

Chad Putnam | Environmental Specialist
Advanced Project Development | Fort Worth District
Texas Department of Transportation |2501 S.W. Loop 820, Fort Worth, TX 76133
(817) 370-6567 Work | Chad.Putnam@txdot.gov

From: HistoricCarverHt <>
Sent: Monday, June 8, 2020 5:42 PM
To: Chad Putnam
Cc: HistoricCarverHt;
Subject: Sound Quality

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Chad,

This is so sad ! I tried to submit these comments regarding the Public Meeting Website. I filled out every line and could not submit the following comments. I spoke with Curtis this morning. Can you forward this to him please. He expects these comments as per our conversation.

Several members of the Executive Committee of the Historic Carver Heights NA logged in for the Southeast Connector Public Hearing.
Technical difficulties occurred. Some were unable to access the prerecorded Public Hearing Website.

Regarding the sound, for some it was reported as non- existing. Personally, the sound varied inconsistently from low to inaudible, even with the sound on my end at 100 %.

Additionally, the female presenters sounded as if they were speed reading. The presentation appeared to be rushed.

Please produce a prerecorded version that is consistently audible and one that is consistent on each of your web sites.

Further, we have serious concerns, and 350 Characters will not be enough to accommodate our response. Please provide the ability to submit an attachment in your email.

Thank you in advance.
Torchy White, President
HCHNA

A Texas Department of Transportation (TxDOT) campaign

NOTE: The contents of this email and any attachments are confidential. It is intended for the named recipient(s) only. If you have received this email in error, please notify the system manager or the sender immediately, and do not disclose the contents of this email to anyone or make copies.

TXDOT – FTW
MAY 21 2020
DISTRICT MAILROOM

Texas Department of Transportation

Southeast Connector
Reconstruct and Widen I-20/I-820/US 287
CSJ: 0008-13-125, etc.
Virtual Public Hearing – June 4, 2020
Audiencia Pública Virtual – 4 de junio de 2020

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during project development. ***Written comments may be submitted to the TxDOT District Headquarters using this form or by letter and must be received by June 22, 2020.***

El Departamento de Transporte de Texas (TxDOT) busca activamente sus comentarios sobre este proyecto. Sus comentarios son siempre bienvenidos y se les dará una seria consideración durante el resto del desarrollo del proyecto. ***Comentarios por escrito pueden ser presentados en la oficina del distrito de TxDOT usando esta forma o por carta y deben ser recibido antes del 22 de junio de 2020.***

COMMENTS/COMPLIMENTS/CONCERNS (Please Print):
COMENTARIO/CUMPLIDO/ PREOCUPACIONES (Por Favor Escriba):

It is To Much Road Noise, We Need A Noise Reduction Barrier For OUR Homes, The Noise Coming Off I-20 is UNbearable; Plus you Say We are giving up Part of OUR Property.

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
Código de Transporte Texas, §201.811(a)(5): Marque una de las siguientes casillas que apliquen a usted:

- ☐ I am employed by TxDOT. *Yo soy un empleado del TxDOT*
- ☐ I do business with TxDOT. *Yo hago negocios con el TxDOT*
- ☐ I could benefit monetarily from the project or other item about which I am commenting. *Yo me podría beneficiar monetariamente del proyecto o cualquier otro elemento sobre el cual estoy comentando.*

Name/Nombre: Douglas Allen

Address/Dirección: 4725 E. California Forest Hill, TX.

Phone/Teléfono: 817-681-6168

Email/ Correo electronico:

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.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

From:	+1 682-282-8097
To:	SECPH VM-English
Subject:	Voice Mail (55 seconds)
Date:	Wednesday, May 20, 2020 10:29:31 AM
Attachments:	audio.mp3

My name is meals with Miguel Leon, 90 years old. I wanna know if my home. is taken in this uh, project a little bit 6028 through one drive. Access Rd Craven's road. It looks like my home is taking I just like to know. Thank you. I.

You received a voice mail from WIRELESS CALLER.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From:	+1 817-821-5125
To:	SECPH VM-English
Subject:	Voice Mail (1 minute and 3 seconds)
Date:	Tuesday, May 26, 2020 4:06:09 PM
Attachments:	audio.mp3
Importance:	High

Hello, my name is Brian Brown. 4913 Melinda Drive Forest Hill, Texas 76119. And my phone number is 817821512581782151251. I need to know is I know there's a virtual hearing on June the 4th at 6:00 PM. So what I was wondering also. It's through June 20 seconds. So I'm wondering if June the 4th is the only virtual meeting. And if not I would like to know if there's any other meetings besides that. I may not be able to make this one that's why I'm asking so just please call me and let me know. I would appreciate that very much. Thank you bye bye.

You received a voice mail from WIRELESS CALLER.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From:	+1 817-759-9122
To:	SECPH VM-English
Subject:	Voice Mail (49 seconds)
Date:	Tuesday, June 2, 2020 4:29:10 PM
Attachments:	audio.mp3

Hi my name is Brian the phone number to reach me at is 81782151258178215125. My question is, are they gonna be having any more of those virtual things online. But for this besides this Thursday, the 4th. Uh can you please let me know if they're going to have any more besides this day because I don't think I'm gonna be able to attend this one online Thursday. So I just wondered if they're gonna have anymore. Besides this Thursday. Can you please let me know I really appreciate that thank you bye?

You received a voice mail from Unavailable.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From:	+1 817-496-6788
To:	SECPH VM-English
Subject:	Voice Mail (3 minutes and 50 seconds)
Date:	Thursday, June 4, 2020 4:55:16 PM
Attachments:	audio.mp3

Hello my name is Julie Ledford My telephone number is 817-454-2334. An I'm a citizen in the historic handling neighborhood where a handy Neighborhood Association and HHDC both reside. My address is 2913 Handley Drive, 76112 and I'm calling because I've been to a lot of the southeast connector meetings and my main concern is that this area of town where I grew up in off of Brentwood Stair at Meadowbrook might be isolated by the way the preliminary plants were presented in. And then the tentative Maps that were presented, I've been to several of the meetings and added my comments because I feel like if the originally they were proposing to eliminate the Lancaster exit, and the Meadowbrook in the Brentwood exit, and that would mean people could not get of- and less they went off at Rosedale or at John Ty and that is just. Too long of a section for people not be able to access their neighborhoods. One of my favorite things about living at my current location is that I can easily exit Craig St and I have Accessibility to 820 and 30 an I-20 from my house, and I understand that some of the proposals have been revised, but it's hard to keep up with all the revisions when this. So negatively impacts our property value so the other thing I also wanted to bring up is the pedestrian bridge that is in between Craig and Meadowbrook on 8:20. I think it's an important landmark and it's also historical I would hate to see that illuminated some people better representatives of. Text dad brought up that they thought that it was a dangerous place or a place where crime occurs. I've never experienced that in all of my years on the Eastside. I've never seen anything but people walking across 820 and utilizing it in order to stay out of traffic and stay safe. So I like that bridge aesthetically it's pleasing. And I think it would be a sad thing to see that become a casualty of the southeast connector so again. I'm I'm resident of historical handling here and I recently. We've had a lot of construction on 820 and you've been re routing through Handley, which makes it busy and dangerous. We already have a lot of traffic from Jean Mcclung Middle School. So if you eliminate any exits on a 20. You're going to be routing it down handling which makes it dangerous for residents that live here small children, and family and the other issue. We've had with local police is it is a 30 minute mile per hour speed zone and when you close parts of 820 and re route through Handley. People drive up to 45 miles an hour and blow through the stop signs on. Hand Lane Craig and that's making it very dangerous for us, so please. Don't consider Handley as an option for rewriting traffic or for illuminating exits and just having them drive down handling because I want to invite you to come to historical handling here in between Lancaster and Craig on Hanley, an experienced the Art Gallery's the wedding. Businesses in all the lifestyle that we have here the gazebo. We have a festival and that's just not conducive to having re routed traffic from the freeway driving higher than the speed limit and endangering the lives of the residents and their families so. Thank you in advance for considering our concerns. I I'm planning on attending the virtual meeting this evening or trying to log in. If you have any additional questions regarding my comments, please feel free to call me at 817-454-2334 again. My name is Julie Ledford My email if you need it. Is Ledford LED ford.j.ulie@? Thank you for considering Fort Worth citizens in your drafts. Bye. Bye.

You received a voice mail from LEDFORD,JULIE.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From:	+1 817-907-2457
To:	SECPH VM-English
Subject:	Voice Mail (34 seconds)
Date:	Thursday, June 4, 2020 5:47:31 PM
Attachments:	audio.mp3

Madeline Morris and 4611, Sierra Lane, Arlington, TX, 76016 phone number 817-907-2457. An my concern is, I am on that service Rd to little Rd. So I would like to get clarification as to what's going to happen here on my property. Again, Madeline Morris and thank you.

You received a voice mail from JONES SHAWN.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From: +1 817-914-2078
To: SECPH VM-English
Subject: Voice Mail (2 minutes and 15 seconds)
Date: Thursday, June 4, 2020 6:50:13 PM
Attachments: audio.mp3

My name is Samuel Simmons with another Central Texas Council government my addresses 616, Six Flags Dr Arlington, TX phone numbers 817-704-2523. I'm here this evening representing the regional transportation council and the North Central Texas Council of governments together serving as the Metropolitan Planning Organization for the Dallas Fort Worth area. The counties connector is a vital transportation corridor back sustains the welcome regional and state economy and the North Texas region. Discorder also serves multiple routes for local commuters and provides access to several key highways and transportation facilities that proposed improvements. So the County connector or essential for computers and other travelers in the corridor by providing increased management congestion reduce leaving and improved reliability. The recommended improvements to these sections of I-20. I 820 NUS 287 include the Reconstruction and widening. Of mingling and frontage roads in four wing collector distributor rogue on I-20 between I-820 and US 27 by school in production accommodation, including shared use paths and sidewalks along frontage roads in across street intersections are recommended to proposed improvements are consistent with mobility 2045. And feature called supports project recommendations that are consistent with mobility 2045 and will improve version of mobility safety and air quality. They felt this connector is one of several planned projects in turn, County and in the region. Building 2 sensors. Partnering, coordinating and ongoing work on this project dates back nearly 20 years. They felt disconnectors original priority of the Arctic fee. He tried to fix important, the RTC and an feet. Acog will continue to provide any assistance in the planning funding design and implementation of the proposed improvements to this project.

You received a voice mail from SIMMONS SAMUEL.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From:	+1 407-618-3101
To:	SECPH VM-English
Subject:	Voice Mail (1 minute and 1 second)
Date:	Wednesday, June 10, 2020 9:14:56 AM
Attachments:	audio.mp3

You received a voice mail from Breen April.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From:	+1 407-618-3101
To:	SECPH VM-English
Subject:	Voice Mail (1 minute and 54 seconds)
Date:	Wednesday, June 10, 2020 11:28:21 AM
Attachments:	audio.mp3

You received a voice mail from Breen April.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From:	+1 407-618-3101
To:	SECPH VM-English
Subject:	Voice Mail (6 seconds)
Date:	Wednesday, June 10, 2020 9:11:47 AM
Attachments:	audio.mp3

You received a voice mail from Breen April.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From:	+1 407-618-3101
To:	SECPH VM-English
Subject:	Voice Mail (7 seconds)
Date:	Wednesday, June 10, 2020 11:28:21 AM
Attachments:	audio.mp3

You received a voice mail from Breen April.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From:	+1 817-534-3547
To:	SECPH VM-English
Subject:	Voice Mail (1 second)
Date:	Wednesday, June 10, 2020 11:50:04 AM
Attachments:	audio.mp3

You received a voice mail from MILLER, JACKEE.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From:	+1 512-826-4574
To:	SECPH -VM-Spanish
Subject:	Voice Mail (1 second)
Date:	Sunday, June 7, 2020 7:55:34 AM
Attachments:	audio.mp3

You received a voice mail from VALLES GARAY JU.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From: +1 817-640-3300
To: SECPH VM-English
Subject: Voice Mail (2 minutes and 34 seconds)
Date: Friday, June 12, 2020 3:11:49 PM
Attachments: audio.mp3

Hello this is Michael Morris. I'm the director of Transportation at the North Central Texas Council of governments 616, Six Flags Dr Arlington, TX 76011. My office phone number is 817-695-9241. First of all thank you for giving us a chance to comment. And continue the dialogue from previous comments that are agency is given on this topic. I first would like to complement the. Texas Department transportation. On a very comprehensive. Analysis of this quote. White Connector Project. It has lots of legs and arms. And I've done a good job with regard to the different modes of Transportation. The location of those modes and then the connection and Lane balance that has to occur. Second of all I I want to reaffirm earlier communication. We have the project in the federally required mobility plan. We have the project and all. Air quality conformity documents. We have communicated to the public lots of times over probably close to 10 years with regard to this particular a project. A reinforcing the teamwork between the Metropolitan planning organization. In the text at Fort Worth district. The 3rd and the last item is a plea to expedite. The review of the environmental so the project has a chance of going to construction early. This project is fully funded and in a post COVID-19 world. It would be nice to continue the delivery of transportation projects. Keeping the employees and the transportation field working. Keeping contractors working. Getting the economic multipliers that occur in the economy. From the investment in transportation. For other jobs that occur as a result of Transportation investment. And then obviously seeing the direct benefits of this particular project. With regard to mobility, safety and air quality. Thank you again for the opportunity to speak to you in support. Of advancing the southeast connector.

You received a voice mail from AREA AGENCY ON.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

TXDOT – FTW
JUN 03 2020
DISTRICT MAILROOM

Tx DOT Fort Worth District Office
ATTN: Loyl C. Bissell, P.E.
2501 SW Loop 820
Fort Worth, TX 76113
SoutheastConnector@txdot.gov

May 25, 2020

Sir,
I am concerned that the upcoming Southeast Connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4404 Willow Bend Drive. This Db level is louder with trucks changing grade and motorcycles and will certainly be louder after the highway expansion.

Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesn't make sense with the high house density on the south side as well as the fact that we are significantly closer to the freeway.

My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliott (exit 447) along the frontage road to the Kelly Elliott Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without eliminating the trees which provide some visual relief from the eyesore of the highway.

A noise barrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDot and US Highway max recommended noise levels.

Thank you for your consideration in this significant matter,

Bobbie S. Andrews, Thom S. Andrews, Homeowners

TXDOT – FTW
MAY 29 2020
DISTRICT MAILROOM

Tx DOT Fort Worth District Office
ATTN: Loyl C. Bissell, P.E.
2501 SW Loop 820
Fort Worth, TX 76113
SoutheastConnector@txdot.gov

May 25, 2020

Sir,
I am concerned that the upcoming Southeast Connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4408 Willow Bend Drive. This Db level is louder with trucks changing grade and motorcycles and will certainly be louder after the highway expansion.

Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesn't make sense with the high house density on the south side as well as the fact that we are significantly closer to the freeway.

My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliott (exit 447) along the frontage road to the Kelly Elliott Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without eliminating the trees which provide some visual relief from the eyesore of the highway.

A noise barrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDot and US Highway max recommended noise levels.

Thank you for your consideration in this significant matter,

Sincerely,
Steven & Sharon Trammell
Steven & Sharon Trammell

TXDOT – FTW
MAY 29 2020
DISTRICT MAILROOM

Tx DOT Fort Worth District Office
ATTN: Loyl C. Bissell, P.E.
2501 SW Loop 820
Fort Worth, TX 76113

Sir,
I am concerned that the upcoming Southeast Connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4319 Willow Bend Drive. This Db level is louder with trucks changing grade and motorcycles and will certainly be louder after the highway expansion.

Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesn't make sense with the high house density on the south side as well as the fact that we are significantly closer to the freeway.

My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliott (exit 447) along the frontage road to the Kelly Elliott bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without eliminating the trees which provide some visual relief from the eyesore of the highway.

A noise barrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDot and US Highway max recommended noise levels.

Thank you for your consideration in this significant matter,

Shelley Ames

Shelley Ames
4319 Willow Bend Drive
Arlington, TX 76017
817-913-3737

TXDOT – FTW
MAY 28 2020
DISTRICT MAILROOM

Tx DOT Fort Worth District Office
ATTN:Loyl C Bissell,P.E.
2501 SW Loop 820
Ft Wort,Tx 76113

Sir,
I am concerned that the upcoming Southeast Connector project does not adequately address the noise increase associated with highway expansion.I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion.In particular ,the homes that run parallel to I-20 on both sides of Willow Bend Dr will see objectionable noise increases.I have measured from 60-80 Dba at my house at 4317 Willow Bend Dr (house #236 on the Roll 3 of the schematics). This Db level is louder with trucks changing grade and motorcycles and will certainly be louder after the highway expansion.
Your plans call for a noise barrier(# 7) on the north side but none on the south side which doesn't make sense with the high house density on the south side.
My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliot(exit 447) along the frontage road to the Kelly Elliot bridge. On Roll 3, this wall would be from properties 228-243 . This wall should be constructed without interference with the trees which provide some visual relief from the eyesore of the highway.
A noise barrier is greatly needed in this area and would help compliance with TxDot and US Highway max recommended residential noise levels.

Thanks you for your consideration,

Roy Hopkins
4317 Willow Bend Dr
Arlington,Tx
76017
817-913-5787

Roy

TXDOT – FTW
MAY 28 2020
DISTRICT MAILROOM

Tx DOT Fort Worth District Office
ATTN: Loyl C. Bissell, P.E.
2501 SW Loop 820
Fort Worth, TX 76113
SoutheastConnector@txdot.gov

May 25, 2020

Sir,

I am concerned that the upcoming Southeast Connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4315 Willow Bend Drive. This Db level is louder with trucks changing grade and motorcycles and will certainly be louder after the highway expansion.

Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesn't make sense with the high house density on the south side as well as the fact that we are significantly closer to the freeway.

My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliott (exit 447) along the frontage road to the Kelly Elliott Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without eliminating the trees which provide some visual relief from the eyesore of the highway.

A noise barrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDot and US Highway max recommended noise levels.

Thank you for your consideration in this significant matter,

Matthew Kelly
4315 Willow Bend Dr.
Arlington, TX 76017

TXDOT – FTW
MAY 27 2020
DISTRICT MAILROOM

Texas Department of Transportation

Southeast Connector
Reconstruct and Widen I-20/I-820/US 287
CSJ: 0008-13-125, etc.
Virtual Public Hearing – June 4, 2020
Audiencia Pública Virtual – 4 de junio de 2020

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during project development. ***Written comments may be submitted to the TxDOT District Headquarters using this form or by letter and must be received by June 22, 2020.***

El Departamento de Transporte de Texas (TxDOT) busca activamente sus comentarios sobre este proyecto. Sus comentarios son siempre bienvenidos y se les dará una seria consideración durante el resto del desarrollo del proyecto. ***Comentarios por escrito pueden ser presentados en la oficina del distrito de TxDOT usando esta forma o por carta y deben ser recibido antes del 22 de junio de 2020.***

COMMENTS/COMPLIMENTS/CONCERNS (Please Print):
COMENTARIO/CUMPLIDO/ PREOCUPACIONES (Por Favor Escriba):

REQUESTING AN ACCESS FROM OUR PROPERTIES, LOCATED AT 3570 S.E. LOOP 820, FOREST HILL, TX 76140 AND 3501 S.E. LOOP 820, FOREST HILL TX, 76140. TO SERVICE ROAD. THIS WILL BE THE ROAD ~~TXDOT~~ IS PROPOSING FROM FORREST HILL ~~CIRCLE~~ RD TO ANGLIN DR ON SOUTH SIDE OF I-20.

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
Código de Transporte Texas, §201.811(a)(5): Marque una de las siguientes casillas que apliquen a usted:

- ☐ I am employed by TxDOT. *Yo soy un empleado del TxDOT*
- ☐ I do business with TxDOT. *Yo hago negocios con el TxDOT*
- ☐ I could benefit monetarily from the project or other item about which I am commenting. *Yo me podría beneficiar monetariamente del proyecto o cualquier otro elemento sobre el cual estoy comentando.*

Name/Nombre: KALPESH PATEL
Address/Dirección: 506 PENNSYLVANIA AVE
KENNEDALE TX 76060
Phone/Teléfono: 682-465-3247
Email/ Correo electronico:

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.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

TXDOT – FTW
MAY 01 2020
DISTRICT MAILROOM

Tx DOT Fort Worth District Office
ATTN: Loyl C. Bissell, P.E.
2501 SW Loop 820
Fort Worth, TX 76113
SoutheastConnector@txdot.gov

May 2[illegible], 2020

Sir,

I am concerned that the upcoming Southeast Connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4318 Willow Bend Drive. This Db level is louder with trucks changing grade and motorcycles and will certainly be louder after the highway expansion.

Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesn't make sense with the high house density on the south side as well as the fact that we are significantly closer to the freeway.

My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliott (exit 447) along the frontage road to the Kelly Elliott Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without eliminating the trees which provide some visual relief from the eyesore of the highway.

A noise barrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDot and US Highway max recommended noise levels.

Thank you for your consideration in this significant matter,

Sincerely,

John M. Kubinsky

TXDOT – FTW
MAY 01 2020
DISTRICT MAILROOM

Texas Department of Transportation

Southeast Connector
Reconstruct and Widen I-20/I-820/US 287
CSJ: 0008-13-125, etc.
Virtual Public Hearing – June 4, 2020
Audiencia Pública Virtual – 4 de junio de 2020

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during project development. ***Written comments may be submitted to the TxDOT District Headquarters using this form or by letter and must be received by June 22, 2020.***

El Departamento de Transporte de Texas (TxDOT) busca activamente sus comentarios sobre este proyecto. Sus comentarios son siempre bienvenidos y se les dará una seria consideración durante el resto del desarrollo del proyecto. ***Comentarios por escrito pueden ser presentados en la oficina del distrito de TxDOT usando esta forma o por carta y deben ser recibido antes del 22 de junio de 2020.***

COMMENTS/COMPLIMENTS/CONCERNS (Please Print):
COMENTARIO/CUMPLIDO/ PREOCUPACIONES (Por Favor Escriba):

Regarding parcel #790
The currently proposed route requires the acquition of private property at parcel 790 Beginning at the NE Corner of parcel 790 going West ± 10 feet and continuing South tapering to zero ft across the front of parcel 790 a triangular sliver of Land must be acquired. There is more than adaquate vacant land east of the parcel 790 service road and Freeway to accomplish the widening project w/ out disruption of the commercial property located on parcel 790. Someone please Call me and discuss why this cannot be done

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
Código de Transporte Texas, §201.811(a)(5): Marque una de las siguientes casillas que apliquen a usted:

- ☒ Not I am employed by TxDOT. *Yo soy un empleado del TxDOT*
- ☐ I do business with TxDOT. *Yo hago negocios con el TxDOT*
- ☐ I could benefit monetarily from the project or other item about which I am commenting. *Yo me podría beneficiar monetariamente del proyecto o cualquier otro elemento sobre el cual estoy comentando.*

Name/Nombre: MARK MATSON
Address/Dirección: 3508 Sagecrest Terrace
FORT WORTH, TEXAS 761
Phone/Teléfono: 817-319-5798
Email/ Correo electronico:

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.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

TXDOT – FTW
MAY 0 1 2020
DISTRICT MAILROOM

Tx DOT Fort Worth District Office
ATTN: Loyl C. Bissell, P.E.
2501 SW Loop 820
Fort Worth, TX 76113
SoutheastConnector@txdot.gov

May 25, 2020

Sir,
I am concerned that the upcoming Southeast Connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at Willow Bend Drive. This Db level is louder with trucks changing grade and motorcycles and will certainly be louder after the highway expansion.

Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesn't make sense with the high house density on the south side as well as the fact that we are significantly closer to the freeway.

My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliott (exit 447) along the frontage road to the Kelly Elliott Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without eliminating the trees which provide some visual relief from the eyesore of the highway.

A noise barrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDot and US Highway max recommended noise levels.

Thank you for your consideration in this significant matter,

Barry M Millan
Lana Millan

4316 Willow Bend Dr.

TXDOT – FTW
MAY 0 1 2020
DISTRICT MAILROOM

May 28, 2000

Tx DOT Fort Worth District Office
ATTN: Loyl C. Bissell, P.E.
2501 SW Loop 820
Fort Worth, TX 76113

Re: Southeast Connector Project

Dear Sir:

We are requesting that a sound barrier on the south side of the Kelly-Elliott exit from I-20 be included in the Southeast Connector Project.

We are concerned that the upcoming Southeast Connector project does not adequately address the noise increase associated with highway expansion. We live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion.

In particular, the homes that run parallel to 1-20 on both sides of Willow Bend Drive will see objectionable noise increases. We have measured from 60-80Db at our home at 4320 Willow Bend Drive. This Db level is louder with trucks changing grade and motorcycles and will certainly be louder after the highway expansion.

Your plans call for a noise barrier (#7) on the north side but none on the south side of 1-20, which doesn't make sense with the higher house density on the south side, as well as the fact that we are significantly closer to the freeway than anyone on the north side.

Our request is to build a south-side noise barrier near the 1-20 exit to Kelly-Elliott (exit 447) along the frontage road to the Kelly-Elliott Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without eliminating the trees, which provide some visual relief from the eyesore of the highway.

A noise barrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDot and US Highway max recommended noise levels.

Thank you for your consideration in this significant matter.

Very truly yours,

Jane M Carlisle
William W Carlisle

William W Carlisle
Jane M Carlisle
4320 Willow Bend Drive

TXDOT – FTW
MAY 0 1 2020
DISTRICT MAILROOM

Tx DOT Fort Worth District Office
ATTN: Loyl C. Bissell, P.E.
2501 SW Loop 820
Fort Worth, TX 76113
SoutheastConnector@txdot.gov

May 25, 2020

Sir,
I am concerned that the upcoming Southeast Connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4312 Willow Bend Drive. This Db level is louder with trucks changing grade and motorcycles and will certainly be louder after the highway expansion.

Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesn't make sense with the high house density on the south side as well as the fact that we are significantly closer to the freeway.

My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliott (exit 447) along the frontage road to the Kelly Elliott Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without eliminating the trees which provide some visual relief from the eyesore of the highway.

A noise barrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDot and US Highway max recommended noise levels.

Thank you for your consideration in this significant matter,

John and Deborah Moore

TXDOT – FTW
MAY 0 1 2020
DISTRICT MAILROOM

Tx DOT Fort Worth District Office
ATTN: Loyl C. Bissell, P.E.
2501 SW Loop 820
Fort Worth, TX 76113
SoutheastConnector@txdot.gov

May 25, 2020

Sir,
I am concerned that the upcoming Southeast Connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4305 Willow Bend Drive. This Db level is louder with trucks changing grade and motorcycles and will certainly be louder after the highway expansion.

Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesn't make sense with the high house density on the south side as well as the fact that we are significantly closer to the freeway.

My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliott (exit 447) along the frontage road to the Kelly Elliott Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without eliminating the trees which provide some visual relief from the eyesore of the highway.

A noise barrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDot and US Highway max recommended noise levels.

Thank you for your consideration in this significant matter,

Marlin Simmons
Geneva L. Simmons

Tx DOT Fort Worth District Office
ATTN: Loyl C. Bissell, P.E.
2501 SW Loop 820
Fort Worth, TX 76113
SoutheastConnector@txdot.gov

TXDOT – FTW
MAY 01 2020
DISTRICT MAILROOM

May 25, 2020

Sir,

I am concerned that the upcoming Southeast Connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at Willow Bend Drive. This Db level is louder with trucks changing grade and motorcycles and will certainly be louder after the highway expansion.

Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesn't make sense with the high house density on the south side as well as the fact that we are significantly closer to the freeway.

My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliott (exit 447) along the frontage road to the Kelly Elliott Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without eliminating the trees which provide some visual relief from the eyesore of the highway.

A noise barrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDot and US Highway max recommended noise levels.

Thank you for your consideration in this significant matter,

Tx DOT Fort Worth District Office
ATTN: Loyl C. Bissell, P.E.
2501 SW Loop 820
Fort Worth, TX 76113
SoutheastConnector@txdot.gov

TXDOT – FTW
MAY 0 1 2020
DISTRICT MAILROOM

May 25, 2020

Sir,
I am concerned that the upcoming Southeast Connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend Subdivision that will be impacted with increased noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4323 Willow Bend Drive. This Db level is louder with trucks changing grade and motorcycles and will certainly be louder after the highway expansion.

Your plans call for a noise barrier (#7) on the north side but none on the south side of I-20, which doesn't make sense with the high house density on the south side as well as the fact that we are significantly closer to the freeway.

My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliott (exit 447) along the frontage road to the Kelly Elliott Bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without eliminating the trees which provide some visual relief from the eyesore of the highway.

A noise barrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDot and US Highway max recommended noise levels.

Thank you for your consideration in this significant matter,

Sylvia Grogan

4302 Willow Bend Drive
Arlington, TX 76017
May 29, 2020

TXDOT – FTW
MAY 0 1 2020
DISTRICT MAILROOM

Mr. Loyl C. Bussell, P. E.
TxDOT - Fort Worth District Headquarters
2501 SW Loop 820
Fort Worth, TX 76133

Re: Southeast Connector Project

Mr. Bussell,

We live in the Willow Bend Subdivision that will be adversely impacted by the increased noise levels associated with the upcoming Southeast Connector Project. Our concern is the project plan does not sufficiently address the increased noise levels created by the highway expansion. In particular, the properties that run parallel to I-20 on both sides of Willow Bend Drive, that will be affected to the greatest degree.

Db levels have been measured our home at 4302 Willow Bend Drive at 60-80. That increases with long haul travelers, motorcycles, etc. The increased traffic will also affect these measurements.

While a noise barrier is planned for the north side of I-20, none is planned for the south side which seems inconsistent with home density levels and proximity of the highway in comparison to the north side.

We ask that consideration be given to including a noise barrier near the I-20 exit (447) to Kelly Elliott, along the frontage road to the Kelly Elliott bridge. On Roll 3, this barrier would be from properties 228-243, and hopefully constructed without eliminating existing trees.

The noise barrier would help bring noise levels in our subdivision into compliance with U S Highway and TxDOT recommended maximum levels.

Thank you for your time and consideration of this significant concern.

Sincerely,

Debi and David Shawen

TXDOT – FTW
MAY 0 1 2020
DISTRICT MAILROOM

Texas Department of Transportation

Southeast Connector
Reconstruct and Widen I-20/I-820/US 287
CSJ: 0008-13-125, etc.
Virtual Public Hearing – June 4, 2020
Audiencia Pública Virtual – 4 de junio de 2020

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during project development. ***Written comments may be submitted to the TxDOT District Headquarters using this form or by letter and must be received by June 22, 2020.***

El Departamento de Transporte de Texas (TxDOT) busca activamente sus comentarios sobre este proyecto. Sus comentarios son siempre bienvenidos y se les dará una seria consideración durante el resto del desarrollo del proyecto. ***Comentarios por escrito pueden ser presentados en la oficina del distrito de TxDOT usando esta forma o por carta y deben ser recibido antes del 22 de junio de 2020.***

COMMENTS/COMPLIMENTS/CONCERNS (Please Print):
COMENTARIO/CUMPLIDO/ PREOCUPACIONES (Por Favor Escriba):

1). Where are the 23 residences located that will be affected?

2) Will they put in sound barriers to reduce the noise that will occur, when the expansion is completed?
Will they lower the highway & build natural hills to reduce noise of the highway from Shorewood West to City of Ft Worth line as you go WBound on I-20 & its service road in Arlington on the northside where homes are located

3) Will there be multi level ramps at the interchange like at I-20 & Hwy 360?

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
Código de Transporte Texas, §201.811(a)(5): Marque una de las siguientes casillas que apliquen a usted:

- [x] I am employed by TxDOT. *Yo soy un empleado del TxDOT*
- [ ] I do business with TxDOT. *Yo hago negocios con el TxDOT*
- [ ] I could benefit monetarily from the project or other item about which I am commenting. *Yo me podría beneficiar monetariamente del proyecto o cualquier otro elemento sobre el cual estoy comentando.*

Name/Nombre: Robert Mahaffey
Address/Dirección: 7104 Cadillac Blvd
Arlington, TX 7601
Phone/Teléfono: 817-561-5297 or 817-25 4790
Email/ Correo electronico:

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.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

From: Curtis Loftis
Subject: FW: Southeast Connector
Date: Wednesday, June 3, 2020 11:28:18 PM

From: SoutheastConnector
Sent: Wednesday, June 03, 2020 11:27 PM
To: Berrien Barks
Cc: Samuel Simmons
Subject: Southeast Connector

Berrien,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a *'Submit Your Comment'* button on the website. Additionally, you can call and leave a comment at (817) 887-6150.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: SoutheastConnector
To:
Subject: RE: Southeast Connector
Date: Wednesday, June 3, 2020 1:50:03 PM
Attachments: SE-C_PH_Schematic-Layouts 4 (820).pdf

Robert,

It was nice talking to you earlier today.

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 4 I-820 from north of I-20 to E. Berry Street you can find proposed improvements to I-820, US 287 and Carey Street near your property. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. Roll 4 has also been attached to this email.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: SoutheastConnector
To:
Subject: Southeast Connector - 5716 Ensign Dr E #87, Fort Worth, TX
Date: Thursday, June 4, 2020 8:21:24 AM

Ms. Gaylord,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 2 - I-20 from west of BUS 287 (Mansfield Highway) to US 287 you can find proposed improvements to I-20 next to your neighborhood. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. The proposed westbound I-20 frontage road will be reconstructed next your neighborhood along with the reconstruction of I-20/I-820 Interchange. There is no proposed noise barrier between your neighborhood and the proposed westbound I-20 frontage road.

Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

The Virtual Public Hearing will be posted to the website today June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a *'Submit Your Comment'* button on the website. Additionally, you can call and leave a comment at (817) 887-6150.

A detailed response to comments will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From:	SoutheastConnector
To:	
Cc:	
Subject:	Southeast Connector
Date:	Wednesday, June 3, 2020 8:06:50 PM
Attachments:	SE-C_PH_Schematic-Layouts 1.pdf

Sheila,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Under 'Schematics', see Roll 1 *I-20 from Forest Hill Drive to west of BUS 287 (Mansfield Highway)* you can find proposed improvements to I-20 next to your neighborhood. Your property is listed on this roll, #19. There will not be any need to acquire any of your property for the Southeast Connector Project. The information on this roll is preliminary and subject to revision. There is a legend on the left side of the roll that explains some of information on the roll. This roll has also been attached. The proposed eastbound I-20 frontage road will be constructed behind your neighborhood along with the widening of I-20. There is a proposed noise barrier between your neighborhood that is shown to be constructed between the proposed eastbound I-20 frontage road and eastbound I-20 main lanes.

Information concerning proposed noise barriers can be found on the website listed above. Under Environmental Documents see the 'Traffic Noise Technical Report', page 6, Proposed Mitigation.

The Virtual Public Hearing will be posted to the website tomorrow June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a *'Submit Your Comment'* button on the website. Additionally, you can call and leave a comment at (817) 887-6150.

A detailed response to your comment will be provided in the Public Hearing Comment and Response Matrix for the Southeast Connector Project.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

From: SoutheastConnector
To: ljefferson1920
Cc: Torchy.White
Subject: Southeast Connector
Date: Thursday, June 4, 2020 8:38:55 AM

Ms. Jefferson,

The Texas Department of Transportation (TxDOT) may still be having access issues with Public Hearing documents that have been posted to the TxDOT website due to a ransomware attack that occurred Thursday May 14, 2020. This attack also affected the phone systems at TxDOT as well. I do not have a timeline of when the issue will be resolved, however TxDOT officials are working 24\7 to try to get the matter corrected. When the technical difficulties are resolved, information will be available on the TxDOT Public Hearing website. Sorry for the inconvenience.

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

The Virtual Public Hearing will be posted to the website today June 04, 2020 by 6:00 p.m. and it will remain on the website until June 22, 2020. There is a *'Submit Your Comment'* button on the website. Additionally, you can call and leave a comment at (817) 887-6150.

Thank you for showing interest in the Southeast Connector Project,

Curtis Loftis

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
5/27/2020	Will this expansion be necessary in light of the changes caused by COVID 19? More companies have their employees working from home. Also, will my neighborhood which lies in the corner of 287/20 be given adjustments for increased noise disturbance?	Wendy Casas	5004 Hawkins Cemetery Rd		(817) 504-6236	7	73

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
5/28/2020	Great project. Seperating US287 and I-20 traffic is the only way to alleviate some of the congestion. Please do not change the schematic design.	Leon Wilson	1909 Windcastle Drive		(817) 946-6956	8	74

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
5/31/2020	I live at 5001 Overridge Dr, Arlington Texas 76017 and the highway noise is so loud we can not enjoy our backyard. We need a sound wall.	Melissa Hajicek	5001 Overridge Dr		(817) 703-7828	9	75

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/2/2020	PLEASE reconsider and build a wall on the south side of I-20 between Green Oaks & Kelly Elliott. It is already loud and with the increased hwy lanes, along with a frontage road, the noise will be closer and will greatly increase. The noise is already especially loud in the winter when fronts blow in from the north and the trees don't have leaves. Please, please include our stretch of hwy for a wall. Sincerely, Shelley	Shelley Barnett	5103 Overridge Dr., Arlington 76017			10	76

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/2/2020	Please provide sound barrier on south side of I-20 at a Green Oaks to Park Springs.	Paula Morales	4807 Misty Wood Ct Arlington Tx 76017		(817) 239-3468	11	77

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/3/2020	I live at 5001 Overridge Dr, Arlington Texas 76017 and we need a sound wall install between our property and the highway. We can not enjoy our backyard because of the sounds coming from the highway. We can also hear the highway noise in our house.	Thomas Hajicek	5001 Overridge Dr		(682) 558-0955	12	78

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/3/2020	Please consider a sound wall on the northern edge of Overland Stage, which would be the southern side of I-20 eastbound. The traffic noise already is bothersome; we looked at a property that backs up to the green space and turned it down because of the traffic noise. We did buy in Overland Stage, but near Bardin instead.	Fay Davis	5102 Misty Wood Dr		(817) 572-4805	13	79

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/4/2020	Please add a noise barrier wall on the south side of 820 as well. I live in Overland Stage, which is a peaceful neighborhood that is disturbed by the highway noise. Thank you. Becky Purvis	Becky Purvis	4717 Hidden Oaks Ln		(303) 748-8060	14	80

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/4/2020	The noise from I-20 is quite loud, particularly for residents loving on the north side of the neighborhood. A noise barrier would help to mitigate this.	Adam Purvis	4147 Hidden Oaks Lane		(972) 896-4325	15	81

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/4/2020	1) Will there be a sound wall built for the houses South of HWY 20? The noise is very bad now. 2) What will be the exit for the Overland Stage group? 3) Will there be commercial buildings north of Overland Stage along HWY20?	Craig Marquis	4403 Spring Creek Rd.		(817) 798-4664	16	82

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/4/2020	I have several questions. 1st—if we are taxpayers why were so many of my neighbors not notified about This meeting. Had I know others hadn't gotten the letter I did I would have started talking to all of them more than the day before the meeting. MOST which means 75% of my neighbors knew nothing about it and we all backup to I-20. 2nd—. The noise is almost unbearable now. Moving the freeway even closer will make it worse and removing trees how much exhaust are we going to be effected by. Our Health will be effected. I am requesting noise barriers as you have put on the opposite side of 20 across from us. I think all people backing up to this freeway need to be notified before any decisions are made. That's how other cities do it! I am 100% opposed to this Freeway increase to 5 lanes and increasing the size of the Green Oaks entrance ramp. Save the money. The cost is outrageous. Thanks for your time! Have a great day! Linda Coyle 8178008821	Linda Coyle	5115 Overridge Dr		(817) 800-8821	17	83

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/4/2020	Regarding S Cravens Frontage Rd resident MELISSA J SHEARIN #589 corner house of 6044 Prothrow St in which I own. How does this project effect me & my family? Will we be required to sale our home & we need to re-locate? Or will it just take away some of our property? And if so, how much property & where exactly? Thanks, MELISSA J SHEARIN (817)353-1648 Text or Call any time	MELISSA J SHEARIN	6044 PROTHROW ST 76112		(817) 353-1648	18	84

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/4/2020	We will be directly impacted by this plan because our home is located on Overridge Dr. on the south side of I-20. We can already see the traffic heading East on I-20 from our front porch. We already have noise from existing traffic 24 hours a day. Adding lanes to I-20 will exponentially add to that noise level which will dramatically impact our quality of life as well as home value. Additionally, the frontage road construction between Green Oaks and Kelly Elliot and expansion of the existing frontage road will make commuting for work much more difficult as well as impacting leisure travel. I realize that it may be impossible to avoid the significant impact this project will have on our ability to travel to and from work, to church, etc. However, we own our home and this project simply must include some significant noise barrier or abatement as a result of the additional lanes on I-20, frontage road construction, and marked increase in traffic dramatically impacting our ability to sleep at night and enjoy our home during the day. This also might provide further deterioration of our home value as a result of five years of construction as well as permanent increased volume of traffic on I-20 in both directions.	Angela Linam	5112 Overridge Dr. Arlington 76017		(214) 232-4678	19	85

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/4/2020	How can I find out if my home lands in the ROW and will be purchased? I could not find a definitive answer on line. I am coming across conflicting information. My address is 5433 Sun Valley Drive FW, TX 76119. In addition my in laws my show to fall under ROW their address is 5404 Laster Road FW, TX 76119 will their home be purchased? I look forward to your response.	Mary Gonzalez	5433 Sun Valley Dr		(682) 552-7908	20	86

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/5/2020	I own houses at 6308 Lambeth Lane and 6313 Lambeth Lane. After looking at the visualization diagram of the Meadowbrook improvements, I do not believe that these houses will be suitable for residential purposes when this project is completed. Traffic is now at least 25 feet from these houses and is at ground level. It looks as if pedestrian traffic will be brought to within 5 feet and will be elevated...resulting in a loss of privacy, increased noise levels, and perceived increased threat to personal safety for the residents of these houses. It doesn't matter what the TEXDOT studies show; If my tenants do not feel safe, they will not stay. Maybe a 10 ft wall/privacy fence from Meadowbrook to Martha, or maybe these houses should be condemned. I would like to talk to someone who can address my concerns. Danny Reed 817-774-8171	Danny Reed	6317 Meadowbrook Dr		(817) 774-8171	21	87

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/5/2020	Comment 1) I am concerned about the traffic from one Urban Collector (Craig Street) and two Urban Arterials (SH 180; Spur 303) to the proposed Southbound IH-820 on ramp. There are currently two on ramps for these roads; just before and just after Spur 303. However, the proposed alignment places just one on ramp just before Ramey Street for these roads. Based on the 2055 projected traffic, 27,000 vehicles a day will be on the southbound frontage roads between SH 180 and Spur 303 and 23,700 South of Spur 303. This would indicate a considerable amount of traffic from SH 180 would be intended for IH-820 South which would now need to go through an added light at Spur 303. The two straight frontage lanes would need to accommodate this traffic and would further be combined with Spur 303 traffic on only two frontage lanes after Spur 303. There is then only one on ramp lane to IH-820 to accommodate the projected 20,900 vehicles a day. This appears to be the second highest on ramp volume of the entire project and in contrast, the IH-20 on ramp East of Green Oaks Blvd, is a two-lane access ramp; albeit with considerably more projected traffic. Southbound traffic at Spur 303 already causes backups in this area during peak travel times. It appears the additional traffic that would be forced to continue on the frontage roads would just add to this bottleneck. Please consider alternatives to the SH 180 / Spur 303 Southbound IH-820 access. Question 1) Can you confirm there will be ample line of sight on the “jug handle” traffic from Craig Street to both the North and South frontage roads? Specifically, the Northbound side has topography in this area which can cause issues. Traffic making a right hand turn onto 40 mph frontage road traffic could be problematic without proper line of sight.	Not provided	Not provided	Not provided	Notprovided	22	88

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/5/2020	I was looking at plans of the project and noticed sound barriers will only be installed on the north side of I20 in the area between Green Oaks and Kelly Elliott. I'm making a request to consider installing sound barriers on the south side of the project in the same area. Please give me a call and discuss. Richard Carmichael 817 229 6914. Thanks	Richard Carmichael	5102 Overridge dr. Arlington 76017		(817) 229-6914	23	89

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/5/2020	The City of Arlington supports this project to improve safety, traffic flow, and aesthetics at this important interchange and related roadways.	Ann Foss	101 W Abram Street, Arlington TX 76010		(817) 459-6678	24	90

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/5/2020	We need sound barriers on both sides of I20 during this construction.	Ann Johnston	5300 Overridge Dr		(817) 798-4138	25	91

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/6/2020	I am protesting this expansion plan for the following reasons : adding lanes to freeways in order to decrease traffic congestion has been shown to be a failure- increased numbers of lanes equals increased traffic. (See DOTs in other states). Increased traffic means increased air pollution. Transportation is a major source of greenhouse gases thus contributing on a national and international scale to climate disruption, extreme weather and ocean level rise and on a local level, to the higher incidence of cardiac and respiratory disease known to occur within the 600 foot surrounding zone of busy highways. That being said, trees are essential for decreasing the carbon dioxide spewed by traffic, therefore planting many more trees rather than removing existing ones would be an intelligent and important strategy. Finally, as well as displacing families and business, tree removal would also decrease the value of properties that remain. Little needs to be said about the increased physical and mental stress of noise, dust etc from construction on the residents of this neighborhood. It is assumed that this is not an affluent area and so will also add to grievances of people of color so forcefully expressed currently.	Dr M Taylor	1618 Meadow Drive Keller		(817) 438-9403	26	92

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/6/2020	Good Afternoon, I own my home on Oldfield Dr directly at the R47 sidewalk site. I'm very concerned about having foot traffic behind my house and don't understand the need for a sidewalk/bike trail there. If this plan is not changed, I need assurances that a wall or barrier will be built along my fence-line and that of my neighbors to insure that people cannot get into my yard. Right now, it's a lot of heavy brush and trees. I appreciate your consideration to keep my family safe.	Stephanie Swan	4906 Oldfield Dr.		(817) 896-4380	27	93

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/7/2020	I propose that sound barriers be added on the southern side of I-20 between Green Oaks and Kelly-Elliott where a new service road is planned. Currently, the entrance ramp and exit ramp areas that exist include a buffer of trees and green space that provide noise suppression to the backing neighborhoods. The addition of a full service road will require the removal of much of this buffer and expose the neighborhoods between Green Oaks and Kelly-Elliott on the south side of I-20 to much more traffic noise. My proposal will match the plan for the north side of the same stretch of I-20 that is also getting a new service road and on and off ramp facilities and will provide a similar level of noise suppression service.	Corey Rosenbaum	4514 Willow Bend Drive		(817) 563-5684	28	94

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/7/2020	I propose that a sound barrier be put in on the south side of I-20 between Green Oaks and Kelly Elliott where a new service road is slated to be constructed. This would match the barrier that is being constructed on the north side of the freeway for that service road expansion. With all the trees and greenbelt areas that will be removed to make way for this new road, it is going to cause the noise level to be raised exponentially. I bought my house in this neighborhood because it was like a piece of country in the middle of the city. I feel that if a noise barrier is not put up on the south side of Interstate 20 between Green Oaks and Kelly Elliott we'll lose that feeling and it will make our neighborhood less desirable to new families moving into the area. PLEASE, PLEASE, PLEASE put up a sound barrier on the south side service road of I-20 between Green Oaks and Kelly Elliott.	Tinika Rosenbaum	4514 Willow Bend Drive		(817) 563-5684	29	95

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/7/2020	The speed limit on the frontage road on the south side of I-20 from little Rd. to Green Oaks should be reduced to 30 MPH the same speed as the exit ramp from I-20. Right now that merge is a mess. Why isn't a sound barrier protecting the homes between Green Oaks and Kelley Eliot.	Fred Darwin	4515 Grey Dawn Dr.		(682) 365-3884	30	96

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/7/2020	Please put up a sound barrier on the south side of I20 between Green Oaks and Kelly-Elliot. the noise is already bad enough.	Craig Paul Smesny	4400 Willow Bend Dr.		(817) 946-6056	31	97

From: Dolores Connor
To: Chad Putnam; HistoricCarverHt; SoutheastConnector
Cc:

Re: Southeast Connector Public Hearing - Historic Carver Heights - Response
Saturday, June 20, 2020 5:51:11 PM

Subject:
Date:

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I really appreciate that Chad.

Thank you very much,

Dolores L. Connor
Notary
P. O. Box 8863
Ft. Worth, TX 76124
817-429-0688

From: Chad Putnam <Chad.Putnam@txdot.gov>
Sent: Saturday, June 20, 2020 4:00 PM
To: Dolores >; HistoricCarverHt; SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: bert.williams1; johnson-vaughn-heiskell; jane817; mdthomps; zetroc2015; ljefferson1920 ljefferson1920; Henry1329>; gynabivens; betsy.price ; victor.turner; william.johnson;nicole.collier; monique.white; detra.whitmore ; Curtis Loftis <Curtis.Loftis@txdot.gov>; Curtis Hanan <Curtis.Hanan@txdot.gov>; Torchy.White; Linda Henderson
Subject: Re: Southeast Connector Public Hearing - Historic Carver Heights - Response

Thank you for your comments, Dolores. I will make sure that these and the comments that Torchy provided yesterday are shared with the project team and documented in the official public hearing documentation.

Thanks,

Chad

Chad Putnam | Environmental Specialist
Advanced Project Development | Fort Worth District
Texas Department of Transportation |2501 S.W. Loop 820, Fort Worth, TX 76133
(817) 370-6567 Work | Chad.Putnam@txdot.gov

From: Dolores Connor
Sent: Saturday, June 20, 2020 3:34:08 PM
To: Chad Putnam <Chad.Putnam@txdot.gov>; HistoricCarverHt <>; SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: bert.williams1; johnson-vaughn-heiskell; jane817; mdthomps; zetroc2015; ljefferson1920 ljefferson1920; Henry1329>; gynabivens; betsy.price ; victor.turner; william.johnson;nicole.collier; monique.white; detra.whitmore ; Curtis Loftis <Curtis.Loftis@txdot.gov>; Curtis Hanan <Curtis.Hanan@txdot.gov>; Torchy.White; Linda Henderson
Subject: Re: Southeast Connector Public Hearing - Historic Carver Heights - Response

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Chad & TxDot 820 South expansion Team,

I wanted to participate in a timely manner for public remarks & input for the South bound Loop 820 widening project. I believe the final remarks are due on June 22, 2020.

While Torchy has presented the historic Carver Heights Neighborhood Associations position on issues pertaining to the widening of Loop 820 South, I see the suggestion that I made for the **southbound Braided Ramp/Fly Over Ramp Exit to Ramey Ave** is one that resolves our greatest issues and would eliminate the welcomed invasion into our precious neighborhood & quiet community.

Please Consider this recommendation as a mutual agreement & resolution to most all of the issues raised in previous meetings that we have had with TxDot. Incorporating this type of southbound exit to Ramey Ave. there would be fewer issues for this community involving:
1. No need for restricted turns from or onto Truman Drive or Prothrow streets, no excessive community traffic flow onto Vel Dr. or Lucus
2.The Plaza Circle entrance to Southbound Loop 820 would remain the same.

3. Additional Bus stop to be placed near Chase Bank on the south side of Ramey Ave. which was agreed to by the Trinity Metro executive officers. Therefore we consider this resolved.

That leaves the
(1) We recommend Sidewalk traffic to access the northbound side of Loop 820 which is commercial. If done we would consider this resolved.
(2) Noise - An issue that HCH would appreciate TxDot addressing their attention to solving/resolving.

Please incorporate our recommendation to include a Southbound Braided Ramp/Fly Over Ramp to Ramey Ave. on the Loop 820 south widening project. We see this as a win/win for Taxpayers and the Historic Carver Heights community.

We are eager to see the TxDot drawing of this recommended Braided Ramp/Fly Over Ramp.

Thank you,

Dolores L. Connor
1st Historic Carver Heights Historian
Notary
P. O. Box 8863
Ft. Worth, TX 76124
817-429-0688

From: Chad Putnam <Chad.Putnam@txdot.gov>
Sent: Saturday, June 20, 2020 7:58 AM
To: HistoricCarverHt ; SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: bert.williams1; johnson-vaughn-heiskell; jane817; mdthomps; zetroc2015; ljefferson1920 ljefferson1920; Henry1329>; gynabivens; betsy.price ; victor.turner; william.johnson;nicole.collier; monique.white; detra.whitmore ; Curtis Loftis <Curtis.Loftis@txdot.gov>; Curtis Hanan <Curtis.Hanan@txdot.gov>; Torchy.White; Linda Henderson
Subject: Re: Southeast Connector Public Hearing - Historic Carver Heights - Response

Torchy,

I have received your public hearing response and it will be included in the official public hearing documentation.

Thanks,

Chad

Chad Putnam | Environmental Specialist
Advanced Project Development | Fort Worth District
Texas Department of Transportation |2501 S.W. Loop 820, Fort Worth, TX 76133
(817) 370-6567 Work | Chad.Putnam@txdot.gov

From: HistoricCarverHt
Sent: Friday, June 19, 2020 9:40:47 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>; Chad Putnam <Chad.Putnam@txdot.gov>
Cc: bert.williams1; johnson-vaughn-heiskell; jane817; mdthomps; zetroc2015; ljefferson1920 ljefferson1920; Henry1329>; gynabivens; betsy.price ; victor.turner; william.johnson;nicole.collier; monique.white; detra.whitmore ; Curtis Loftis <Curtis.Loftis@txdot.gov>; Curtis Hanan <Curtis.Hanan@txdot.gov>; Torchy.White; Linda Henderson
Subject: Southeast Connector Public Hearing - Historic Carver Heights - Response

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Chad,

Please find attached our response to the Southeast Connector Public Hearing regarding our Historic District. Please let us know that it was received and submitted before the Monday, June 22, 2020 deadline. Thank you in advance.

Best Regards,
Torchy

From:	HistoricCarverHt
To:	SoutheastConnector; Chad Putnam
Cc:	bert.williams1; johnson-vaughn-heiskell; jane817; mdthomps; zetroc2015; ljefferson1920 ljefferson1920; Henry1329>; gynabivens; betsy.price ; victor.turner; william.johnson;nicole.collier; monique.white; detra.whitmore ; Curtis Loftis <Curtis.Loftis@txdot.gov>; Curtis Hanan <Curtis.Hanan@txdot.gov>; Torchy.White; Linda Henderson
Subject:	Southeast Connector Public Hearing - Historic Carver Heights - Response
Date:	Friday, June 19, 2020 9:41:03 PM
Attachments:	Tx Dot 15.docx

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Chad,

Please find attached our response to the Southeast Connector Public Hearing regarding our Historic District. Please let us know that it was received and submitted before the Monday, June 22, 2020 deadline. Thank you in advance.

Best Regards,
Torchy

Historic Carver Heights NA

"Persevering the Hill for Future Generations"

HistoricCarverHt

June 19, 2020
(Juneteenth)

Re: Response to Southeast Connector Public Hearing by Historic Carver Heights

While it is not our intent to impede progress, it is an inherent resolve to protect our ancestral vision, and intent, as it pertains to the property inclusive of Historic Carver Heights (HCH). To ignore our voice; is to ignore our heritage. Therefore, several points of concern need to be voiced in a third attempt to be understood.

We suggest that anyone with an opinion regarding this project in HCH visit our Public Art for an education of the contributions of this beloved historic community located on Plaza Circle between Loop 820 / West Cravens Road and Ransom Terrace just South of Rosedale Street / Spur 303.

Re: Inquiry
Will there be any Black contractors awarded contracts on this project? If not, why not? Will there be any visible Black crew members? If not, why not? Since part of this project will involve a Black Historic District, it is only fitting that there be Black contractors, sub-contractors and crew members.

Re: Sidewalks

All original homeowners of HCH were Black. HCH was never a result of white flight. Sizeable parcels of land were acquired. Our ranch style homes were built from the ground up by our ancestors. This community should be revered as a protected class.

The intrusion of sidewalks will be viewed as a property grab of black people's property. To widen Cravens Road South Bound for sidewalks, additional lanes for cars and bicycles will be visually intrusive. It is understood that the easement belongs to the city, however more than the easement will be required. The undesirable foot traffic of the homeless and drug trade from the corner convenience store on Rosedale will be devastating for those homeowners. Sidewalks will encourage this same foot traffic into the interior of HCH especially since TxDot intends to continue this derogation on and through Truman Drive.

The widening of Cravens Road South Bound will increase the dangerous practice of drag racing which is already a problem. It is our understanding that reckless driving has previously resulted

in a home collusion. It is TxDot's own admission that this is a statewide problem. In case a reminder is needed, review your own Web Site Video, titled "End the Streak Tx". We did not observe a resolution to the problems of drinking / drugging, or texting under the influence in the video. Yet, you propose increasing the traffic in front of residential homes and decreasing the yardage between these homes and their driveways in favor of additional highspeed traffic. Presently, this distance may be the only safety measure that these homeowners possess.

Our landscaping should not be interrupted with the environmentally, unfriendly sight of concrete sidewalks. Our community was not planned for, nor do we desire sidewalks in front of or near our homes. Just as many of the most desirable of Fort Worth homes and adjacent communities, we wish to remain" free" of sidewalks. We wish to remain "free" of the struggles that they can provide, especially in this climate of unrest.

After research, we discovered that our own Mayor Price does not have sidewalks in front of her own house, and her landscaping is just beautiful. Our lawns in HCH roll into each other and present a beautiful, curbside view. May we please leave loitering on the outskirts of HCH.

If people wish to walk for exercise, there are two (2) walking paths, one at the MLK Community Center and one at Plaza Circle. You are speaking about people who don't live in HCH. We have envisioned at great lengths ways to maintain an environment that prevents degradation in HCH. There are huge boulders in Wild Cat Creek to prevent the rise of "A new city" of homeless tents and bedrolls. Yet, you want to us to digress and accommodate those who are just passing through and do not live here. What will we get out of this? We will become the recipients of their trash, debris and frustration.

Re: Sidewalk Suggestion

The North Bound service road of Cravens Road is commercial and has a several disconnected sidewalks. There are no residential homes that face the freeway, East of Loop 820 between Rosedale Street and Ramey Avenue. Therefore, there would be no residential homes affected. If sidewalks are desired, the East side of 820 is a perfect area to place them, not adjacent to HCH.

Re: Noise

By TxDot's own admission there will be an increase in noise. Many of these cars that do not meet emissions standards and / or have added loud mufflers that are never addressed. Yet you suggest that this community does not need sound barriers. We need sound barriers now. We can hear noise from the freeway and the service road four (4) streets over from Loop 820 and Cravens Road. The speeding motorcycles pose an absurd noise and safety problem. Because the TxDot noise evaluators do not live here, it may not matter to them. If there is a change of

heart and there is a later assessment, will the appraisers additionally calculate the noise at 2:00 AM in the morning before workers rise travel to work? The present noise interrupts sleep.

Re: Additional Bus Stop

The following is our response to the imposition of an additional bus stop on Cravens Road South Bound.

If another bus stop is desired, we propose that it be added where it might be more useful, South of Ramey and convenient to Chase Bankers. At this intersection there is foot and motor, vehicle traffic on an existing main thoroughfare using bank services. Additionally, bus transfers at this intersection may be an added plus to bus patrons.

There is no need to disrupt the peace and quiet of our existing quality of life, in our residential Historic Community by adding a second bus stop.

This view was shared with Trinity Metro Administrators. As a result, it is our understanding that our concerns and opinions have been communicated to TxDot. Further, it is our understanding that this matter is not on the table at this time. Hopefully, this proposed complication will no longer pose a threat to HCH boundaries.

Re: Truman Drive – TxDot Proposed Widening

Insightfully, Judge L. Clifford Davis brought it to our attention that there is no available housing stock or property left undeveloped in HCH. With that, the Judge gave us a bit of a history lesson. "Because no housing stock or property was available many Blacks who desired larger homes were forced to venture out of HCH to Rolling Hills and Highland Hills. "

Hence, for what reason, why would HCH require the additional widening of Truman Drive? Truman Drive was previously widened to accommodate the MLK Center. HCH is zoned A-5 Single Family. No additional multiple unit housing stock will be added.

Again, sidewalks will not be appreciated and will be viewed as a land grab of black people's property in an attempt to change the vision of our forefathers.

Re: No Right Turn from South Bound Cravens Road on to Truman TxDot Proposal

This is just down right "short sighted". TxDot proposes that the ability to make a right turn from Cravens Road onto Truman Drive to be eliminated. First of all, West Cravens Road, South Bound, is a one (1) way thoroughfare. Truman is a main street that is a direct route from Loop 820 to the MLK Center. Uninterrupted, Truman Drive is also the only main thoroughfare that flows from East to West. It is a two-way street that connects Loop 820 to Stalcup Road and connects Stalcup Road to Loop 820 in HCH.

What sense does it make to divert an increase of traffic to and through Vel Drive? (Vel is a one block street between Cravens Road and Lucas Drive). Then, redirect that increased traffic to another quite livable street, Lucas Drive. Then make a right turn heading North on Lucas to then another left turn to get back onto Truman Drive, the only main thoroughfare we have to access the MLK Center.

Even if the MLK Center ceases to exist, Truman is the only center street from East to West that HCH has to transverse from one end of HCH to the other, while avoiding the schools on Ramey Avenue and the traffic on Rosedale Street / Spur 303. Let's just leave Truman Drive as it is. Again, Vel Drive is a one (1) block street that does not deserve to be disrupted by a change in traffic patterns. One of the TxDot representatives even admitted on our June 4, 2020, 6:00 PM telephone conference meeting, that he had not driven this particular suggested pattern. In TxDot's own words, "This impact might affect neighborhood access". (Paragraph 2 – Southeast Connector at Carver Heights). Negatively, this change would do just that.

Re: Plaza Circle and its Present Ramp Entrance to 820 South.

Why inconvenience the HCH homeowners and Art Work Visitors by moving the entrance ramp to Loop 820 South from Plaza Circle all the way down to Prothrow Street near the congestion of Ramey Avenue? At Ramey Avenue there is the congestion of Dunbar High School; J. Martin Jacquet Middle School; football and band activities of both; parent drop-offs and pick-ups, crosstown city transit traffic etc. Why would you want to add to that congestion?

Conclusion & Resolve - Braided Entrance / Exit Ramp or Flyover Entrance / Exit Ramp Strongly Suggested & Highly Recommended

As suggested to TxDot by resident Dolores Connor, to avoid any alterations to South Bound Cravens Road, an elevated, Braided and / or Flyover entrance and exit ramp from approximately Rosedale Street (Spur 303) and Plaza Circle is "strongly recommended". This will also avoid any convoluted redirection of an increase in future, traffic flow veering into the interior of HCH. This will also eliminate the appearance of a land grab of property.

Ms. Connor twice requested a layout of the above proposed plan prepared by your professional staff. We're still waiting for that plan. We would still like to receive that elevation plan prior and be involved in the process of an elevation solution.

Thank you in advance for your attention to these profoundly important matters.

Sincerely,

Torchy White, President
Jane Mergerson, Vice President
Bert Williams, Executive Committee Chairman
Dolores Connor, First HCH Historian
Historic Carver Heights NA

DocuSign Envelope ID: 914D2046-646B-49C8-832F-25FF4C7C81BA

Texas Department of Transportation

2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133 | 817.370.6500 | WWW.TXDOT.GOV

July 24, 2020

Southeast Connector – Reconstruct I-20/I-820/US 287 Interchanges
Tarrant County, Texas
CSJ: 0008-13-125, etc.

Torchy White, President
Historic Carver Heights Neighborhood Association
1812 Bunch Drive
Fort Worth, Texas 76112

Dear Ms. White:

The Texas Department of Transportation (TxDOT) would like to thank the Historic Carver Heights Neighborhood Association for your input on the Southeast Connector Project. This letter is in response to comments submitted by the members of the Historic Carver Heights Neighborhood Association during the June 4, 2020, Public Hearing comment period.

As a local historic district, the Carver Heights neighborhood is eligible for listing as a district in the National Register of Historic Places (NR). The area is significant under NR criteria for community planning and development and design, as well as its association with civic leaders and Civil Rights and African American history. Carver Heights demonstrated a design vision for both individual homes and the neighborhood and is also a lasting example of the original residents overcoming the political and economic obstacles African Americans faced when choosing to buy, build, or develop property.

Under the Section 106 process, TxDOT is charged with avoiding or minimizing project effects that might detract from a historic property's ability to convey its significance. TxDOT determined the proposed sidewalk along Cravens Road will not detract from the characteristics that make the Carver Heights neighborhood significant. The sidewalk will not diminish the architectural quality of the homes or the original design of the neighborhood, nor will it obscure the important stories of the residents, past or current, and their efforts to create and maintain a safe, well-conceived neighborhood. The proposed sidewalk is within the existing transportation corridor and does not require ROW acquisition from the neighborhood. The project does not include any construction of sidewalks within the neighborhood.

The project team has reviewed the neighborhood association's concerns regarding sidewalks and perceptions of safety and historical characteristics of the neighborhood. TxDOT has based the decision to include sidewalks within the existing transportation corridor in line with contemporary safety standards and the equitable distribution of benefits and burdens of the project. Guidance at the federal, state, and local level also support this decision. The Federal Highway Administration (FHWA) is the federal agency with jurisdiction over most TxDOT projects, therefore, many of the policies and procedures discussed below are ultimately guided by requirements outlined by FHWA.

This excerpt from federal statues describes TxDOT's obligation to consider bicycle and pedestrian accommodations:

DocuSign Envelope ID: 914D2046-646B-49C8-832F-25FF4C7C81BA

23 U.S. Code § 217. Bicycle transportation and pedestrian walkways
(g) Planning and Design.--

1. In General.--Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State in accordance with sections 134 and 135, respectively. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted.

2. Safety considerations.--Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians. Safety considerations shall include the installation, where appropriate, and maintenance of audible traffic signals and audible signs at street crossings.

Including sidewalks also upholds the legal requirements set forth in civil rights laws such as the Americans with Disabilities Act (ADA) 42 USC 126, which prohibits discrimination and guarantees that people with disabilities have opportunities equal to others for participating in mainstream American life. The primary focus of the FHWA ADA program is to ensure that pedestrians with disabilities have the opportunity to use the transportation system in an accessible and safe manner. As part of FHWA's regulatory responsibility under Title II of the ADA and Section 504 of the Rehabilitation Act of 1973, FHWA ensures the following:

- Recipients of federal aid and state and local entities responsible for roadways and pedestrian facilities do not discriminate on the basis of disability in any highway transportation program, activity, service or benefit they provide to the general public; and
- People with disabilities have equitable opportunities to use the public rights-of-way system.

Relocating the sidewalk to the other side of the interstate may be inconsequential to an able-bodied adult pedestrian, but may be a very difficult or impossible burden for a child or person using a wheelchair. Omitting the sidewalk along this stretch would also create a severe gap in both the proposed and pre-existing pedestrian and transit network as identified by local and regional government agencies.

The particular needs of people using the sidewalk will vary. A few considerations are provided here as examples:

- Children and young adults walking to the number of educational facilities south of the neighborhood would be left vulnerable to vehicle conflicts along this section of roadway without the safety provided by the sidewalk.
- Older adults may no longer have the ability to drive, or might live with a disability that requires ADA-compliant public transportation services or sidewalks.
- TxDOT considers all modes of transportation, which also includes consideration of populations that may be unable to afford a personal car or the costs associated with owning a car, and may therefore have an increased reliance on bike or pedestrian facilities, including those that provide safe access to transit.

One cannot infer a direct relationship to suggest individuals would be motivated to commit crimes based on the addition of a sidewalk within the existing transportation corridor along the HCH neighborhood.

DocuSign Envelope ID: 914D2046-646B-49C8-832F-25FF4C7C81BA

Though the suggestion of relocating bus stops is likely a temporary impact, it is also foreseeable that these lines would have to be rerouted and would pose an unnecessary disruption in service by increasing travel times and/or the number of transfers for transit-dependent populations
Below is an excerpt from the City of Fort Worth Race and Culture Task force, appointed in 2017 to advise city council on important issues relating to racial and cultural equity. Transportation was one of the issues identified, and is summarized here in relevant part:

1. Street Conditions – Super- Majority Minority Areas (S-MMAs) of Fort Worth, defined as those census block groups that have a minority population of 75% or greater, have a disproportionate share of poor condition streets. This disparity is caused primarily by the convergence of older infrastructure, prior construction standards, persistent shortfalls in the annual maintenance budget, and may be related to project selection criteria.

2. Sidewalk Conditions – S-MMAs of Fort Worth have a disproportionate share of poor condition and missing sidewalks. This disparity is caused primarily by the convergence of older infrastructure, prior construction standards, and may also be related to project selection criteria.

3. Street Light Conditions – S-MMAs of Fort Worth have a disproportionate share of poor condition street lights. This disparity is caused by the convergence of older infrastructure, prior construction standards, shortfalls in the annual maintenance budget, and may also be related to project selection criteria.

4. Crash Incidence – S-MMAs of Fort Worth are disproportionately affected by pedestrian and bike crashes, including fatal crashes of both types. This disparity is likely related to the higher vehicular speeds and volumes of the roadways on which they occur, as well as potentially greater dependence on, and the relatively poor condition of, alternative transportation networks within S-MMAs.

(Fort Worth Task Force on Race and Culture: Final Recommendations. P. 73. 2018.)

The Southeast Connector is an opportunity to directly address some of the transportation disparities that exist within the limits of the proposed project. This transportation investment includes providing viable and safe pedestrian connectivity throughout the length of the project in order to be inclusive of all users of the transportation system. In addition to achieving a regional solution to congestion and mobility issues throughout this corridor, TxDOT seeks to improve livability for the communities along the corridor and within the project area. This includes strengthening community cohesion by providing new connections between and among neighborhoods, providing access to community facilities, and enhancing pedestrian safety.

The Texas Department of Transportation has set a high DBE (Disadvantaged Business Enterprise) Goal for the Southeast Connector Project. The Design Build Contractor will be contracting with many DBE's on this project. There are Federal Requirements for obtaining the goal. It is our hope that many local DBE's are able to be involved in this project. At this time, it is undetermined how many Black, Hispanic, Asian, American Indian, and Woman-owned certified DBE contractors will be on the project.

Braided Ramp Alternative

The Historic Carver Heights Neighborhood Association requested that TxDOT evaluate a braided ramp alternative for the Southeast Connector Project. TxDOT has completed this evaluation, and we offer the information below for consideration.

DocuSign Envelope ID: 914D2046-646B-49C8-832F-25FF4C7C81BA

The braided ramp alternative includes a southbound I-820 entrance ramp near the current location along Cravens Road that allows access for vehicles from Plaza Circle. The vertical profile of the entrance ramp would be near the existing ground level. The southbound I-820 exit ramp to Ramey Street would braid or bridge over the entrance ramp and tie to Cravens Road near Prothrow Street. The exit ramp vertical profile would be approximately 25 feet above the existing ground elevation near Maceo Lane.

The benefits of the braided ramp alternative include travel patterns along Cravens Road and within the neighborhood would be expected to remain the same as existing conditions. The braided or bridged ramps would also help minimize volumes and crossing of vehicles along Cravens Road. The location of the exit ramp also provides adequate distance for vehicles estimated to queue along Cravens Road from the Ramey Street intersection.

Unfavorable items associated with the braided ramp alternative include the bridge for the exit ramp would be approximately 25 feet above ground level near Maceo Lane; the shoulder widths of the ramps may be narrower; and there could be an increased time of closures of the ramps during construction or maintenance of the bridge and retaining walls.

All neighborhood streets that connect to Cravens Road are proposed to remain fully open and accessible with this alternative. Flexible delineators or curbs would be needed at the ramp ties to the frontage road for safety to prevent vehicles from crossing the frontage road from Lucas Drive or adjacent homes to access the entrance ramp. Flexible delineators or curbs would also be needed along the tie-in with the exit ramp to prevent vehicles from turning directly across the frontage road to enter Prothrow Street.

A schematic drawing and a 3D rendering of the braided ramp alternative have been included with this letter.

TxDOT formally asks that the Historic Carver Heights Neighborhood Association respond to this letter by email, to let the Project team know if you are in favor of the incorporation of the previously described braided ramp alternative into the proposed project design or not. In order to continue progress on the proposed design, TxDOT requests that your response to this letter be received by July 31, 2020.

If you would like additional information regarding the project, please contact either Curtis Hanan, P.E. at (817) 370-6535 or Curtis.Hanan@txdot.gov, or Curtis Loftis, P.E. at (817) 370-6807 or Curtis.Loftis@txdot.gov.

Sincerely,

DocuSigned by:
Curtis Hanan
EA651A254E43420...

Curtis W. Hanan, P.E.
Fort Worth District Advance Project Development Director

Enclosures: Braided Ramp Alternative 3D Rendering
Braided Ramp Alternative Schematic Drawing

cc: Curtis Loftis, P.E., Project Manager, TxDOT-FTW
Chad Putnam, Environmental Specialist, TxDOT-FTW

DocuSign Envelope ID: 914D2046-646B-49C8-832F-25FF4C7C81BA

Southeast CONNECTOR

I-820 NEAR CARVER HEIGHTS BRAIDED RAMP ALTERNATIVE

CSJ: 0008-13-125, 0008-13-206, 0172-06-080, 0172-09-028, and 2374-05-066

JULY 2020

PRELIMINARY, SUBJECT TO CHANGE

Texas Department of Transportation

CarverHeightsBraidedRamps.JPG

TEXAS DEPARTMENT OF TRANSPORTATION
FORT WORTH DISTRICT

LOYL C. BUSSELL, P.E. - DISTRICT ENGINEER

DESIGN SCHEMATIC
SOUTHEAST CONNECTOR

TARRANT COUNTY

I-20 — CSJ : 0008-13-206
FROM I-20/I-820/US 287 INTERCHANGE TO FOREST HILL DRIVE
CSJ : 2374-05-066
FROM I-20 TO CROWLEY-CLEBURNE BLVD

I-820 — CSJ : 0008-13-125
US 287 — FROM I-20 TO BRENTWOOD STAIR RD
CSJ : 0172-06-080
FROM I-820/US 287 INTERCHANGE TO BISHOP ST
CSJ : 0172-09-028
FROM I-20 INTERCHANGE TO GUSLETT RD

ROADWAY TYPE	FUNCTIONAL CLASS	DESIGN SPEED
GENERAL PURPOSE LANES	URBAN INTERSTATE	70 MPH - UNLESS OTHERWISE NOTED BELOW
I-20		60 MPH: STA 1067+71 (RT) - 1093+23 (RT) BW X
		60 MPH: STA 1067+71 (RT) - 1093+23 (RT) EW
		60 MPH: 1083+00 RAMP B
DECKER, DERINGER, EDGEWATER, ENTWOOD		60 MPH: STA 1067+71 (RT) - 1093+23 (RT) BW X STA 1067+71 (RT) - 1093+23 (RT) EW
US 287 GENERAL PURPOSE LANES	URBAN FREEWAY	70 MPH - UNLESS OTHERWISE NOTED BELOW
		60 MPH: STA 1067+71 (RT) - 1093+23 (RT)
COLLECTOR-DISTRIBUTORS	URBAN INTERSTATE	STA 520+72 (RT) - STA 544+62 (RT)
DIRECT CONNECTORS	URBAN INTERSTATE	70 MPH
I-20		60 MPH
DECKER, DERINGER, EDGEWATER		60 MPH
RAMPS & SIDE ROADS	URBAN ARTERIAL	50 MPH - UNLESS OTHERWISE NOTED BELOW
ANGLE, BRENTWOOD STAIR, BRIDGEPORT, RIDGEDALE, SOMERVELL MEADOWS, OVERVIEW, MEDICAL CENTER, MEADOWBROOK, STONEHILL, SUNNYDALE, WILLOWBROOK, WILLOWBROOK, LITTON, CHANCERY, SCHILLER		40 MPH
ALTA VISTA	URBAN ARTERIAL	40 MPH - UNLESS OTHERWISE NOTED BELOW
FRONTAGE ROADS	URBAN COLLECTOR	40 MPH - UNLESS OTHERWISE NOTED BELOW
I-20 EASTBOUND, LEISHTAMPITC, LEISTNAMPITC, LEISTNAMPITC, LEISTNAMPITC, LEISTNAMPITC		40 MPH
I-20 WESTBOUND	URBAN COLLECTOR	40 MPH
ALTAMIRA	URBAN COLLECTOR	30 MPH
ANDERSONVILLE CHURCH ST	URBAN COLLECTOR	30 MPH
FOREST HILL DRIVE	URBAN COLLECTOR	30 MPH
BS 287 S (BRANTLEY HIGHWAY)	URBAN ARTERIAL	35 MPH
BS 287 N (BRANTLEY)	URBAN ARTERIAL	35 MPH
LITTLE ROAD	URBAN ARTERIAL	35 MPH
MANSFIELD WEBB ROAD	URBAN ARTERIAL	35 MPH
KELLY ELLIOTT ROAD	URBAN ARTERIAL	35 MPH
MANSFIELD CARDINAL	URBAN ARTERIAL	35 MPH
BS 180 (E LANCASTER AVENUE)	URBAN ARTERIAL	40 MPH
SPUR 303 (RIDGEDALE BOULEVARD)	URBAN ARTERIAL	40 MPH
BRENTWOOD	URBAN ARTERIAL	40 MPH
MILLER AVENUE	URBAN ARTERIAL	40 MPH
HARRIS ROAD	URBAN ARTERIAL	40 MPH
HARPERS ROAD	URBAN COLLECTOR	30 MPH
CRAVENS ROAD	URBAN COLLECTOR	30 MPH
CRAIG STREET	URBAN COLLECTOR	30 MPH
RAMEY AVENUE	URBAN COLLECTOR	30 MPH
BRENTWOOD STAIR	URBAN COLLECTOR	30 MPH
MARTIN STREET	URBAN COLLECTOR	30 MPH
SUN VALLEY DRIVE	URBAN COLLECTOR	30 MPH
SANDY LAKE ROAD	URBAN COLLECTOR	30 MPH
HARRY STREET	LOCAL ROAD	30 MPH
LOCAL ROAD	LOCAL ROAD	30 MPH

TRAFFIC DATA (2045 AM PEAK HOUR / 2045 PM PEAK HOUR)	I-20 EB	I-20 WB	I-820 NB	I-820 SB	US 287 NB	US 287 SB
AVERAGE DAILY TRAFFIC (ADT)	220,000	220,000	180,000	180,000	120,000	120,000
DESIGN HOURLY VOLUME (DHV)	19,800	19,800	16,200	16,200	10,800	10,800
DIRECTIONAL DISTRIBUTION (D)	55%	45%	55%	45%	55%	45%
TRUCKS (T)	10%	10%	10%	10%	10%	10%

	I-20	I-820	US 287
DESIGN SPEED	70 MPH	70 MPH	70 MPH
LANE WIDTH	12 FT	12 FT	12 FT
INSIDE SHOULDER WIDTH	10 FT	10 FT	10 FT
OUTSIDE SHOULDER WIDTH	12 FT	12 FT	12 FT
MEDIAN WIDTH	64 FT	64 FT	64 FT
MAXIMUM GRADE	3%	3%	3%
MINIMUM HORIZONTAL CURVE RADIUS	2,800 FT	2,800 FT	2,800 FT
MINIMUM VERTICAL CURVE K VALUE	247	247	247

END PROJECT I-20 SET
CSJ:0172-09-080

BEGIN PROJECT I-20 SET
CSJ:0172-09-080

END PROJECT I-820
CSJ:0008-13-125

BEGIN PROJECT - I-820
CSJ:0008-13-125
BEGIN PROJECT - I-20
CSJ:0008-13-206
BEGIN PROJECT - I-20
CSJ:0172-09-028

END PROJECT - US 287
CSJ:0172-09-028

BEGIN PROJECT - US 287
CSJ:0172-09-028

END PROJECT
CSJ:2374-05-066

PROJECT LOCATION MAP/KEYMAP

PROJECT TRACKED UNDER CSJ 0008-13-206 (I-20) AND CSJ 0008-13-125 (I-820)

PRELIMINARY

JULY 15, 2020

NOT APPROVED FOR CONSTRUCTION, BIDDING, OR RIGHT PURCHASE

TBPE REGISTRATION NO. F-334NR

UNDER THE SUPERVISION OF

CHAD HENDERSON, P.E.
LICENSE NO. 87722

WADE ARBOUR, PE, AVT
LICENSE NO. 92260

LEGEND

GENERAL PURPOSE LANES (GP LANES)
FRONTAGE ROAD/U-TURNS/CITY STREETS
RAMPS
SHOULDERS
SIDEWALKS
SHARED USE PATH
PROPOSED GORE AREA
PROPOSED BRIDGE
PROPOSED RETAINING WALL
EXISTING RIGHT-OF-WAY(R.O.W.)
EXISTING PROPERTY LINES
PROPOSED RIGHT-OF-WAY(R.O.W.)
PROPOSED DENIAL-OF-ACCESS
EXISTING DENIAL-OF-ACCESS
EXISTING DRAINAGE EASEMENTS
PROPOSED DRAINAGE EASEMENTS
PARKS
CARVER HEIGHTS HISTORIC DISTRICT
CREEKS AND TRIBUTARIES
DIRECTION OF TRAFFIC
EXISTING STREETS TO REMAIN
EXISTING DRIVEWAYS TO BE REMOVED
EXISTING PAVEMENT TO BE REMOVED
POTENTIAL DISPLACEMENTS

RAMP BRAID ALTERNATIVE BETWEEN RAMEY AVENUE AND ROSEDALE STREET

Pros:
- -Existing local access maintained.
- -Lower Traffic numbers on Frontage Road from Plaza Cir to Vel Dr.
- -Improved Rickenbacker Place access.
- -Increased distance to Ramey intersection.
- -Weaving traffic on frontage road is minimized.

Cons:
- - 70 mph design speed for the mainlane profile and 40 mph ramp design speeds.
- -Increased cost due to bridges and retaining walls for the ramps.
- -Reduced ramp and shoulder widths due to constraints.
- -Visual impacts and possible concentrated noise impacts.
- -Exit ramp bridge approximately 25 feet above the ground level of the adjacent homes.
- -Increased time for construction and maintenance of bridges and retaining walls could lead to longer periods of closures of ramps.

EASTLAND ST
RICHARDSON ST
CAVERLY AVE
I-820 SB EXIT RAMP TO E BERRY STREET
I-820 NB ENTRANCE RAMP FROM E BERRY STREET
E BERRY ST
WILLARD TERRACE
FITZHUGH AVE
S CRAVENS RD
RAMEY AVE
FLEXIBLE DELINEATORS OR CURBS
I-820 SB ENTRANCE RAMP FROM E ROSEDALE STREET
I-820 SB EXIT RAMP TO RAMEY AVENUE
TALLIE RD
RICKENBACKER PLACE
PROTHRO ST
VEL DR
TRUMAN DR
TXU RIGHT-OF-WAY
MACEO LN
LUCAS DR
PLAZA CIR
E ROSEDALE ST
FORT WORTH AVE
I-820 NB ENTRANCE RAMP FROM RAMEY AVENUE
CARRUTHERS DRIVE
LOUISE ST
ROSSER ST
I-820 NB EXIT RAMP TO E ROSEDALE STREET
WILLARD RD
SPUR 303
ROSEDALE ST

ARRANGEMENTS FOR SUCCESSIVE RAMPS

Minimum Lengths Measured between Successive Ramp Terminals

55-65 or 55-60	55-50	Turning Roadways		50-40 (Weaving)	
Full Freeway	C/D or Full Freeway	Full Freeway	C/D or Full Freeway	System to System	Service to Service
				Interchange	Interchange
Full Freeway	C/D or Full Freeway	System to System Interchange	Service to Service Interchange	Full Freeway	C/D or Full Freeway
300-ft (90-m)	240-ft (70-m)	1320-ft (400-m)	1140-ft (350-m)	1800-ft (550-m)	1560-ft (475-m)
Normal	FOR—Freeway Entrance		1760—Entrance (540-m)		
	C/D—Collector-Distributor		2640		

Figure 10-55. Recommended Minimum Ramp Terminal Spacing

CARVER HEIGHTS COORDINATION MEETING
TARRANT COUNTY, TEXAS
EXHIBIT A-1

From: Valerie Cortez
To: SoutheastConnector
Cc: Chad Putnam; Torchy White - HCH Assoc.
Subject: HCH 820 Southbound recommendation
Date: Monday, June 22, 2020 12:48:53 PM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support all the suggestions summitted by the HCH neighborhood.

Valerie Cortez

From:	+1 817-986-5732
To:	SECPH -VM-Spanish
Subject:	Voice Mail (36 seconds)
Date:	Friday, June 19, 2020 6:24:54 PM
Attachments:	audio.mp3

Mi numero es 8179865732 vivo en una vivienda 6158 goodbye Drive. Por Texas, códigos postales 76112, me represento a mí mismo dueño de casa. Estoy hablando para saber qué va a pasar con mi vivienda a construir el 820 gracias. Y tengo dudas que pasara. ...

English
My number is 8179865732 live in a house 6158 goodbye Drive. For Texas, postcodes 76112, I represent myself homeowner. I'm talking to find out what's going to happen to my home to build the 820 thank you. And I have doubts that it will happen. ...

You received a voice mail from WIRELESS CALLER.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From:	+1 817-688-8520
To:	SECPH VM-English
Subject:	Voice Mail (1 minute and 59 seconds)
Date:	Monday, June 22, 2020 1:38:56 PM
Attachments:	audio.mp3

Oh yes, my name is Don Mosik. I live at 4333 Willow Bend Dr Arlington, 76017 phone number 817688. 8520 my comments are in two regards of the Southeast Connector project that no abatement wall is proposed for the Southside of Willow Bend. Starting with the house is toward the East. And all the way down to the West, we feel that the. The proposed wall. Was the mad we would like to have a test? Re done on this area that receptors behind each individual lot. Perhaps maybe you need to contact the Federal Highway Administration or Highway Traffic noise analysis. An abatement, their policy and their guideline. And the FHWA noise regulations and maybe you should read paragraph 7. Seven 2.1 through 7. Seven 2.1 Seven we feel that we are being done very wrong with the noise. Level that we had that we have every single Day 24/7, 365 days a week before. This project moves forward this area it needs to be reconsidered. You have any other questions you can contact me at 817-688-8520. Before, you disrupt the lives in the individuals of the Willowbend Addition. Again, I'm gone with haunt with masoch MOCK thank you.

You received a voice mail from WIRELESS CALLER.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From: +1 817-903-1887
To: SECPH VM-English
Subject: Voice Mail (2 minutes and 56 seconds)
Date: Monday, June 22, 2020 1:50:01 PM
Attachments: audio.mp3

My name is Michael Johnson. My wife and I live at 4006 Bay Springs Court, Arlington, TX 76016. My phone number is 817-903-1887. We support the proposed improvements to the local highway system in our neighborhood in our area as a traffic gets congested congestion. Congested excuse me. However, we are concerned about an increase in the traffic noise, which is already substantial early live our house backs up to the West bound service Rd of Interstate I-20. Between Park Springs and Kelly Elliott. Day and night, we here, motorcycles muscle cars commercial vehicles go up and down the highway an service Rd the noise is particularly loud. Coming up the Hill from Park Springs passed our our house while we do have a 6 foot brick wall as the barrier between our property in the service Rd it does little to. Reflect or diminish the. Sounds of all these vehicles. And we're afraid that increasing the flow through here, making it easier for traffic more people want to use that corridor that traffic noise is going to rise. So we would like to add to the record or request for sound barriers to be installed just like the project when Green Oaks Blvd. Was improved just like there's a substantial sound barrier? Wall put up on airport freeway in Hurst. TX near precinct line. They are building. This same type of sound barrier wall on the I-20 improvement in Grand Prairie in your Carrier Parkway. We've noticed. So we would like to request that that being considered an installed on the hopefully, the North side of the I-20 service Rd so that. Service Rd traffic noise is reflected back and away from us. I appreciate your time and consideration of this request with you. My name is Michael Johnson, 4006, Bay Springs Court, Arlington, TX, 76016 phone number 817-903-1887. Thank you. I.

You received a voice mail from JOHNSON MONICA.

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/8/2020	I live in Overland Stage, our house backs up to the east bound lanes of I-20 between Green Oaks and Kelly Elliott and there is already a great amount of highway noise. Traffic can be heard at all hours of the day & night. Big rigs braking, car stereos, and motorcycles are especially loud and can be heard over the volume on our TV in our living room. We are extremely concerned that the south side of I-20 is NOT scheduled to have a sound barrier wall. Why not? There should be a sound barrier wall for the south side, the noise will only increase with the shrinking wooded area behind our house. Additionally, we should be kept in the loop of these impending changes. We expect to receive information in writing pertaining to this project since it will impact our home's property value.	Karen Arnold	5301 Ridge Springs Ct. Arlington, TX 76017		(817) 233-5743	32	104

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/9/2020	I and my wife are residents of Overland Stage Estates on the southeast side of I-20 and Green Oaks Blvd. in Arlington. It is our understanding there will be no noise barrier on the south side of I-20. The noise from I-20 is already a problem and with the removal of the tree barrier and a new frontage road, the noise will be unbearable. PLEASE INCLUDE A NOISE BARRIER ON THE SOUTH SIDE of I-20 between Green Oaks Blvd. and Kelly Elliot. THANK YOU!!	Jeff & Theresa Bracken	5300 Ridge Springs Ct. Arlington		(817) 734-6666	33	105

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/9/2020	First off I have to say "narrow minds" wider roads. Look folks this is NOT the solution. Just look around. You are proposing to widen a service road that will be in some peoples backyards. The noise level is already terrible and now you are proposing to remove the only barrier we have. Trees, vines and a natural slope that "helps absorb some of the noise". Man made barriers are made of concrete the sound will bounce off and actually amplify the road noise. What makes it worse you are only proposing one WALL...that means the SOUTH side will get all the noise because the sound will be pushing off the NORTH making the noise levels on the SOUTH side even louder. So, placing a wall on both sides will make it still loud...but hopefully we will be sharing the highway NOISE on equal ground. Here is a solution. Have you ever considered going below grade to help with NOISE pollution and upsetting peoples lives with the fear that some motorist will drive through the homeowners home! Worst yet injure on kill someone. You all heard and seen this happen. So, I am pleading with you all to come up with a solution. Because this one has too large a price for the homeowners whose homes will be severely impacted.	Paula Gore	5406 RIDGE SPRINGS CT		(817) 907-0371	34	106

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/9/2020	As a long term resident, 32+ years at 5406 Ridge Springs ct. 76017, I am concerned deeply about traffic noise increase resulting from changes proposed by Southeast Connector, Reconstruct and Widen I-20/I-820/US 287 - CSJ: 0008-13-125, etc. Proposed Noise Barrier 7 is positioned on the north side of I20, directly north of our house, region R44. At the existing average traffic noise level of 71dB(A), we are currently above the Noise Abatement Criteria (NAC) Category B of 67dB(A). According to existing average levels and predicted noise level models, there is zero change to R44, yet R44's Noise Impact status is "Yes". Does a zero noise level increase not seem doubtful? Traffic noise levels observed during north winds are certainly above the average 71dB(A). Lower noise levels seem unlikely with increased traffic volume and the removal of natural sound barriers. The concern is that Noise Barrier 7 will reflect even more traffic noise back into the R44 residency. Please consider erecting a noise barrier on the south side of I20, replacing wood fences, currently the only protective barrier in areas between service way traffic and residential back yards.	Robert Gore	5406 Ridge Springs Ct		(817) 233-5659	35	107

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/9/2020	The highway noise at my address is already fairly excessive with the way things are currently. I live on the south side of I-20 and I see that this plan does not have a sound barrier for the south side. Without a sound barrier this plan will give us an excessive amount of road noise that will be easily heard even with all windows and doors closed. I genuinely feel like a sound barrier is a complete necessity and don't understand why the north side would get one but not the south side.	Matthew Spradlin	5116 Overridge Dr		(817) 800-1707	36	108

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/9/2020	I notice that this plan accounts for a sound barrier on the north side but not the south side. I feel like not having a sound barrier will absolutely cause the highway noise to become excessive. The road noise is already almost too much, because I can hear the road if nothing is turned on in my home. Without a sound barrier and an expanded road this would not only make things too loud in our neighborhood it would also diminish our property values. I don't see how we could possibly complete this project and build a sound barrier for the north while completely ignoring the south.	Sarah Spradlin	5116 Overridge Dr		(817) 800-1707	37	109

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/10/2020	As a citizen, and a cyclist, I support the proposed bicycle and pedestrian features of the project, especially the bicycle features. They are: 1. an improvement over past elements used (wider outside lanes), 2. safer 3. more comfortable to more riders 4. provide much more bicycle connectivity than most past TxDOT projects Additionally, proposed improvements seem to promote and leverage efforts by cities and the North Central Texas Council of Governments to connect their own bike facilities to the ones in the Southeast Connector project.	David Wagner	328 Fairway Dr.; Willow Park, TX 76087		214 929 3433	38	110

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/10/2020	To whom it may concern, As I understand, a sound barrier is not in the plans on the south side of I20 east of the Little Rd/ Green Oaks exit in Arlington Texas. The traffic noise today is already loud and the removal of trees plus the widening of lanes will add to the noise. Property values for homes need to be considered here. The living conditions for those properties adjacent to the highway should be a concern when planning as this is zoned residential, not commercial. Please add the sound barrier everywhere families are affected Thank you.	Robert Lockard	5121 Overridge Drive Arlington, Texas 76017		(817) 825-7002	39	111

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/10/2020	Concern about a time line of events of the Southeast Connector timeframe for the area we live in as to when it will be finalized and when residents will be contacted. The only mention of a timeframe was Winter of 2021. Primary concern is the starting time of the area with the Craig St exit and surroundings	Deborah Darden	2900 LOUSE ST		(817) 564-4519	40	112

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/10/2020	I have been a resident of Overland Stage Estates for several years. We all love the peace and quiet that exists here. I am concerned that the large scope of the Southeast Connector project will cause not only greater traffic to our neighborhood but also a lot more noise. Please consider adding a sound barrier wall to the south side of Interstate 20 as a noise abatement as you are already planning on doing so for the north side of the interstate. Thank you.	Margaret Drake	5118 Overridge Drive		(817) 988-4394	41	113

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/12/2020	I am a home owner on the south side of I-20 near Green Oaks Blvd. We need a sound barrier wall included in this project as it will bring traffic closer to my home.	David Oliver	5207 Overridge Dr.			42	114

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/12/2020	A sound barrier installed is better than no sound barrier period. At least it will keep a certain degree/or level of noise down. That is just common sense. Find room for it in your enormous budget - yes you can!	Kathy Allen	4515 Branchview Drive		(817) 478-3311	43	115

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/13/2020	I am adding to comments made previously by me. One important item that needs to be included in the highway and service road project is that the project needs to replace the trees that are removed as part of the project. Specifically between Green Oaks and Kelly-Elliott, continuous service road installation will take out MANY trees that are currently providing a buffer to the freeway for sound, aesthetics, and air quality. While trees cannot necessarily be put back into these areas, the project, as a whole, should contribute trees somewhere else in Arlington/Fort Worth equivalent to the number of trees taken out. This is in addition to the recommendation to include a sound barrier on the south side of I-20 between Green Oaks and Kelly-Elliott that I made previously.	Corey Rosenbaum	4514 Willow Bend Drive		(817) 563-5684	44	116

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/15/2020	I've reviewed the video and project details concerning the S/E connector and have a few comments and concerns. I live on the south side of I20, between Green Oaks Blvd and Kelly Elliot. My biggest concern is the lack of noise mitigation - I live about 2,000 feet (as the crow flies) south of I20 and I can noticeably hear the I20 traffic in my yard. From reviewing the project plans it looks as though approximately 200 feet of trees (that now serves as a noise barrier) will be taken down on the south side of I20 between Green Oaks Blvd and Kelly Elliot. And from what I can tell, the new service road on the south side of I20 will be moved away from its current position ("attached" to I20) further south and away from I20 and towards the residents. To move the service road to the new position will require an enormous amount of trees that currently serve as our noise buffer to be cut down. My first question is why move the service road away from I20 - why can't it stay adjacent to I20 so the tree noise-buffer remains intact? Also, the project plans indicating that the noise level in the R46 and R50 areas will not increase significantly just doesn't make any sense. (Further confusing matters is the fact that the Noise Level chart shows this area as having a 5 dB DECREASE by 2045. This can't be...) The idea that the noise level will not significantly increase with the addition of up to 4 lanes, and with the elimination of approximately 200 feet of existing tree noise-barrier, is hard to fathom and I think needs additional noise testing and explanation. Thank You for your time and consideration. Tom Reilly 4716 Hidden Oaks Ln Arlington, TX 76017 817-798 0321	Tom Reilly	4716 Hidden Oaks ln, Arlington, 76017		(817) 798-0321	45	117

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/16/2020	We are property owners off I-20, between Green Oaks and Kelly Elliott. Our property backs up to the creek in that area. We are concerned about 1.) our property value during this time of construction 2.) the plans for noise mitigation, both during and after construction 3.) the creek, it's flow and the wildlife around the creek. We'd like to see more published on these issues.	Steve & Marty Skinner	4407 Spring Creek Rd, Arlington		(817) 939-6949	46	118

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/17/2020	I cannot believe that the proposed solution keeps the 1/2 mile long free-for-all lane change zone between Sun Valley and Martin. An now it will be 6 lanes that merge and split instead of 4 that merge and split. This will not reduce accidents in that corridor at all. Probably will make things worse.	Robert Bryan	5004 BLUE SAGE ROAD		(972) 880-5600	47	119

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/17/2020	I live at 4331 willow bend dr. I have been told my side of the freeway is not getting a sound barrier. After the trees are removed for the expansion, there will be no barrier to protect us from the noise. We need a barrier wall as badly as the north side of the freeway. The expansion will be approximately 30 feet behind my house.	Jan Leonard	4331 Willow Bend Dr		(817) 793-8620	48	120

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/18/2020		Marlin Timmons	4305 Willow Bend Dr.		(817) 239-3332	49	121

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/18/2020	I strongly feel that there is a need for the sound barrier walls along the east bound frontage road from Green Oks blvd and Kelly Elliott	Russell Hanson	5307 Ridge Springs Court Arlington Texas 76017		(817) 851-9588	50	122

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/18/2020	We represent Owner 403 on Roll 2 of your schematics. Katherine L. Myers Testamentary Trust, Judith K. Gaylord and Stephen A. Myers, Co-Trustees 5720 Ensign Drive West 817-822-4402 You will be taking most of our beautiful 3-rail white fence, which runs along the entire curve from Gateway Dr. to the north end of our property. You will also be taking most of the live oaks and crape myrtles that we planted along that fence. Here is what we need: 1. We MUST have ingress and egress to the property for at least 300 feet from the north corner going south. 2. Within that 300 feet, there must be no permanent walls, sidewalks, curbs, or anything else that would interfere with our access. 3. We expect fair compensation for all of the live oaks and crape myrtles that you take out or damage. 4. We expect you to replace the fence with the same quality and type of fencing, or pay us an amount equal to the cost to replace it. 5. There is a 150-year-old post oak in the corner at the north end of the fence. Since it cannot be replaced, utmost care must be taken to prevent damage to it. 6. Due to the fact that overhead electric lines always lean inward, encroaching upon our trees, which are then severely cut back by Encor, we suggest that the replacement line be put UNDERGROUND.	Judith K. Gaylord	5720 Ensign Drive West, Fort Worth, TX 76119		(817) 822-4402	51	124

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/20/2020	From Gary & Mariann Hicks 4423 Forest Hill Circle 76140 Our back door is less than 100 yds from I-20 between Forest Hill Drive and Anglin. 88,000 vehicles pass our house each day. To say we experience noise and environment pollution is an extreme understatement. There is no reimbursement to us for the health and property damage we are receiving from those who are profiting from use of this thoroughfare. I have put buckets out (in my dreams) asking for just $0.10 from each passing vehicle, but no takers...and yet the big guys living in their secluded communities away from the fray are making millions or billions from their toll roads. WE DO NOT EVEN HAVE A SOUND BARRIER PROTECTING US. Since you are going to put more traffic within about 150 FEET from our back door and smack up against our property, WE NEED A SOUND WALL BETWEEN US AND THE FRONTAGE ROAD! I understand that you are putting a wall between the highway and the frontage road, but we need a wall between the frontage road and our property, So a sound barrier wall from Hartman east to the vicinity of Anglin running along the south side of the frontage road between the road and the property facing Forest Hill Circle will be necessary, and I hope it is already in your plans. Our country is in a shambles, and the politics is frightening. I sincerely hope there are no hidden agendas involved in this project. One official I spoke to last fall said we will receive money for the intrusion to our sanity when the project begins, and also we are supposed to negotiate a price for the part of our property you are taking. We have not had any information about any of the financial aspects. Please forgive the demeanor of this letter if you are offended in anyway. Our current president has turned me into a bitter, paranoid old goat. The only other residence on the strip between Hartman and Anglin is occupied by a family of Latinos who barely speak English, and I don't think they even know a road is going to be built. I hope you can contact them, I tried, but they seem to not want to communicate and maintain their privacy. Please know that we appreciate this attempt to make our roads safer, but we hope you are aware of the disturbances that the property owners are in for, and that you have compassion and understanding for dealing with their concerns. Sincerely, Gary & Mariann Hicks 4423 Forest Hill Circle Forest Hill, TX 76140 817-291-2939 817-478-5202	Gary Hicks	4423 FOREST HILL CIRCLE		(817) 330-3374	52	125

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/20/2020	To Whom it May Concern, I was given this contact information by a neighbor. I am a resident of the Willow Bend -Thousand Oaks neighborhood, and I am writing to you about my concerns with the upcoming Southeast Connector project. I live at 4307 Willow Bend along with my two young children, and we currently experience a great deal of noise from the interstate and service road directly behind us. I currently use noise machines in my children's bedrooms at night to try and muffle the disturbances while they sleep. Expanding the highway and service roads, as well as cutting down numerous trees, will dramatically increase the noise. I have looked over the proposed project, and I am so disheartened and upset that most, if not all, major residential areas impacted by the new expansion will be receiving noise barriers with the exception of my neighborhood. It appears that TxDOT studies have determined that the noise impact will be so loud that a noise barrier won't help enough, therefore they have decided not to build one at all. I strongly feel like TxDOT and the City of Arlington need to take another look at this area of the project and have a noise barrier added to the plans. I have attached some images of specific neighborhood comparisons. I appreciate your time and I truly hope that you can help convey my concerns to the city as well as TxDOT. Thank you, Kayla Ferrell	Kayla Ferrell	4307 Willow Bend		(979) 492-5213	53	126

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/21/2020	Hello, I am very concerned about the number of trees that will be removed during construction, especially along riparian areas. Removal of trees will exacerbate sediment runoff and riparian erosion, as well as remove the benefits of clean air and lower air temperatures that all trees provide. Please find a way to decrease the number of trees removed or commit to replanting efforts after construction is complete. Thank you.	Jayme Fontenot	141 Flyaway Lane, Fort Worth TX 76120			54	127

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/21/2020	Please do not remove the 15 acres of trees; we need MORE TREES, more areas for water absorption during storms. There is a known water runoff, and air quality, problem in the DFW area. Removing the trees would increase this problem. We need more greenways, don't remove what we have. Thank you.	Deborah Danzeiser	5218 Westhaven Rd		(682) 323-7610	55	128

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/21/2020	Please make sure to limit the number of trees (~13 acres) removed for the construction of this project. Replant similar species vs typically used urban species.	Merrit	9943 lakemont dr		(205) 807-8768	56	129

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/21/2020	While traffic in this area can be congested during certain times, is there any care being taken to preserve the vegetation, which is part of the flood plain and necessary to prevent erosion when the flood gates have to be opened for the lake. Their root systems and the wetlands are natural absorbers and buffers for those downstream. Also, all trees contribute to lowering air pollution and cleaner air. Thank you.	Marti Cockrell	2814 Mintwood Place		(817) 819-7081	57	130

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/21/2020	I live in Overland Stage south of the proposed East Bound service lane from Green Oaks Blvd to Kelly Elliott. The current noise level from the highway is pretty significant as it is. I am concerned that removal of the trees with the addition of the highway lane and the service road will make the noise level too high. Loss of the green space would be devastating to our subdivision not only on a noise level, but it helps protect us from the air pollution from I-20 as well. It would also negatively affect our property values. It doesn't really make sense to destroy this green space to simply have an access road from Green Oaks to Kelly Elliott. It is fine the way it is. I don't see why these access lanes really need to be constructed because there is never any congestion in this particular area. However if they are added, then a sound barrier wall would need to be constructed on the east bound side as well. Please don't take out our beautiful green space and leave us with no protection at all. Thank you.	Linda Sarabia Coady	4403 Grey Dawn Dr		(214) 365-3003	58	131

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/22/2020	No to more highways, lanes and tearing down of trees. Building bigger highways encourages more cars in the road. Focus on attractive and safe pedestrian and cyclist paths along highway corridors to encourage people to commute less with vehicles or designate a lane on highways and main roads with public mass transit during rush hours. Make pedestrian and cycling initiates part of your strategic plan instead of more highways and food chains. http://www.miamidadetpo.org/library/plans/miami-dade-2040-bicycle-pedestrian-plan.pdf	Isabel Maria	Arlington			59	132

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/22/2020	I am a resident in the Overland Stage neighborhood. This is between Green Oaks and Kelly Elliot Rd. We have lived in this home for over twenty years and have loved having the nature behind us full of beautiful trees. Not only have the trees provide their beauty, but have also provided a barrier from the noise of the highway. With the added highway lane and the two lane frontage lanes, it will bring the noise even closer to us. I do not understand why the city is not providing a sound barrier wall on the south side of I20, as we are in need of this same benefit. Please consider adding this wall for the families on south side. Thank you, Brenda O'Brien 5007 Overridge Drive	Brenda O'Brien	5007 Overridge Drive		(817) 739-4875	60	133

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/22/2020	To Whom it May Concern, I am a resident of the Willow Bend -Thousand Oaks neighborhood of Southwest Arlington. And I am writing to you about my concerns with the upcoming Southeast Connector project. I live at 4315 Willow Bend, along with my husband and three young children. We already currently experience a good deal of noise from the interstate and service road directly behind us. And I use noise machines in mine and my children's bedrooms at night to try and muffle the noise while we sleep. I am very concerned about how expanding the highway and service roads, as well as cutting down numerous trees will impact the noise level, as well as the property value of houses in the neighborhood. I have looked over the proposed project, and I am so disheartened and upset that most, if not all, major residential areas impacted by the new expansion will be receiving noise barriers with the exception of my neighborhood. It appears that TxDOT studies have determined that the noise impact will be SO loud that a noise barrier will not help enough. Therefore, they have decided not to build one at all. Can you imagine how you would feel if this were your peaceful, family neighborhood being disrupted and intruded on by traffic noise at an even louder level than it is now- with no barrier to help cut down on that noise?? Not to mention the construction noise that we will be forced to listen to every day for years! I ask that TxDOT and the City of Arlington reconsider this area of the project and have a noise barrier added to the plans. Or some other arrangements need to be considered/made. Please do not turn our neighborhood into the one that no one wants to live in or move to because of the traffic noise level! I have attached some images of specific neighborhood comparisons. I appreciate your time and I truly hope that you can help convey my concerns to the city as well as TxDOT. Thank you, Lynsey Kelly and family	Lynsey Kelly	4315 Willow Bend Drive, Arlington, Texas 76017			61	134

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/22/2020	Noise Barriers are definitely needed on the south side of I-20 between Green Oaks and Park Springs. Noise is already quite noticeable in the Overland Stage etc areas towards the north side of subdivision. Also, in spite of reams of information online it is very difficult to ascertain elevations of service roads, for example. How is this information found? I am a licensed Real Estate Broker (realtor) of over 30 years; many clients are affected by the project in its entirety.	Melissa Suttle	4709 Spring Creek Rd		(817) 228-6078	62	135

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/22/2020	Have environmental assessments been done on the effect of clear cutting to the waterway and downstream? I understand the need for road building but why can't it be done more surgically or strategically instead of wiping it clean? I'm in favor of further plans for this project with arborists involved at every step. They should be able to pause the project at will due to their specialized education.	Mark Schatzman	1920 Norwood Lane Arlington Tx		(817) 271-2426	63	136

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/22/2020	To whom it may concern: I live at 6201 Greenlee Street off of I-820 between Craig Street and Meadowbrook Drive. My property will be impacted and diminished by the widening of the frontage road between those two streets. Because there will be a new off-ramp at Craig Street, one lane added to the frontage road, and 6 (six) lanes added to I-820, the speed and volume of traffic will be increased tremendously. My concern is that there is no proposed noise barrier on our (east) side of the highway. There is one proposed for the other (west) side, directly across the freeway from our home. I understand that our area, deemed R79 in the Traffic Noise Analysis, does not qualify for one based on feasibility and reasonability. What are my options for petitioning for a noise barrier? Are there any other ways to obtain funding for such a barrier, for instance? Thank you so much, Kristen Faubus	Kristen Faubus	6201 GREENLEE ST.		(817) 682-6902	64	137

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/22/2020	Thank you for the virtual presentation on the Southeast Connecter Proposed Project. After watching the full proposal and reviewing the data, please consider this feedback. The goal is to save time, taxpayer dollars, and lower environmental impact while accomplishing safe and easy access for pedestrians. First, the projections for traffic are based on the Vision North Texas statement dating back to the late 2000's, according to the Induced Growth Analysis. Neither technology improvements nor the recent pandemic could have been considered in this data. The data therefore, is antiquated and should be readdressed; the current analysis over overinflates the need for expansion of highways lanes. We are currently seeing upwards of 15% of workers, prior to Covid-19 working from home. Richard Eisenberg of Forbes notes that as a result of the pandemic an additional 34% have moved from the office to home and work remotely. This comes to a total of 49% of [mostly] white collar workers. This trend is not expected to revert quickly as we are seeing the expansion of technology and the molding of new habits within corporate governance and employees. This trend is accelerating. This sentiment is echoed by Katherine Guyot and Isabel Sawhill, analysts and researchers at The Brookings Institute were recently quoted in the Washington Post, "People will change their habits, and some of these habits will stick. There's a lot of things where people are just slowly shifting, and this will accelerate that." Second, the larger issue discussed within the presentation is the lack of frontage roads and accessibility as directed by the Americans with Disabilities Act enacted by President George H.W. Bush in 1990. The roads in question were built prior to this, understandably they are lacking some needed improvement. Rather than rework the entire corridor, expand lanes, and reconstruct access roads; the scope of work should be concentrated on the frontage roads only. Bring these passageways up to code to meet or exceed ADA requirements and expectations. This would provide needed access and easier transitions for all. The result would be a savings in taxpayer dollars, time, resources, less displacement of families and businesses along the proposed build sites, lower environmental impact and a quicker completion of the project benefiting all of the stakeholders. Third, improve signage from the southbound I-820 to eastbound I-20 to southbound 287. Adding the distance to the signage would help drivers anticipate the amount of time needed to safely maneuver across the lanes to reach the desired exit. Thank you for your time and consideration of these suggestions. Kimberley Feldman-Smith, MPAS®, CFP®, CRPC™, 817-896-3707, Arlington, Texas Eisenberg, R. (10 April 2020) Is working from home the future of work? Retrieved from https://www.forbes.com/sites/nextavenue/2020/04/10/is-working-from-home-the-future-of-work/#34b02bb446b1 Guyot, K., Sawhill, I.V. (6 April 2020) "Telecommuting will likely continue long after the pandemic.". The Brookings Institution. Retrieved from https://www.brookings.edu/blog/up-front/2020/04/06/telecommuting-will-likely-continue-long-after-the-pandemic/	Kimberley Feldman-Smith	3812 Bridle Path Ln		(817) 896-3707	65	138

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/22/2020	For locations proposed for walking and bike shared paths that are in close proximity to or adjacent to industrial land uses, additional safety measures may be needed to ensure the safety of pedestrians and bicyclists from tractor trailer truck traffic.	Patrina Newton	200 Texas Street		(817) 392-8068	66	139

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/22/2020	Deforestation is a big concern to me as this is happening all around the world due to infrastructure, deforestation will cut a small percentage of oxygen and most importantly destroy habitats of those animals currently sheltering there.	Norma Cruz	1011 Glynn Oaks Dr.		(682) 477-9676	67	140

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/22/2020	Fine the way it is, keep the creek and frontage road as is, between Kelly Elliot and Green Oaks. Save money, save wildlife, hold down noise from I-20	Jim Domke	4318 Vine Ridge Ct		(817) 435-2980	68	141

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/22/2020	The proposed sound barrier is not feasible for 2 story homes that back up to I-20 between Kelly Elliott and Green Oaks. We are not in favor of the potential security risks from being exposed to a bike trail directly behind our homes. 4900 Oldfield - Arlington / Beasley	Beasley	4900 Oldfield		438-2267 and (682) 557	69	142

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/22/2020	I have concerns regarding the fact that a frontage road at Green Oaks & Kelly Elliot is added, which will clear out trees and vegetation which are currently noise blocks. The enlarged roadway and reduced trees will cause more highway noise in the adjacent neighborhood. If a highway is expanded, please include a sound barrier wall to ensure additional highway noise does not hurt value of neighorhood. Thank you	James Furr	4518 Willow Bend Dr		(817) 969-5060	70	143

SURVEY MONKEY RESPONSE

Date Received	Comment	Name	Address	Email	Phone	Survey Monkey Respondent #	CRM Comment Number
6/22/2020	In a time when we should be reducing car traffic and fossil fuel consumption to protect our planet, the funds used to expand these highways should be geared to improve Fort Worth's mass transit system. If more is spent on light rail across the city, there would be a reduced need for highway expansion. Mass transit would be more beneficial for the economically disadvantaged and be extremely welcome and to tourists visiting our city. I appreciate your consideration of these comments. We must all work towards improving our planet, our environment and our community. There is no planet B.	Janet Mattern	6662 Saint Andrews Rd.		(817) 597-0116	71	144

Curtis Hanan

From: Curtis Hanan
Sent: Wednesday, June 10, 2020 3:31 PM
To: 'rjrmbbu
Subject: TxDOT Proposed Southeast Connector Project - 5704 Homestead Road
Attachments: Roll 8 - US 287 from south of I-20 to Sublett Road.pdf

Mr. Morales,

It was nice to talk to you and answer your question about your description a noise barrier is needed near your property at 5704 Homestead Road. The attached public hearing layout shows the proposed improvements near your property identified as #144. A noise barrier is shown to be proposed near your property in the existing TxDOT right of way. As we discussed, after the proposal is approved a noise workshop would be held with the adjacent property owners. The wall would be constructed if a majority of the property owners vote they would like the wall.

Please email me if you have any further questions.

Curtis Hanan

Curtis Hanan

From: Curtis Hanan
Sent: Friday, June 12, 2020 5:31 PM
To: budtabor
Cc: Jessica Tijerina
Subject: Southeast Connector - 6500 Hartman Road
Attachments: Roll 1 - I-20 from Forest Hill Drive to west of BUS 287 (Mansfield Highway).pdf

Mr. Tabor,

Attached is the layout we discussed earlier this afternoon showing a proposed frontage road along the south side of I-20 connecting to Hartman Road. Your home at 6500 Hartman Road is identified as #23 and a potential displacement as right of way is required from the northeast corner of your property for the frontage road to connect to Hartman Road. I am copying Jessica on this email so she can contact you at 817 925 1191 and let you know what to expect during the right of way process.

If you have any further questions, please contact me at 817 370 6807.

Curtis Hanan

Curtis Hanan

From: Katelyn Kowalczyk
Sent: Tuesday, June 16, 2020 10:23 AM
To: Chad Putnam
Cc: Jamye Sawey; Curtis Hanan; Michael McMicken
Subject: RE: Public Hearing presentation and Script

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Yes, we will get those printed today.

From: Chad Putnam <Chad.Putnam@txdot.gov>
Sent: Tuesday, June 16, 2020 10:19 AM
To: Katelyn Kowalczyk
Cc: Jamye Sawey <Jamye.Sawey@txdot.gov>; Curtis Hanan <curtis.hanan@txdot.gov>
Subject: RE: Public Hearing presentation and Script

Katelyn,

Would you send the requested information to Ms. Overton?

Thanks,

Chad

From: Curtis Hanan
Sent: Tuesday, June 16, 2020 10:16 AM
To: Chad Putnam <Chad.Putnam@txdot.gov>
Cc: 'KKowalczyk ; Jamye Sawey <Jamye.Sawey@txdot.gov>
Subject: Public Hearing presentation and Script

Please mail a hard copy of the presentation and script to Ms. Dora Overton at 6520 Royal Oaks Drive, Forest Hill 76119. She is a potential displacee along the north side of I-20, shown as property 805 on the public hearing display, that described she had trouble hearing the presentation.

Thanks

Curtis Hanan

From: Curtis Hanan
Sent: Tuesday, June 16, 2020 10:19 AM
To: Jessica Tijerina
Subject: Dora Overton - 6520 Royal Oaks Lane

Jessica,

Please call Ms. Dora Overton (817) 239-6122 next week who owns property at 6520 Royal Oaks Drive, Forest Hill 76119. She is a potential displacee along the north side of I-20, shown as property 805 on the public hearing display, that has questions about the ROW process.

She is very busy this week and requested you call her next week.

Curtis

IMPORTANT!
We are continuing to respond to the impact of COVID-19 around the world. See our latest updates. For COVID-19-related recipient closures, you can redirect packages, Ask FedEx, or contact the shipper.

770717952594

Delivered
Wednesday 6/17/2020 at 10:58 am

DELIVERED

Signature not required

GET STATUS UPDATES

OBTAIN PROOF OF DELIVERY

FROM

BGE, Inc.
Katelyn Kowalczyk
2595 Dallas Parkway
Suite 101
Frisco, TX US 75034
972 464-4800

TO

Ms. Dora Overton
6520 Royal Oaks Drive
FORT WORTH, TX US 76119
972 464-4800

Shipment Facts

TRACKING NUMBER
770717952594

SERVICE
FedEx 2Day AM

WEIGHT
1 lbs / 0.45 kgs

DELIVERY ATTEMPTS
1

DELIVERED TO
Residence

TOTAL PIECES
1

TOTAL SHIPMENT WEIGHT
1 lbs / 0.45 kgs

TERMS
Shipper

SHIPPER REFERENCE
6366-00

PACKAGING
FedEx Envelope

SPECIAL HANDLING SECTION
Deliver Weekday, Residential Delivery

STANDARD TRANSIT
6/18/2020 by 10:30 am

SHIP DATE
Tue 6/16/2020

ACTUAL DELIVERY
Wed 6/17/2020 10:58 am

Travel History

Local Scan

Wednesday , 6/17/2020

10:58 am	Forest Hill, TX	Delivered
		Package delivered to recipient address - release authorized
7:44 am	FORT WORTH, TX	On FedEx vehicle for delivery
6:39 am	FORT WORTH, TX	At local FedEx facility
3:50 am	FORT WORTH, TX	Departed FedEx location
Tuesday , 6/16/2020		
10:12 pm	FORT WORTH, TX	Arrived at FedEx location
9:25 pm	ADDISON, TX	Left FedEx origin facility
6:47 pm	ADDISON, TX	Picked up
11:18 am		Shipment information sent to FedEx

Transmittal

Date: June 16, 2020

To: Ms. Dora Overton

From: Katelyn Kowalczyk

Reference: Southeast Connector Project

Item No.	Number of Copies	Description
1.	1	Notice of Environmental Assessment Availability and Virtual Public Hearing
2.	1	Southeast Connector Project Location Map
3.	1	Public Hearing Comment Form
4.	1	Public Hearing Script
5.	1	Public Hearing Presentation

Comments:

Ms. Overton,
Enclosed are documents you requested from TxDOT for the Southeast Connector Virtual Public Hearing.

Curtis Hanan

From: Curtis Hanan
Sent: Wednesday, June 17, 2020 6:13 PM
To: madeline_morrison
Subject: RE: ESE Connector

https://bgebss.blob.core.windows.net/publichearings/Schematics/Roll%202%20-%20I-20%20from%20%20west%20of%20BUS%20287%20(Mansfield%20Highway)%20to%20US%20287.pdf

---

From: Curtis Hanan
Sent: Wednesday, June 17, 2020 6:10 PM
To: madeline_morrison **Subject:** RE: ESE Connector

From: Curtis Hanan
Sent: Wednesday, June 17, 2020 6:02 PM
To: 'madeline_morrison
Subject: ESE Connector

Madeline,

Attached is the layout I have been describing for improvements near your property at 4611 Sierra lane.

Curtis

Curtis Hanan

From: Curtis Hanan
Sent: Friday, June 19, 2020 4:25 PM
To: judytxs
Subject: RE: SE Connentor Comments, Owner 403, Katherine L Myers Testamentary Trust

Judy,

I received the comments and we will respond to them in the public hearing documentation we discussed.

Curtis

From: judytxs
Sent: Friday, June 19, 2020 4:08 PM
To: Curtis Hanan <Curtis.Hanan@txdot.gov>
Subject: SE Connentor Comments, Owner 403, Katherine L Myers Testamentary Trust

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Hanan,

Re our telephone conversation this morning, I am attaching a copy of our official Comments.\
Please send a return email acknowledging receipt.

Thank you,

Judith K. Gaylord, Co-Trustee

Southeast Connector
Reconstruct and Widen I-20/I-820/US 287
CSJ: 0008-13-125, etc.
Virtual Public Hearing – June 4, 2020
Audiencia Pública Virtual – 4 de junio de 2020

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during project development. ***Written comments may be submitted to the TxDOT District Headquarters using this form or by letter and must be received by June 22, 2020.***

El Departamento de Transporte de Texas (TxDOT) busca activamente sus comentarios sobre este proyecto. Sus comentarios son siempre bienvenidos y se les dará una seria consideración durante el resto del desarrollo del proyecto. ***Comentarios por escrito pueden ser presentados en la oficina del distrito de TxDOT usando esta forma o por carta y deben ser recibido antes del 22 de junio de 2020.***

COMMENTS/COMPLIMENTS/CONCERNS (Please Print):
COMENTARIO/CUMPLIDO/ PREOCUPACIONES (Por Favor Escriba):

We represent Owner 403 on Roll 2 of your schematics.
Katherine L. Myers Testamentary Trust,
Judith K. Gaylord and Stephen A. Myers, Co-Trustees
5720 Ensign Drive West, Fort Worth, Texas 76119
817-822-4402

You will be taking most of our beautiful 3-rail white fence, which runs along the entire curve from Gateway Dr. to the north end of our property.
You will also be taking most of the live oaks and crape myrtles that we planted along that fence.

Here is what we need:
1. We MUST have ingress and egress to the property for at least 300 feet from the north corner going south.
2. Within that 300 feet, there must be no permanent walls, sidewalks, curbs, or anything else that would interfere with our access.
3. We expect fair compensation for all of the live oaks and crape myrtles that you take out or damage.
4. We expect you to replace the fence with the same quality and type of fencing, or pay us an amount equal to the cost to replace it.
5. There is a 150-year-old post oak in the corner at the north end of the fence. Since it cannot be replaced, utmost care must be taken to prevent damage to it.
6. Due to the fact that overhead electric lines always lean inward, encroaching upon our trees, which are then severely cut back by Oncor, we suggest that the replacement line be put UNDERGROUND.

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
Código de Transporte Texas, §201.811(a)(5): Marque una de las siguientes casillas que apliquen a usted:

- ☐ I am employed by TxDOT. *Yo soy un empleado del TxDOT*
- ☐ I do business with TxDOT. *Yo hago negocios con el TxDOT*
- ☐ I could benefit monetarily from the project or other item about which I am commenting. *Yo me podría beneficiar monetariamente del proyecto o cualquier otro elemento sobre el cual estoy comentando.*

Name/Nombre: Judith K. Gaylord

Address/Dirección: 5720 Ensign Drive West
Fort Worth, TX 76119

Phone/Teléfono: 817-822-4402

Email/ Correo electronico:

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.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: area missing from draft schematic
Date:	Monday, June 29, 2020 11:55:09 AM

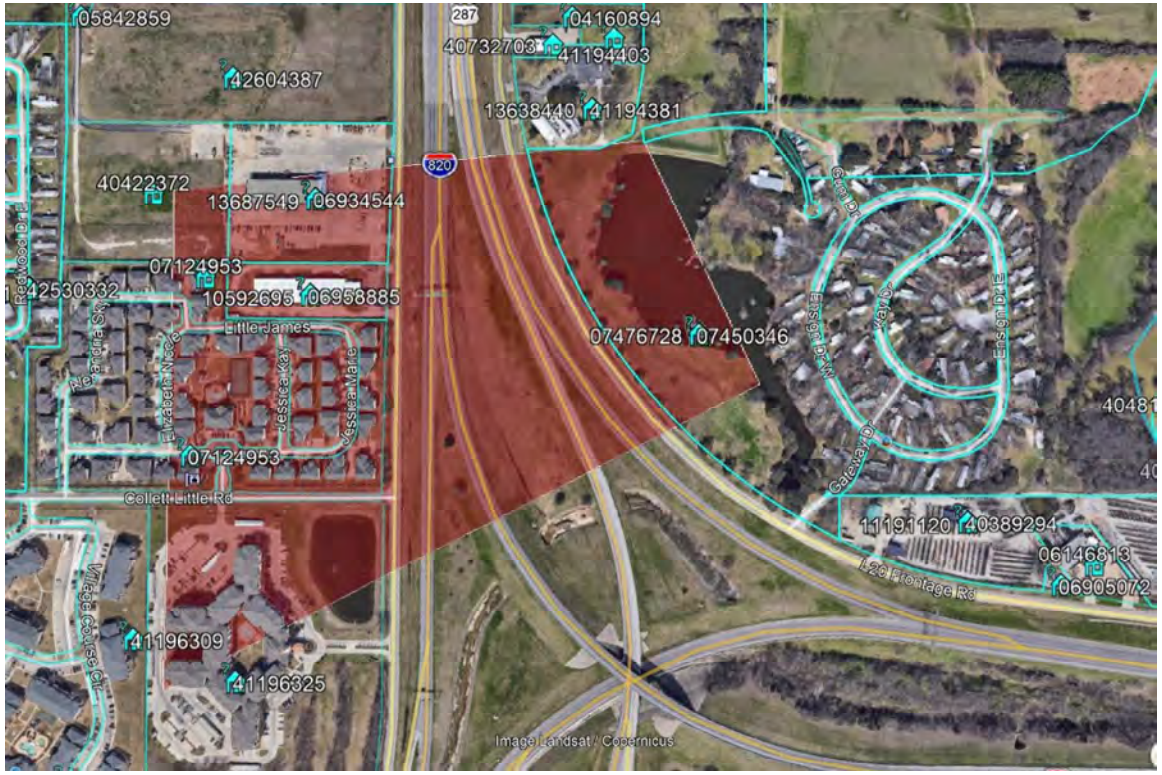
From: Matt Hurt
Sent: Monday, June 22, 2020 2:44 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: Harbour, Clint
Subject: area missing from draft schematic

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern, in reviewing the project schematic for the Southeast connector Project it appears to me that the schematics that are available for the public to review on the 9 page pdf available at the link below is (or seems to be) missing part of the area affected by the project, specifically, the area at the northern part of the 287/820/I-20 interchange. The general area that seems to be missing is shown in the screenshot below in red.

http://ftp.dot.state.tx.us/pub/txdot/get-involved/ftw/southeast-connector/060420-schematics-ea.pdf

Matt Hurt
Dawson & Sodd, LLP
8333 Douglas Ave., Suite 1260
Dallas, TX 75225
P: 214.373.8181
F: 214.217.4230
and
321 N. Preston Rd., Suite A
Prosper, TX 75078
P: 214.305.5055


05842859
42604387
40422372
13687549
06934544
07124953
42530332
10592695
06958885
Little James
07124953
Collett Little Rd
41196309
41196325
Image Landsat / Copernicus
287
820
04160894
40732703
41194403
13638440
41194381
07476728
07450346
Gateway Dr
Gateway Dr
Eastgate Dr
Eastgate Dr
11191120
40389294
06146813
06905072
I-20 Frontage Rd
Redwood Dr
Teresa Sq
Elizabeth Nicole
Jessica Kay
Jessica Marie
Wiggle Course Ct

Curtis Hanan

From: Curtis Hanan
Sent: Tuesday, June 23, 2020 4:20 PM
To: Melinda Nelson
Subject: RE: FOLLOW-UP / FW: Question: Highway Intersection Schematics / Southeast Connector

Melinda,

All the project layout schematics and 3d visualizations are on the following website:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Curtis Hanan

From: Melinda Nelson [
Sent: Tuesday, June 23, 2020 12:26 PM
To: Curtis Hanan <Curtis.Hanan@txdot.gov>
Subject: FW: FOLLOW-UP / FW: Question: Highway Intersection Schematics / Southeast Connector

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Curtis, I see Curtis Loftis is out until Monday. Can you help me with my below question on if TxDOT has any information on the intersections for the Southeast Connector Project?

Thank You,
Melinda Nelson
Victron Energy
469-517-2051

From: Melinda Nelson
Sent: Tuesday, June 23, 2020 12:23 PM
To: 'Southeastconnector@txdot.gov' <Southeastconnector@txdot.gov>; 'Curtis Loftis' <Curtis.Loftis@txdot.gov>
Subject: FOLLOW-UP / FW: Question: Highway Intersection Schematics / Southeast Connector

Hello, I'm following up on my question below for this project. Any information you can provide me would be helpful.

Thank You,
Melinda Nelson
Victron Energy
469-517-2051

From: Melinda Nelson
Sent: Monday, June 15, 2020 1:48 PM

To: 'Southeastconnector@txdot.gov' <Southeastconnector@txdot.gov>
Subject: Question: Highway Intersection Schematics / Southeast Connector

Hello,

Are there any schematics or information on the highway intersections for this project?

Thank you, and I look forward to hearing from you.

Sincerely,

Melinda Nelson
Victron Energy, Inc.
Design & Construction
105 YMCA Drive
Waxahachie, TX 75165
Office: 469-517-2051
Cell: 972-977-6517
Fax: 469-383-8586
The information contained in this e-mail message is proprietary and confidential business information and is intended only for the personal and confidential use of the recipient(s) named above. If the reader of this message is not the intended recipient or an agent responsible for delivering it to the intended recipient, you are hereby notified that you have received this document in error and that any review, dissemination, distribution or copying of this message is strictly prohibited. If you have received this communication in error, please notify the sender immediately by e-mail, and delete the original message.

"The information included with this electronic communication is not being transmitted by secure means. Victron Energy, Inc and its affiliates have no responsibility for unauthorized access and/or alteration to this communication, nor for any consequence based on or arising from your use of information that may have been illegitimately access or altered."

From: Curtis Loftis
To: Melinda Nelson
Subject: RE: FOLLOW-UP / FW: Question: Highway Intersection Schematics / Southeast Connector
Date: Thursday, July 2, 2020 10:25:43 AM

Melinda,

At this time Public Hearing information for the Southeast Connector project can be found at the following site:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Thanks,

Curtis

From: Melinda Nelson
Sent: Tuesday, June 23, 2020 12:23 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>; Curtis Loftis <Curtis.Loftis@txdot.gov>
Subject: FOLLOW-UP / FW: Question: Highway Intersection Schematics / Southeast Connector

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, I'm following up on my question below for this project. Any information you can provide me would be helpful.

Thank You,
Melinda Nelson
Victron Energy
469-517-2051

From: Melinda Nelson
Sent: Monday, June 15, 2020 1:48 PM
To: 'Southeastconnector@txdot.gov' <Southeastconnector@txdot.gov>
Subject: Question: Highway Intersection Schematics / Southeast Connector

Hello,

Are there any schematics or information on the highway intersections for this project?

Thank you, and I look forward to hearing from you.

Sincerely,

Melinda Nelson
Victron Energy, Inc.
Design & Construction
105 YMCA Drive
Waxahachie, TX 75165
Office: 469-517-2051
Cell: 972-977-6517
Fax: 469-383-8586

The information contained in this e-mail message is proprietary and confidential business information and is intended only for the personal and confidential use of the recipient(s) named above. If the reader of this message is not the intended recipient or an agent responsible for delivering it to the intended recipient, you are hereby notified that you have received this document in error and that any review, dissemination, distribution or copying of this message is strictly prohibited. If you have received this communication in error, please notify the sender immediately by e-mail, and delete the original message.
"The information included with this electronic communication is not being transmitted by secure means. Victron Energy, Inc and its affiliates have no responsibility for unauthorized access and/or alteration to this communication, nor for any consequence based on or arising from your use of information that may have been illegitimately access or altered."

From: Jane
To: Chad Putnam
Subject: Re: Southeast Connector Public Hearing - Historic Carver Heights - Response
Date: Tuesday, June 23, 2020 4:24:22 PM

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Chad,

Thank you very much for your consideration, due to my medical condition, to allow an extension for me to get my suggestions in regarding changes that have been requested for our beloved neighborhood Historic Carver Heights.

We were granted and earned an historic overlay by the City of Fort Worth because of it's heritage and contribution to the City of Fort Worth. We were so elated to receive it after many years of hard work and endurance to have a safety net that provides more strict criteria and standards for our neighborhood.

I agree with everything Delores Conners and Torchy White have voiced. We do not need nor want more noise our neighborhood risk of debris on our property. There is history everywhere you look in Historic Carver Heights. We have always been satisfied not to have sidewalks and we were told by one of your staff members we would not have to worry about it. A peaceful and debris free neighborhood is something we are proud of and treasure. You can contact the historic office in Austin to verify changes in historic neighborhoods and why some changes do not take place.

We ask that you please respect our request, wishes and historic overlay we have in place.

Thank you very much for your consideration.

Sincerely,
Jane Mergerson

On Saturday, June 20, 2020, 07:58:22 AM CDT, Chad Putnam <chad.putnam@txdot.gov> wrote:

Torchy,

I have received your public hearing response and it will be included in the official public hearing documentation.

Thanks,

Chad

Chad Putnam | Environmental Specialist
Advanced Project Development | Fort Worth District
Texas Department of Transportation |2501 S.W. Loop 820, Fort Worth, TX 76133
(817) 370-6567 Work | Chad.Putnam@txdot.gov

From: HistoricCarverHt <
Sent: Friday, June 19, 2020 9:40:47 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>; Chad Putnam <Chad.Putnam@txdot.gov>

Cc:

Subject: Southeast Connector Public Hearing - Historic Carver Heights - Response

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Chad,

Please find attached our response to the Southeast Connector Public Hearing regarding our Historic District. Please let us know that it was received and submitted before the Monday, June 22, 2020 deadline. Thank you in advance.

Best Regards,
Torchy

Southeast Connector
Reconstruct and Widen I-20/I-820/US 287
CSJ: 0008-13-125, etc.
Virtual Public Hearing – June 4, 2020
Audiencia Pública Virtual – 4 de junio de 2020

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during project development. ***Written comments may be submitted to the TxDOT District Headquarters using this form or by letter and must be received by June 22, 2020.***

El Departamento de Transporte de Texas (TxDOT) busca activamente sus comentarios sobre este proyecto. Sus comentarios son siempre bienvenidos y se les dará una seria consideración durante el resto del desarrollo del proyecto. ***Comentarios por escrito pueden ser presentados en la oficina del distrito de TxDOT usando esta forma o por carta y deben ser recibido antes del 22 de junio de 2020.***

COMMENTS/COMPLIMENTS/CONCERNS (Please Print):
COMENTARIO/CUMPLIDO/ PREOCUPACIONES (Por Favor Escriba):

Looks good to me. Excited to get it started.

Note the change of address. Thank you.

MARK CHAMBERS
451 S MAIN ST
FORT WORTH, T

NOTIFY SENDER OF NEW ADDRES
:CHAMBERS BRICK SALES
4333 E LOOP 820 S
FORT WORTH TX 76119-4467

FWD BC: 76119446733 *2334-01

76119≥4467
76104-240251

TXDOT – FTW
JUN 08 2020
DISTRICT MAILROOM

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
Código de Transporte Texas, §201.811(a)(5): Marque una de las siguientes casillas que apliquen a usted:

- ☐ I am employed by TxDOT. *Yo soy un empleado del TxDOT*
- ☐ I do business with TxDOT. *Yo hago negocios con el TxDOT*
- ☐ I could benefit monetarily from the project or other item about which I am commenting. *Yo me podría beneficiar monetariamente del proyecto o cualquier otro elemento sobre el cual estoy comentando.*

Name/Nombre: _____

Address/Dirección: _____

_____

_____

Phone/Teléfono: _____

Email/ Correo electronico: _____

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.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

TXDOT – FTW
JUN 09 2020
DISTRICT MAILROOM

Southeast Connector
Reconstruct and Widen I-20/I-820/US 287
CSJ: 0008-13-125, etc.
Virtual Public Hearing – June 4, 2020
Audiencia Pública Virtual – 4 de junio de 2020

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during project development. ***Written comments may be submitted to the TxDOT District Headquarters using this form or by letter and must be received by June 22, 2020.***

El Departamento de Transporte de Texas (TxDOT) busca activamente sus comentarios sobre este proyecto. Sus comentarios son siempre bienvenidos y se les dará una seria consideración durante el resto del desarrollo del proyecto. ***Comentarios por escrito pueden ser presentados en la oficina del distrito de TxDOT usando esta forma o por carta y deben ser recibido antes del 22 de junio de 2020.***

COMMENTS/COMPLIMENTS/CONCERNS (Please Print):
COMENTARIO/CUMPLIDO/ PREOCUPACIONES (Por Favor Escriba):

I approve the Southeast connector project. one part of the project that I love and support is the reconstruction the following interchanges: I-20 at Anglin Drive I-20 at I-820 I-20 at US-287 I-820 at Craig Street I-20 at Meadowbrook Drive I-820 at E. Rosedale Street and I-820 at US-287. The final part of the project that I love and support is the widening of I-820 thru the project limits from 4 lanes to 5 lanes in each direction, and adding collector-distributor lanes in each direction on I-20.

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
Código de Transporte Texas, §201.811(a)(5): Marque una de las siguientes casillas que apliquen a usted:

- ☐ I am employed by TxDOT. *Yo soy un empleado del TxDOT*
- ☐ I do business with TxDOT. *Yo hago negocios con el TxDOT*
- ☒ I could benefit monetarily from the project or other item about which I am commenting. *Yo me podría beneficiar monetariamente del proyecto o cualquier otro elemento sobre el cual estoy comentando.*

Name/Nombre: Jaclyn Hurst
Address/Dirección: 4216 cornell crossing, kennesaw, Georgia 30144
Phone/Teléfono: 678-628-4232
Email/ Correo electronico:

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.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

TXDOT – FTW
JUN 15 2020
DISTRICT MAILROOM

Southeast Connector
Reconstruct and Widen I-20/I-820/US 287
CSJ: 0008-13-125, etc.
Virtual Public Hearing – June 4, 2020
Audiencia Pública Virtual – 4 de junio de 2020

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during project development. ***Written comments may be submitted to the TxDOT District Headquarters using this form or by letter and must be received by June 22, 2020.***

El Departamento de Transporte de Texas (TxDOT) busca activamente sus comentarios sobre este proyecto. Sus comentarios son siempre bienvenidos y se les dará una seria consideración durante el resto del desarrollo del proyecto. ***Comentarios por escrito pueden ser presentados en la oficina del distrito de TxDOT usando esta forma o por carta y deben ser recibido antes del 22 de junio de 2020.***

COMMENTS/COMPLIMENTS/CONCERNS (Please Print):
COMENTARIO/CUMPLIDO/ PREOCUPACIONES (Por Favor Escriba):

Previously, when I attended the Southeast Connector meetings, a proposal was made to eliminate the exits on 820 at Lancaster, Brentwood, and Craig while eliminating the pedestrian bridge between Craig & Brentwood Stair. The reason cited for removal of the bridge was "crime prevention", but no record exists of criminal activity on the pedestrian bridge. Since Historical Handley is a protected area, I implore you to reconsider isolating our neighborhood by removing exits and restricting access by removing the pedestrian bridge. Our property value will be negatively impacted if you reduce access to our area while rerouting traffic thru Handley which is residential and will endanger residents. Recent construction on 820 rerouted traffic down Handley, which was not designed for high volume movement.

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
Código de Transporte Texas, §201.811(a)(5): Marque una de las siguientes casillas que apliquen a usted:

- ☐ I am employed by TxDOT. *Yo soy un empleado del TxDOT*
- ☐ I do business with TxDOT. *Yo hago negocios con el TxDOT*
- ☐ I could benefit monetarily from the project or other item about which I am commenting. *Yo me podría beneficiar monetariamente del proyecto o cualquier otro elemento sobre el cual estoy comentando.*

Name/Nombre: Julie Ledford
Address/Dirección: 2913 Handley
Fort Worth
TX 76112
Phone/Teléfono: (817) 454-2334
Email/ Correo electronico:

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.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

Southeast Connector
Reconstruct and Widen I-20/I-820/US 287
CSJ: 0008-13-125, etc.
Virtual Public Hearing – June 4, 2020
Audiencia Pública Virtual – 4 de junio de 2020

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during project development. ***Written comments may be submitted to the TxDOT District Headquarters using this form or by letter and must be received by June 22, 2020.***

El Departamento de Transporte de Texas (TxDOT) busca activamente sus comentarios sobre este proyecto. Sus comentarios son siempre bienvenidos y se les dará una seria consideración durante el resto del desarrollo del proyecto. Comentarios por escrito pueden ser presentados en la oficina del distrito de TxDOT usando esta forma o por carta y deben ser recibido antes del 22 de junio de 2020.

COMMENTS/COMPLIMENTS/CONCERNS (Please Print):
COMENTARIO/CUMPLIDO/ PREOCUPACIONES (Por Favor Escriba):

Attached letter

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
Código de Transporte Texas, §201.811(a)(5): Marque una de las siguientes casillas que apliquen a usted:

- ☐ I am employed by TxDOT. *Yo soy un empleado del TxDOT*
- ☐ I do business with TxDOT. *Yo hago negocios con el TxDOT*
- ☐ I could benefit monetarily from the project or other item about which I am commenting. *Yo me podría beneficiar monetariamente del proyecto o cualquier otro elemento sobre el cual estoy comentando.*

Name/Nombre:

Address/Dirección:

D. W. MOCEK
4333 WILLOW BEND DR.
ARLINGTON, TEXAS 76017

Phone/Teléfono: 817-688-8520

Email/ Correo electronico:

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.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

TXDOT – FTW
JUN 17 2020
DISTRICT MAILROOM

June 15, 2020

Texas Department of Transportation
Attn: Loyl Bussell, P. E.
2501 SW Loop 820
Fort Worth, Texas 76133

Dear Loyl Bussell,

The upcoming expansion of Interstate 20 between Green Oaks and Kelly Elliot is, without a doubt, a project that is necessary for the improvement of traffic concerns in this area of Arlington and even further west of this immediate area. It is my understanding that along with widening Interstate 20 in this area a sound barrier wall will be implemented on the north side of the Interstate.

I live at 5118 Overridge Drive. This section of Overridge Drive runs parallel to Interstate 20 and is the first street due south of Interstate 20. Along with my neighbors across the street from me, we are very concerned about the noise level that will result in our neighborhood if we don't have a similar noise barrier on the south side of the Interstate. This has always been a quiet and peaceful neighborhood. Through the past few years, it seems that the noise level has increased especially with more large truck traffic in this southern corridor. With the additional traffic lanes on the Interstate and the extra frontage lanes included in the expansion plan, I fear that the noise will be even worse.

Please give serious consideration to installing a sound barrier wall to the south side of the Interstate.

Thank you!

Margaret Drake

Margaret Drake
5118 Overridge Drive
Arlington, TX 76017

Dear Loyl C. Bussell,

I have some major concerns that I would like address in regard to the project of adding lanes and frontage roads at the southeast connector/Willow Bend addition, I feel more study is needed. You have proposed sound barriers on the north side but have no plans for sound barriers on the south side. This is alarming because the north side sits at a higher elevation, adding a sound wall there will only direct more noise towards us (it's already noisy as it is). It would be much appreciated if you did some further design research before greatly disrupting the quality of life for the residents of Willow Bend. In addition to the elevated noise levels, this project will also remove many trees that provide much needed shade, increase pollution, increase crime rates, and ultimately negatively affect the property value of our homes. I understand that the I-20&820/I-20&287 connector needs to be re-designed but it seems to me that there has to be a better solution. I'm not sure why we need addition lanes leading up to Park Springs when we don't have traffic issues at Green Oaks and Park Springs. However, we certainly have traffic issues at the Matlock exit. Perhaps the funding would be more useful if directed towards adding more lanes on Hwy 287 from Arlington to Mansfield. Before disrupting our lives (the residents of Willow Bend and Overland Stage) we would appreciate you re-considering this portion of the proposed project.

Thank you for your consideration,
Don Mocek
4333 Willow Bend Drive
Arlington, Texas 76017
817-688-8520

June 16, 2020

TXDOT – FTW
JUN 22 2020
DISTRICT MAILROOM

Texas Department Of Transportation
Attn: Loyl C. Bussell, P.E.

re: 4331 Willow Bend Dr. (76017)

This letter is the property owner response of John & Jan Leonard to the June 4th, TxDot Virtual Meeting concerning the Southeast Connector Project; voicing our concern of what we fear will be the negative impact by the planned construction and encroachment to our property; located at 4331 Willow Bend Dr., in the Willow Bend Area, located approximately 200 -300 feet from I-20!

We have been in a state of much angst for over a year, not knowing if our house would be torn down to make way for expansion! It has grown over a year seeking any information, compounding because our calls and emails never were answered! Just in the last several weeks I finally made contact with a TexDot official, who recommended this letter. I submit this letter to ask questions, state concerns and request certain actions to be taken, as well as changes to the existing plan!!!

I begin with several professional public statements concerning highway noise impact! One is from an acoustics study and another from the World Health Organization. The acoustics study states "More than 45 million people ***live,*** work, or attend school within 300 feet of a major transportation facility in the United States alone **(http:// acousticstoday.org/ roadway)**. "….. **heavily traveled highways** can **cause adverse noise** effects. In addition to **annoyance** and **speech interference**, recent studies have reported on ***links between highway traffic noise and health effects***." The World Health Organization reported on environmental ***health effects***, including **heart disease, sleep disturbance**, and **cognitive impairment** in children. "… ***at least one million healthy life years are lost every year from traffic related noise*** in the western part of Europe alone" (WHO, 2011). These human health issues, as well as the effects of highway traffic noise on wildlife, are a growing concern. To help **minimize the effects of highway traffic noise**, researchers and practitioners **must understand** the noise sources, **how the sound propagates** to nearby communities, and **how to reduce** noise levels at the source, during propagation, or at the receiver. Further challenges lie in establishing and implementing highway traffic noise policies. Highway Traffic Noise is caused by tire-pavement interaction: highway speeds, tire-pavement interaction, generally is the most dominant source." (Sandberg and Ejsmont, 2002).

The noise from I-20 has grown **intolerable** over the past **28 years** ! Now, we are told that there are plans to bring traffic and noise to within **20 ft.** of my property!?!? Please note that we are assaulted all hours by a plethora of sources - **a)** **sirens** (*constant all times of day and night*) **b)** **screaming speed bikes** (*most of the time several bikes racing*) early morning and late night **c) jake breaking trucks- blaring** horns **d)** **tire blowouts** **e)** **loud mufflers,** especially when vehicles are entering from Green Oaks onto I-20 or from the west entrance from Kelly-Elliott (*both east and west are direct behind my house*) **f)** **motorcycle packs** and **gangs** **rumbling** (*literally*) **past** with extremely loud exhaust, **g) boombox vibration** and
h) the ever increasing number of occurring **collisions** both light and major!!! *I witnessed one such death from my kitchen window* !

And we are now informed that there will be **NO sound barrier** constructed for the south side of I-20 between Kelley-Elliott and Green Oaks!? **Yet**, there will be on the north!? I would strongly request that those who make decisions from on high, come spend but a day, **any day of the week** and **LISTEN to what we are forced to endure**! Possibly **then,** I feel confident that by their considering the impact of the noise pollution experienced by them**, that they would ensure that a noise barrier would be constructed behind our homes!** Regarding the purported noise study; was it conducted, when trees were fully in leaf, or winter? How could such a study NOT indicate a need for a sound barrier!? And with the probable removal of most of said trees, **there will be NO even minor noise barrier**!?!?! One neighbor, living across Willow Bend, at the south most location in a cul-da-sac directly south of our house endures disturbing noise from traffic and the above mentioned sources!?

Look! My wife and I are both in our late 70's and we just moved a 96 year old parent into our home for her **final** days! We own this home, after having sacrificed years to pay for it! Are we to face our future years, during the next 5 projected years of construction without ANY protection from **construction noise , dust, foundation damaging shaking, PLUS traffic noise!?** Even now, our home, at times is literally shaken in our bedroom when certain trucks pass behind our house! It feels like there is a fault that exists at our bedroom floor connecting with I-20! It only occurs when an obviously extra heavy loaded truck passes behind our house bringing a momentary shake! We already have cracks in our walls and ceiling!

We are also concerned about my existing fence. Will it be relocated? We realize that progress demands expansion of I-20! Nonetheless, what if a TexDot official or employee were to live in our house? **Would they not deserve to be treated with respect and serious effort be made to mitigate and minimize disturbance and discomfort;** we are now facing!?

We chose this property when there was enough land between the house and the exit road, **yet now** I face a significant increase in traffic noise, bikers and runners up to **within 20 feet** of my property! THE NOISE WILL BE even more UNBEARABLE as all Willow Bend residents are concerned about!

At the very minimal change that should be considered is some form of high mason block fence or wall should be built to abate noise! Too, a combination of berms, trees, shrubs **would prove the very least** that **could** be provided! There is also concern **about the security issue in danger of transients**, etc.

All of my neighbors who border I-20 urge TEXDOT to alter the current plans and construct whatever will assure the most prevention of noise disturbance!

Respectfully,

John W Leonard Jennifer Leonard

TxDOT – FTW
JUN 22 2020
DISTRICT MAILROOM

Date: Friday, June 19, 2020, 03:46 PM CDT

Loyl C. Bussell, P.E.
District Engineer
Texas Dept Of Engineer
Fort Worth District
2501 S.W. Loop 820
Fort Worth, Texas 76133

Mr. Bussell,

We have major concerns that we would like to address in regards to the noise levels from current noise issues and future elevated noise that the 1-20 Southeast Connector project will escalate, you have proposed no sound walls for the southside. This is alarming that the project proposed is designed to be constructed up to our property lines.The lower elevation of a lot of the homes on Willow Bend funnel most of the 1-20 noise. It would be appreciated if you did further design research of the noise problem, we feel there weren't significant studies regarding the traffic noise analysis for a decision of no abatement for sound control and greatly disrupting the quality of life for the residents of Willow Bend.

Thank you for your consideration,
Residents of Willow Bend
4303, 4305, 4307, 4307, 4309, 4311, 4315,4317, 4319, 4321, 4323, 4327, 4331, 4333, 4335,4400, 4402,4404,4408

Texas Department of Transportation

Southeast Connector
Reconstruct and Widen I-20/I-820/US 287
CSJ: 0008-13-125, etc.
Virtual Public Hearing – June 4, 2020
Audiencia Pública Virtual – 4 de junio de 2020

TXDOT – FTW
JUN 22 2020
DISTRICT MAILROOM

The Texas Department of Transportation (TxDOT) actively seeks your comments on this proposed project. Your comments are always welcome and will be given serious consideration during project development. ***Written comments may be submitted to the TxDOT District Headquarters using this form or by letter and must be received by June 22, 2020.***

El Departamento de Transporte de Texas (TxDOT) busca activamente sus comentarios sobre este proyecto. Sus comentarios son siempre bienvenidos y se les dará una seria consideración durante el resto del desarrollo del proyecto. ***Comentarios por escrito pueden ser presentados en la oficina del distrito de TxDOT usando esta forma o por carta y deben ser recibido antes del 22 de junio de 2020.***

COMMENTS/COMPLIMENTS/CONCERNS (Please Print):
COMENTARIO/CUMPLIDO/ PREOCUPACIONES (Por Favor Escriba):

6-18-20

Dear Mr. Bussell:

I-20 traffic is not congested behind my back fence. I'm on the east-bound exit ramp between Green Oaks and Kelly-Elliott. But, it sure is LOUD! Thank God for the big and old trees.

I am against your plan to widen I-20, as you know. However, if it goes forward, a noise barrier wall is definitely needed. If you build a west-bound wall and not an east-bound one, the noise will bounce off and be even worse over here. Sad!

Please don't take down the trees! Thank You for reading. Sylvia

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:
Código de Transporte Texas, §201.811(a)(5): Marque una de las siguientes casillas que apliquen a usted:

- ☐ I am employed by TxDOT. *Yo soy un empleado del TxDOT*
- ☐ I do business with TxDOT. *Yo hago negocios con el TxDOT*
- ☐ I could benefit monetarily from the project or other item about which I am commenting. *Yo me podría beneficiar monetariamente del proyecto o cualquier otro elemento sobre el cual estoy comentando.*

Name/Nombre: Sylvia Grogan
Address/Dirección: 4323 Willow Bend Dr.
Arlington TX 76017
Phone/Teléfono: 817 675 4498
Email/ Correo electronico:

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.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: Southeast Connector comments 6/22/20
Date:	Monday, June 29, 2020 11:54:17 AM
Attachments:	SE Connector Comments letter 06222020.pdf

From: Edwards, Chad
Sent: Monday, June 22, 2020 2:36 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: Loyl Bussell <Loyl.Bussell@txdot.gov>; Jodray, David
Subject: Southeast Connector comments 6/22/20

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please find attached a comment letter from the City of Fort Worth regarding the Southeast Connector.

Thank you for the opportunity to comment.

Chad Edwards

Regional Mobility and Innovation Officer

Transportation and Public Works Department

200 Texas Street, Fort Worth, Texas 76102

817-392-7259 (Office)

City of Fort Worth — Working together to build a strong community.

How am I doing? Please feel free to contact my supervisor: William.Johnson@fortworthtexas.gov

Follow Fort Worth

FORT WORTH®

June 22, 2020

Mr. Loyl C. Bussell, P.E.
District Engineer
Texas Department of Transportation
Fort Worth District
2501 S.W. Loop 820
Fort Worth, TX 76133

Mr. Bussell,

We appreciate the partnership between the Texas Department of Transportation (TxDOT) and the City of Fort Worth to continually improve regional mobility, safety, and quality of life through implementation of transportation infrastructure projects. The Southeast (SE) Connector project is a perfect example of these improvements. Following the SE Connector Public Hearing held on June 4, 2020, city staff has the following comments.

- **PROPOSED ERATH STREET BRIDGE** – The current proposed Erath Street Bridge depicts a 6' wide pedestrian sidewalk and 6' wide bike lane on each side of the bridge. The City's preference is to combine the pedestrian sidewalk and bike lane into 10' wide Shared-use Path on each side of the bridge serving both pedestrians and bicyclists. The implementation of Shared-use Paths could reduce the overall bridge width approximately 4', saving money while improving safety and function.

- **PROPOSED MILLER/WILBARGER INTERSECTION** – The current proposed US 287 frontage roads are not continuous over the Miller/Wilbarger intersection. City staff is proposing TxDOT maintain the Miller/Wilbarger intersection configuration and that the US 287 frontage roads be extended up and over the Miller/Wilbarger intersection for continuous frontage roads.

- **PEDESTRIAN AND BICYCLE FACILITIES** – At multiple bridge locations, TxDOT proposes to build both 6' wide pedestrian sidewalks and 6' wide bike lanes adjacent to each other. The City's preference is that TxDOT combine the 6' wide pedestrian sidewalks and 6' wide bike lanes into 10' wide Shared-use Paths, which could save money in a narrower footprint while improving safety and function. Bridge and underpass locations for consideration are Erath, Berry, Carey, and Ramey Streets.

FORT WORTH®

Thank you for the opportunity to participate in the SE Connector Project to improve regional mobility, safety, and quality of life. If you have any questions concerning these comments, please contact me at Chad.Edwards@FortWorthTexas.gov or (817) 392-7259 or David Jodray at David.Jodray@FortWorthTexas.gov or (817) 392-2891.

Sincerely,

Chad Edwards

Chad Edwards
Regional Mobility and Innovation Officer

C: Project File: SE Connector Project – CSJ: 0008-13-125, etc.

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: TxDOT Southeast Connect-City of Arlington Comments
Date:	Monday, June 29, 2020 12:12:59 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png

---

From: Sabino Martin []
Sent: Monday, June 22, 2020 3:52 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>; Curtis Loftis <Curtis.Loftis@txdot.gov>; Justin Thomey <Justin.Thomey@txdot.gov>
Cc: Stu Bauman <>; Keith Brooks <>; Amy Cannon
Subject: TxDOT Southeast Connect-City of Arlington Comments

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please see the link below for the City of Arlington comments on documents presented on the Southeast Connector Virtual Public Hearing webpage and documents submitted to the City of Arlington on May 20, 2020. Please acknowledge the delivery of comments via the link below, and respond to our comments as your earliest convenience. If you have any questions, feel free to contact me.
https://app.e-builder.net/public/publicLanding.aspx?QS=587074fb1f194bf8a4161e6a4f691ad6

Thank you,

Sabino Martin, P.E.
Civil Engineer | 817.459.6582
City of Arlington Public Works and Transportation
Mail Stop 01-0220 | 101 W. Abram Street | Arlington, TX 76010
www.arlingtontx.gov | www.myarlingtontx.com

20200601_Shared Use Path MTG_NOTES_Comment Summary

Markup	Author	Page Ind...	Comments
		14 (1)	
	Sabino Martin	14	-Sublett is being reconstructed with on street bicycle lanes and development has provided bicylce lanes.
		15 (3)	
	Stu Bauman	15	Sup in both directions is not necessary. Arlington has a SUP on the east side of Bowman Springs, Kennedale does not have or plan to have bicycle route to the south (which would be reason to remove SUP on the west side).
	Sabino Martin	15	We believe the best design is to construct the bike lane and remove SUP at the bridge
	Sabino Martin	15	We recommend to deviate from COA hike and bike plan and use SUP along Little Road due to high volume and speed.
		23 (1)	
	Sabino Martin	23	COA agrees to proposed cross section.

Approved Draft EA with Revised Appendices C and F v20200513 Full Doc (0008-13-125,etc)_Comment Summary

Markup	Author	Page Index	Comment
		38 (4)	
	William Wiegand	38	2.The City of Arlington has areas that have flooded repeatedly within the Special Flood Hazard Areas in the Kee Branch Watershed. These locations are described in the Repetitive Loss Area Analysis (RLAA) report. The 2019 RLAA Report is available on the City of Arlington's Floodplain Division webpage for review and in the following link https://www.arlingtontx.gov/city_hall/departments/stormwater_management/floodplain_administration/repetitive_loss_area_analysis_plan
	William Wiegand	38	3.Based upon the November 15, 2019 Preliminary Floodplain review comments previously provided to Civil Associates Inc. and TXDOT, there will need to be extensive mitigation measures constructed before the installation of the additional box culverts, in order to mitigate the increases in water surface elevation and mitigate the increased storm water discharges.
	William Wiegand	38	1.The City of Arlington complies with and enforces the National Flood Insurance Program (NFIP) regulations that are documented in the Code of Federal Regulations (CFR) 44 - 60.3 (d) (3). Please reference Section 5.10.7 Floodplains, the drainage improvements proposed within the Southeast Connector Project must also comply with 44 CFR 60.3 (d) (3). Include documentation on how the construction plans and hydraulic analysis will comply with the NFIP and FEMA Floodplain Regulations and the City of Arlington Design Criteria Manual (DCM) Chapter 5 Stormwater.
	William Wiegand	38	4. Include descriptions of the hydraulic analysis of all locations where additional culverts and bridges are proposed.
		39 (1)	
	Sabino Martin	39	COA would like to request a tree mitigation plan that includes establishing trees and designating no mow areas for natural tree regeneration.
		49 (1)	
	Sabino Martin	49	Residents have contact COA about the lack of a proposed noise barriers on the southside of I-20 between Green Oaks Blvd and Kelly Eliot Rd. The COA agrees with the residents and believe the residents and neighborhood would benefit from noise barriers
		150 (1)	
	William Wiegand	150	6.The proposed Floodplain impacts to Village Creek and Lake Arlington indicated on the Resource Map Sheet 2 of 8 were not included in the previous submittal; please provide a Hydraulic Analyses in the future resubmittal.
		151 (2)	
	Sabino Martin	151	The ROW between the main lanes and frontage road at Park Springs is an ideal location for no-mow with 3-5 acres of forest possible. There are other potential locations where this could be done as well to make up for any canopy lost during construction, such as the 287-I20 interchange and where I20 crosses Lake Arlington/Village Creek.

Markup	Author	Page Index	Comments
	William Wiegand	151	5.The City of Arlington adopted updated Hydrologic and Hydraulic Analyses of the Kee Branch Watershed in March 2018 that were prepared using Unsteady HEC-RAS Models; this revised Analyses and associated Floodplain delineations were accepted by FEMA in August 2018. Please include the updated Kee Branch Floodplain delineations in the Draft EA and throughout pertinent sections on the Construction Plans and Schematics.
		153 (2)	
	William Wiegand	153	7.An Existing and Proposed Analysis using the recently adopted updated Hydrologic and Hydraulic Analyses for the Kee Branch Tributary 5 will need to be submitted for review. This area is adjacent to the intersection of Longhorn Lane / Homestead Road, indicated on Resource Map, Page 5 of 8.
	William Wiegand	153	5.The City of Arlington adopted updated Hydrologic and Hydraulic Analyses of the Kee Branch Watershed in March 2018 that were prepared using Unsteady HEC-RAS Models; this revised Analyses and associated Floodplain delineations were accepted by FEMA in August 2018. Please include the updated Kee Branch Floodplain delineations in the Draft EA and throughout pertinent sections on the Construction Plans and Schematics.

FINAL SE Connecter PH Speech - English 05.28.2020_Comment Summary

Markup	Author	Page Index	Comment
		20 (1)	
	Sidney Kelly	20	Currently, this statement is not accurate as models received to date have indicated a rise in water surface elevations down stream of improvements. Please provide update models to rectify this deficiency.

FINAL SE Connector PH Presentation - English 05.28.2020_Comment Summary

Markup	Author	Page Index	Comment
		39 (3)	
	William Wiegand	39	Based upon the November 15, 2019 Preliminary Floodplain review comments previously provided to Civil Associates Inc. and TXDOT, there will need to be extensive mitigation measures constructed before the installation of the additional box culverts under U.S. Highway 287 and I.H. 20, in order to mitigate the increases in water surface elevation and mitigate the increased storm water discharges.
	William Wiegand	39	The City of Arlington complies with and enforces the National Flood Insurance Program (NFIP) regulations that are documented in the Code of Federal Regulations (CFR) 44 - 60.3 (d) (3). Please reference Section 5.10.7 Floodplains, the drainage improvements proposed within the Southeast Connector Project must also comply with 44 CFR 60.3 (d) (3). Include documentation on how the construction plans and hydraulic analysis will comply with FEMA Floodplain Regulations and the City of Arlington Design Criteria Manual (DCM) Chapter 5 Stormwater.
	William Wiegand	39	The City of Arlington has areas that have flooded repeatedly within the Special Flood Hazard Areas within the Kee Branch Watershed. These locations are described in the Repetitive Loss Area Analysis (RLAA) report. The 2019 RLAA Report is available on the City of Arlington's Floodplain Division webpage for review, and also in the link below. https://www.arlingtontx.gov/city_hall/departments/stormwater_management/floodplain_administration/repetitive_loss_area_analysis_plan

SE-C_PH_Exhibit-03_Noise-Barriers_Comment Summary

Markup	Author	Page Index	Comments
	Sabino Martin (2)		
	Sabino Martin	1	The residents and City of Arlington would like to request noise barriers to alleviate any further noise pollution due to the proposed project.
	Sabino Martin	1	Residents and COA would like TxDOT to reconsider the need for a noise barrier to prevent further noise pollution.

SE-C_PH_Schematic-Layouts_Comment Summary

Markup	Author	Page Index	Comments
		2 (5)	
	Sabino Martin	2	Turn lane to end at approach
	Sabino Martin	2	Provide driveway access to Property 347
	Sabino Martin	2	Have property owners been contacted in regards to cul-de-sac?
	Sabino Martin	2	Provide driveway access to Property 346.
	Sabino Martin	2	Coordinated construction limit between COA and TxDOT projects
		3 (15)	
	Sabino Martin	3	Residents and COA request a noise barrier to prevent further noise pollution.
	Sabino Martin	3	Have property owners been contacted in regards to cul-de-sac?
	Sabino Martin	3	1,010 ft
	Sabino Martin	3	660 ft
	William Wiegand	3	If additional data is required for the preparation of the hydrologic and hydraulic calculations, contact me at your earliest convenience. We are available to meet with you and your staff to discuss the Southeast Connector's impacts to the Floodplain and storm drainage system.
	William Wiegand	3	12.A local stormwater drainage analysis of the proposed Noise Barriers, in addition to a Floodplain analysis of the Noise Barriers will need to be submitted for review.
	William Wiegand	3	6.At all locations within and adjacent to the proposed roadway crossings, the construction plans must include protective measures to control the impacts of erosive velocities during all storm events.
	William Wiegand	3	7.Please reference the locations of Parcel ID 273 – 283 on Sheet 3. There are immediate concerns about the erosive impacts from the proposed storm water discharges on these and adjacent parcels. The proposed box culverts at STA 281+00 will need to discharge the stormwater downstream in a manner that does not create any additional erosion to properties along Kee Branch. Consider including angular box culverts that do not project the storm water directly toward the stream banks.
	William Wiegand	3	5.A revised Floodway was prepared on Kee Branch in the updated watershed study mentioned above; include a Floodway analysis of the Pre-Project and Proposed Conditions in the HEC-RAS Model resubmittal.
	William Wiegand	3	4.Drainage easements on the upstream face of the roadways at STA 280+00, at STA 312+00 on Sheet 3, and at STA 169+00, STA 175+50, STA 201+00 on Sheet 8 must be included. Please provide the dimensions of all drainage easements and confirm they are consistent with the requirements in the DCM.
	William Wiegand	3	2.There are numerous properties susceptible to erosion along Kee Branch. Based upon the increased number of the culverts, and the increased widths of the culverts, and the new access road bridges shown on Sheet 3 and Sheet 8, an analysis must be submitted that indicates no additional erosion will occur along Kee Branch, per DCM 5.4.2 D. This erosion analysis must begin upstream of U.S. Highway 287 along Kee Branch and continue downstream to the confluence with Rush Creek.

Markup	Author	Page Index	Comments
	William Wiegand	3	Has a structural analysis for all existing culverts to remain been obtained for this project? Some proposed improvements could affect the structural integrity of the existing drainage systems.
	William Wiegand	3	3.Based upon the proposed increased widths of the openings from both the new bridges and the new culverts, widening of the existing channels will need to occur to transition the Proposed Conditions stormwater flow back to the Pre-Project Conditions stormwater flow. In the resubmittal, include methods to protect the channels from the proposed erosive velocities and increased shear stresses. Indicate the dimensions of the existing channels that are required to be modified.
	William Wiegand	3	Has a structural analysis for all existing culverts to remain been obtained for this project? Some proposed improvements could affect the structural integrity of the existing drainage systems.
	William Wiegand	3	8.Please provide Existing and Proposed hydrologic and hydraulic calculations for the proposed culvert located at approximate STA 313+20 on Sheet 3. This culvert is adjacent to Parcel ID 248 and 251.
		8 (13)	
	Sabino Martin	8	Based on current traffic volumes, dedicated right turn is warranted.
	William Wiegand	8	12.A local stormwater drainage analysis of the proposed Noise Barriers, in addition to a Floodplain analysis of the Noise Barriers will need to be submitted for review.
	William Wiegand	8	3.Based upon the proposed increased widths of the openings from both the new bridges and the new culverts, widening of the existing channels will need to occur to transition the Proposed Conditions stormwater flow back to the Pre-Project Conditions stormwater flow. In the resubmittal, include methods to protect the channels from the proposed erosive velocities and increased shear stresses. Indicate the dimensions of the existing channels that are required to be modified.
	William Wiegand	8	9.Please reference the locations of Parcel ID 166 and 167 on Sheet 8, adjacent to STA 170+00. The Kee Branch Base Flood Elevation (BFE) on Tarrant County FEMA FIRM Panel 340K is approximately 610' at the downstream face of the access road. However, please note in the updated Kee Branch Hydraulic Analysis the BFE is approximately 613'. Please obtain a field surveyed finished floor elevation at the residential structure, located at 5501 U.S. Highway 287. There may be additional finished floor elevations required to be surveyed within and adjacent to the Floodplain, that are impacted from the Southeast Connector project.
	William Wiegand	8	1.Reference the City of Arlington DCM Section 5.4 Drainage Areas and Impacts. There are insurable structures located in the Existing FEMA Floodplain both downstream and upstream of the proposed roadway crossings. Based upon a preliminary review it appears the proposed roadways increase the peak discharges and cause increases in the water surface elevations along Kee Branch. Modifications to the Floodplain must be constructed to mitigate all adverse impacts caused by the proposed roadway crossings. These mitigation measures must be completed prior to the construction of any new roadways.
	William Wiegand	8	6.At all locations within and adjacent to the proposed roadway crossings, the construction plans must include protective measures to control the impacts of erosive velocities during all storm events.

Markup	Author	Page Index	Comments
	William Wiegand	8	10.A series of stormwater detention ponds were recently constructed on Parcel ID 125-A, and 125-B at 5101 W. Sublett Road. The hydrologic and hydraulic calculations from the Kee Branch Tributary 5 watershed and the detention ponds will need to be incorporated into the Existing and Proposed analyses for the proposed culverts at STA 201+00 on Sheet 8.
	William Wiegand	8	13.During a recent field visit to the downstream face of the culverts at STA 200+00 on Sheet 8, severe undermining of the concrete apron was observed. As mentioned in Comment # 6 above, please provide the material type and dimensions at all locations where protective measures are required to control the erosive velocities.
	William Wiegand	8	4.Drainage easements on the upstream face of the roadways at STA 280+00, at STA 312+00 on Sheet 3, and at STA 169+00, STA 175+50, STA 201+00 on Sheet 8 must be included. Please provide the dimensions of all drainage easements and confirm they are consistent with the requirements in the DCM.
	William Wiegand	8	14.Based upon the increased width of culverts at STA 175+00 on Sheet 8, stormwater discharge and erosion impacts to the residential properties within the cul-de- sac on Homestead Road, north of Cynthia Lane must be analyzed and mitigated. As mentioned above, protective measures are required at all locations where the existing soil conditions are susceptible to erosion from storm water.
	William Wiegand	8	5.A revised Floodway was prepared on Kee Branch in the updated watershed study mentioned above; include a Floodway analysis of the Pre-Project and Proposed Conditions in the HEC-RAS Model resubmittal.
	William Wiegand	8	2.There are numerous properties susceptible to erosion along Kee Branch. Based upon the increased number of the culverts, and the increased widths of the culverts, and the new access road bridges shown on Sheet 3 and Sheet 8, an analysis must be submitted that indicates no additional erosion will occur along Kee Branch, per DCM 5.4.2 D. This erosion analysis must begin upstream of U.S. Highway 287 along Kee Branch and continue downstream to the confluence with Rush Creek.
	William Wiegand	8	Has a structural analysis for all existing culverts to remain been obtained for this project? Some proposed improvements could affect the structural integrity of the existing drainage systems.

Traffic Noise Technical Report_Comment Summary

Markup	Author	Page Index	Comments
	Sabino Martin (4)		
	Sabino Martin	46	Residents and COA would like for TxDOT to reconsider a noise barrier to further prevent noise pollution
	Sabino Martin	7	What factor causes the sound to decrease? The result is counter intuitive as the number of Lanes increases and a frontage road is built against these houses.
	Sabino Martin	11	In either situation, the noise barrier does not extend to provide a barrier of all 24 residence. The first row receiver count should be adjusted. Please see SE-C-PH_Schematic -Layouts Roll 3 of 8. Citizens and council members have voiced their concerns of the need of a noise barrier
	Sabino Martin	11	Citizens and council members have voiced their concerns of the need of a noise barrier along the Thousand Oaks Neighborhood

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: 2frontage I-20 Green Oaks&Kelly Elliott
Date: Monday, June 29, 2020 11:19:29 AM

-----Original Message-----
From: Anne Nagim
Sent: Tuesday, June 09, 2020 4:28 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: 2frontage l-20 Green Oaks&Kelly Elliott

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please don't widen the road by my house. The noise is unbearable as it is!
Otherwise, please add a sound barrier!
Anne Nagim
5303 Ridge Springs Ct.
Arlington, Tx 76017
Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: 2732 Cravens Road
Date: Monday, June 29, 2020 12:24:53 PM

From: Michael Ann Grubb
Sent: Thursday, June 04, 2020 6:30 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: 2732 Cravens Road

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Given that my home has been appraised by a third party, I assuming it will be affected by your project. I have read the account of the Fort Worth meeting that was held and just reviewed the virtual hearing you posted on line today. I still have a lot of questions but the first one is:

Is my home, address reflected above, slated for complete displacement or will there be an option where I relinquish some of my property and stay in my home?

An answer to this will help me what additional questions I need to ask, given I've found nothing that tells me exactly how the project will affect me.

Thank you.

Linda Cruz

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Southeast Connector Highway Project
Date: Monday, June 29, 2020 11:19:03 AM

From: Yheymi Aquino
Sent: Tuesday, June 09, 2020 2:30 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Southeast Connector Highway Project

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

My name is Yheymi Betancourt and I live on 5401 Ridge Springs Ct. I have lived here with my family, husband and four kids, since July 2016. Since then, our population has grown around our neighborhood and continues to grow. Currently there is new construction on Kelly Elliot and Greek Oaks (south). The growth around our neighborhood and the surrounding cities has led to an increase of noise on the highway as well! I am writing this email because I disagree with your decision of not building sound barrier along the back of our house.

In the further days to come I will record the noise I hear at different times of the day to help you understand that we need a sound barrier for our neighborhood. I hope that y'all find it in your hearts to understand our frustration with your decision.

Here is a little about ourselves, I am a teacher for AISD and my husband is a police officer for the city of Dallas. I am currently on vacation and I am able to experience the noise on my backyard. Let me tell you that this house was vacant for many years before we bought it and I remember I told my husband, I BET you is the noise from the freeway! To everyone's surprise, I do NOT mind some traffic noise! See I am from Los Angeles, California and had tolerated some noise. Since 2016, the noise in my backyard has gone from tolerable to INTOLERABLE! My husband works at nights and sleeps during the day, at least tries. His job as a police officer for over ten years has had it's sacrifices and rewards. We are blessed he has the opportunity to work at nights, come back and drop of the kids while I hurry to get to work. After he drops the kids, he comes back home and tries to get some sleep.

We love Arlington, our house, neighbors, and friends! All that we are asking if y'all could make it possible for us to stay here for years to come!

According to the Arlington city's website, our population has grown drastically! website: https://www.arlingtontx.gov/open_data/city_statistics/demographic_data, our population

Thank you for your time and stay safe, God bless!

Respectfully,

Yheymi Betancourt
214-789-2003
2507 Ridge Springs Ct
Arlington TX, 76017
SOUTH SIDE OF THE HIGHWAY

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: 5401 Ridge Springs Ct
Date:	Monday, June 29, 2020 11:20:49 AM
Attachments:	Video.mov

From: Yheymi Aquino
Sent: Wednesday, June 10, 2020 2:43 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: 5401 Ridge Springs Ct

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

This is my second email and I have attached a video with the sound of my backyard at 230pm.

We disagree with your decision and we hope you can find it in your hearts to change and build sound barrier wall.

Respectfully,

Mrs. Betancourt
5401 Ridge Springs Ct
Arlington TX 76017

Sent from my iPhone

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: 5401 Ridge Springs Ct
Date: Monday, June 29, 2020 11:21:58 AM
Attachments: Video.mov

From: Yheymi Aquino
Sent: Thursday, June 11, 2020 7:31 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: 5401 Ridge Springs Ct

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening,

We are emailing you our noise from our backyard. It's 7:20 pm in the evening.

Please change your decision and build a sound barrier wall.

Respectfully,
The Betancourt family

Sent from my iPhone

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: 5401 Ridge Springs Court
Date: Monday, June 29, 2020 11:23:13 AM
Attachments: Video.mov

From: Yheymi Aquino
Sent: Friday, June 12, 2020 10:47 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: 5401 Ridge Springs Court

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning!

I am sharing the video from our backyard at 1040 in the morning.

Please change your decision and built a sound barrier wall.

Respectfully,

Betancourt family
214-789-2003

Sent from my iPhone

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Add sound barriers on the South side of I20 between Green Oaks and Kelly Elliott
Date: Monday, June 29, 2020 12:21:37 PM

From: Barbara Rushing Reed Wilson
Sent: Monday, June 22, 2020 11:03 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: Beverly Powell <>
Subject: Add sound barriers on the South side of I20 between Green Oaks and Kelly Elliott

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sirs and Madams,

I live at 5120 Overridge Dr, Arlington, TX 76017. I can see I20 from my front yard.
I was shocked to find out that the north side of I20 was getting sound barriers, but the south side was not.

I just found out that the highway is going to widen by a lane and a two-lane service road added. I understand this will require cutting down some of the trees that currently protect us from highway noise. The trees make a big difference, as we are well aware of in the winter when without the leaves the sound becomes louder.

I have lived here for 21 years and have seen the noise from I20 greatly increase as traffic increased.

The noise level can vary depending on if the road is wet or not, among some of the conditions that cause it to vary.

It is already so loud that during rush hour I cannot hold a conversation from my side of the street to my neighbor's side of the street. We can't even shout hi to each other and be heard. I can only imagine what the addition of lanes and the removal of trees will do.

It was lovely during the end of March, April, and May while traffic became so light that you could not hear it. The birds actually started singing again and you could hear them.

Everywhere I see new highway projects going in I see sound barriers. We need them for my neighborhood, too.

It is a one time expense that will protect the quality of life in my lovely neighborhood for the long run.
My house appraises at over $220,000, so my property tax bill is high (over $5,000 a year). Increasing

the sound in the neighborhood could decrease the value of our homes, lowering the tax base, as it deteriorates our quality of life.

I invite you to come stand on my driveway and listen and imagine what you will do to our sound level.

Please reconsider adding sound barriers to the south side of I20 between Green Oaks and Kelly Elliott.

Thank you,

Mrs. Barbara Reed Wilson

817.308.6357 cell/text

--

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Barrier Wall
Date: Monday, June 29, 2020 11:25:39 AM

-----Original Message-----
From: Ann Davenport
Sent: Tuesday, June 16, 2020 7:14 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Barrier Wall

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live in the Overland Stage subdivision in Arlington. We need a sound barrier on the south side of I-20 also. My home backs up to Green Oaks Blvd & OverRidge Dr & the traffic noise behind our house is terrible! Wish this area could have sound barrier walls also.

Thank you,

The Davenport's

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Comment on Southeast Connector Project
Date: Monday, June 29, 2020 12:22:09 PM

From: Liveable Arlington
Sent: Monday, June 22, 2020 11:42 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Comment on Southeast Connector Project

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to express concern about the acres of mature trees that will be cut in the implementation of this plan.

We strongly urge you to save the trees. According to this Dallas Morning News report North Texas is heating up rapidly and dangerously due to the climate crisis. Trees clean the air, cool our cities, and reduce the urban heat island effect. They reduce flooding , and provide habitat for wildlife. They store carbon helping us mitigate and adapt to the climate crisis.

We respectfully urge you to save the trees.

Warm regards,

Ranjana Bhandari
Founder, Board Chair
Liveable Arlington

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: COMMENT: CUTTING TREES PROJECT
Date:	Monday, June 29, 2020 12:20:08 PM
Attachments:	Final Draft Cause and Effect.docx Final Draft #3.pdf

---

From: Norma Cruz
Sent: Monday, June 22, 2020 5:04 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: COMMENT: CUTTING TREES PROJECT

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

SAVE TREES & HABITATS OF THOSE ANIMALS WHO LIVE IN THE AREA!

Sent from my iPhone

Norma J Cruz

Professor Lara Alvangera

English 1301

24 May 2019

Overpopulation, Plastic Production and Polluting IS Impacting the World

What will humans consume after mostly all animals and plants that we consume at the moment go extinct? About more than a million types of plants and animals are already extinct, and if we do not change the ways that we are producing plastic and polluting the air, in addition to slowing our reproduction rate so that there is not much deforestation happening, the world will not be able to survive. If people are opposed to changing their lifestyle in the near future, they will help accommodate for the better.

The first step humans can take is to help make a way to slow down the reproduction rate. If people are in an area that has space for them, it is ideal. If the people are reproducing at a fast rate, obviously they will require more space causing them to expand out. When they expand out they are most likely cutting trees down to build new homes, stores, and other convenient buildings. When the people cut these trees down, they are destroying habitats, threatening the animal kingdom and cutting an additional small percent of oxygen. Gale states that the forest harbors wild animals and plants that are primary food sources in some areas of the world. Even though wildfires and insect degradation are held responsible for some losses, these events cause temporary effects because the forests are able to rebound. When forested lands are

cleared by humans and converted to agricultural or industrial uses or developed for habitation, the losses tend to be permanent (Gale). Darryl Fears states that seventy-five percent of the land environment and well over half the marine environment have been altered by human activity. We are in an era that is so concentrated on materialistic things that humans are willing to destroy the only world we have. Humans extract 60-billion tons from nature each year to satisfy demands worldwide for crops, fish, minerals and other goods (Fears). 60-billion tons is a lot coming from one planet, we know it takes a lot of years for the Earth to produce its' minerals and yet we are extracting a lot of it at a fast pace. Slowing down on reproduction can help in many ways. There will be less deforestation, leaving animals to reproduce in a natural timely manner and more oxygen may be produced in that area. Even though it may be a small percentage, it still has an impact.

Another way humans can stop the world from deteriorating is by inventing a product that is similar to plastic. Plastic is hard to get rid of so it continues to pile up in landfills or make its way to the ocean. 2.3-million tons of plastic was produced in 1950, it grew to 162-million in 1993 and to 448-million by 2015 (Parker). Laura Parker states that ocean plastic is estimated to kill millions of marine animals every year; 700 species, including endangered ones, are known to have been affected by it. She says that it is dumped carelessly on land or in rivers. This is not a US problem, it is worldwide. Hawaii's sand has 15 percent of microplastic, which is plastic broken down into tiny pieces. Kamilo Point Beach catches plastic from the trashiest swirling current (North Pacific gyre), the plastic found here contains labels in Chinese, Japanese, Korean,

English and sometimes Russian. As for Henderson Island, a small island in the middle of the South Pacific Ocean, plastic comes from South America, Asia, New Zealand, Russia and Scotland (Parker). This has a major effect on sea life but is not the only one being affected by it, still plastic production continues to grow. The ocean is not the only place where plastic lies though. We see liter accumulated on the side of highways, curbs and at the edges of wooded areas. No one is picking up this liter which is comprised predominately of plastic, so the plastic will continue to flow with the wind and eventually find a spot where it gets stuck. This spot could be a squirrels' or another small creatures' home, invading their habitat. Plastic can be found from land, to seafloors to ice floating in the Arctic-which, as it melts over the next decade, could release more than a trillion bits of plastic into the water (Parker). This could happen soon because of climate change.

Climate change is caused when humans do things like burn coal to produce electricity for certain buildings. When coal is burned, it releases toxins into the atmosphere that is later released back onto the ground through rain. These toxins harm the soil by eliminating the nutrients it produced and also harming the ocean because it inflicts with the acid levels. All this affects the earth average temperature every year making it a little warm each year ahead. Nakaya states that climate affects every part of our lives, including what humans eat, where they live, the type of energy they use, their health, and what they do for work and for recreation. A warming climate will bring changes that affect our water supplies, agriculture, power and transportation systems, the natural environment, and even our own health and safety. What does this mean for

animals and plants? Nakaya states that the heating up of the earth melts polar ice caps and ice sheets in nations like Greenland and raises water temperatures; gases that are trapped in the ice are released into the atmosphere, resulting in more heat being trapped on earth, increasing land and ocean temperature thus, melting more ice. If this ice is melting, animals in the arctic no longer have as much space to roam around to search for food or to accommodate. A change of temperature not only affects ocean sea level but weather as well. Additional moisture in the atmosphere, the extra moisture will make rain and snow heavier, causing both intensified droughts or flooding, stronger storms, hurricanes and heat waves (Nakaya). Climate change is not only affecting animals and plants, but humans as well.

Every change helps for the future, climate experts are yet still concerned because the change has been rapid that it has become a threat. In the next 100 years, humans could experience climate such at 6°C or more above pre-industrial temperatures (Nakaya). Some people may argue that even if we make a change to stop releasing these toxins into the atmosphere, it will take several years for the planet to get rid of the toxins that linger. If we are not changing the rate we are burning coal or cutting trees down due to reproduction we are not making matters any better but making them worse. Others argue that climate change is not a serious threat to animals and plants because many will be able to adapt since it is a part of their lifestyle. Experts argue that climate change is happening so rapidly, it will make adaptation difficult for many species. An example could be the animals who live in the cold because it will be harder for them to adapt versus animals who already live in warm temperatures.

If we keep producing plastic, aquatic life will be endangered more than ever before, as well for the animals who live near wooded areas close to the cities. If we keep reproducing at a fast rate we will continue to cut trees down, cutting our oxygen supply even more than it already is; we will also increase carbon dioxide harming ourselves. Humans need to be concerned more about the only planet we live in and come together to contemplate on an idea of how we can reduce plastic and slow down reproduction rates. If we keep producing plastic, polluting and reproducing at a steady or even at a faster rate, we will harm Earth to an extent where we won't have a chance to save it. As a result, the world will perish along with mostly all living organisms.

Works Cited

Nakaya, Andrea C. *Issues is Society: What are the Consequences of Climate Change?* Issues in Society: What Are the Consequences of Climate Change?, 2017. *SIRS Issues Researcher,* https://sks-sirs-com.ezp.tccd.edu.

Fears, Darry. "Extinctions Put Humans at Grave Risk, Report Warns." *Washington Post,* 07 May. 2019, pp. A.1. *SIRS Issues Researcher,* https:.//sks-sirs-com.ezp.tccd.edu.

Pathberiya, Semini, and Julie Belanger. "Us or them." *Alternatives Journal,* vol. 39, no. 5, 2013, p. 12. *Global Issues in Context,* https://link-galegroup-com.ezp.tccd.edu/apps/doc.A344286341/GIC?u=txshracd2560&sid=GIC&xid=b3c14f3f. Accessed 23 May 2019.

Parker, Laura. "We made Plastic. we Depend on it. Now we'Re Drowning in it." *National Geographic,* Jun. 2018, pp. 40-69. *SIRS Issues Researcher,* https://sks-sirs-com.ezp.tccd.edu.

Norma J Cruz

Professor Lara Alvarenga

English 1301

16 May 2019

Humans Impacting Animal and Plant Extinction

Humans have been deteriorating the Earth day by day whether if it is intentionally or not. Maverick Baker states that human activity can be directly attributed to the cause of hundreds of extinctions in the last two centuries, versus the millions of years that extinction naturally occurs. Humans have, and currently are, changing the world in unprecedented ways. Animal and plant extinction is based on three primary problems: the first is overpopulation, which leads to the second effect, deforesting at a faster rate than we are planting trees causing an imbalance in the air as well as destroying animals' habitats, the last is plastic production that also plays a role because there is no effective way of getting rid of plastic waste since it is indissoluble leading to harm aquatic life by messing with the oceans' acid levels.

One way, humans impact the extinction of animals and plants is due by overpopulation. Humans require space, and lots of it whether it is farmland, or industries that also takes up tons of space (Baker). Plants are being torn down easily without the thought of the outcome of the future. Cutting trees down means less oxygen and more carbon dioxide in the atmosphere which leads to climate change. Not only will carbon dioxide make it difficult to breathe, but the planet's average temperature will also increase as stated by Baker. Meaning that it will become hotter, which will then melt ice and glaciers in the North, like the Arctic, causing ocean levels to rise. Droughts can occur in certain areas such as California, even in a state that lay by the coast. We

are talking about more than one outcome; completely different topics, but they link together. Overpopulation causes a domino effect that leads to deforestation leading to climate change. Yet, we are still cutting about 18-million acres of land each year (Baker) leading to the extinction of animals and plants. Another way, besides reproducing, that we are held accountable for the extinction of plants and animals is pollution/plastic production.

Pollution and plastic production are different things, yet they connect. Baker states that the U.S. alone produces about 147-million metric tons of air pollution causing no access to clean water to about 2.4-billion people. Jared Green states in his article that every year about 10-million tons of garbage is dumped in oceans and 20% to 40% are in landfills. Plastic cannot be broken down that they simply keep piling up in landfills. Most of the trash in the oceans is plastic as well. Plastic cannot be broken down because it is indissoluble, so why are we still producing it? We are intruding the ocean this way. Aquatic animals may think the plastic is food and could choke, ending their lives. They could also get caught in a plastic bag and suffocate or maybe starve because the fish is trapped. We are destroying the ocean and it is our largest producer of oxygen as Baker stated. Is the U.S. looking to ban certain plastics so that we can help Earth heal itself from the toxins we are dumping in it or will they continue to ignore it till it becomes way too late? Mostly everywhere you go you see plastic on the floor, whether it is an empty bag of chips, or an empty soda bottle.

Pollution and plastic production threatens aquatic life but so does burning coal. Burning coal creates sulfur dioxide and nitrogen, which are toxins to the Earth, that is released into the atmosphere that later accumulates in the clouds (Baker). Once the clouds are full, it rains these toxins. It can rain mostly anywhere, so these toxins can land in a small body of water, or even the ground itself. It will deplete the soils essential nutrients and also eliminate some delicate species

of fish as Baker stated. Due to these toxins, coral reefs are damaged beyond repair which are homes to 25% aquatic life who are responsible for natural filtration (Baker). Barnes and Simon state that pollution has created 405 dead zones on coastal waters across the world; this makes it harder for fishers who make a living out of it. What will we do when the whole ocean is a dead zone, not just percentage and we try to bring it back to life but can't because it's far too late?

Overpopulation, deforestation, climate change, pollution, and plastic production are some ways humans are causing our animals and plants to go extinct at such a fast rate. They are different but lead from one thing to another connecting all of them together. Palaeontologists agree that there have been five major extinction episodes in the Earth's history. The most recent did for the dinosaurs 65 million years ago, after a meteor strike. The consensus is that the sixth extinction is happening right now (Barnes, Simon). Will humans make a change in the World before it perishes?

Works Cited

Baker, Maverick. “10 Ways Humans Impact the Environment.” *Interesting Engineering*, 27 Feb. 2019, interestingengineering.com/10-ways-humans-impact-the-environment.

“U.N. Report: 1 Million Animal And Plant Species Are At Risk Of Extinction.” *NPR*, NPR, 7 May 2019, www.npr.org/2019/05/07/720929975/u-n-report-1-million-animal-and-plant-species-are-at-risk-of-extinction.

Barnes, Simon. “ A World without Animals.” *New Statesman,* vol. 146, no. 5382, Sept. 2017, pp. 30-33. *EBSCOhost,* search.ebscohost.com/login.aspx?direct=true&db=a9h&AN=125012463&site=ehost-live&scope=site.

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: Comments from the Southeast Connector Public Hearing (Historic Carver Heights)
Date:	Monday, June 29, 2020 11:47:13 AM

From: mdthomps
Sent: Monday, June 22, 2020 11:02 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: Torchy White ; Valerie Cortez <>; Dolores Connor <
Subject: Comments from the Southeast Connector Public Hearing (Historic Carver Heights)

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

June 2020

To Whom It May Concern regarding
Southeast Connector Public Hearing by Historic Carver Heights

Ps 111:4...He has made His wonderful works to be remembered...the LORD gracious and full of compassion

This Race.....Black families of Historic Carver Heights

A Race suppressed for years graced by God to purchase land and build new homes. This race established a productive and prosperous community. The men and women of the community achieved prominent positions in our great city of Fort Worth...Doctors, Lawyers, Teachers, City Council Members, Judges, Entrepreneurs, etc.

Those of us who grew up in the community remember all these great breakthroughs for this race. We are endeavoring to maintain these great achievements for future generations to remember this race.

*Leave our streets as they are for us to travel through freely without "one way" restrictions
*No bike trails and sidewalks...we want to keep unwanted traffic out of this
Historic Community
*No more bus stops
*A retainer wall would be greatly appreciated...the traffic is LOUD now

Help us to preserve what our parents and neighbors worked hard to accomplish by God's great grace. We want our children, their children and our neighbors to remember these great and historic accomplishments of this race....the Black families of Historic Carver Heights

The Moore Family
Moore Children
Moore Grandchildren

Marcia Moore Thompson

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Comments on your propsed Plan for the Southeast Connector.
Date: Monday, June 29, 2020 11:26:33 AM

-----Original Message-----
From: Richard North
Sent: Tuesday, June 16, 2020 3:19 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: Linda Estoll <
Subject: Comments on your propsed Plan for the Southeast Connector.

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

1) It appears that no Noise Abatement barriers and methods have been planned for the South side of I20 between Little Road and Park Springs Blvd. The Traffic Roar impacting the Residential Community of Overland Stage Estates (OSE) is already notable, particularly under heavy traffic flow conditions. With the increased traffic flows facilitated by your Plan, Traffic Roar will increase dramatically; to the point of becoming an environmental problem for the residents of OSE. Noise abatement measures need to be put in place; including noise reducing road surfaces, on all I20 lanes between the 287 interchange and Park Springs

2) Eastbound I20 traffic from Little Road to Park Springs Blvd will see increased flow rate as one more lane is added to I20, plus increase of access roads from Little Road to Park Springs Blvd. As noted above this will increase Traffic Roar. However, East of Park Springs, Eastbound traffic will remain constricted at only 4 lanes. This, coupled with Eastbound I20 entrance ramps at Park Springs, Bowen Road, Cooper Street and Matlock Road will cause frequent traffic backups and tailbacks all the way to the 287 interchange - and likely beyond. We already see these occurring not too infrequently during the Eastbound morning rush hours.

3) Such Eastbound I20 backups and tailbacks noted in 2) above cause Eastbound traffic to exit onto Green Oaks Blvd headed southeast in order to regain access to I20 at Cooper St or Matlock Rd.

Sincerely,

Richard F. North
PO Box 172016
Arlington, TX 76017
817-394-2085 res
682-201-5203 cell

cc: Linda Estoll President Overland Stage Neighborhood Assoc.

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Concern about Meadowbrook Drive
Date: Monday, June 29, 2020 11:27:06 AM

From: Thylis Chambless **Sent:** Tuesday, June 16, 2020 3:22 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Concern about Meadowbrook Drive

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I cannot see from your map what the final outcome will be for the entrances and exits to and from Meadowbrook Drive will be. Will we still be able to access I-820 from our street? Will there also continue to be access to I-30 from our street once we have accessed I-820 North? I am very concerned if our street will no longer have access to these two highways.

Thylis Chambless
7117 Meadowbrook Drive
Fort Worth, TX 76112
817-343-6374

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Concerns about Southeast Connector Project
Date: Monday, June 29, 2020 11:24:10 AM
Attachments: image002.png

From: Kathryn Mitchell
Sent: Sunday, June 14, 2020 6:03 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov> **Cc:**
Sheri Capehart <
> **Subject:** Concerns about Southeast Connector Project

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Bussell,

I am writing to express my concerns about the Southeast Connector project, mostly how it will impact the area between Green Oaks and Kelly Elliott on I-20. I have many concerns and questions.

I am concerned about the plans to remove over 15 acres of trees, many of which line either side of the highway between Kelly Elliott and Green Oaks. These trees are in the Key Branch tributary, and I am concerned that their removal will negatively impact the drainage heading toward the homes around Martin HS north of the highway. I know some of those homes have had issues with land erosion, and I've seen that creek flood the intersection at Pleasant Ridge and Kelly Elliott before. Additionally, I am concerned about the environmental impact of removing those trees as they currently provide cooling and some filtration of the heat and pollutants caused by the highway.

I am also concerned about the noise impact of this project. The "Traffic Noise Technical Report" notes that the installation of a noise barrier 20' in height "would fail to achieve the minimum, feasible reduction of 5 dB(A) for at least 50 percent of the first row receivers" on the south side of I-20 between Green Oaks and Kelly Elliott. It appears TXDOT has determined that a noise barrier won't meet the state's criteria for installing one because it can't lower the noise *enough* to be considered a reasonable expense. TXDOT also claims that the highway project as proposed will lower the decibel levels on Willow Bend by 5 decibels and have a neutral impact on our neighborhood to the west. I question how you could have arrived at that conclusion considering you are removing trees that span 50 to almost 200 feet deep between the backs of the current houses and the current roadways, and you are adding a lane to the highway and running the access road right up against the backs of the properties on the northern side of Willow Bend. I would like to know how TXDOT determined that the noise level would be lowered on the south side of the highway but not on the north side.

I haven't been able to find any information on whether the noise barriers on the north side will be reflective or absorptive. I would think that if you use reflective barriers, this would increase the highway noise even more for us. Does your noise study include the effects of the northern noise barriers being installed? And what type of materials will be utilized for the noise barriers on the north side?

I question the wisdom of spending this much money reconstructing the highway in an area that doesn't have a congestion problem. I have lived in the neighborhood southwest of the I-20 & Kelly Elliott intersection for 6 years, and I have only once seen traffic issues on the highway in our area due to a wreck. It simply isn't an area with traffic problems. I also never see traffic backed up more than two cars deep at the stoplight at Kelly Elliott and I-20. Furthermore, if you widen the highway here, I foresee the potential for creating a bottleneck of traffic once drivers approach four-lane Bowen - where traffic *does* start to get heavy during rush hour. I don't think you should expand our lanes in this area until you expand the eastbound lanes east of here - again, where traffic problems actually do exist and where I feel you should be focusing your efforts first.

In another area of the project west of Green Oaks, we're curious as to the need to turn Forest Bend into a cul-de-sac. We often drive the access road between Little Road and Green Oaks, and the highway exits after the turn onto Forest Bend. The newly constructed offramp will also enter the access road after Forest Bend. We and many others use Forest Bend as a cutoff to get to Green Oaks heading south from the access road, thereby reducing traffic merging with cars that are exiting the highway. We fear that if we lose that alternate route, it will result in more traffic backed up at the light on Green Oaks and I-20. We can't make sense of the need to close off Forest Bend, and we foresee problems with doing so. I can see how the new design helps with the flow from the highway, but I still maintain that some of that gain will be offset by the loss of Forest Bend's alternate route for traffic moving from Little Road to Green Oaks south. Rather than shutting off access to Forest Bend, I would rather see lane change deterrents installed like they use on I-40 West in Amarillo at Milam St. (see screenshots below).

Thank you for your consideration,

Kathy Mitchell
4601 Branchview Dr.
Arlington, TX 76017

Kathy Mitchell, SPHR, SHRM-SCP
C. 806-570-0762

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Curtis Loftis
Date: Monday, June 29, 2020 11:36:45 AM

From: C M []
Sent: Saturday, June 20, 2020 7:45 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Curtis Loftis

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning

Mr. Curtis Loftis
My Name is Ms. Carmen Moyett
My address is 2916 Louise St
I'm concern about this project because I live next to 820 and Craig.
I'm wanting to know if my property is one of those that are in the way of this new connector.
When will we know.
Who will let us know.
Thank You
If you have any more information I will appreciate it
Ms. Carmen Moyett

Sent from Mail for Windows 10

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: Global Signs Inc. Property 5105 E California Parkway, Forest Hill Texas
Date:	Monday, June 29, 2020 12:13:23 PM

From: Rick Robertson [
Sent: Monday, June 22, 2020 4:33 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: debbie
Subject: Global Signs Inc. Property 5105 E California Parkway, Forest Hill Texas

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sirs

We own parcel 808 and 809 and we at this point are not in agreement on this proposal on the corridor. We are not sure how this is going to affect our property.
We would like for someone to come talk with us and show us exactly how it is going to affect our property.

Chad Puttman, is who I spoke with at the meeting is there any way he could come by our office and talk with us set up a meeting.

Sincere thanks,

Rick Robertson
Global Signs Inc.
817-834-1123
www.globalsignsinc.com

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: Green Oaks to Kelly Elliott Issues
Date:	Monday, June 29, 2020 11:39:38 AM
Importance:	High

From: Rick Higgins [
Sent: Saturday, June 20, 2020 11:57 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: Rick Higgins <
Subject: Green Oaks to Kelly Elliott Issues
Importance: High

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Rick Higgins and I am located at 4335 Willow Bend Dr. Arlington, TX 76017.
The current Noise levels and air pollution along this area is extremely high.
I ask that you take a moment to reconsider options in this area.

1. I welcome you to come sit in my backyard during rush hours and try to have a normal conversation.
2. Recorded levels during these times are from 70db to well over 90db.
3. Air quality in this area is very rough for anyone with any type of breathing issues.
4. I welcome you to come look at the buildup of black sticky matter that I have to remove weekly from everything on my back porch .
5. My home happens to be located in the lowest point and all noise is funneled up towards my house

Your proposed plan does not include any sound barriers on the south side of 20 to protect the residents that live along this area, plus it puts the proposed service road and pedestrian and bike path in our back yards. In my case right up against my shed and pool. Your current proposed plan will only compound the current issues in this area. I believe someone should take a hard look at all the homes on Willow Bend Dr. that will be affected by this proposed plan, without some kind of sound wall, our homes will not only be unlivable due to increased noise levels and increased unhealthy air pollution levels, but will also be unsellable!

If nothing is to be done in this area to correct the issues, then I would be open to this project purchasing my home.

Thanks
--
Rick Higgins

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: HCH 820 Southbound recommendation
Date: Monday, June 29, 2020 11:48:33 AM

From: Valerie Cortez [
Sent: Monday, June 22, 2020 12:49 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: Chad Putnam <Chad.Putnam@txdot.gov>; Torchy White -
Subject: HCH 820 Southbound recommendation

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support all the suggestions summitted by the HCH neighborhood.

Valerie Cortez

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: I-20 Project
Date: Monday, June 29, 2020 11:18:15 AM

-----Original Message-----
From: david Lacerda
Sent: Monday, June 08, 2020 6:19 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: I-20 Project

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A sound wall is needed on the south side of I-20. Why would this not just be obvious to you.

Gayle
Sent from my iPad

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: June 4th Public Hearing Comments
Date: Monday, June 29, 2020 11:35:03 AM

From: Kent Lunski []
Sent: Friday, June 19, 2020 9:01 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: June 4th Public Hearing Comments

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi!

Here are some items that need to be addressed:

1. EB I-20 STA 326+10 (@ end of proposed project construction) shows 5 travel lanes(arrows) in the plan view of the schematic and 5 travel lanes(arrows) in the proposed typical section. However, there are only 4 existing travel lanes in the eastbound direction. This is a lane balance issue and needs to be corrected. I suggest dropping one of the lanes on the 2-lane EB entrance ramp (prior to Kelly Elliot Road) to a 1-lane entrance ramp. Doing this would give enough merging room (approximately 2,000 feet) for the auxiliary lane to merge in with ML traffic before the end of proposed project construction at EB I-20 STA 326+10.

2. SB US 287 STA 219+10(end of proposed project construction) shows 3 travel lanes(arrows) in the plan view of the schematic and 3 travel lanes (arrows) in the proposed typical section. However, there are only 2 existing travel lanes in the southbound direction. This is a lane balance issue and needs to be corrected. I suggest making the exit ramp to Sublett Road an exit only lane. That would help with the merging issue before the end of the proposed project construction at SB US 287 STA 219+10.

3. Sublett Road intersection @ US 287. The US 287 Bridge should be lengthened in order to properly incorporate the proposed bike, vehicular and pedestrian lane configurations underneath the bridge at Sublett Road. With the proposed improvements as shown, I believe there is the possibility that the traffic could hit the bridge columns and cause the bridge to fail.

Thank you,
Denise Lunski

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Leonard June 4,2020 Virtual Meeting Response
Date: Monday, June 29, 2020 11:30:04 AM

-----Original Message-----
From: john leonard [
Sent: Thursday, June 18, 2020 8:59 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Leonard June 4,2020 Virtual Meeting Response

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

June 16, 2020

Texas Department Of Transportation
Attn: Loyl C. Bussell, P.E. and to whom it may concern

re: 4331 Willow Bend Dr. (76017)

This letter is the property owner response of John & Jan Leonard to the June 4th, TxDot Virtual Meeting concerning the Southeast Connector Project; voicing our concern of what we fear will be the negative impact by the planned construction and encroachment to our property; located at 4331 Willow Bend Dr., in the Willow Bend Area, located approximately 200 -300 feet from I-20!

We have been in a state of much angst for over a year, not knowing if our house would be torn down to make way for expansion! It has increased for over a year while we sought any information; compounding because our calls and emails never were answered! Just in the last several weeks I finally made contact with a TexDot official, who recommended this letter. I submit this letter to ask serious questions, state serious concerns and request certain definite actions to be taken, as well as changes to the existing plan!!!

I begin with several professional public statements concerning highway noise impact! One is from an acoustics study and another from the World Health Organization. The acoustics study states “More than 45 million people live, work, or attend school within 300 feet of a major transportation facility in the United States alone (http:// acousticstoday.org/ roadway). “….. heavily traveled highways can cause adverse noise effects. In addition to annoyance and speech interference, recent studies have reported on links between highway traffic noise and health effects.” The World Health Organization reported on environmental health effects, including heart disease, sleep disturbance, and cognitive impairment in children. “… at least one million healthy life years are lost every year from traffic related noise in the western part of Europe alone” (WHO, 2011). These human health issues, as well as the effects of highway traffic noise on wildlife, are a growing concern. To help minimize the effects of highway traffic noise, researchers and practitioners must understand the noise sources, how the
sound propagates to nearby communities, and how to reduce noise levels at the source, during propagation, or at the receiver. Further challenges lie in establishing and implementing highway traffic noise policies. Highway Traffic Noise is caused by tire-pavement interaction: highway speeds, tire-pavement interaction, generally is the most dominant source.” (Sandberg and Ejsmont, 2002).

The noise from I-20 has grown intolerable over the past 28 years ! Now, we are told that there are plans to bring traffic and noise to within 20 ft. of my property!?!? Please note that we are assaulted all hours by a plethora of sources - a) sirens (constant all times of day and night) b) screaming speed bikes (most of the time several bikes racing) early morning and late night c) jake breaking trucks-blaring horns d) tire blowouts e) loud mufflers, especially when vehicles are entering from Green Oaks onto I-20 or from the west entrance from Kelly-Elliott (both east and west are direct behind my house) f) motorcycle packs and gangs rumbling (literally) past with extremely

loud exhaust, g) boombox vibration and
h) the ever increasing number of occurring collisions both light and major!!! I witnessed one such death from my kitchen window !

And we are now informed that there will be NO sound barrier constructed for the south side of I-20 between Kelley-Elliott and Green Oaks!? Yet, there will be on the north!? I would strongly request that those who make decisions from on high, come spend but a day, any day of the week and LISTEN to what we are forced to endure! Possibly then, I feel confident that by their considering the impact of the noise pollution experienced by them, that they would ensure that a noise barrier would be constructed behind our homes! Regarding the purported noise study; was it conducted, when trees were fully in leaf, or winter? How could such a study NOT indicate a need for a sound barrier!? And with the probable removal of most of said trees, there will be NO even minor noise barrier!?!?! One neighbor, living across Willow Bend, at the south most location in a cul-da-sac directly south of our house endures disturbing noise from traffic and the above mentioned sources!?

Look! My wife and I are both in our late 70's and we just moved a 96 year old parent into our home for her final days! We own this home, after having sacrificed years to pay for it! Are we to face our future years, during the next 5 projected years of construction without ANY protection from construction noise , dust, foundation damaging shaking, PLUS traffic noise!? Even now, our home, at times is literally shaken in our bedroom when certain trucks pass behind our house! It feels like there is a fault that exists at our bedroom floor connecting with I-20! It only occurs when an obviously extra heavy loaded truck passes behind our house bringing a momentary shake! We already have cracks in our walls and ceiling!

We are also concerned about my existing fence. Will it be relocated? We realize that progress demands expansion of I-20! Nonetheless, what if a TexDot official or employee were to live in our house? Would they not deserve to be treated with respect and a serious effort be made to mitigate and minimize disturbance and discomfort; we are now facing!?

We chose this property when there was enough land between the house and the exit road, yet now we face a significant increase in traffic noise, bikers and runners, up to within 20 feet of my property! THE NOISE WILL BE even more UNBEARABLE as all Willow Bend residents are concerned about!

At the very minimal, change that should be considered is some form of high mason block fence or brick wall should be built to abate noise! Too, a combination of berms, trees, shrubs would prove the very least that could be provided! There is also concern about the security issue in danger of transients, etc.

All of my neighbors who border I-20 urge TEXDOT to alter the current plans and construct whatever will assure the most prevention of noise disturbance! I simply urge that planners and decision makers to do the right thing for the present day residents of Willow Bend Dr. as well as those who will live here in the future!

Respectfully, _____John_____ _____Jan_____
John W Leonard Janifer Leonard

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Noise Barrier
Date: Monday, June 29, 2020 11:26:06 AM

From: BRYAN NELSON []
Sent: Tuesday, June 16, 2020 12:17 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Noise Barrier

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I don't understand your plans for a noise barrier with holes in it.... more of a noise net. The barriers need to be on the highway side of the service road, not the residential side.
If it were on the highway side it could be solid instead of breaking every time it came to an intersection.

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Noise wall and overall plan
Date: Monday, June 29, 2020 11:23:42 AM

-----Original Message-----
From: ROY HOPKINS []
Sent: Sunday, June 14, 2020 5:45 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Noise wall and overall plan

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live in the Willow Bend subdivision in SE Arlington(76017) that will be severely impacted by the proposed construction that will result in increased noise levels that already are 60 db and above for those homes that parallel I-20. I have two proposals for your consideration:
1.Why does the additional lanes for I-20 need to go to Park Springs? Why not to Bowen or Cooper? Better yet-why not just to Green Oaks?? Being very familiar with the current traffic issues, I believe the congestion will be relieved if you built the highway addition just to Green Oaks as current traffic issues begin just west of the intersection .This would save you the cost of 1-1.5 miles of additional highway construction and still solve the traffic issue.

2.We need a noise barrier regardless of highway construction length from exit 447 to the Kelly Elliot intersection on the south side of I-20. The homes in that area are closer to I-20 than any other location! This barrier needs to be built at the edge of the access road without destroying ANY trees which provide relief (and some noise attenuation) from the I-20 eyesore.I estimate the barrier length to be around .3 mile.I have measure 60 db continuous and 80 transient on Willow Bend Dr.

Roy Hopkins
4317 Willow Bend Dr
76017

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: Opposition to proposed tree rremoval.
Date:	Monday, June 29, 2020 11:47:43 AM

From: Floyd Ostrom []
Sent: Monday, June 22, 2020 12:02 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: fsostrom2
Subject: Opposition to proposed tree rremoval.

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing in opposition to the proposed tree removal in the Southeast Connector Project. The DFW Metroplex is already a major Urban Heat Island and the removal of that amount of trees will just worsen that situation. The goal should be to add trees, as the city of Arlington has been doing very well for years, and should continue in that direction. The month of May, 2020 has recently been reported to have been the hottest May on record and this area also has worsening air quality which combined with the tree removal also contribute to the global warming. The goal for the city of Arlington should be to continue the addition of more trees to increase the tree canopy and hopefully limit some of the temperature increases. As a retired Pediatrician, I am very concerned about the worsening of air quality and the increasing temperatures and the effect that these issues are affecting public health and safety, especially in children. Respiratory illnesses are a significant public health concern now and the increasing heat can have a significant effect on the ability of children to learn. Please seriously consider our concerns and if these trees absolutely must be removed due to the construction, put an equal number of trees to replace those removed into the budget. Thank you for your time.

Floyd S. Ostrom, D.O.
2005 Chantilly Ct.
Arlington TX 76015
817-465-5989

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Plan for native vegetation, sound, and area required for expansion
Date: Monday, June 29, 2020 12:25:24 PM

-----Original Message-----
From: Bill Novero [
Sent: Thursday, June 04, 2020 7:07 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Plan for native vegetation, sound, and area required for expansion

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I listened to the virtual town hall meeting and have the same questions I had before I invested 35 minutes of my time and got no specific or new information regarding the expansion around my home at 4402 Spring Creek Rd., Arlington.
Please provide a visual of how the area between Green Oaks and Park Springs will be effected. Specifically, what portion of the native, historic Cross Timbers will be sacrificed. The removal of any of it is removing a portIon of native Texas, increasing sound for residents, increasing Pollution, decreasing natural habitats, destroying natural beauty.
The presentation only referred to Westbound I 20 between East Green Oaks and Park Springs Blvd., no mention of the eastbound portion beside which my home is located. Please include information specifically for the Southern portion of the expansion along I 20 and its impact to the native woodland, acres and location of displacement, provisions for sound barriers and what type of barrier. The noise from I 20 is already loud, and soon to be louder.
The pollution is already detrimental to the health of residents within a mile of major interstates, now going to be more detrimental. I am not an expert .but I researched the health impact of residents living within a mile of major interstates and found residents health is significantly and negatively impacted.
Please include Tx.dot research into health of residents living along the proposed expansion.
I am disturbed I have had no notification of meetings and I live very close to I 20. We are on the first street from the I 20 and we have had no contact.
We are also senior citizens who are concerned for doing what we can to make healthy living choices. How close will construction be to our home and where will bathroom facilities be for bicycles and disabled persons. Surveyors have been in the creek behind and across from our home. They said a new sewer line is being run. Where in relation to our home and to the creek that goes through our property? Shouldn't home owners be informed when public domain causes a negative impact on private property?
Thank you for providing the information I request.
Barbara Novero

aboutheath , and others.

Sent from my iPad

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: Please reconsider the I-20, 820 & 287 interchange rework
Date:	Monday, June 29, 2020 11:45:48 AM

From: Lauren Fancher []
Sent: Sunday, June 21, 2020 10:12 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Please reconsider the I-20, 820 & 287 interchange rework

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The Southeast Connector Project will lead to acres of trees being cut. Please try to find a better solution to find ways to preserve these trees.Trees clean the air, reduce urban heat islands, absorb carbon, support wildlife, and reduce flooding. We need to save our existing tree canopy. North Texas has been heating up increasingly due to climate change and we need to protect and expand our tree canopy now more than ever. Over 15 acres of trees are to be removed for this project. This includes crosstimber woodland and forest as well as riparian vegetation.

Many of the trees affected are located on the banks of Key Branch, and there is concern that this could negatively affect storm water runoff. Additionally, the loss of those trees will affect pollution levels and heat from the highway.

Trees are not easily replaced and take decades to mature. Once they are gone severe, irreparable damage will have been done. Please reconsider this project and try to find a better solution. The future is truly bleak if we do not preserve what little environment we have left.

Sincerely,
Lauren Fancher

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: Proposed Project Concerns
Date:	Monday, June 29, 2020 11:25:13 AM

From: Sylvia Grogan []
Sent: Monday, June 15, 2020 2:19 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Proposed Project Concerns

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir:

I agree that 820, 287 and I-20 (the connectors) need to be widened because of congestion but NOT down here at Kelly-Elliott Rd. I have lived here over 36 years and have observed traffic. Four lanes is plenty, bike lanes NOT needed!! And, it is very loud yet you say no noise barrier is planned for the east-bound side of 20. We've needed that for many years! It seems discriminatory to us for you to build a barrier on the north-bound side, but not the east-bound side. There are 16 other homes beside mine that abut I-20 on the 4300 and 4400 blocks of Willow Bend that feel the same.

A better solution to us would be to end the project somewhere NEARER the connectors. Hope you will reconsider the plan.

Thank you for reading this and I await your response.

Sylvia Grogan
4323 Willow Bend Drive
Arlington, TX 76017

817-675-4498

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Proposed Project Concerns
Date: Monday, June 29, 2020 11:29:34 AM

From: dtimmons3
Sent: Thursday, June 18, 2020 8:33 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Proposed Project Concerns

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We would like to express our grave concern regarding the Southeast Connector Project which will affect those of us who live on the south side of I-20 between Green Oaks Blvd and Kelly Elliott road.
We live at 4305 Willow Bend Drive and our lot backs up to the exit ramp from I-20 to Kelly Elliott Road. This has been our home for over 30 years. We understand that construction of a new exit ramp will come right up to our fence. We are ages 77 and 70 and believe the constant noise and pollution will be detrimental to our health for the remainder of our life. In addition to that, we have two grandchildren with upper respiratory problems that would have to avoid visiting us for fear of new infections due to the increased pollution caused by the new construction.

We also fail to see how construction in this area will alleviate traffic congestion since the bottleneck does not start until farther east of us. If lanes are not widened farther east from Kelly Elliott Road, widening I-20 in our area seems a wasted expense. We think a better solution would be to end the project nearer the connectors. We are also opposed to the removal of 15 acres of trees for several reasons. TxDot has stated that no sound barrier will be put up on our side. There are 17 homes that will be affected by these proposed changes in our area of I-20.

We would greatly appreciate any influence you could have in getting TxDot to reconsider the proposed changes to this section of I-20.

Marlin and Linda Timmons
4305 Willow Bend Dr.
Arlington, TX 76017
817 239-3332 or 817 291-7182

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: Public Comment
Date:	Monday, June 29, 2020 12:21:14 PM

From: Jo Anna Cardoza
Sent: Monday, June 22, 2020 10:46 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Public Comment

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello-

My name is Jo Anna Cardoza, I am a resident of Arlington. This project is much needed in this area but I am opposed to the loss of trees.

--
Jo Anna Cardoza

DAWSON & SODD, LLP

Sodd • Beard • McSpadden • Sodd • Milton • Hurt • Schumacher
ATTORNEYS AND COUNSELORS
321 NORTH PRESTON ROAD, SUITE A
PROSPER, TEXAS 75078
TEL: (214) 305-5055 FAX: (214) 217-4230

June 22, 2020

Mr. Curtis Loftis, P.E.
TxDOT Project Manager
2501 SW Loop 820
Fort Worth, Texas 76133

Via Email: southeastconnector@txdot.gov

Re: Southeast Connector Project impacting 2201 East Loop 820 South, Fort Worth, Texas 76112, and Ms. Pridemore and Builders' Sales & Service Company

Dear Mr. Loftis:

I write on behalf of our clients, Builders' Sales & Service Company, and Mrs. Pat Pridemore in response to your request for comments regarding the proposed project. Mrs. Pridemore and Builders' Sales & Service Company are not opposed to progress, but they are opposed to anything that makes their building unusable for their very successful and longtime business. They ask that you look again to be sure that their property is necessary for you to carry out your obligation of providing for safe transportation projects in Texas.

Mrs. Pridemore and Builders' Sales & Service Company have deep roots at their location at 2201 East Loop 820 South, Fort Worth, Texas 76112. The business has played a vital role in the homebuilding industry in Tarrant County for a half of a century. The business has generated sales of hundreds of thousands of dollars, and tax revenue on those sales for the State of Texas and City of Fort Worth. *Builders' Sales & Service Company* is one of the oldest family owned businesses in DFW for appliances. Mr. Rupert Pridemore was a leader in the building industry for more than 40 years and played a major role in the local Builders Association. He won multiple awards with the local, state, and national builders associations. Builders' Sales & Service Company is currently one of the top distributors in DFW for GE & Whirlpool Appliances. The business sells directly to builders as well as to customers. The building you propose to take includes a showroom for potential buyers to see appliances in person. The location is very good for the business and the business has been at the same location since the 70's, which helps make it successful. The project proposes to make the property worthless and also will likely damage the business too. The building is culturally significant because it is an example of a 62-year-old successful family business that has done the same thing from the same location for nearly forty years—this is indeed rare.

Moving the entire business and finding a comparable and suitable existing building location or vacant site in the service area will be difficult for this longstanding family business.

Please reconsider the impacts on this and other locally owned and family owned businesses in the area.

Additionally, in terms of complying with your federal and state law project and environmental and due process requirements for moving forward with the project, please consider that it appears that at least a portion of the project was omitted from the schematics that you made available for public review and comment.

Thanks,

Dawson & Sodd, LLP

_____

Matthew Hurt
Attorney for Mrs. Pridemore and Builders' Sales & Services Company

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: public comments
Date:	Monday, June 29, 2020 12:19:38 PM

From: Pat Pridemore [
Sent: Monday, June 22, 2020 4:51 PM
To: Matt Hurt <>; SoutheastConnector <SoutheastConnector@txdot.gov> **Cc:** Erica Walsh-Leos <>; Mark McKee
Subject: RE: public comments

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Received. Thank you!

Pat Pridemore

From: Matt Hurt <>
Sent: Monday, June 22, 2020 4:41 PM
To: southeastconnector@txdot.gov
Cc: Erica Walsh-Leos; Mark McKee; Pat Pridemore
Subject: public comments

See attached. Please confirm receipt.

Matt Hurt
Dawson & Sodd, LLP
8333 Douglas Ave., Suite 1260
Dallas, TX 75225
P: 214.373.8181
F: 214.217.4230
and
321 N. Preston Rd., Suite A
Prosper, TX 75078
P: 214.305.5055

www.dawsonsodd.com

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: public comments
Date:	Monday, June 29, 2020 12:18:55 PM

From: Mark McKee]
Sent: Monday, June 22, 2020 4:48 PM
To: Matt Hurt SoutheastConnector <SoutheastConnector@txdot.gov> **Cc:** Erica Walsh-Leos <; Pat Pridemore <> **Subject:** RE: public comments

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Received Thank You!

Mark McKee
General Manager

Builders' Sales & Service Company
2201 East Loop 820 South
Fort Worth, Texas 76112
Office / Showrooms / Warehouse

Appliances – Residential & Commercial

817-457-6122 direct
817-366-3821 cell
817-457-6123 fax

www.builders-sales.com

Family Owned Since 1958

From: Matt Hurt <>
Sent: Monday, June 22, 2020 4:41 PM
To: southeastconnector@txdot.gov
Cc: Erica Walsh-Leos <>; Mark McKee <>; Pat Pridemore <>

Subject: public comments

See attached. Please confirm receipt.

Matt Hurt
Dawson & Sodd, LLP
8333 Douglas Ave., Suite 1260
Dallas, TX 75225
P: 214.373.8181
F: 214.217.4230
and
321 N. Preston Rd., Suite A
Prosper, TX 75078
P: 214.305.5055

www.dawsonsodd.com

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: public comments
Date: Monday, June 29, 2020 12:13:46 PM
Attachments: 2020-06-22 Ltr to Mr. Loftis - Tx DOT.pdf

From: Matt Hurt []
Sent: Monday, June 22, 2020 4:41 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: Erica Walsh-Leos <>; Mark McKee <m>; Pat Pridemore <>
Subject: public comments

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

See attached. Please confirm receipt.

Matt Hurt
Dawson & Sodd, LLP
8333 Douglas Ave., Suite 1260
Dallas, TX 75225
P: 214.373.8181
F: 214.217.4230
and
321 N. Preston Rd., Suite A
Prosper, TX 75078
P: 214.305.5055

www.dawsonsodd.com

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: Question: Highway Intersection Schematics / Southeast Connector
Date:	Monday, June 29, 2020 11:24:35 AM
Attachments:	TxDOTNotice_SoutheastConnector.pdf

From: Melinda Nelson [
Sent: Monday, June 15, 2020 1:48 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Question: Highway Intersection Schematics / Southeast Connector

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Are there any schematics or information on the highway intersections for this project?

Thank you, and I look forward to hearing from you.

Sincerely,

Melinda Nelson
Victron Energy, Inc.
Design & Construction
105 YMCA Drive
Waxahachie, TX 75165
Office: 469-517-2051
Cell: 972-977-6517
Fax: 469-383-8586

The information contained in this e-mail message is proprietary and confidential business information and is intended only for the personal and confidential use of the recipient(s) named above. If the reader of this message is not the intended recipient or an agent responsible for delivering it to the intended recipient, you are hereby notified that you have received this document in error and that any review, dissemination, distribution or copying of this message is strictly prohibited. If you have received this communication in error, please notify the sender immediately by e-mail, and delete the original message.
"The information included with this electronic communication is not being transmitted by secure means. Victron Energy, Inc and its affiliates have no responsibility for unauthorized access and/or alteration to this communication, nor for any consequence based on or arising from your use of information that may have been illegitimately access or altered."

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Reworking the interchange between I-20, 820 and 287.
Date: Monday, June 29, 2020 11:46:41 AM

From: katheryn rogers [
Sent: Monday, June 22, 2020 10:11 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Reworking the interchange between I-20, 820 and 287.

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am sending this to declare **complete opposition** to the cutting of 15 acres of trees which includes crosstimber woodland and forest as well as riparian vegetation to rework the interchange between I-20, 820 and 287.

Also on the chopping block are almost all of the trees along both sides of the highway between Kelly Elliott and Green Oaks to install access roads which will run directly behind the fences of the homes on either side of the highway. This access road must be constructed as a bridge to span Key Branch. Many of the trees affected are located on the banks of Key Branch, and there is concern that this could negatively affect storm water runoff. Additionally, the loss of those trees will affect pollution levels and heat from the highway.

As well as removing trees currently found throughout the I-20/820/287 interchange as well as trees found in Village Creek.

This is not the time to be clear cutting trees. We are in a climate crisis and trees are our only hope of surviving.

Sincerely,
Katheryn Rogers
523 Meadowbrook Dr
Arlington, TX 76010

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Road Noise
Date: Monday, June 29, 2020 11:22:12 AM

From: FRED BISHOP []
Sent: Friday, June 12, 2020 7:18 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>; FRED BISHOP
<
Subject: Road Noise

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,
We live @4412 Willow Bend Dr. Arlington Tx 76017.
We have lived here for more than 25 years and have seen the growth in our area. More traffic on I20 along with many wrecks and accidents @ our off-ramp exit, 447.
One of the major issues is the use of J-breaks on the big rigs, there is no need for this unnecessary noise. This is something that needs to be stopped immediately.
As you go forward, are you going to do a noise study of the current levels?
We feel that a noise barrier is needed, but I question how effective it will be.
Fred Bishop
817-676-8705

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: SE Connector Project Ft. Worth/Arlington
Date: Monday, June 29, 2020 11:23:11 AM
Attachments: scott.vcf

From: Scott R. Johnson [
Sent: Friday, June 12, 2020 11:16 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: SE Connector Project Ft. Worth/Arlington

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a resident of Overland Stage subdivision for 24 years, I would like to formerly request that during the planned expansion of I20 between Green Oaks Blvd. and Kelly Elliot Road that sound barriers be erected for noise abatement and native trees be planted as well.
Thank you for your consideration.
Scott R. Johnson
--

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Sound barrier for Southeast side of I-20 @ Green Oaks to a Kelly Elliot.
Date: Monday, June 29, 2020 11:20:41 AM

-----Original Message-----
From: Rhonda Alexander []
Sent: Wednesday, June 10, 2020 3:10 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Sound barrier for Southeast side of I-20 @ Green Oaks to a Kelly Elliot.

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My home faces this portion of I-20 and I can see and hear the traffic on the highway.
The noise from the expansion will only increase the noise.
We need a sound barrier on the south side also.

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Sound Barrier Wall I-20 Corridor Expansion
Date: Monday, June 29, 2020 12:25:38 PM

From: suzannecarmichael] **Sent:** Thursday, June 04, 2020 9:10 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: Lover <Richard.carmichael
Subject: Sound Barrier Wall I-20 Corridor Expansion

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

Please consider placing a sound Barrier wall on the south side of I 20. We live in the Overkand Stage area off Green Oaks south of 20 behind the Overland Stage shopping center. The traffic now is really loud and once this expansion is complete it will be even more so. This is truly something I feel we cannot live without.
Thank you in advance for your consideration.

Suzanne and Richard Carmichael

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Sound barrier wall needed for south side of Interstate 20
Date: Monday, June 29, 2020 11:21:03 AM

From: Margaret Drake [
Sent: Wednesday, June 10, 2020 6:15 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Sound barrier wall needed for south side of Interstate 20

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello!

Overland Stage has been my neighborhood for the past nine years during which time I have enjoyed relatively quiet and peaceful days and nights. With the upcoming expansion of Interstate 20 between Green Oaks and Kelly Elliot I'm pretty sure that it will result in much more traffic and noise and adversely affect the peaceful area we have come to love and expect here. Please seriously consider adding a sound barrier wall to the south side of the project just as you are doing on the north side, on the other side of the freeway from Overland Stage Estates.

Thank you so much for considering my request.
Margaret Drake

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Sound Barrier Wall Needed
Date: Monday, June 29, 2020 12:24:52 PM

From: SLB []
Sent: Thursday, June 04, 2020 7:01 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Sound Barrier Wall Needed

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Curtis Loftis and the Southeast Connector team:
The south side of I-20 between Green Oaks and Kelly Elliott doesn't have a sound barrier wall included in the project plan. However, once the area has a 2 lane frontage road instead of only a highway on-ramp, I believe the property behind our homes will be developed commercially and we will lose the trees between our homes and the highway, thus increasing the highway noise we hear much more than the original sound study would expect.
PLEASE consider installing a sound barrier wall on the south side of I-20 between Green Oaks and Kelly Elliott.
Thank you,
Shelley Barnett
5103 Overridge Dr.
Arlington, TX 76017

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Sound barrier
Date: Monday, June 29, 2020 12:26:38 PM

-----Original Message-----
From: Kay McKnight []
Sent: Friday, June 05, 2020 6:21 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Sound barrier

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We definitely need a barrier on the south side of I-20 between Green Oaks and Kelly-Elliott. Please consider!

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: Sound Wall
Date:	Monday, June 29, 2020 11:44:32 AM

From: Kent Hart [
Sent: Sunday, June 21, 2020 8:03 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Sound Wall

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ladies /Gentlemen:

Please look closer at adding a sound wall along the south side of I-20 between the Green Oaks & Kelly Elliot exits. As the traffic on I-20 continues to increase the natural barrier (trees) has grown as well, although not at the same pace. To remove those trees without a sound wall will be devastating to the quality of life we have come to expect in Overland Stage Estates. I live on Wind Rock Court, one block from the street closest to I-20. when out for a walk, we can tell a difference in the I-20 noise between the two streets.

Has anyone actually done a noise study, comparing the noise level on the highway side of the trees and the neighborhood side? If yes, could you send those results to me? If no, don't you think it would be the prudent thing to do before moving forward?

Sincerely,

Kent Hart
5105 Wind Rock Ct
Arlington, TX 76017
682-553-3345

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: Southeast Connector - 6201 E Lancaster Fort Worth TX
Date:	Monday, June 29, 2020 12:25:31 PM
Attachments:	060420-resource-map.pdf 6201 E Lancaster.pdf

From: Mohammad Shabbir Aikal [
Sent: Tuesday, June 23, 2020 6:23 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov> **Cc:**
Sam shekha
Subject: Southeast Connector - 6201 E Lancaster Fort Worth TX

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Bussell & Mr. Loftis,

I thought this email was sent yesterday but noticed this morning that my email was still sitting in outbox.
I own the property on 6201 E Lancaster in Fort worth TX; which is within Southeast connector project.

- I have attached the Resource Map and Map # 6 of 8 has my site.
- I have attached and highlighted my site (in Yellow) and per legend there is no Displacement or any new proposed ROW.

My question is how it will impact the current traffic flows and property access.

- Do you have a resource that can help us understand how traffic coming off of 820 will access my site ?
- How will traffic on Lancaster access 820
- How far the access ramps will be ?

Thank you in advance for your input.

Regards
Shabbir Aikal
214-621-1686

Craig St
Louis St
E Lancaster Ave
Union Pacific RR
820

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: Southeast Connector I-20 Project
Date:	Monday, June 29, 2020 11:50:57 AM

From: Lynsey Baker []
Sent: Monday, June 22, 2020 12:54 PM
To: Andrew.piel
Cc: Sabino.martin; SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Southeast Connector I-20 Project

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

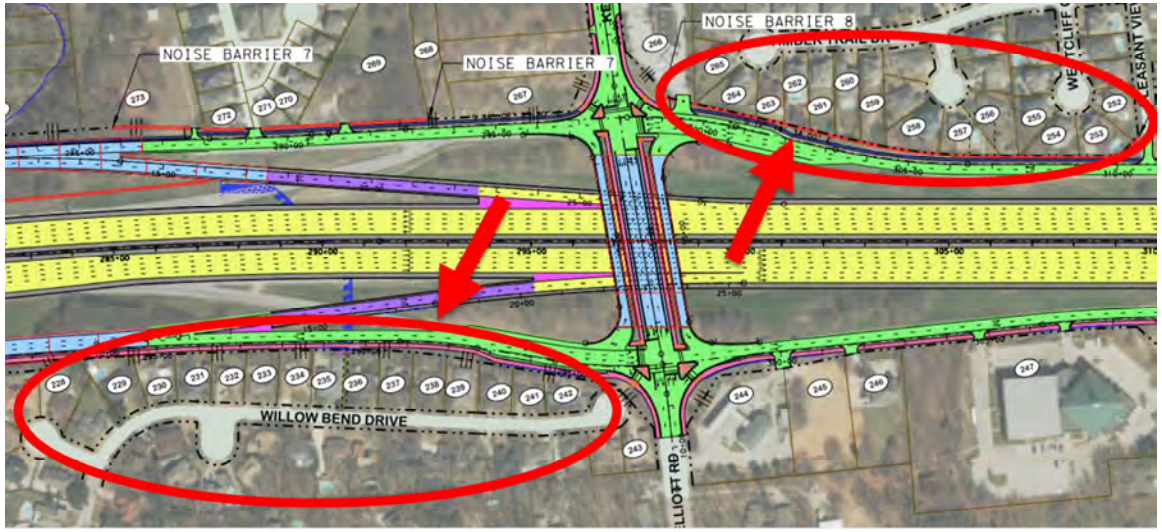
To Whom it May Concern,

I am a resident of the Willow Bend -Thousand Oaks neighborhood of Southwest Arlington. And I am writing to you about my concerns with the upcoming Southeast Connector project. I live at 4315 Willow Bend, along with my husband and three young children. We already currently experience a good deal of noise from the interstate and service road directly behind us. And I use noise machines in mine and my children's bedrooms at night to try and muffle the noise while we sleep. I am very concerned about how expanding the highway and service roads, as well as cutting down numerous trees will impact the noise level, as well as the property value of houses in the neighborhood. I have looked over the proposed project, and I am so disheartened and upset that most, if not all, major residential areas impacted by the new expansion will be receiving noise barriers with the exception of my neighborhood. It appears that TxDOT studies have determined that the noise impact will be SO loud that a noise barrier will not help enough. Therefore, they have decided not to build one at all. Can you imagine how you would feel if this were your peaceful, family neighborhood being disrupted and intruded on by traffic noise at an even louder level than it is now- with no barrier to help cut down on that noise?? Not to mention the construction noise that we will be forced to listen to every day for years! I ask that TxDOT and the City of Arlington reconsider this area of the project and have a noise barrier added to the plans. Or some other arrangements need to be considered/made. Please do not turn our neighborhood into the one that no one wants to live in or move to because of the traffic noise level!

I have attached some images of specific neighborhood comparisons.

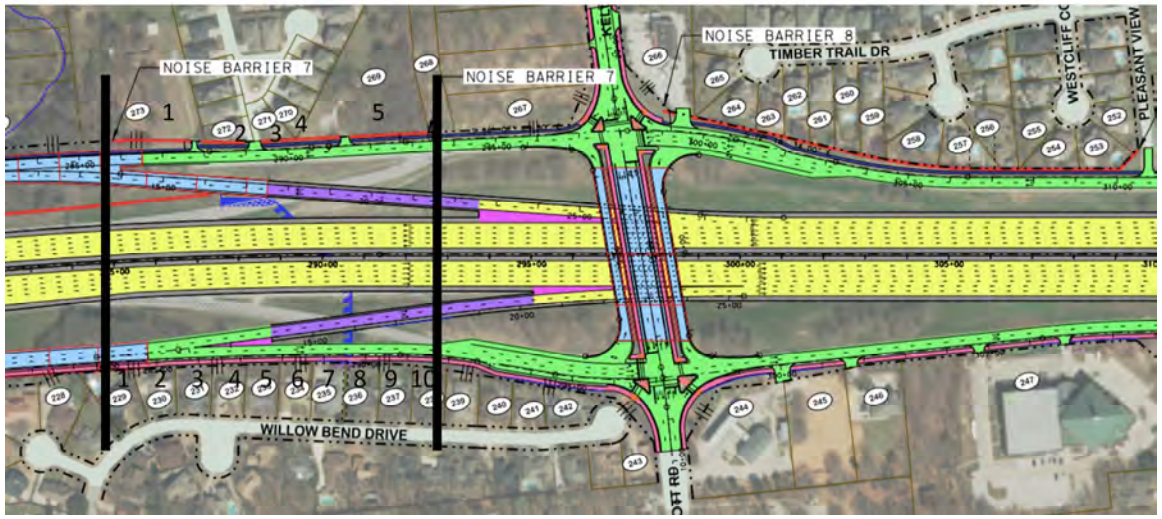
I appreciate your time and I truly hope that you can help convey my concerns to the city as well as TxDOT.

Thank you,
Lynsey Kelly and family



Another look at this section of the Southeast Connector project shows a comparable street adjacent to Willow Bend Drive. The north side has 14 homes and the south side has 15 homes along I-20 . The houses on the north side of I-20 will be getting a noise barrier the entire length of the service road. Based on current proposals the south side gets no noise

The section of the Southeast Connector Project below shows that the north side of I-20 will receive a proposed noise barrier that will impact 5 homes. In comparison, the equivalent distance on the south side of I-20 has total of 10 homes that are already much closer to the highway and no noise barrier will be built.



From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: Southeast Connector Project Concerns
Date:	Monday, June 29, 2020 11:44:01 AM

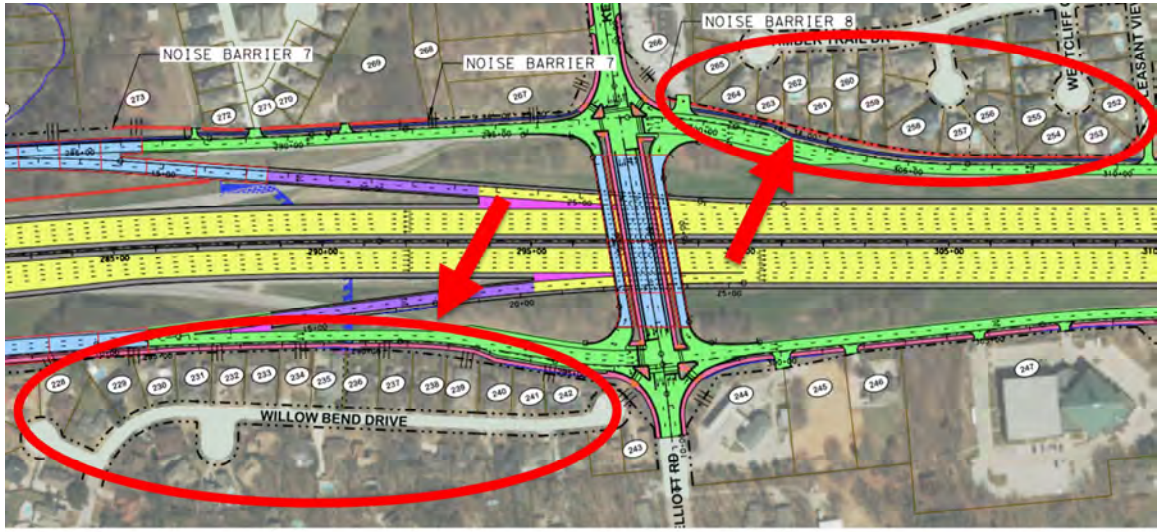
From: Kayla Ferrell [
Sent: Saturday, June 20, 2020 9:49 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Southeast Connector Project Concerns

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it May Concern,
I was given this contact information by a neighbor. I am a resident of the Willow Bend -Thousand Oaks neighborhood, and I am writing to you about my concerns with the upcoming Southeast Connector project. I live at 4307 Willow Bend along with my two young children, and we currently experience a great deal of noise from the interstate and service road directly behind us. I currently use noise machines in my children's bedrooms at night to try and muffle the disturbances while they sleep. Expanding the highway and service roads, as well as cutting down numerous trees, will dramatically increase the noise. I have looked over the proposed project, and I am so disheartened and upset that most, if not all, major residential areas impacted by the new expansion will be receiving noise barriers with the exception of my neighborhood. It appears that TxDOT studies have determined that the noise impact will be so loud that a noise barrier won't help enough, therefore they have decided not to build one at all. I strongly feel like TxDOT and the City of Arlington need to take another look at this area of the project and have a noise barrier added to the plans. I have attached some images of specific neighborhood comparisons.

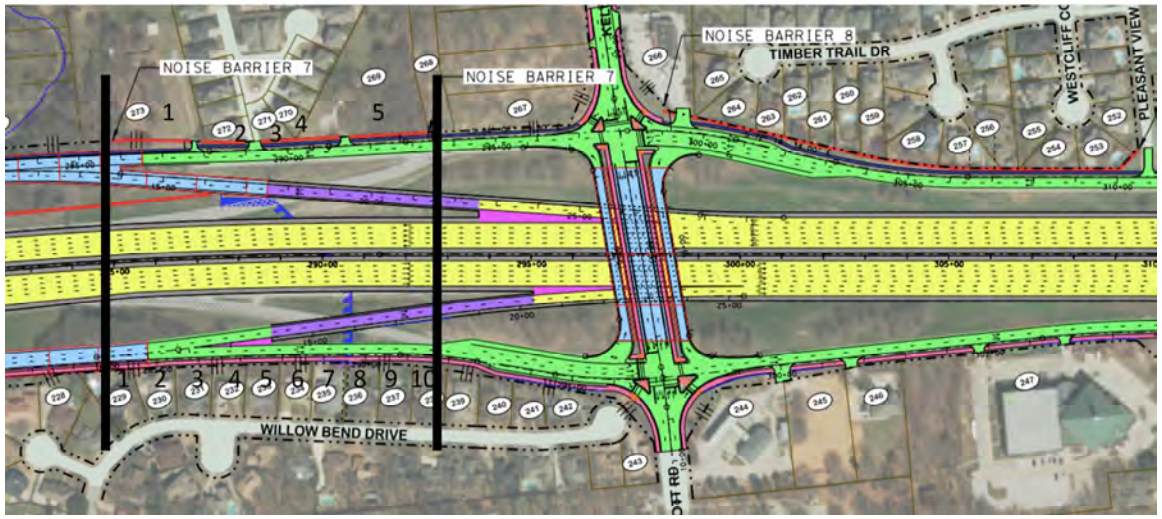
I appreciate your time and I truly hope that you can help convey my concerns to the city as well as TxDOT.

Thank you,
Kayla Ferrell



Another look at this section of the Southeast Connector project shows a comparable street adjacent to Willow Bend Drive. The north side has 14 homes and the south side has 15 homes along I-20 . The houses on the north side of I-20 will be getting a noise barrier the entire length of the service road. Based on current proposals the south side gets no noise

The section of the Southeast Connector Project below shows that the north side of I-20 will receive a proposed noise barrier that will impact 5 homes. In comparison, the equivalent distance on the south side of I-20 has total of 10 homes that are already much closer to the highway and no noise barrier will be built.



From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Southeast Connector Project through Arlington TX
Date: Monday, June 29, 2020 11:43:27 AM

From: Dave Mitchell [
] **Sent:** Saturday, June 20, 2020 9:34 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: sheri.capehart
Subject: Southeast Connector Project through Arlington TX

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have several concerns with the Green Oaks to Kelly Elliott section of the proposed Southeast Connector project. We currently experience zero traffic issues in this area, therefore I believe the portion of the project to add access roads to that section of the project will be a waste of taxpayer dollars and should be removed from the project. Among the issues that adding access roads to this area of the project I believe will cause are:

1. Additional runoff into Kee Branch Creek. Removing that many trees and vegetation will increase the rain runoff, potentially causing additional flooding issues currently being experienced by residents living north of the highway.
2. Noise Pollution. Your study states that the decibel levels on the south side of I-20 in this area will actually lower after the construction project without a sound barrier in place. I contend that moving traffic 185 feet closer to residential areas and removing the natural sound barrier of up to 8 acres of trees will make the entire area much louder. I am curious to find out how the laws of acoustic dynamics are universal on this planet except on the south side of I-20 between Green Oaks and Kelly Elliott. If anything, I contend the sound levels will increase greatly because the project calls for sound barriers to be installed on the north side which will reverberate the noise back to the south side of the highway.
3. Safety. According to the plans, the access roads will border residential fence lines. Eventually someone will hit a ball over their fence and into fast moving oncoming traffic. Any accidents occurring on the access road could potentially crash through a residential fence.
4. Aesthetics. The highway is currently shielded from the residential areas by the trees. Removing them and moving traffic near the fence line will be an eyesore for the residents to endure.
5. Air Pollution – Removing the trees and moving traffic closer to the residential areas will allow more carbon monoxide to drift across the neighborhoods.

There is nothing in this portion of the project that I believe will benefit anyone and it will be detrimental to thousands of people. I travel this section of I-20 every day during rush hours. I have never once sat more than two cars back at either the Kelly Elliott or Park Springs intersection lights after the off-ramps, so additional access roads are not warranted. The only thing that could potentially help traffic in this area would be to install on and off ramps between Kelly Elliott and Park

Springs so that drivers would not need to go through a light before and after entering the highway prior to turning onto Kelly Elliott and Park Springs. Neither of those options are included in the project.

We do not want or need the proposed changes to the access roads between Green Oaks and Kelly Elliott. Please save the Texas taxpayers millions of dollars and leave this section as is.

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: Southeast Connector Public Hearing - Historic Carver Heights - Response
Date:	Monday, June 29, 2020 11:42:44 AM
Attachments:	image003.png

From: Gyna Bivens []
Sent: Saturday, June 20, 2020 8:24 PM
To: Dolores Connor ; Chad Putnam <Chad.Putnam@txdot.gov; HistoricCarverHt; SoutheastConnector<SoutheastConnector@txdot.gov>
Cc: bert.williams1>; johnson-vaughn-heiskell; jane817; mdthomps; zetroc2015; ljefferson1920; Henry1329; gynabivens; betsy.price; victor.turner; william.johnson; nicole.collier; monique.white; detra.whitmore; Curtis Loftis <Curtis.Loftis@txdot.gov>; Curtis Hanan <Curtis.Hanan@txdot.gov>; <Torchy.White; Linda Henderson
Subject: RE: Southeast Connector Public Hearing - Historic Carver Heights - Response

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you HCH. Chad and I were Trinity Metro's President and Vice President yesterday.

Gyna M. Bivens
President & Executive Director, North Texas LEAD
p: 817.352.1675 | e: | w: www.northtexaslead.org
a: P.O. Box 48958, Watauga, TX 76148

Did You Apply?

NORTHTEXASLEAD
CONNECTING DIVERSE TALENT

From: Dolores Connor

Sent: Saturday, June 20, 2020 5:51 PM
To: Chad Putnam <Chad.Putnam@txdot.gov>; HistoricCarverHt <; SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: bert.williams1>; johnson-vaughn-heiskell; jane817; mdthomps; zetroc2015; ljefferson1920; Henry1329; gynabivens; betsy.price; victor.turner; william.johnson; nicole.collier; monique.white; detra.whitmore; Curtis Loftis <Curtis.Loftis@txdot.gov>; Curtis Hanan <Curtis.Hanan@txdot.gov>; <Torchy.White; Linda Henderson

Subject: Re: Southeast Connector Public Hearing - Historic Carver Heights - Response

I really appreciate that Chad.
Thank you very much,

Dolores L. Connor

Notary

P. O. Box 8863

Ft. Worth, TX 76124

817-429-0688

From: Chad Putnam <Chad.Putnam@txdot.gov>
Sent: Saturday, June 20, 2020 4:00 PM
To: Dolores Connor HistoricCarverHt ; SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: bert.williams1>; johnson-vaughn-heiskell; jane817; mdthomps; zetroc2015; ljefferson1920; Henry1329; gynabivens; betsy.price; victor.turner; william.johnson; nicole.collier; monique.white; detra.whitmore; Curtis Loftis <Curtis.Loftis@txdot.gov>; Curtis Hanan <Curtis.Hanan@txdot.gov>; <Torchy.White; Linda Henderson

<Linda.Henderson@txdot.gov>
Subject: Re: Southeast Connector Public Hearing - Historic Carver Heights - Response

Thank you for your comments, Dolores. I will make sure that these and the comments that Torchy provided yesterday are shared with the project team and documented in the official public hearing documentation.

Thanks,

Chad

Chad Putnam | Environmental Specialist
Advanced Project Development | Fort Worth District
Texas Department of Transportation |2501 S.W. Loop 820, Fort Worth, TX 76133
(817) 370-6567 Work | Chad.Putnam@txdot.gov

From: Dolores Connor
Sent: Saturday, June 20, 2020 3:34:08 PM
To: Chad Putnam <Chad.Putnam@txdot.gov>; HistoricCarverHt < SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: bert.williams1>; johnson-vaughn-heiskell; jane817; mdthomps; zetroc2015; ljefferson1920; Henry1329; gynabivens; betsy.price; victor.turner; william.johnson; nicole.collier; monique.white; detra.whitmore; Curtis Loftis Curtis.Loftis@txdot.gov>; Curtis Hanan <Curtis.Hanan@txdot.gov>; Torchy.White; Linda Henderson
Subject: Re: Southeast Connector Public Hearing - Historic Carver Heights - Response

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Chad & TxDot 820 South expansion Team,

I wanted to participate in a timely manner for public remarks & input for the South bound Loop 820 widening project. I believe the final remarks are due on June 22, 2020.

While Torchy has presented the historic Carver Heights Neighborhood Associations position on issues pertaining to the widening of Loop 820 South, I see the suggestion that I made for the **southbound Braided Ramp/Fly Over Ramp Exit to Ramey Ave** is one that resolves our

greatest issues and would eliminate the welcomed invasion into our precious neighborhood & quiet community.

Please Consider this recommendation as a mutual agreement & resolution to most all of the issues raised in previous meetings that we have had with TxDot. Incorporating this type of southbound exit to Ramey Ave. there would be fewer issues for this community involving:
1. No need for restricted turns from or onto Truman Drive or Prothrow streets, no excessive community traffic flow onto Vel Dr. or Lucus
2.The Plaza Circle entrance to Southbound Loop 820 would remain the same.
3. Additional Bus stop to be placed near Chase Bank on the south side of Ramey Ave. which was agreed to by the Trinity Metro executive officers. Therefore we consider this resolved.

That leaves the
(1) We recommend Sidewalk traffic to access the northbound side of Loop 820 which is commercial. If done we would consider this resolved.
(2) Noise - An issue that HCH would appreciate TxDot addressing their attention to solving/resolving.

Please incorporate our recommendation to include a Southbound Braided Ramp/Fly Over Ramp to Ramey Ave. on the Loop 820 south widening project. We see this as a win/win for Taxpayers and the Historic Carver Heights community.

We are eager to see the TxDot drawing of this recommended Braided Ramp/Fly Over Ramp.

Thank you,

Dolores L. Connor

1st Historic Carver Heights Historian

Notary

P. O. Box 8863

Ft. Worth, TX 76124

817-429-0688

From: Chad Putnam <Chad.Putnam@txdot.gov>
Sent: Saturday, June 20, 2020 7:58 AM
To: HistoricCarverHt ; SoutheastConnector <SoutheastConnector@txdot.gov>

Cc: HistoricCarverHt <
Subject: Re: Southeast Connector Public Hearing - Historic Carver Heights - Response

Torchy,

I have received your public hearing response and it will be included in the official public hearing documentation.

Thanks,

Chad

Chad Putnam | Environmental Specialist
Advanced Project Development | Fort Worth District
Texas Department of Transportation |2501 S.W. Loop 820, Fort Worth, TX 76133
(817) 370-6567 Work | Chad.Putnam@txdot.gov

From: HistoricCarverHt
Sent: Friday, June 19, 2020 9:40:47 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>; Chad Putnam <Chad.Putnam@txdot.gov>
Cc: HistoricCarverHt bert.williams1>; johnson-vaughn-heiskell; jane817; mdthomps; zetroc2015; ljefferson1920; Henry1329; gynabivens; betsy.price; victor.turner; william.johnson; nicole.collier; monique.white; detra.whitmore; Curtis Loftis <Curtis.Loftis@txdot.gov>; Curtis Hanan <Curtis.Hanan@txdot.gov>; <Torchy.White; Linda Henderson

Subject: Southeast Connector Public Hearing - Historic Carver Heights - Response

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Chad,

Please find attached our response to the Southeast Connector Public Hearing regarding our Historic District. Please let us know that it was received and submitted before the Monday, June 22, 2020 deadline. Thank you in advance.

Best Regards,
Torchy

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Southeast Connector
Date: Monday, June 29, 2020 12:20:39 PM

-----Original Message-----
From: misty rios [
Sent: Monday, June 22, 2020 9:43 PM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Southeast Connector

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

I am concerned that the upcoming Southeast Connector project does not adequately address the noise increase associated with highway expansion. I live in the Willow Bend subdivision that will be impacted with increase noise levels from this expansion. In particular, the homes that run parallel to I-20 on both sides of Willow Bend Drive will see objectionable noise increases. I have measured from 60-80Db at my house at 4303 Willow Bend Drive. This Db level is louder with trucks changing grade and motorcycles and will certainly be louder after the highway expansion.

Your plans call for a noise barrier (#7) on the north side but none on the southside of I-20, which doesn't make sense with the high house density on the southside as well as the fact that we are significantly closer to the freeway.

My recommendation is to build a noise barrier near the I-20 exit to Kelly Elliot (exit 447) along the frontage road to the Kelly Elliott bridge. On Roll 3, this wall would be from properties 228-243. This wall should be constructed without eliminating the trees which provide some visual relief from the eyesore of the highway.

A noise barrier is greatly needed in this area and would help bring the noise levels in our subdivision into compliance with TxDot and US Highway max recommended noise levels.

Thank you for your consideration in this significant matter, Misty Russell

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Statement of Support
Date: Monday, June 29, 2020 12:26:17 PM
Attachments: image002.png
image003.png
image004.png
image006.png
Southeast_Connector.pdf

From: Cecile Grady [
Sent: Friday, June 05, 2020 10:53 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Cc: Samuel Simmons <
Subject: Statement of Support

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attached please find a Statement of Support for the Southeast Connector: IH 20 from Forest Hill Drive to Park Springs Boulevard, IH 820 from IH 20 to Brentwood Stair Road, and US 287 from Bishop Street to Sublett Road.

Thank you,

Cile Grady
Senior Administrative Assistant
North Central Texas Council of Governments
616 Six Flags Drive I Arlington, TX 76011
817.695.9250 I 817.640.3028 Fax
cgrady@nctcog.org

Find us on social media
NCTCOGtrans

METROPOLITAN PLANNING ORGANIZATION
FOR THE DALLAS-FORT WORTH REGION

North Central Texas Council of Governments

Statement of Support

Southeast Connector
IH 20 from Forest Hill Drive to Park Springs Boulevard, IH 820 from IH 20 to Brentwood Stair Road, and US 287 from Bishop Street to Sublett Road

Submitted on June 5, 2020 by the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area

The Southeast Connector is a vital transportation corridor that sustains the local, regional, and state economy. In the North Texas region, this corridor also serves multiple routes for local commuters and provides access to several key highways and transportation facilities. The proposed improvements to the Southeast Connector are essential for commuters and other travelers in the corridor by providing increased management of congestion, reduced weaving, and improved reliability. The recommended improvements to these sections of Interstate Highway (IH) 20, IH 820, and US Highway (US) 287 include the reconstruction and widening of main lanes and frontage roads, and four-lane collector-distributor roads on IH 20 between IH 820 and US 287. Bicycle and pedestrian accommodations, including shared-use paths and sidewalks along frontage roads and at cross street intersections are recommended. The proposed improvements are consistent with *Mobility 2045: The Metropolitan Transportation Plan for North Central Texas*. The North Central Texas Council of Governments (NCTCOG) supports project recommendations that are consistent with Mobility 2045 and will improve regional mobility, safety, and air quality. The Southeast Connector is one of several planned projects in Tarrant County and in the region. Building consensus, partnering, coordinating, and ongoing work on this project dates back nearly 20 years. The Southeast Connector is a regional priority of the Regional Transportation Council (RTC). Because of its importance, the RTC and NCTCOG will continue to provide any assistance in the planning, funding, design, and implementation of the proposed improvements to this project.

Contact:
Amanda Wilson, AICP
Public Involvement Manager
(817) 695-9284

Samuel Simmons
Senior Transportation Planner
(817) 704-2523

About the Regional Transportation Council
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The 12-county Dallas-Fort Worth Metropolitan Planning Area includes Collin, Dallas, Denton, Ellis, Hunt, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

About the North Central Texas Council of Governments
The North Central Texas Council of Governments (NCTCOG) is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 240 member governments including 16 counties, 167 cities, 19 school districts, and 27 special districts.

From: SoutheastConnector
To: Katelyn Kowalczyk; Chad Putnam
Subject: FW: Tree removal
Date: Monday, June 29, 2020 11:46:23 AM

-----Original Message-----
From: Lynn Healy []
Sent: Monday, June 22, 2020 8:07 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Tree removal

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have read and reviewed every portion of the virtual presentation, including appendices, maps, etc. for the entire scope of the project.
I can see that much study effort had been made in reducing negative environmental impact. I particularly appreciate and thank you for considerations for terrestrial wildlife crossing and reptile protection.
The stated plans for tree protection state that as few as possible will be removed. However the actual plan shows very large swaths of cross timber removal, particularly in SW Arlington.
Please study the design plan between Green Oaks and Kelly Elliott and devise a solution to the access, mobility need vs the urgency of tree protection.
Those trees provide erosion control; run off cleansing/ filtering; water quality protection in the creeks, tributaries, ponds and lake; significant flood control in an area of already expanding flood plain; noise abatement; wildlife habitat, aesthetic and monetary value.
I believe that with further consideration a frontage road with suitable traffic mobility & safety can be accomplished with minimal cross timber forest destruction.
A few additional comments:
Please ensure at least 75% native vegetation in roadside replanting.
Please utilize dark sky friendly lighting.

Lynn Healy

[A Texas Department of Transportation (TxDOT) message]<https://www.txdot.gov/inside-txdot/media-center/featured.html>

From: secretevans
To: Michael Peters; Donna Fowler
Subject: TxDOT Internet E-Mail
Date: Monday, June 22, 2020 12:49:53 PM

Name: Ms. Secret Sowels
Address:
Forest Hill by, TX

Requested Contact Method: Email

Reason for Contact: Customer Service
Complaint: No

Nearest Major City: Forest Hill

Comment: There should be more focus on finding ways to correct the Right of Ways. I live near the I-20/287 interchanges and have heard many crashes at or near the Mansfield Highway Business exit. As more commuters travel these roads and rely on technology to get to their destinations on time, increases in speed times and last minute lane-changes will occur.

From:	SoutheastConnector
To:	Katelyn Kowalczyk; Chad Putnam
Subject:	FW: Letter from Senator Powell
Date:	Monday, June 29, 2020 11:27:33 AM
Attachments:	TXDOT Letter 06.11.pdf

From: Avery H Martinez []
Sent: Wednesday, June 17, 2020 10:56 AM
To: SoutheastConnector <SoutheastConnector@txdot.gov>
Subject: Letter from Senator Powell

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

I have attached a letter from Senator Beverly Powell regarding the Southeast Connector project. Please let me know if you need anything further.

Thank you,

Avery H. Martinez
Public Education | Transportation
State Senator Beverly Powell | District 10
Office:512-463-0110 | Cell:512-934-4488
Capitol Extension E1.712

COMMITTEE ON EDUCATION
COMMITTEE ON HEALTH AND HUMAN SERVICES
COMMITTEE ON HIGHER EDUCATION
COMMITTEE ON NATURAL RESOURCES
& ECONOMIC DEVELOPMENT

SENATOR BEVERLY POWELL

DISTRICT 10

June 11, 2020

To Whom It May Concern,

Our office has been made aware of a concern regarding the Southeast Connector Project. Specifically, we are concerned about the removal and extreme cutting of trees located primarily in Crosstimber Woodland and Forest and the Riparian Vegetation, as referenced in Appendix F, Resource Map. Page 7 (see attached). I understand you have received comments from the Greater Fort Worth Sierra Club and community group Liveable Arlington expressing the same sentiments.

I certainly understand the necessity of maintaining the health and safety of the community, but I ask that you balance between the health and safety of Texas while at the same time preserving and protecting our environment. I respectfully ask that TXDOT thoughtfully consider the concerns from affected residents, Liveable Arlington and the Greater Fort Worth Sierra Club as it relates to the cutting and removal of trees. If you should have any questions, please do not hesitate to call my office at 817-820-0007.

Thank you,

Beverly Powell

Beverly Powell
Senator, District 10

CAPITOL OFFICE:
E1.712 • P.O. BOX 12068 • AUSTIN, TEXAS 78711
(512) 463-0110 • FAX: (512) 475-3745
beverly.powell@senate.texas.gov

From:	NEPA
To:	Chad Putnam
Subject:	RE: Draft Environmental Assessment Available for Public Review - Southeast Connector Project (CSJ: 0008-13-125, etc.)
Date:	Thursday, August 13, 2020 1:17:58 PM
Attachments:	NEPA Response TxDot 20-04.docx

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr or Ms.

Find attached the NEPA review by TCEQ for project CSJ 0008-13-125.

Please feel free to contact me if you require further information.

Jeff Benavente
NEPA Coordinator
Texas Commission on Environmental Quality
Austin, TX 78711

(512) 239-2619

From: Chad Putnam <Chad.Putnam@txdot.gov>
Sent: Wednesday, June 17, 2020 8:49 AM
To: NEPA <
Cc: Scott Ford <Scott.Ford@txdot.gov>
Subject: Draft Environmental Assessment Available for Public Review - Southeast Connector Project (CSJ: 0008-13-125, etc.)

The Texas Department of Transportation ("TxDOT"), is proposing to reconstruct and widen I-20, I-820, and US 287 including the three major interchanges in southeast Tarrant County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review. The draft EA is available by go to the following web address: www.txdot.gov and search keywords: "Southeast Connector". I have also provided a direct link to the webpage below. You may call (817) 370-6807 to ask questions about the project and access project materials at any time during the project development process.

https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/060420.html

Thanks,

Chad

Chad Putnam | Environmental Specialist
Advanced Project Development | Fort Worth District
Texas Department of Transportation |2501 S.W. Loop 820, Fort Worth, TX 76133
(817) 370-6567 Work | Chad.Putnam@txdot.gov

Re: Response to Request for TCEQ Environmental Review

The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project:

RECONSTRUCT AND WIDEN I-20, I-820, AND US 287 CSJ 0008-13-125

The proposed project isn't a project-level conformity request yet, so we have no response at this time.

We are in support of the project. The environmental assessment addresses issues related to surface and groundwater quality.

TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.

If you have any questions, please feel free to contact the NEPA Coordinator at (512) 239-0010

H. Figures

Presentation Slides (English)

Presentation Script (English)

Presentation Slides (Spanish)

Presentation Script (Spanish)

Virtual Public Hearing Website

Public Hearing on YouTube (English)

Public Hearing on YouTube (Spanish)

Virtual Public Hearing

Southeast Connector

Reconstruction and Widening of I-20, I-820, & US 287

I-20 from Forest Hill Drive to Park Springs Boulevard

I-820 from I-20 to Brentwood Stair Road

US 287 from Bishop Street to Sublett Road

Tarrant County, Texas

CSJ: 0008-13-125, etc.

Posted Online: June 4, 2020

TEXAS CLEAR LANES

#EndTheStreakTX

End the streak of daily deaths on Texas roadways.

Public Hearing Agenda

1. Welcome
2. Public Comments
3. Project Design
4. Environmental
5. Right of Way
6. Adjournment

Public Hearing Purpose

- Inform the public of project status, summarize studies conducted to date, and present recommendations.
- Describe the project so the public can determine how they may be affected.
- Provide the public the opportunity to provide input.
- Develop a record of public participation.

How to Submit Your Comments

Verbal Comment:

Call (817) 887-6150 and leave a voice message.

Email: SoutheastConnector@txdot.gov

Mail: TxDOT Fort Worth District Office
Attn: Loyl C. Bussell, P.E.
2501 SW Loop 820
Fort Worth, Texas 76133

All comments must be received on or before:
June 22, 2020

Virtual Public Hearing Website:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

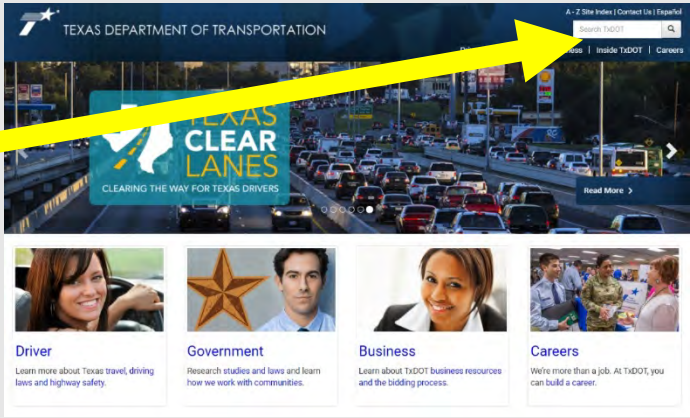
Submit Online:

Visit www.TxDOT.gov
In the upper right-hand search box enter:

Southeast Connector

Select "Virtual Public Hearing and Draft Environmental Assessment Available for Public Review – Southeast Connector"
Then click:

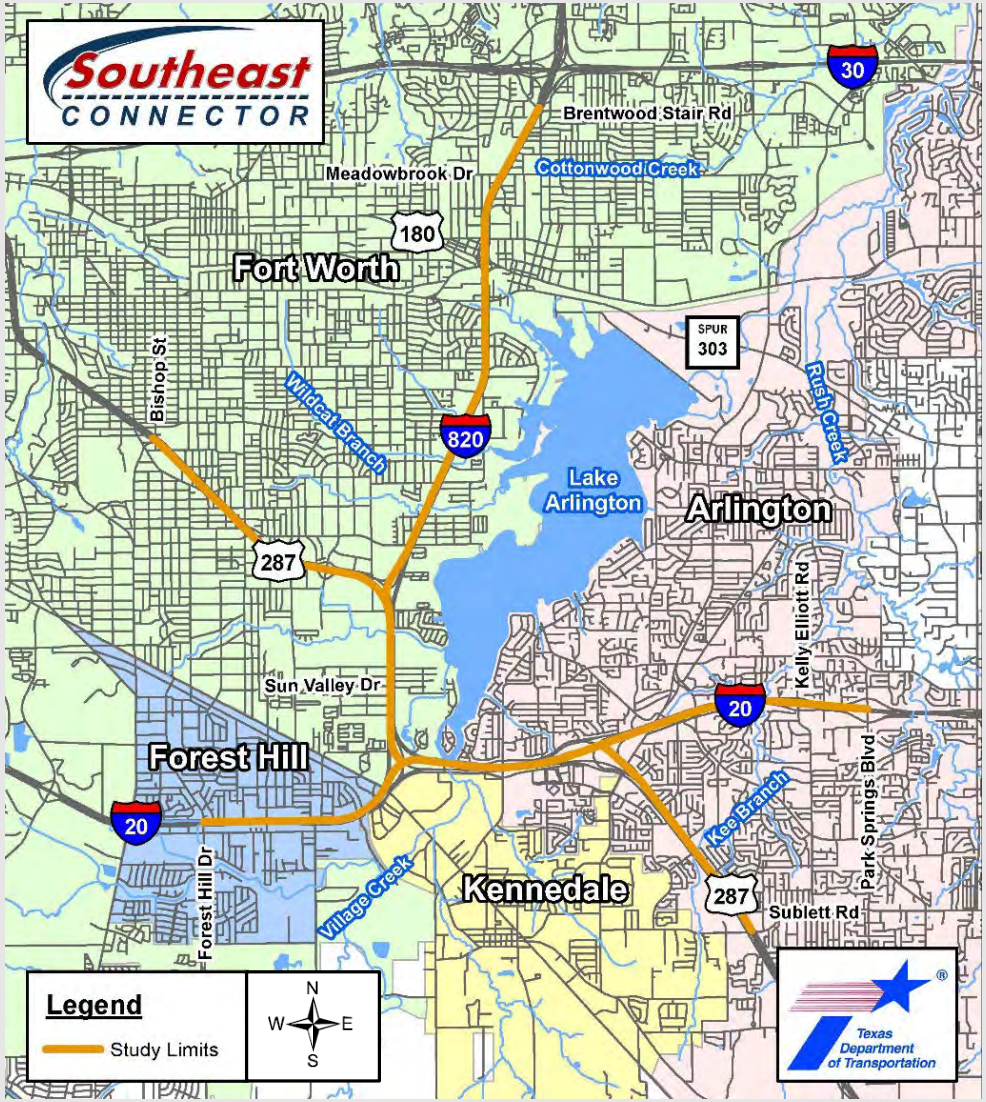
Submit Your Comment



Project Partners

- Federal Highway Administration (FHWA)
- North Central Texas Council of Governments (NCTCOG)
- City of Fort Worth
- City of Forest Hill
- City of Arlington
- City of Kennedale
- Tarrant County
- Trinity Metro

Project Location



TEXAS CLEAR LANES

- Project Limits
  - I-20 from Forest Hill Drive to Park Springs Boulevard
  - I-820 from I-20 to Brentwood Stair Road
  - US 287 from Bishop Street to Sublett Road
  - Total Project Length: 16 miles

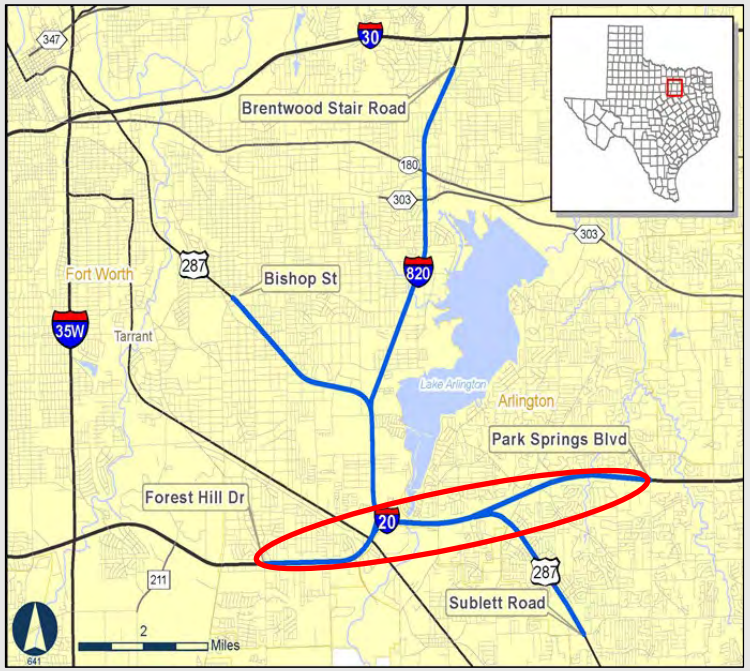
Project Purpose and Need

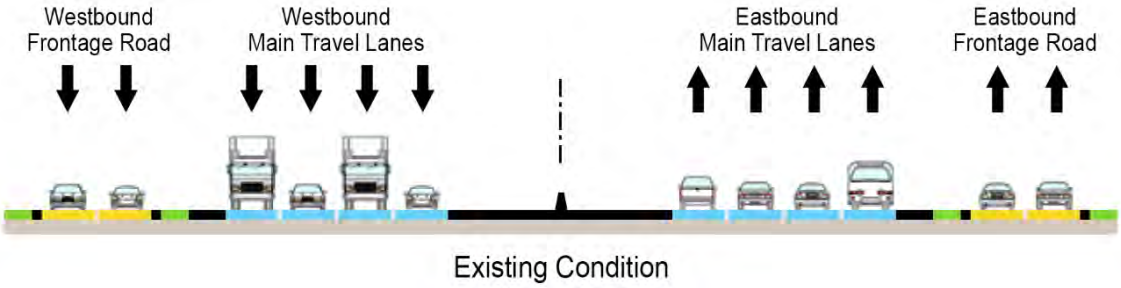
- Project Needs
  - Traffic congestion, reduced mobility, and an unacceptable Level of Service (LOS).
  - Inefficient roadway connectivity.
  - No continuous pedestrian or bicycle accommodations.

- Project Purpose
  - Reduce traffic congestion.
  - Improve mobility and connectivity.
  - Provide continuous pedestrian or bicycle accommodations.

Project Description – Existing Facility: I-20

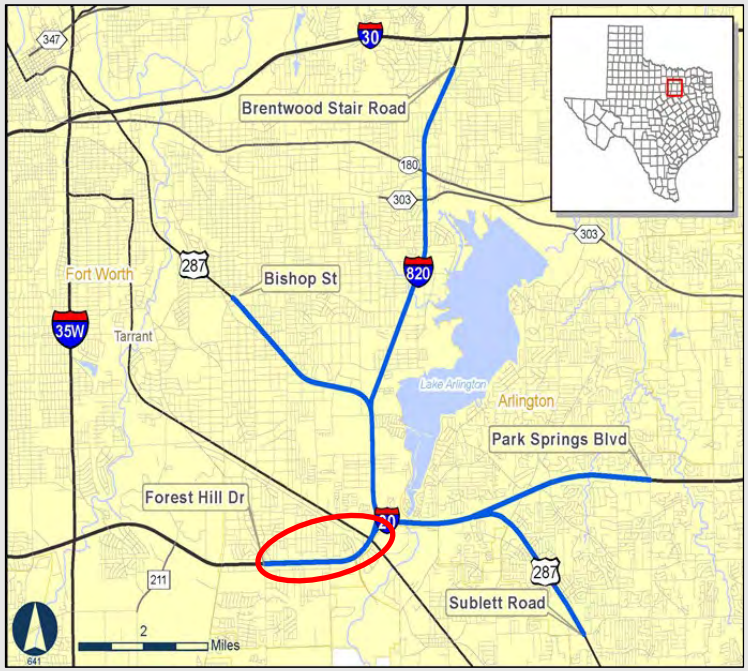
- I-20 from Forest Hill Drive to Park Springs Boulevard:
  - 4 to 5 main travel lanes in each direction separated by a concrete safety barrier or metal beam guard fence, with inside and outside shoulders.
  - 2 to 3 lane discontinuous frontage roads.

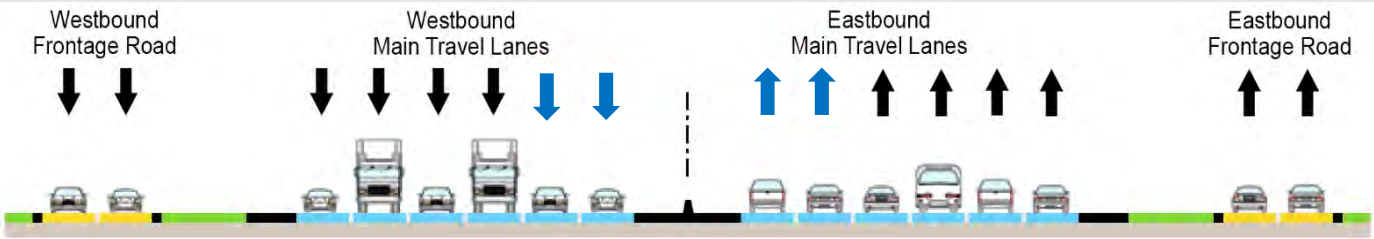




Project Description – Proposed Facility: I-20

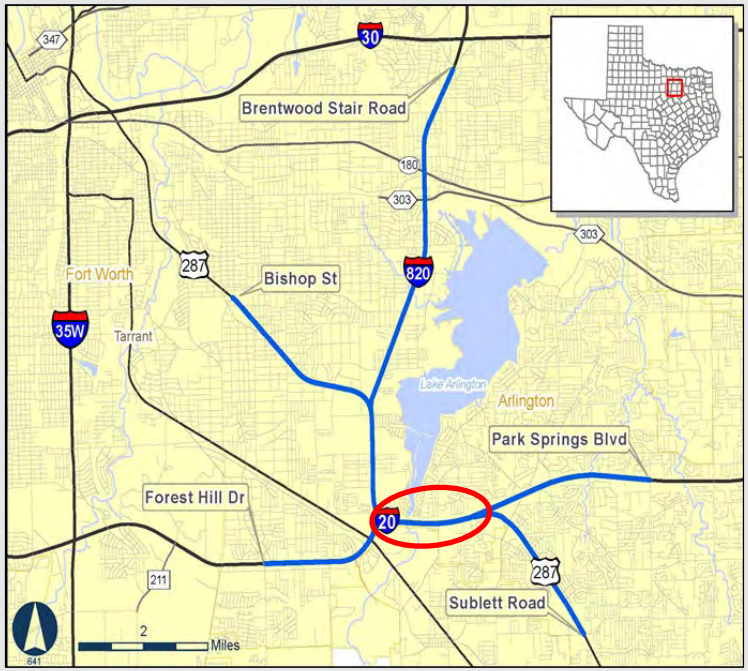
- I-20 from Forest Hill Drive to I-20/I-820 Interchange:
  - Reconstruct and widen to 6 main travel lanes in each direction.
  - Auxiliary lanes would be added between the entrance and exit ramps.
  - Frontage roads would be reconstructed and widened to 2 to 4 continuous lanes in each direction.

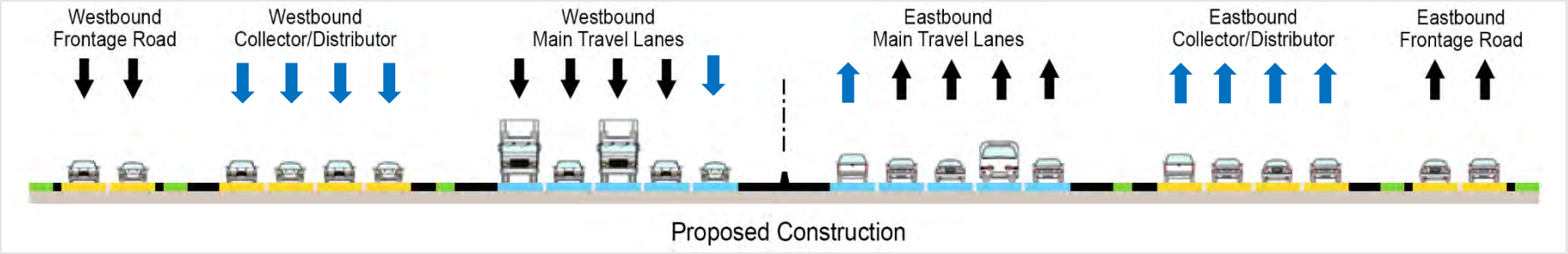




Project Description – Proposed Facility : I-20

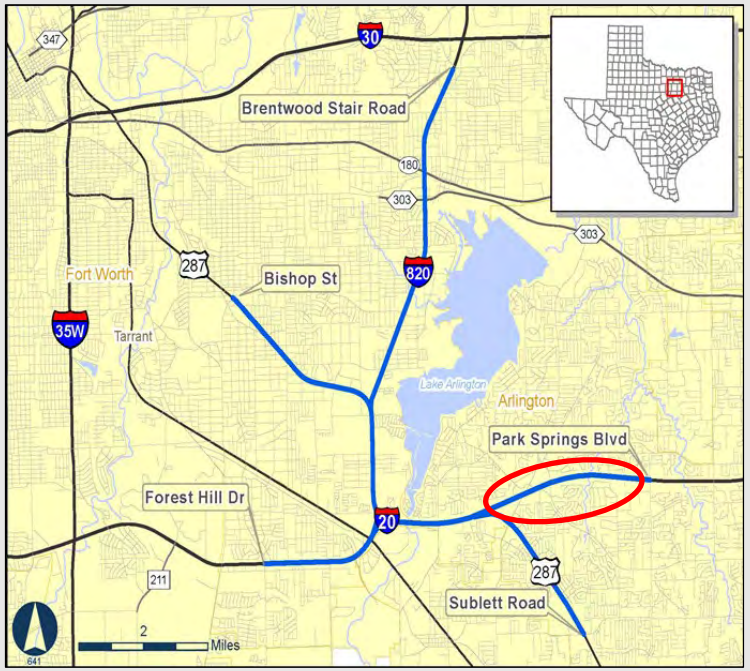
- I-20 from I-820 Interchange to US 287 Interchange:
  - Reconstruct to 5 main travel lanes in each direction.
  - Construct a 4-lane collector-distributor road system in each direction.
  - Frontage roads to be reconstructed and widened to 2 to 4 continuous lanes in each direction.

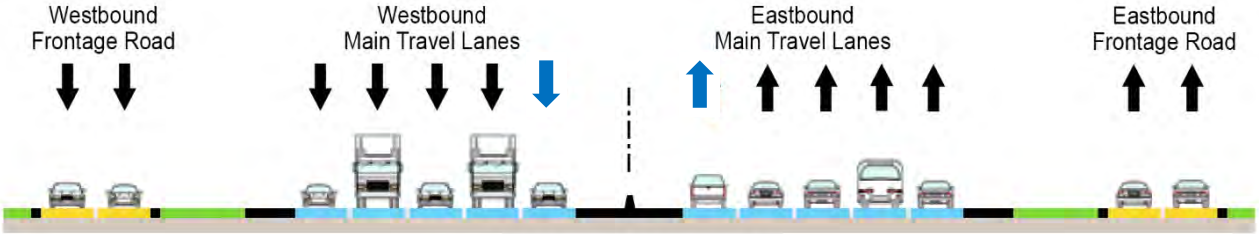




Project Description – Proposed Facility : I-20

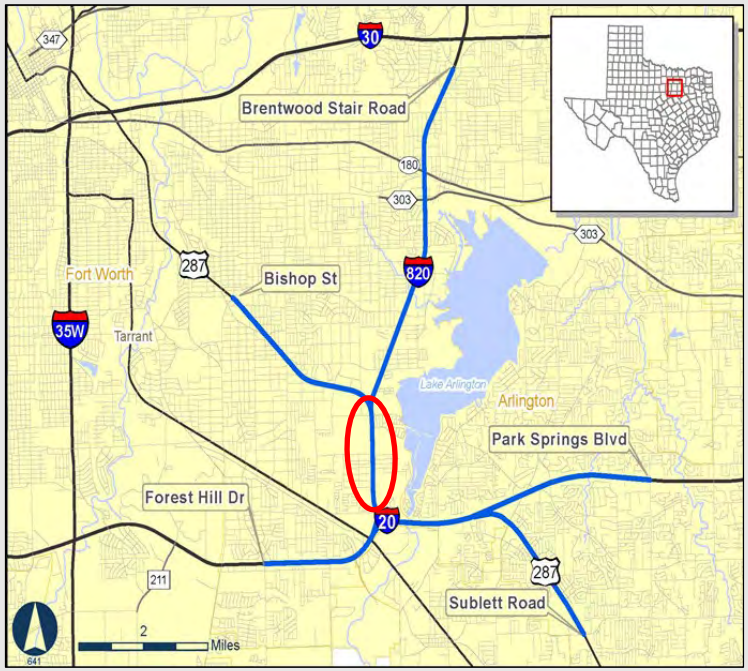
- I-20 from I-20/US 287 Interchange to Park Springs Boulevard:
  - Reconstruct and widen to 5 main travel lanes in each direction.
  - Auxiliary lanes added between the entrance and exit ramps.
  - Frontage roads to be reconstructed and widened to 2 to 4 lanes in each direction.





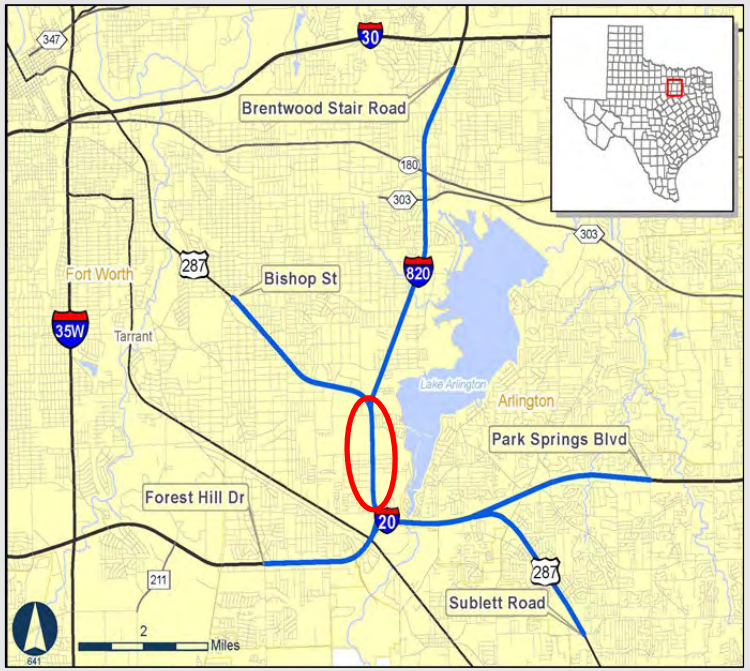
Project Description – Existing Facility : I-820

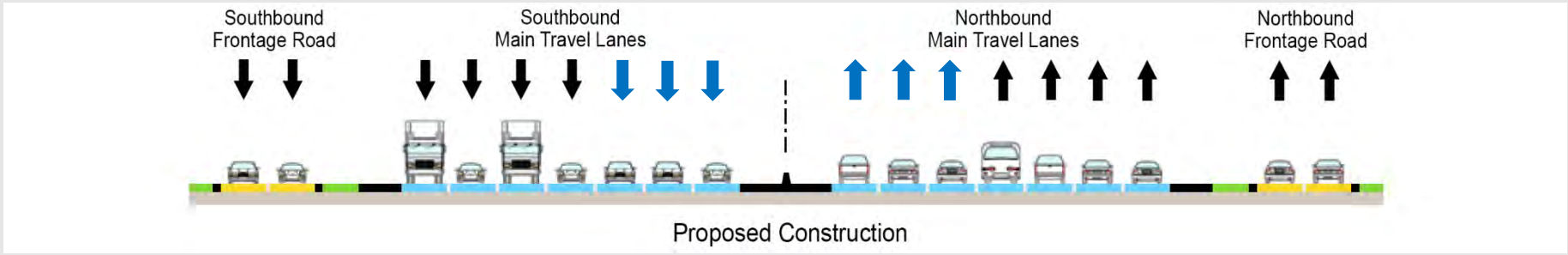
- I-820 from I-20 to I-820/US 287 Interchange:
  - 4 main travel lanes in each direction separated by a concrete safety barrier or metal beam guard fence, and inside and outside shoulders.
  - Continuous frontage roads from I-20 to the I-820/US 287 Interchange.



Project Description – Proposed Facility : I-820

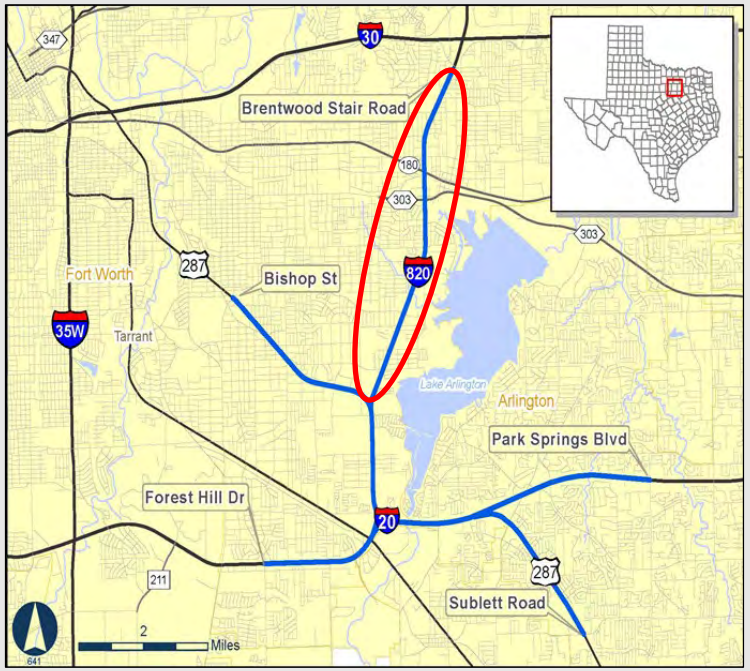
- I-820 from I-20 to I-820/US 287 Interchange:
  - Reconstruct and widen to 7 main travel lanes in each direction.
  - Frontage roads to be reconstructed and widened to 2 to 4 continuous lanes in each direction.

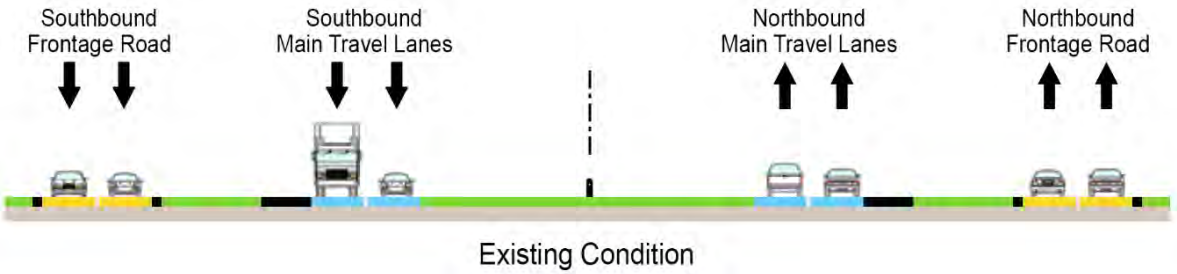




Project Description – Existing Facility : I-820

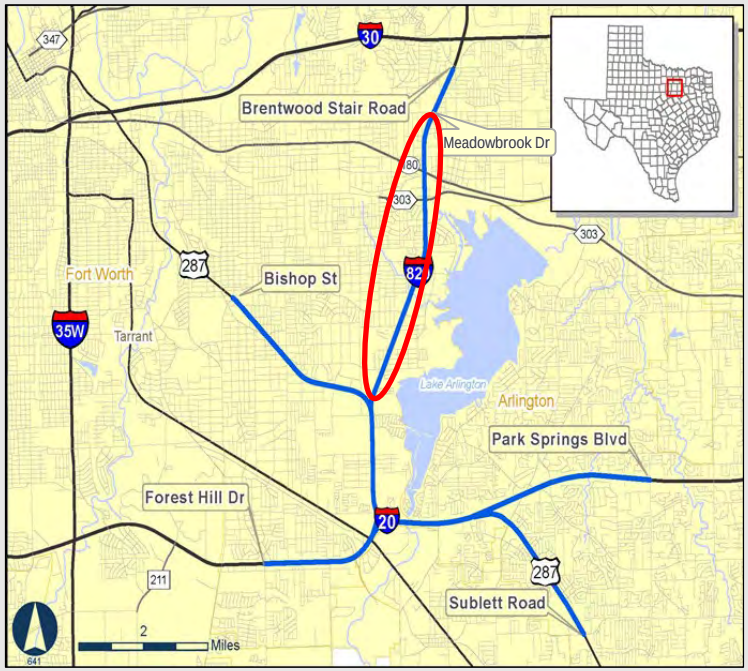
- I-820 from I-820/US 287 Interchange to Brentwood Stair Road:
  - 2 main travel lanes in each direction separated by grass median with a cable barrier.
  - Discontinuous frontage roads.

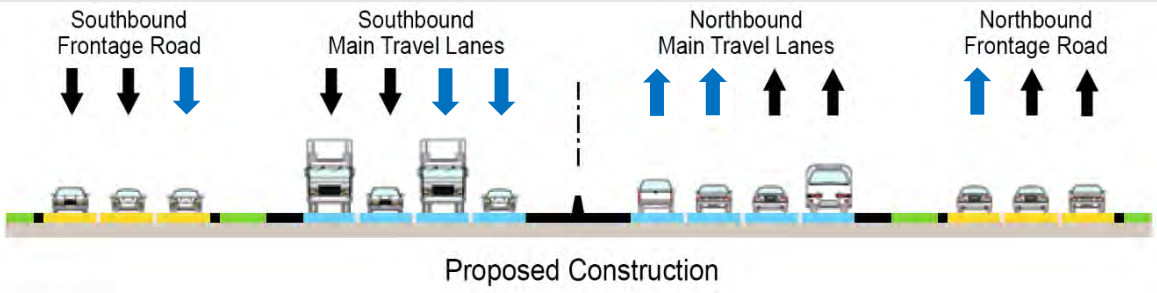




Project Description – Proposed Facility : I-820

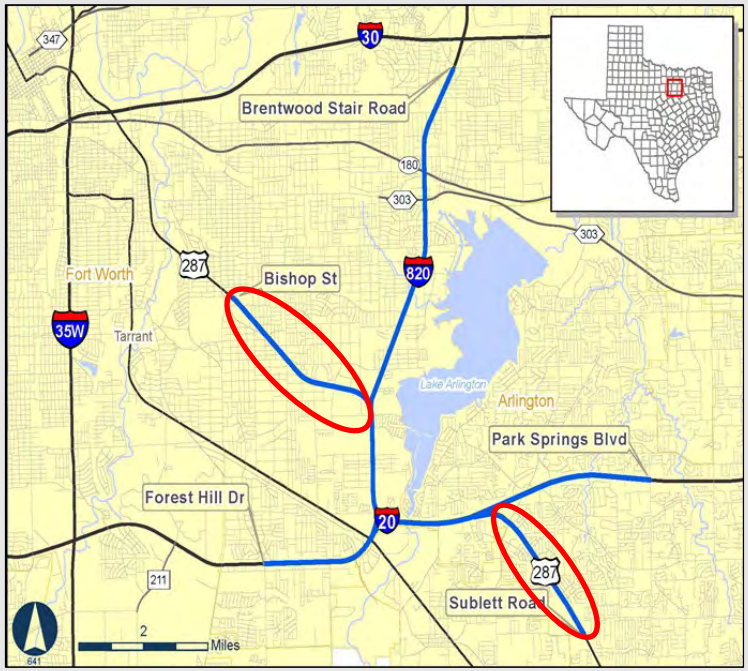
- I-820 from US 287 to Meadowbrook Drive:
  - Reconstruct and widen to 4 main travel lanes in each direction.
  - Auxiliary lanes added between the entrance and exit ramps.
  - Frontage roads to be reconstructed and widened to 2 to 3 continuous lanes in each direction.

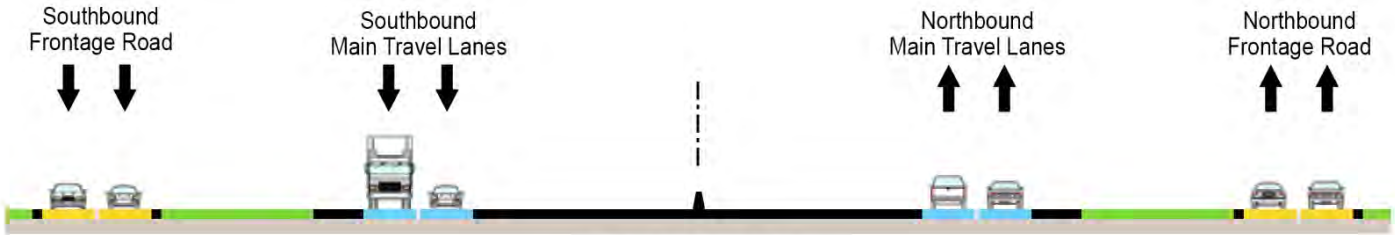




Project Description – Existing Facility : US 287

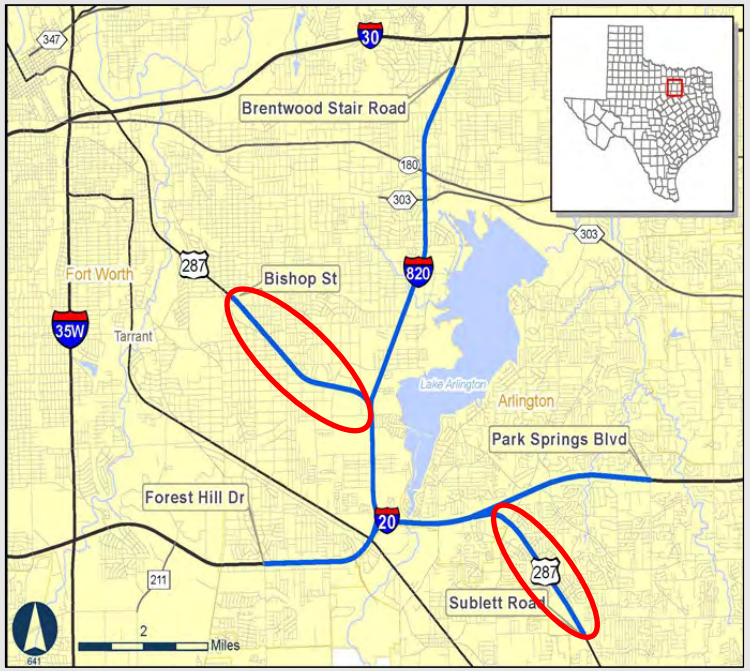
- US 287 from Bishop Street to Sublett Road:
  - 2 to 3 main travel lanes in each direction separated by a concrete safety barrier, metal beam guard fence, or grass median, with inside and outside shoulders.
  - 2 lane discontinuous frontage roads.

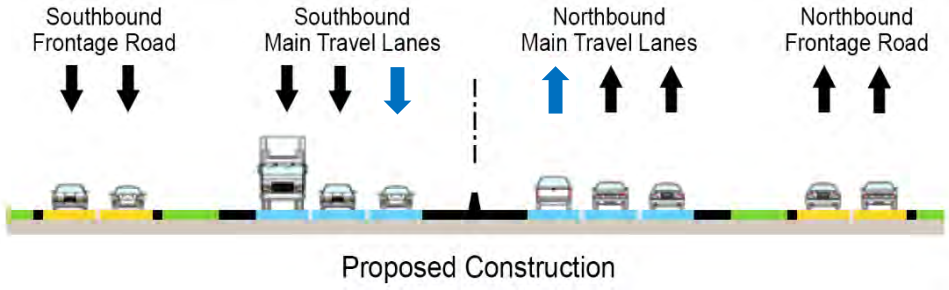




Project Description – Proposed Facility : US 287

- US 287 from Bishop Street to Sublett Road:
  - Reconstruct and widen to 3 main travel lanes in each direction.
  - Auxiliary lanes added between the entrance and exit ramps.
  - Frontage roads to be reconstructed and widened to 2 to 3 lanes in each direction.





Bicycle and Pedestrian Accommodations

- The proposed project would provide bicycle and pedestrian accommodations along the entire corridor including:
  - 10-foot wide shared-use path on one side of the project corridors & 6-foot wide sidewalk on the other side of the corridors.
  - Reconstructed cross street interchanges would include Americans with Disabilities Act (ADA) compliant sidewalks and bicycle accommodations (such as bike lanes or shared use paths).
  - Each intersection would include wheelchair-accessible ramps and marked crosswalks.

Pedestrian Bridge Closure

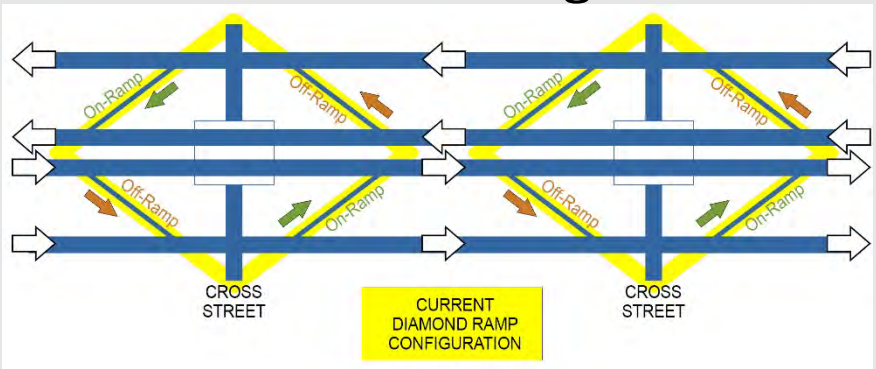
- A pedestrian bridge is currently located north of Craig Street and provides access across I-820 highway lanes.
- TxDOT conducted pedestrian/bike counts on the bike/pedestrian bridge, the Craig Street bridge, and the Meadowbrook Drive bridge.
- Based on the pedestrian and bike counts, the pedestrian bridge would be removed as part of the proposed project.
- Bike/pedestrian users would be expected to cross I-820 using the proposed sidewalk or shared-use paths on the Craig Street and Meadowbrook Drive bridges.

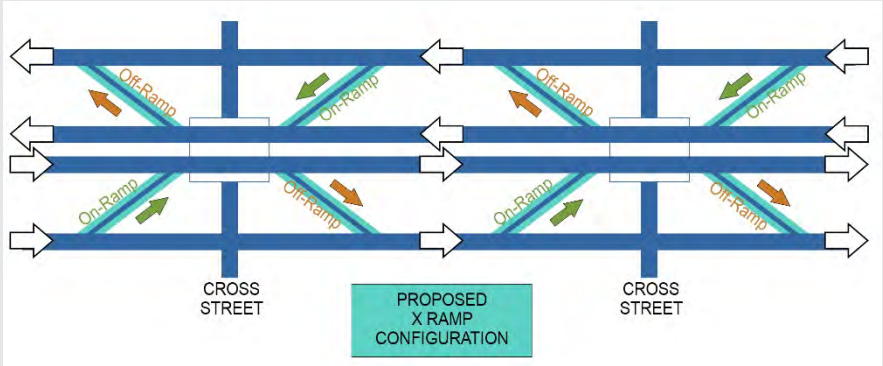
Access Changes

- Reconfiguration of existing exit/entrance ramps.
- Ramp updates require denial of access from private properties to the frontage road and removal or relocation of driveways.
- This is anticipated to impact direct main lane access for the following cross streets:
  - Anglin Drive
  - Sun Valley Drive
  - Martin Street
  - Wilbarger Street
  - Ramey Street
  - Lancaster Avenue
  - Craig Street
  - Brentwood Stair Road

Access Changes

- Improved access and mobility by converting the “Diamond” ramp configurations to “X” ramp configurations.
- This is anticipated to benefit the following areas:
  - Between Green Oaks Boulevard and Kelly Elliott Road along I-20.
  - Between Wilbarger Street and E. Berry Street along southbound I-820.
  - Between Ramey Ave. and E. Rosedale Street along I-820.
  - Between Miller Avenue/Wilbarger Street and Village Creek Road along US 287.
  - Along US 287 between Little Road and Sublett Road.





Access Changes

- Cul-de-sacs (dead-end streets) are anticipated to impact the following streets:
  - Bolen Road at Bowman Springs Road.
  - Forest Bend Drive at eastbound I-20 Frontage Road.
  - Dowdell Street and Childress Street at southbound/eastbound US 287 Frontage Road.
  - Hillside Avenue would end at Pierce Avenue (and no longer connect to southbound/eastbound US 287 Frontage Road).
  - Hart Street at southbound I-820 Frontage Road.
  - Tension Avenue to southbound I-820 Frontage Road (just south of E. Lancaster Avenue).
  - Rich Street is proposed to dead-end west of the I-820 southbound frontage road with no cul-de-sac provided.
  - Mel Street at Craig Street.
  - Lambeth Lane at northbound I-820 Frontage Road (just north of Meadowbrook Drive).

Access Changes

- Addition of jughandles to maintain access between Craig Street and the I-820 Frontage Roads.

Access Changes

- Re-alignment of Anglin Drive at I-20.

Access Changes

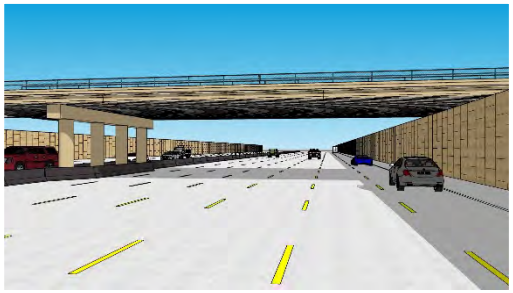
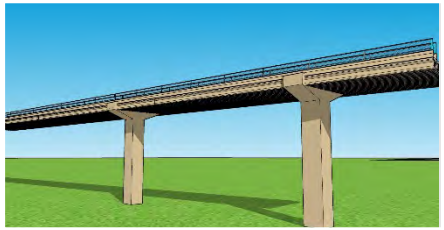
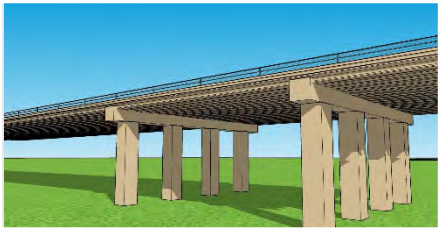
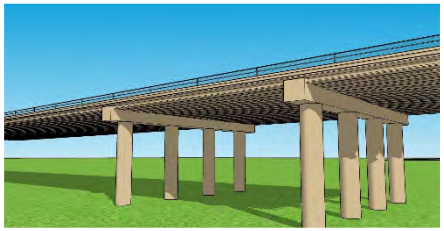
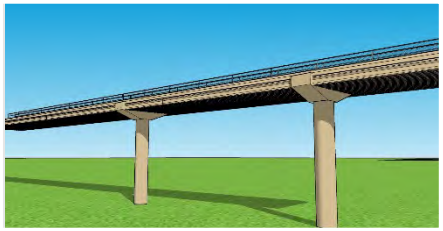
- Additional Frontage Roads:
  - I-20 Eastbound Frontage Road between Forest Hill Drive and Anglin Drive.
  - I-20 Frontage Roads over Union Pacific Railroad.
  - I-20 Frontage Roads between Green Oaks Boulevard and Kelly Elliott Road bridging over Kee Branch.
  - I-820 Frontage Roads between Rosedale Street and Craig Street.
  - New Frontage Road between Carey Street at US 287 and Wilbarger Street at I-820.

3D Visualization

- 3D visualization model:
  - Plan View of Project Layout.
  - Exhibits of proposed interchanges and neighborhoods.
  - Fly through animations.
- Available at:
  - TxDOT.gov, Search: Southeast Connector
  - Virtual Public Hearing Website: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Proposed Project Aesthetics

- A Project Aesthetics Plan will be developed during the detailed design phase of the project.
- TxDOT will coordinate with local cities to provide input on the Aesthetic Plan.

Project Alternatives

- Project alternatives eliminated:
  - Managed Lanes.
  - Express Lanes.
  - Collector-Distributor (C-D) Lanes along I-820.
  - Adding General Purpose Lanes with no Frontage Road Improvements.

Project Cost

- Estimated total cost is approximately $2 billion dollars.
- The project would be funded with a combination of federal and state funds.
- TxDOT plans to procure a design-build contractor to reconstruct the corridors.
- Construction is expected to begin 2021 and be completed in 2026.

National Environmental Policy Act (NEPA) Process

- An Environmental Assessment (EA) was prepared in accordance with the National Environmental Policy Act, or NEPA.
- The environmental documentation identifies social, economic, and environmental effects of the proposed project.

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.

Environmental Resources Evaluated

- Air Quality
- Archeological Resources
- Biological Resources
- Community Impacts
- Historic Resources
- Hazardous Materials
- Indirect and Cumulative Impacts
- Section 4(f) Resources
- Traffic Noise
- Vegetation and Wildlife
- Water Resources

Environmental Review – Traffic Noise

- Traffic Noise Analysis was performed.
- Model considers:
  - Number, type and speed of vehicles;
  - Highway alignment and grade;
  - Cuts, fills and natural berms;
  - Sounding terrain features;
  - Locations of activity areas likely to be impacted by the associated traffic noise.
- Noise impacts were identified.
- Proposed noise-abatement measures must be both feasible and reasonable to be incorporated within the project.

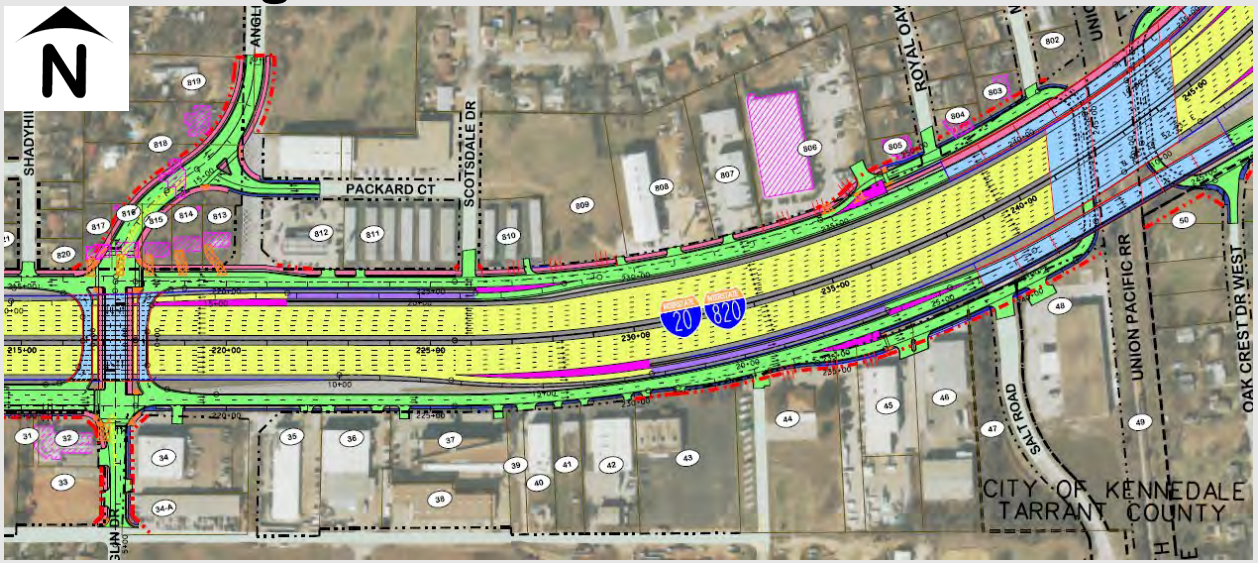
- Proposed Noise Barriers

Proposed Barrier	Approximate Location	Height (feet)
1	I-20 Westbound, from east of Evonshire Dr. to Forest Hill Dr.	10
2	I-20 Eastbound, from east of Forest Hill Dr. to west of Anglin Dr.	8
3	I-20 Westbound, from Village Creek to Bowman Springs Rd.	16
4	I-20 Westbound, east of Bowman Springs Rd. to east of Woodfield Dr.	10
5	I-20 Eastbound, east of Bowman Springs Rd. to Overview Dr.	20
6	I-20 Westbound, from west of Mandalay Dr. to east of Sierra Ln.	10
7	I-20 Westbound, from east of Green Oaks Blvd. to west of Kelly Elliott Rd.	10
8	I-20 Westbound, from Kelly Elliott Rd. to west of Park Springs Blvd.	10
9	I-820 Northbound, from south of Big Fork Rd. to Martin St.	14
10	I-820 Southbound, from Purselley Ave. to Greenlee St.	12
11	I-820 Northbound, from Desert Prairie Dr. to Copperstone Dr.	16
12	US 287N Southbound, from Lois St. to Reed St.	14
13	US 287N Northbound, from Bishop St. to north of Reed St.	12
14	US 287N Northbound, from north of Reed St. to north of Miller Ave.	12
15	US 287N Southbound, from Baylor St. to Wilbarger St.	8 - 12
16	US 287N Northbound, from Hillside Ave. to Wilhelm St. and from S. Edgewood Ter. to Village Creek Rd.	12
17	US 287N Northbound, from Wilhelm St. to S. Edgewood Ter. (runs along the ROW at Village Creek Park)	10
18	US 287S Northbound, from Flintshire Ct. to south of Little Rd.	12
19	US 287S Northbound, from south of El Rancho Dr. to north of Sagebrush Tr.	14
20	US 287S Southbound, from south of Silkcrest Tr. to north of Ridgefield Ct.	10
21	US 287S Northbound, from south of Stagetrail Dr. to Hawkins Cemetery	10
22	US 287S Northbound, from south of Longhorn Ln. to north of Cynthia Ln.	12

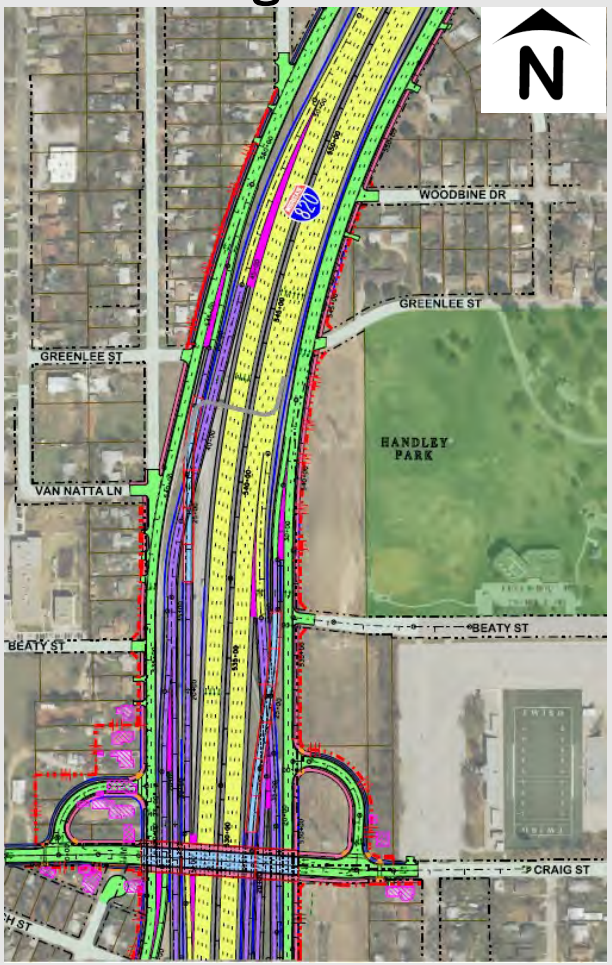
Environmental Review – Environmental Justice

- 13 potential displacements at Anglin Drive to Union Pacific Railroad.
- 11 potential displacements at Craig Street.

Anglin Drive to Union Pacific Railroad



Craig Street



*Displacements shown with pink hashing.

Environmental Review – Environmental Justice

- The addition of shared-use paths for bicyclists and sidewalks for pedestrians would increase mobility for these modes of travel.
- Proposed enhancements to Meadowbrook Drive and Craig Street bridges, where there is more pedestrian traffic, would minimize adverse impact of the bike/pedestrian bridge removal north of Craig Street.
- Multiple outreach and engagement events conducted to better understand affected communities.
- Community cohesion, safety, and access are expected to increase overall due to the proposed project.
- Following the application of minimization and mitigation measures, and considering public input on the proposed project thus far, the proposed project is not expected to result in disproportionately high and adverse impacts to environmental justice populations.

Environmental Review – Section 4(f) of the U.S. Department of Transportation Act

- Section 4(f) Protected Properties:
  - Publicly owned, significant and accessible parks, recreation areas, and wildlife and waterfowl refuges.
  - Significant historic and archeological sites, regardless of whether they are publicly or privately owned.
- The proposed project would not require the use of, nor substantially impair the purposes of, any Section 4(f) Protected Properties.

Environmental Review – Cultural Resources

- Archeology
  - Reviews by TxDOT archaeologists indicated no need for field investigations.
- Historic Properties
  - Surveys conducted in 2004 & 2020.
  - Two National Register of Historic Places listings located near the project:
    - Carver Heights Historic District
    - Hawkins Cemetery
  - It is anticipated that the proposed construction would have no adverse effect to any historic properties.

Environmental Review Continued

TEXAS CLEAR LANES

Waters of the U.S

- Proposed project crosses 19 streams and two wetlands.
- Nationwide Permit 14 (Linear Transportation Projects) required.
- No Pre-Construction Notification (PCN) to the USACE is anticipated.

Floodplains

- Portions of the project are within the 100-year floodplain.
- The hydraulic design for this project would be in accordance with current FHWA, TxDOT, and local design policies, laws, regulations, and standards.

Air Quality

- Project is in serious and marginal nonattainment areas for the 2008 and 2015 ozone NAAQS.
- Transportation conformity rules apply.

Hazardous Materials

- 7 sites were determined to be either moderate or high environmental risk to the project.
- Further hazardous materials impact evaluation will be performed to determine the need for additional investigations.

Vegetation Impacts

- 7 acres of Cross Timbers Woodland and Forest
- 0.3 acre of Disturbed Prairie
- 8.8 acres of Riparian
- 752.5 acres of Urban
- 1.1 acres of Open Water

Conclusion: Studies, analyses, and evaluation of the proposed project indicate no significant impacts.

Agency Coordination

- Completed Agency Coordination
  - Tribal consultation with federally recognized federal tribes was initiated on January 6, 2017 and again on May 31, 2019.
  - Coordination with Texas Parks and Wildlife (TPWD) was initiated July 18, 2019 and completed on August 9, 2019.
- Ongoing Agency Coordination
  - Texas Historical Commission (THC)
  - Federal Highway Administration (FHWA)
  - Texas Commission on Environmental Quality (TCEQ)

Previous Public Involvement Efforts

Event	Date
Technical Work Group Meeting #1	June 6, 2017
Technical Work Group Meeting #2	June 20, 2018
City of Forest Hill Meeting	June 26, 2018
Public Meeting	July 19, 2018
Town Hall Meeting #1	August 16, 2018
City of Arlington Meeting	June 20, 2018
Community Meeting	September 15, 2018
City of Fort Worth Lions Club Meeting	October 30, 2018
Town Hall Meeting #2	November 8, 2018
Technical Work Group Meeting #3	February 21, 2019
Cities of Forest Hill and Kennedale Meetings	July 17, 2019
City of Fort Worth Meeting	July 30, 2019
Bicyclist and Pedestrian Design Coordination Meeting	July 30, 2019
Forest Hill Town Hall Meeting	December 10, 2019
Village Creek Neighborhood Association (VCNA) Meeting	February 11, 2020

Right of Way and Easements

- Proposed Right of Way (ROW) and denial of access needed:
  - 22.6 acres of proposed ROW
  - 3.3 acres of permanent easements
- 23 residential displacements would occur as a result of the proposed project.
- 19 commercial displacements would occur as a result of the proposed project.

Right of Way Acquisition Process

- Uniform Relocation Assistance and Real Property Acquisition Act of 1970:
  - Law passed in 1970 that was designed to ensure that anyone who owned property needed for a public purpose would be treated fairly.
  - The law establishes guidelines for the acquisition of property and the relocation of displaced individuals and businesses.
- It is the policy of the Texas Department of Transportation that individuals impacted by transportation systems expansion shall not be denied benefits excluded from participation or otherwise be subjected to discrimination based on the grounds of race, color, sex, age, handicaps or national origin.

Right of Way Acquisition Process

- Each impacted property owner is offered “just compensation” for the property needed for the project.
- To arrive at this value, independent appraisers are hired to prepare detailed appraisals and establish value.
- A written offer to the property owners is made based on the value determined in the appraisals.
- Property owners are given a minimum of 30 days to consider the offer.

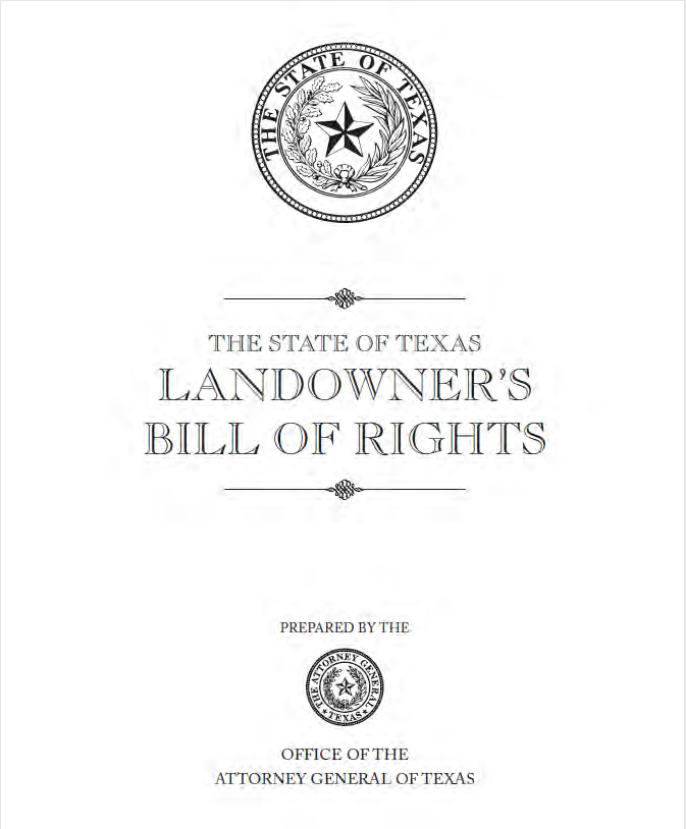
Right of Way – Advanced Acquisition

- Advanced acquisition is TxDOT's ability to legally purchase right of way, prior to environmental clearance or before a determination is made that the property is needed.
- Advance acquisition has been utilized for this project.

Right of Way Acquisition Process

- Right-of-Way Brochures:
  - Available by contacting our office.
  - Available on the TxDOT Website, under “Forms & Publications”.

    https://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/publications/row.html


THE STATE OF TEXAS

LANDOWNER'S BILL OF RIGHTS

PREPARED BY THE

OFFICE OF THE ATTORNEY GENERAL OF TEXAS

How to Submit Your Comments

Verbal Comment:

Call (817) 887-6150 and leave a voice message.

Email: SoutheastConnector@txdot.gov

Mail: TxDOT Fort Worth District Office
Attn: Loyl C. Bussell, P.E.
2501 SW Loop 820
Fort Worth, Texas 76133

All comments must be received on or before:
June 22, 2020

Virtual Public Hearing Website:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

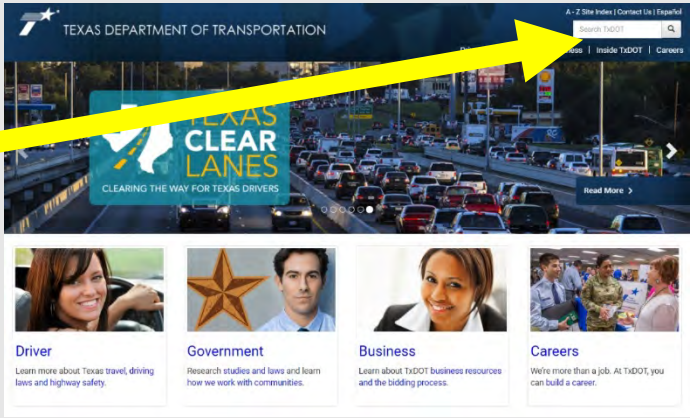
Submit Online:

Visit www.TxDOT.gov.
In the upper right-hand search box enter:

Southeast Connector

Select "Virtual Public Hearing and Draft Environmental Assessment Available for Public Review – Southeast Connector"
Then click:

Submit Your Comment



Next Steps and Timeline

- Public Comment Period Ends – June 22, 2020
- Preliminary Design Approved– Summer 2020
- Public Hearing Documentation Report - Summer 2020
- Environmental Decision – Summer 2020
- Construction Anticipated to Start – Winter 2021
- Construction Anticipated to be Completed – Winter 2026

Public Inquires

- The public may call project staff during regular office hours or email project staff to ask questions about the project at any time in the project development process.

TxDOT Project Manager: Curtis Loftis, P.E.

Phone: (817) 370-6807

Email: SoutheastConnector@txdot.gov

Adjournment

Thank you for watching!

FINAL 5-28-2020

VIRTUAL PUBLIC HEARING

Southeast Connector

Reconstruction and Widening of I-20, I-820, & US 287

I-20 from Forest Hill Drive to Park Springs Boulevard

I-820 from I-20 to Brentwood Stair Road

US 287 from Bishop Street to Sublett Road

CSJs: 0008-13-125, etc.

Tarrant County, Texas

Thursday, June 4; 6:00 PM

RICARDO GONZALEZ, P.E.

SLIDE 1 – Title Slide

Welcome to the Southeast Connector virtual public hearing. The Texas Department of Transportation, better known as TxDOT is proposing to reconstruct and widen I-20, I-820, and US 287 through the Cities of Arlington, Forest Hill, Fort Worth, and Kennedale in southeast Tarrant County, Texas.

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 TxDOT.

Due to the COVID-19 outbreak, TxDOT is hosting this virtual public hearing in lieu of a traditional in person public hearing. This pre-recorded presentation will show the same information that would have been presented during the in-person hearing.

We appreciate your interest in the Southeast Connector Project and welcome each of you to provide comments, questions, and concerns about the project, following this presentation.

SLIDE 2 – Safety & End the Streak

Before we start the hearing, I would like to take a minute to mention TxDOT's End the Streak campaign. November 7, 2000 was the last deathless day on roadways in Texas. That means for 19 years straight, at least one person has died every single day on Texas Highways. That's a streak we want to break. Texans can play a major role in ending fatal crashes with a few simple driving habits including wearing seatbelts, driving the speed limit, putting away the phone and other distractions, and never driving under the influence of alcohol or drugs. Let's "End the Streak" together!

SLIDE 3 – Public Hearing Agenda

This presentation will start by discussing how to make a comment on the proposed project since this will be a little different than a typical in person public hearing. We will then go into a detailed presentation concerning the location and design features for the proposed project. Next, we will discuss the anticipated environmental effects related to the project, followed by a discussion of right-of-way acquisition and the State's Right-of-Way Acquisition and Relocation Assistance Program as it relates to the project.

If you have not had a chance yet, please review the project information including the Draft Environmental Assessment, Environmental Technical Reports, public hearing presentation slides, and maps and drawings showing the proposed project design currently available on TxDOT's website, www.txdot.gov, by searching the keywords "Southeast Connector".

We would also like to thank all of the project staff and local and public officials that made this project and presentation possible. And thanks to all who are participating by viewing this presentation, your participation and input are greatly appreciated.

SLIDE 4 – Public Hearing Purpose

This hearing has been convened by the TxDOT Fort Worth District and is being held to receive comments from the public regarding the Southeast Connector Project**.** All comments received as a result of this hearing will be considered during future project development.

Many of you may have attended previous public hearings conducted by TxDOT. However, I would like to explain how we will conduct this virtual public hearing.

Similar to an in person public hearing, this public hearing has four essential purposes:

- To inform the public of the status of planning on the project and present the recommendations based on studies performed to date.
- To describe the project so those participating can determine the project's potential to affect their lives and property.
- To give the public an opportunity to provide their comments and input on the project before location and design decisions are finalized. However, due the virtual format, the comment process may be a little different than what you are used too. We will give a detail explanation of the ways to provide input on the project shortly.
- And finally, to develop a record of public views and participation to accompany recommendations for any decisions.

This public hearing is being held in compliance with both federal and state laws. For the official record, a transcript of this hearing will be made.

SLIDE 5 –Public Comments

TxDOT is committed to continuing its efforts to gain public feedback about this project. We understand this virtual public hearing 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 presentation.

The TxDOT Fort Worth District is asking the public to provide their comments in the following ways:

1. To make a verbal comment: Call (817) 887-6150 and leave a voice message when prompted. Please limit your voicemail to a maximum of three minutes. This option will be available starting on June 4th, 2020 at 6 p.m. and will continue until June 22, 2020 at 5 p.m. Your verbal comments will be recorded and included in the public hearing documentation.
2. You may email your comments to: SoutheastConnector@txdot.gov.

3. Mail your comments to Loyl C. Bussell. P.E., District Engineer, TxDOT Fort Worth District, 2501 SW Loop 820, Fort Worth, TX 76133.
4. Additionally, you may submit your comments online:
    a. Visit www.txdot.gov.
    b. In the “Search TxDOT” box in the upper-right hand corner of the webpage, enter the search term: Southeast Connector.
    c. Select the Virtual Public Hearing webpage, then click on the “Submit Your Comment” button at the top right of the page or click on the email link at the bottom of the page.

In the event that the TxDOT.gov website is unavailable, please use the link shown here as an alternative to the TxDOT project website to access the project information and to submit your comments online.

Comments must be received on or before June 22, 2020 to be included in the virtual Public Hearing Summary Report. You may also submit a combination of both verbal and written comments.

As previously mentioned, project information including the Draft Environmental Assessment, Environmental Technical Reports, public hearing presentation slides, and maps or drawings showing the proposed project design are currently on available on TxDOT.gov.

Following this hearing, the District will proceed with the preparation of the final environmental documentation. Your statements and comments will be included in the virtual public hearing summary report. Each comment will be given full consideration in the preparation of the final environmental assessment and design recommendations for the Southeast Connector Project.

SLIDE 6 – Project Partners/Relationships

Before we start discussing the project details, the District would also like to acknowledge and thank our project partners that have or will participate in the development of this project, including:

- Federal Highway Administration, also known as FHWA

- North Central Texas Council of Governments, also known as NCTCOG
- City of Fort Worth
- City of Forest Hill
- City of Arlington
- City of Kennedale
- Tarrant County
- Trinity Metro

I will now introduce Katelyn Kowalczyk, the Consultant Public Involvement Specialist, who has been assisting TxDOT with developing this virtual public hearing.

KATELYN KOWALCZYK, BGE INC.

SLIDE 7 – Project Location

Thank you, Ricardo.

The TxDOT Fort Worth District proposes the reconstruction and widening of the I-20, I-820 and US 287 corridors and interchanges within the cities of Arlington, Forest Hill, Fort Worth, and Kennedale in southeast Tarrant County. The limits of proposed improvements include I-20 from Forest Hill Drive to Park Springs Boulevard, I-820 from I-20 to Brentwood Stair Road and US 287 from Bishop Street to Sublett Road. The total project length is approximately 16 miles.

The proposed improvements would reconstruct and widen the main lanes along I-20, I-820 and US 287 within the project area. Additionally, frontage road systems would be constructed at various locations, and bicycle and pedestrian accommodations would be provided throughout.

SLIDE 8–Purpose and Need

This project is needed because the capacity of I-20, I-820, and US 287 within the project limits is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and an unacceptable Level of Service within these project limits; the connectivity of I-20, I-820, and US 287 with the existing local transportation systems is inefficient resulting in reduced mobility; and there are currently no continuous pedestrian

or bike facilities within or along frontage roads and no connection to municipal bike trails or facilities resulting in lack of connectivity.

The purpose of the proposed project is to reduce traffic congestion and improve mobility on the I-20, I-820, and US 287 roadways within the project limits; improve mobility and connectivity of I-20, I-820, and US 287 with the existing local transportation systems; and provide continuous pedestrian/bike facilities within or along frontage roads and connection to existing municipal bike trails or facilities .

The next few slides will discuss the existing roadway as well as the proposed project improvements, starting with I-20.

SLIDE 9– Existing Facility I-20

The existing I-20 roadway from Forest Hill Drive to Park Springs Boulevard is composed of four to five 12-foot wide main travel lanes in each direction separated by a concrete safety barrier or metal beam guard fence, located along the I-20 centerline, with 10-foot inside and outside adjacent shoulders. At limited locations along I-20, a grass median is located on either side of the barrier, between the barrier and the shoulder. In addition, 12-foot wide auxiliary lanes exist between the entrance and exit ramps at various I-20 locations. An auxiliary lane is the extra lane constructed between on and off ramps that allows drivers a safe way to merge into traffic while also preventing bottlenecks caused by drivers attempting to enter or exit the freeway.

Two major interchanges exist within the roadway network: the I-20/I-820 Interchange and the I-20/US 287 Interchange.

Along I-20, two to three-lane discontinuous frontage roads exist in each direction and are each composed of 12-foot wide lanes.

SLIDE 10 – Proposed Facility- I-20

Along I-20, from Forest Hill Drive eastward to the I-20/I-820 Interchange, the existing I-20 main travel lanes would be reconstructed and widened to six 12-foot wide main travel lanes in each direction with adjacent 10-foot wide inside and 12-foot wide outside

shoulders, auxiliary lanes would be added between the entrance and exit ramps to allow for efficient vehicular weaving.

The I-20 frontage roads would be reconstructed and widened from two lanes to four lanes in each direction. New location frontage roads would be constructed over the Union Pacific Railroad, and a new eastbound frontage road would be constructed from Forest Hill Drive eastward to Anglin Drive. The proposed design would provide continuous frontage roads from Forest Hill Drive eastward to the I-20/I-820 interchange.

SLIDE 11 – Proposed Facility- I-20

Along I-20, from I-820 eastward to US 287, the existing I-20 main travel lanes and the I-20/I-820 and I-20/US 287 interchanges would be reconstructed to provide five 12-foot wide I-20 main travel lanes in each direction with an adjacent four-lane collector-distributor road system installed in each direction. Collector-distributor lanes consist of parallel lanes running between the main travel lanes and the frontage roads that collect the traffic from closely spaced entrance ramps and then distribute it to a facility beyond the congested areas. These collector-distributor lanes would separate vehicular movements and reduce main lane weaving between vehicles traveling to and from US 287 with vehicles traveling along I-20.

The existing I-20 frontage roads would be reconstructed and widened to two to four 12-foot wide continuous lanes in each direction.

SLIDE 12 – Proposed Facility- I-20

Along I-20, from the I-20/US 287 interchange eastward to Park Springs Boulevard, the existing I-20 main travel lanes would be reconstructed and widened to five 12-foot lanes in each direction with auxiliary lanes added between the entrance and exit ramps.

The existing I-20 frontage roads would be reconstructed and widened to two to four 12-foot lanes in each direction. New location frontage roads would be constructed between Green Oaks Boulevard to Kelly Elliott Road.

SLIDE 13– Existing Facility - I-820

The existing I-820 roadway from I-20 northward to the I-820/US 287 Interchange is a four-lane roadway in each direction separated by a concrete safety barrier or metal beam

guard fence, located along the I-820 centerline, and composed of 12-foot wide main travel lanes and 10-foot wide inside and outside shoulders. Two 12-foot wide continuous I-820 frontage road lanes exist in each direction from I-20 to the I-820/US 287 Interchange.

Two major interchanges exist within the I-820 roadway network: the I-20/I-820 Interchange and the I-820/US 287 Interchange. Direct connections within the interchanges typically contain one 14-foot lane or two 12-foot lanes, dependent on the location.

SLIDE 14 – Proposed Facility- I-820

Along I-820, from I-20 northward to US 287, the existing I-820 main travel lanes would be reconstructed to seven 12-foot lanes in each direction. This reconstruction would allow merging and diverging US 287 vehicles to enter and exit, respectively, I-820 on the right-hand side of the I-820 corridor in both directions. This would help to eliminate the major main lane weaving that currently exists between vehicles traveling along I-820 and US 287 with the left-hand ramp access system.

The existing frontage roads would be reconstructed and widened to two to four 12-foot wide continuous lanes in each direction.

SLIDE 15– Existing Facility - I-820

Generally, I-820 from the I-820/US 287 Interchange northward to Craig Street is a two-lane roadway in each direction composed of 12-foot wide main travel lanes separated by a 40 to 44-foot wide grass median with a cable barrier system located adjacent to southbound lanes. The I-820 shoulders within this corridor are composed of four to 6-foot wide inside shoulders and four to 10-foot outside shoulders. I-820 from Craig Street northward to Brentwood Stair Road transitions to a three-lane roadway in each direction separated by a 28-foot concrete median with a concrete safety barrier or metal beam guard fence located along the I-820 centerline. In addition, 12-foot wide auxiliary lanes exist at various I-820 locations between the entrance and exit ramps.

The frontage roads between the I-820/US 287 interchange northward to Brentwood Stair Road are discontinuous. Typically, these frontage road locations are curbed and

composed of two 12-foot lanes in each direction with 2-foot wide inside shoulders and 6-foot wide outside shoulders.

SLIDE 16 – Proposed Facility- I-820

Along I-820, from US 287 northward to Meadowbrook Drive, the existing I-820 main travel lanes would be reconstructed to four 12-foot lanes in each direction with auxiliary lanes between the entrance and exit ramps.

The frontage roads would be reconstructed and widened to two to three 12-foot wide continuous lanes in each direction. New frontage roads would be constructed from Rosedale Street northward to Craig Street, and from Carey Street at US 287, and northward to Wilbarger Street at I-820 to provide for a continuous frontage road system.

Along I-820, north of Meadowbrook Drive, operational improvements consisting of ramp modifications to and from Meadowbrook Drive and Brentwood Stair Road would improve the current weaving between closely spaced ramps.

SLIDE 17– Existing Facility - US 287

The existing US 287 roadway from Bishop Street southward to the I-820/US 287 Interchange is a three-lane roadway in each direction separated by a concrete safety barrier or metal beam guard fence and composed of 12-foot wide main travel lanes and 10-foot wide inside and outside shoulders.

The frontage roads are discontinuous at the Miller Avenue/Wilbarger Street interchange and between Wilbarger Street at I-820, and Carey Street at US 287. The frontage roads are curbed and composed of two 12-foot wide lanes in each direction with 2-foot wide inside shoulders and 6-foot wide outside shoulders.

The existing US 287 roadway from the I-20/US 287 Interchange southward to Sublett Road is a two-lane roadway in each direction, composed of 12-foot wide main travel lanes with 6-foot wide inside shoulders and 10-foot wide outside shoulders. The northbound and southbound main travel lanes are separated by an approximately 60-foot wide grass median which contains a concrete safety barrier located directly adjacent to the southbound US 287 main travel lane shoulder.

Two-lane US 287 frontage roads exist in each direction from I-20 southward to Sublett Road. The northbound US 287 frontage road is discontinuous at Little Road. The frontage roads are composed of two 12-foot wide lanes with 2-foot wide inside shoulders and 6-foot wide outside shoulders.

SLIDE 18 – Proposed Facility- US 287

Along US 287 from Bishop Street to I-820, the project would reconstruct US 287 with three 12-foot main travel lanes in each direction with 12-foot wide auxiliary lanes between the entrance and exit ramps. The existing frontage roads would be reconstructed to two to three 12-foot lanes in each direction.

Along US 287 from I-20 to Sublett Road, the project would widen the existing main lanes to three 12-foot lanes in each direction with 12-foot auxiliary lanes between ramps with the I-20/US 287 Interchange. The frontage roads would be reconstructed to two to three 12-foot wide lanes in each direction.

SLIDE 19 –Bicycle and Pedestrian Accommodations

Currently, limited sidewalks exist adjacent to the frontage roads along the project corridor and are primary confined to only the major, high volume traffic frontage road and cross street intersections, as well as, a pedestrian and cyclist bridge located over the I-820 main travel lanes north of Craig Street. Bike lanes also do not exist within the corridor.

The proposed project would provide a 10-foot wide, shared-use path, for bicycles and pedestrians, on one side of the project corridor and a 6-foot wide sidewalk for pedestrians on the other side of the corridor. These facilities would be located adjacent to frontage roads and would be Americans with Disabilities Act or ADA compliant. For non-vehicle users wanting to travel along the project corridors, pedestrians would be accommodated on both sides, while bicyclists would be accommodated on one side. ADA compliant wheelchair-accessible ramps would be constructed throughout the project. The reconstructed cross street interchanges would also include ADA compliant sidewalks, wheelchair-accessible ramps, and marked crosswalks. The proposed project would comply with the TxDOT Guidelines Emphasizing Bicycle and Pedestrian Accommodations and the March 11, 2010, US Department of Transportation Policy

Statement on Bicycle and Pedestrian Accommodations, Regulations and Recommendations.

SLIDE 20 –Pedestrian Bridge Closure

A bike and pedestrian bridge is currently located north of Craig Street and provides access across I-820 for users traveling from the area of West Handley Elementary School on the west side of I-820 to the area of Handley Park and Handley Meadowbrook Community Center on the east side of I-820. Bridge users must walk across existing frontage roads on both sides of I-820, and even though those frontage roads carry low volumes of traffic traveling at relatively low speeds, there is no signage or protected pedestrian crossing across at frontage roads.

TxDOT conducted pedestrian and bike counts on the existing pedestrian bridge, the Craig Street bridge, and the Meadowbrook Drive bridge. Counts were conducted on four days during peak travel times both before and after Fort Worth ISD resumed the school year. Based on those counts, the Meadowbrook Drive bridge was crossed by 373 users, the Craig Street bridge was crossed by 65 users, and the existing pedestrian bridge was crossed by 27 users during the four-day period. TxDOT assumes these travel counts reflect the preferences of bike and pedestrian users that currently cross I-820.

Based on the pedestrian and bike counts study, the existing pedestrian bridge would be removed as part of the proposed project, and those bike and pedestrian users would be accommodated by using the proposed sidewalk or shared-use paths that would be installed on the Craig Street and Meadowbrook Drive bridges to cross I 820.

SLIDE 21 –Access Changes: Exit & Entrance Ramps

In addition to the removal of the pedestrian bridge at Craig Street, there are several other local access changes for motorists proposed as part of the project. The proposed access changes being considered are discussed in the draft environmental assessment and on the design schematics, both available on the project website for your review.

The following slides summarize the proposed access changes.

Several existing exit or entrance ramps would be reconfigured, including the removal of ramps in some areas to comply with current TxDOT design criteria. The reconfiguration

of existing exit or entrance ramps would alter vehicular access for some adjacent businesses and residents along the frontage roads. The proposed project would change ramp locations along the corridors resulting in several cross streets losing direct access with the project main lanes. These cross streets would have the direct entrance and or exit ramps removed, requiring motorists to travel through additional intersections and traffic signals to get access to and from the project main lanes. This is anticipated to impact the direct main lane access for 8 cross streets. Ramp updates would also require denial of access from private properties to the frontage roads and removal or relocation of driveways near locations where the new ramps would connect with the frontage roads.

SLIDE 22 –Access Changes: Ramps Configuration

Several ramps would be redesigned from a diamond configuration to an "X" pattern to improve access and mobility between the main lanes and frontage roads and to increase the vehicle storage at traffic signals on the frontage roads. More vehicle storage would decrease the chance of vehicle queues onto the exit ramps and main lanes, a safety and traffic operations issue. This would reduce delays and improve emergency response times for community services.

SLIDE 23 –Access Changes: Cul-de-Sacs

Cul-de-sacs and street closings are needed at various locations because the existing streets would not match elevations of the proposed frontage roads or would conflict with control of access requirements per TxDOT's Roadway Design Manual and Access Management Manual at ramp junctions or intersections. These cul-de-sacs would close access at one end of the street requiring travelers to access frontage roads from adjacent driveways and streets in a more circuitous manner. The design of cul-de-sacs would accommodate fire trucks and other emergency vehicles. Cul-de-sacs and dead-end streets anticipated to be impacted are shown on this slide. These locations are also illustrated on the design schematics located on the project website.

Several intersections at cross streets would also be improved as part of the proposed project. This is anticipated to increase mobility across the project corridors.

The following slides discuss key areas along the proposed project where changes in access and mobility would be expected.

SLIDE 24 –Access Changes: Jughandles at Craig Street

Craig Street is proposed to bridge over the I-820 frontage roads and main lanes to continue to provide local access across I-820. The construction of jughandle connections are proposed to maintain access between Craig Street and the I-820 frontage roads. The jughandle configuration consists of providing at-grade two-way connections on each side of the I-820 frontage roads to intersect with the north side of Craig Street. The jughandles could slightly increase travel time and distance for some motorists; however, mobility is expected to improve for through traffic on Craig Street as the current all-way stop-controlled intersections would change to only stop-controlled for the jughandles. Elevation changes at Craig Street would require removal of direct access from Craig Street to Mel Street; however, this access would still be available from Putnam Street, a one-block detour. The elevation changes would also require removal of access from Rich Street with the southbound frontage road.

SLIDE 25 –Access Changes: Anglin Drive

Anglin Drive, north of I-820, would be realigned and shifted approximately 300 feet to eliminate the existing segment of two-way frontage road and align Anglin Drive with the existing bridge over I-20. The current two-way frontage road causes a potential safety concern since two-way frontage roads are uncommon for drivers in urban areas. Even though this realignment of Anglin Drive results in several displacements, the accessibility and mobility in this area is anticipated to improve because of the re-alignment for motorists and bike and pedestrian users using Anglin Drive to travel across I-20. There is also currently no eastbound frontage road between Forest Hill Drive and Anglin Drive. The proposed improvements would include the construction of the eastbound I-20 frontage road between these two intersections.

SLIDE 26 –Access Changes: Frontage Roads

A proposed eastbound I-20 frontage road would connect Forest Hill Drive to Hartman Road and Hartman Road to Anglin Drive where no frontage road exists today.

The proposed project includes construction of I-20 frontage roads over Union Pacific Railroad. Currently, the Union Pacific Railroad acts as a barrier between communities on either side of the railroad. The construction of continuous frontage roads over the railroad would enhance local access by providing grade-separated crossings over the railroad where there currently are none. This would allow for new modes of transportation including pedestrians and bicycles to safely cross the railroad, thereby increasing cohesion and access.

New location frontage roads would be constructed along I-20 between Green Oaks Boulevard and Kelly Elliott Road. This would also benefit local traffic along with bike and pedestrian users crossing Kee Branch.

New frontage roads would be constructed along I-820 from Rosedale Street northward to Craig Street. These frontage roads would replace the existing collector-distributor system and would provide better access to adjacent properties and minimize the existing weaving conditions between ramps.

New frontage roads would be provided between Carey Street at US 287 and Wilbarger Street at I-820. This would provide better circulation of travel between the I-820 and US 287 frontage roads and possible access for adjacent properties.

SLIDE 27 –3D Visualization

A 3D visualization model was also prepared to help the public understand the proposed project features. The visualization plan view of the project layout, exhibits of proposed interchanges and neighborhoods, and fly through animation are currently available on TxDOT's website by searching the keyword "Southeast Connector".

The 3D video is also available on the virtual public hearing website shown here.

SLIDE 28 –Proposed Project Aesthetics

A Project Aesthetics Plan will be developed during the detailed construction design phase of this project. Development of the Aesthetics Plan will include coordinating with local cities for their input on the plan. This slide illustrates examples of aesthetic elements included on previous projects in the Fort Worth District that may be incorporated into the Southeast Connector Project.

SLIDE 29 –Project Alternatives

During project design and environmental review, several project alternatives were considered and eliminated from further consideration. Those alternatives included adding managed lanes, adding express lanes, or adding collector-distributor lanes throughout the project corridor.

TxDOT also considered adding general purpose lanes to provide for needed additional capacity just like the proposed project, except this alternative would not reconstruct the frontage roads or add bike and pedestrian facilities.

Additional information about these alternatives can be found in the draft environmental assessment available on the project website for your review.

SLIDE 30 –Project Cost

The estimated total cost for the proposed project would be approximately $2 billion dollars. It is anticipated that the project would be funded with federal and state funds.

TxDOT plans to procure a design-build contractor to reconstruct the corridors with construction expected to begin in 2021 and is anticipated to be completed in 2026.

We will now discuss an overview of the environmental evaluation for the proposed Southeast Connector Project.

SLIDE 31 – Review and Approval of Environmental Document

Prior to December 16, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under the National Environmental Policy Act, known as NEPA. However, on December 16, 2014, the Texas Department of Transportation assumed responsibility from FHWA to review and approve certain assigned NEPA environmental documents. The Memorandum of Understanding between TxDOT and FHWA was updated on December 9, 2019.

Environmental technical reports have been performed for the proposed Southeast Connector Project to support the Environmental Assessment in accordance with NEPA.

The environmental analyses are necessary to identify, avoid, and minimize effects to the human and natural environments.

The draft environmental assessment was approved for further processing by TxDOT and has been coordinated with other public agencies. The environmental technical reports and draft environmental assessment are available at the TxDOT Fort Worth District office, and on the TxDOT website. If you need assistance accessing or receiving this information, please contact the TxDOT Project Manager, Curtis Loftis, P.E., by calling (817) 370-6807.

SLIDE 32 – Environmental Review / Impacts Addressed

The technical reports for this project addressed the potential environmental impacts identified in coordination with the engineering and design phase of the proposed project. These areas of evaluation included natural, social, and cultural resources.

This slide shows a list of all resources that were evaluated during the environmental analyses. The following slides include a summary of the more notable findings.

SLIDE 33– Environmental Review – Traffic Noise

A Traffic Noise Analysis was performed in accordance with TxDOT's (and FHWA approved) *Guidelines for Analysis and Abatement of Roadway Traffic Noise* and TxDOT's *Reasonable Cost Proposal for 2018 Noise Policy* memo. The FHWA traffic noise modeling software was used to calculate existing and predicted year 2045 traffic noise levels at 129 representative receivers. Representative receivers are locations where frequent human activity occurs throughout the project area. The model primarily considers the number, type and speed of vehicles; highway alignment and grade; cuts, fills and natural berms; sounding terrain features; and the locations of activity areas likely to be impacted by the associated traffic noise. Noise impacts were identified at 95 representative receivers; and, noise abatement measures were evaluated. These noise abatement measures consisted of traffic management; alteration of horizontal and or vertical alignments; acquisition of undeveloped property to act as a buffer zone; and the construction of noise barriers. Before any noise-abatement measure can be proposed

for incorporation into the project, it must be determined to be both feasible and reasonable.

SLIDE 34– Environmental Review – Traffic Noise

Based on the analysis, a total of 22 noise barriers are being proposed for incorporation into the project. The approximate locations of these noise barriers are shown on this slide and on the Noise Barrier Exhibit available on the project website for your review.

Final decisions on noise barriers will be determined at noise workshops conducted with adjacent property owners during the detailed design phase of the project. The adjacent affected property owners will be given the opportunity to participate in these workshops and would be allowed to vote on whether they desire a wall adjacent to their property. Noise barriers would be included with the overall construction of the project.

Final decision on the location and size of the proposed noise barriers will not be made until completion of the project design, utility evaluation, and polling of adjacent property owners.

To avoid noise impacts that may result from the future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, no new activities are planned or constructed along or within predicted 2045 noise impact contours.

More information about the traffic noise analysis, noise abatement measures, and noise impact contours can be found in the Traffic Noise Technical Report or Draft EA.

SLIDE 35– Environmental Review – Environmental Justice

In compliance with the FHWA Title VI program and Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, an assessment was performed to identify, minimize, and mitigate potential project impacts on minority and low-income communities. A large portion of the study area is comprised of these environmental justice communities, with concentrations along I-820 and US 287 north and east of the I-820/US 287 Interchange, as well as along I-20 west of the I-20/I-820 interchange.

There are 42 potential displacements (23 single-family residential and 19 commercial properties) associated with the proposed project. The displaced commercial properties' services do not target or serve specific minority groups. The proposed project would not restrict access to any existing public or community services, businesses, commercial areas, or employment centers. However, notable access changes at Anglin Drive, the frontage roads across the Union Pacific Railroad at I-20, and Craig Street would impact minority populations. Predominant minority populations in these impacted areas are Black or African American and Hispanic or Latino.

The proposed changes to Anglin Drive would provide direct access across I-20 north and south through road realignment with the removal of the existing offset roadway. This access change would cause displacements but substantially improve traffic flow through improved access.

Adding jug handle-style ramps at Craig Street and I-820 would provide direct access from frontage roads to Craig Street due to ramp reconfiguration in the area. This access change would result in the displacement of one commercial and 10 single-family residential properties, but substantially improve traffic flow through improved access. Braided entrance and exit ramps that cross over each other vertically along I-820 would require Craig Street to be raised, making frontage road connection without jug handle ramps between Craig Street and the frontage roads impossible without greater displacements or lost connectivity between parcels and the frontage roads.

SLIDE 36– Environmental Review – Environmental Justice

The addition of shared-use paths for bicyclists and sidewalks for pedestrians would increase mobility for these modes of travel. The improved mobility from the proposed project would likely benefit Trinity Metro users and their trip times in the project area. This could benefit low-income users who may not be able to afford the costs of car ownership, in addition to other transit-dependent populations. The proposed roadway would ultimately provide all modes a more efficient route to access cross streets and adjacent properties in the project area.

The bike and pedestrian bridge located north of Craig Street provides access to Handley Park and other community facilities, and its removal would disproportionately impact

minority populations. However, the proposed enhancements to the Meadowbrook Drive and Craig Street bridges, where there is more pedestrian traffic, would minimize the adverse impact of the bike/pedestrian bridge removal.

The project team performed site visits and multiple outreach and engagement events within these communities to understand the potential impacts and gather concerns from the community. Some of the public involvement activities included a town hall meeting with the citizens of Forest Hill and two town hall meetings with State House District 95, which includes the Handley neighborhood in the Craig Street area, and the portion of Forest Hill community. At these meetings, alternative design concepts were shown, and attendees were able express concerns and have questions answered.

Community cohesion, safety, and access would increase in areas where a new mode would be provided, like bike and pedestrian facilities, to cross pre-existing barriers such as roadways and rail lines. These benefits from the proposed project to local drivers, transit users, pedestrians, and cyclists would be equally distributed in environmental justice areas, including the Anglin Drive and United Pacific Railroad area and the Craig Street area. as well as non- environmental justice areas. Following the application of minimization and mitigation measures, and considering public input on the proposed project thus far, the proposed project is not expected to result in disproportionately high and adverse impacts to environmental justice populations.

SLIDE 37– Section 4(f)

Section 4(f) of the U.S. Department of Transportation Act, often referenced to as “Section 4(f)”, applies to publicly owned, significant and accessible parks, recreation areas, and wildlife and waterfowl refuges; as well as significant historic and archeological sites, regardless of whether they are publicly or privately owned. The proposed project would not require the use of, nor substantially impair the purposes of, any Section 4(f) Protected Properties.

SLIDE 38– Environmental Review – Cultural Resources

Impacts to cultural resources have been evaluated in accordance with TxDOT, FHWA, and the Texas Historical Commission standards and requirements.

TxDOT archaeologists determined that an archeological intensive survey is not warranted for the proposed project.

Surveys for historic-age resources were conducted in 2004 and 2020. There are two historic resources that have been previously determined eligible for the National Register of Historic Places listing or NRHP near the project, the Carver Heights Historic District and Hawkins Cemetery. The project proposes no acquisitions of right-of-way or easements from either resource or any other listed or previously determined eligible NRHP properties. It is anticipated that the proposed construction would have no adverse effect to historic properties.

SLIDE 39– Environmental Review Summary

The proposed project crosses 19 waterbodies and two wetlands within the project limits. Construction within the jurisdictional limits of the waterbodies would be authorized by the U.S. Army Corps of Engineers under a Section 404 of the Clean Water Act Nationwide Permit 14 for linear transportation projects. A Preconstruction Notification would not be required because impacts would be less than 0.10 acre at each crossing and the wetlands have been avoided during the design process and would not be impacted.

The proposed project crosses the 100-year floodplain associated with Village Creek and its tributary; Kee Branch and five of its tributaries, and six tributaries to Lake Arlington. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies, laws, regulations, and standards. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances.

This project is located within an area that has been designated by the Environmental Protect Agency, or EPA as a serious and marginal nonattainment area for the 2008 and 2015 ozone National Ambient Air Quality Standards, or NAAQS; therefore, transportation conformity rules apply. To comply with conformity, the transportation improvement program is being updated.

Construction of the proposed project would include drilling of bridge piers, excavation, and other earth moving activities. Such activities have the potential to encounter

hazardous materials and substances associated with past human activities. A hazardous materials initial site assessment, or ISA, was completed for the proposed project. Seven sites were determined to be either moderate or high environmental risk to the project. As the project advances and detailed design is developed, further hazardous materials impact evaluation will be performed to determine the need for additional investigations.

The proposed project would impact five different vegetation habitats types including Cross Timbers Woodland and Forest, Disturbed Prairie, Riparian, Urban, and Open Water. Impacts to vegetation would be avoided or minimized by limiting disturbance to only that which is necessary to construct the proposed project. The removal of native vegetation would be avoided to the greatest extent practicable and a native and locally adapted seed mix would be used in the re-vegetation of all disturbed areas.

In conclusion, the studies, analyses, and evaluations performed thus far indicate the proposed project would cause no significant environmental impacts.

SLIDE 40 –Agency Coordination

This slide identifies completed and ongoing agency coordination conducted for the proposed project so far. Agency coordination would continue through project construction.

SLIDE 41 –Public Involvement

Throughout the duration of the project, TxDOT has conducted multiple events for local officials and the general public to disseminate information about the project and receive input and comments on the proposed improvements. This slide provides a list of the events that have taken place since the initiation of the Southeast Connector project.

Next, let's discuss the right of way acquisition process.

SLIDE 42 –Right-of-Way

Right-of-way acquisition and denial of access would be required to accommodate the proposed facility. A total of 22.6 acres of new right-of-way and 3.3 acres of permanent easements would be required to accommodate the proposed improvements, ramps, and bridge structures. There would be 23 residential displacements and 19 commercial displacements due to the project.

SLIDE 43 – Right-of-Way Acquisition and Relocation Assistance Program

Property rights needed for the expansion of the Texas highway system are acquired under the guidelines of the "Uniform Relocation Assistance and Real Property Acquisition Act of 1970" and the various subsequent addenda.

Further, it is the policy of TxDOT that individuals impacted by transportation systems expansion shall not be denied benefits, excluded from participation or otherwise be subjected to discrimination based on the grounds of race, color, sex, age, handicaps, or national origin.

SLIDE 44 – ROW Acquisition Process

The State's authority to acquire property for the transportation system is founded in the Fifth Amendment to the Constitution of the United States. This authority can be used only when there is a demonstrated public need for the property and the property owners are compensated with "just compensation." "Just Compensation" is defined as the "fair market value" of the property needed plus an amount for damages that might accrue to the remaining property as a result of severing the required right of way from the whole property.

As previously stated, each impacted property owner is offered "just compensation" for the property needed for the project. To arrive at this value, independent appraisers are hired to prepare detailed appraisals and establish value.

A written offer to the property owners is made based on the value determined in the appraisals. The owners are given a minimum of 30 days to consider the offer.

SLIDE 45 – Advanced ROW Acquisition

Advanced acquisition is TxDOT's ability to legally purchase right of way, prior to environmental clearance or before a determination is made that the property is needed for the project. TxDOT has performed advanced acquisition of right of way for this project. The advanced acquisition process followed the same legal requirements mentioned

previously including the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 and “Just Compensation”.

SLIDE 46– ROW Acquisition Process

Brochures explaining the program in more detail can be found on the TxDOT website, under “Forms & Publications” or by contacting our office. If you have any additional questions concerning the acquisition of property, denial of access, or driveway changes, please contact the TxDOT Fort Worth District - Right of Way office.

I will now turn the program back to Mr. Ricardo Gonzalez who will explain the process for public inquiries.

RICARDO GONZALEZ, P.E.

SLIDE 47 – Public Comments

Thank you, Katelyn.

As previously stated, one of the goals of this public hearing is receive your thoughts, questions and concerns about the proposed project. We will now review the public comment process.

Comments may be submitted through email to SoutheastConnector@txdot.gov, by mail to Loyl C. Bussell at the TxDOT Fort Worth District Office, online at TxDOT.gov or by calling 817-887-6150 and leaving a voice message. Please limit your voice mail to a maximum of three minutes. You may also submit a combination of verbal and written comments.

Your verbal, email and written statements will be equally accepted following this hearing and must be received on or before June 22, 2020.

SLIDE 48 – Next Steps and Timeline

Following this hearing, documentation of this public hearing will be prepared and will be reviewed by TxDOT for a final environmental finding and design approval.

Each voicemail, email, and written statement received on or before June 22, 2020, will be carefully analyzed. Following the comment period, TxDOT will prepare a Public Hearing

Summary Report that will include responses for all comments received on or before June 22, 2020.

Where appropriate, changes would be incorporated into the project design, and revisions made to the environmental documentation. In addition, property owners near an area where the proposed project may be altered would be contacted and coordinated with concerning any proposed changes.

After the Public Hearing Summary Report has been approved and all concerns are addressed, TxDOT is anticipated to issue an environmental finding for this project in the summer of 2020. After the finding is received, right of way acquisition would continue and utilities would be relocated with construction anticipated to begin in the Winter of 2021. Construction is expected to be completed with the roadways open to the public in Winter 2026.

SLIDE 49 –Public Inquires

Please note that the public may call project staff during regular office hours or email project staff to ask questions about the project at any time in the project development process. You can contact the TxDOT Project Manager, Curtis Loftis, P.E., by calling (817) 370-6807 or by email at: SoutheastConnector@txdot.gov.

SLIDE 50 – "Thank You for your Interest" / Hearing is now Adjourned

Thank you for watching this virtual public hearing and interest concerning the proposed design of the Southeast Connector Project.

This concludes this presentation and this hearing is now adjourned.

Audiencia pública virtual

Southeast Connector

Reconstrucción y ampliación de I-20, I-820, y US 287

I-20 de Forest Hill Drive a Park Springs Boulevard

I-820 de I-20 a Brentwood Stair Road

US 287 de Bishop Street a Sublett Road

Condado de Tarrant

CSJ: 0008-13-125, etc.

Publicado en línea: 4 de junio del 2020

#EndTheStreakTX

End the streak of daily deaths on Texas roadways.

Agenda de audiencia pública

1. Bienvenido
2. Comentarios del público
3. Diseño del Proyecto
4. Ambiental
5. Derecho de paso
6. Aplazamiento

Propósito de la audiencia pública

- Informar al público del estado del proyecto, resumir los estudios realizados hasta la fecha y presentar recomendaciones.
- Describir el proyecto para que el público pueda determinar cómo serán afectados.
- Darle al público la oportunidad de proporcionar información.
- Desarrollar un registro de participación pública.

Cómo enviar sus comentarios

Comentario verbal:

Llame al (817) 887-6150 y
deje un mensaje de voz.

Email: SoutheastConnector@txdot.gov

Correo: TxDOT Fort Worth District Office
Attn: Loyl C. Bussell, P.E.
2501 SW Loop 820
Fort Worth, Texas 76133

Todos los comentarios deben ser recibidos en o antes:
22 de junio del 2020

Sitio web de la audiencia pública virtual:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Enviar en línea:

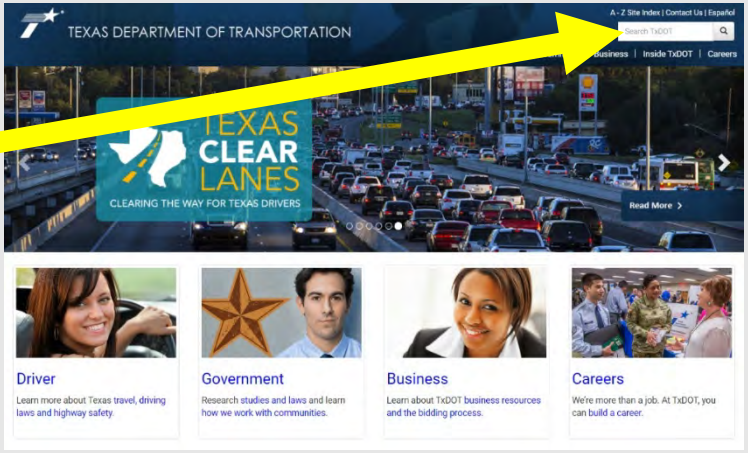
Visit www.TxDOT.gov

En el cuadro de búsqueda, escriba:

Southeast Connector

Seleccione “Virtual Public Hearing and Draft Environmental Assesment Available for Public Review – Southeast Connector”, luego haga clic en:

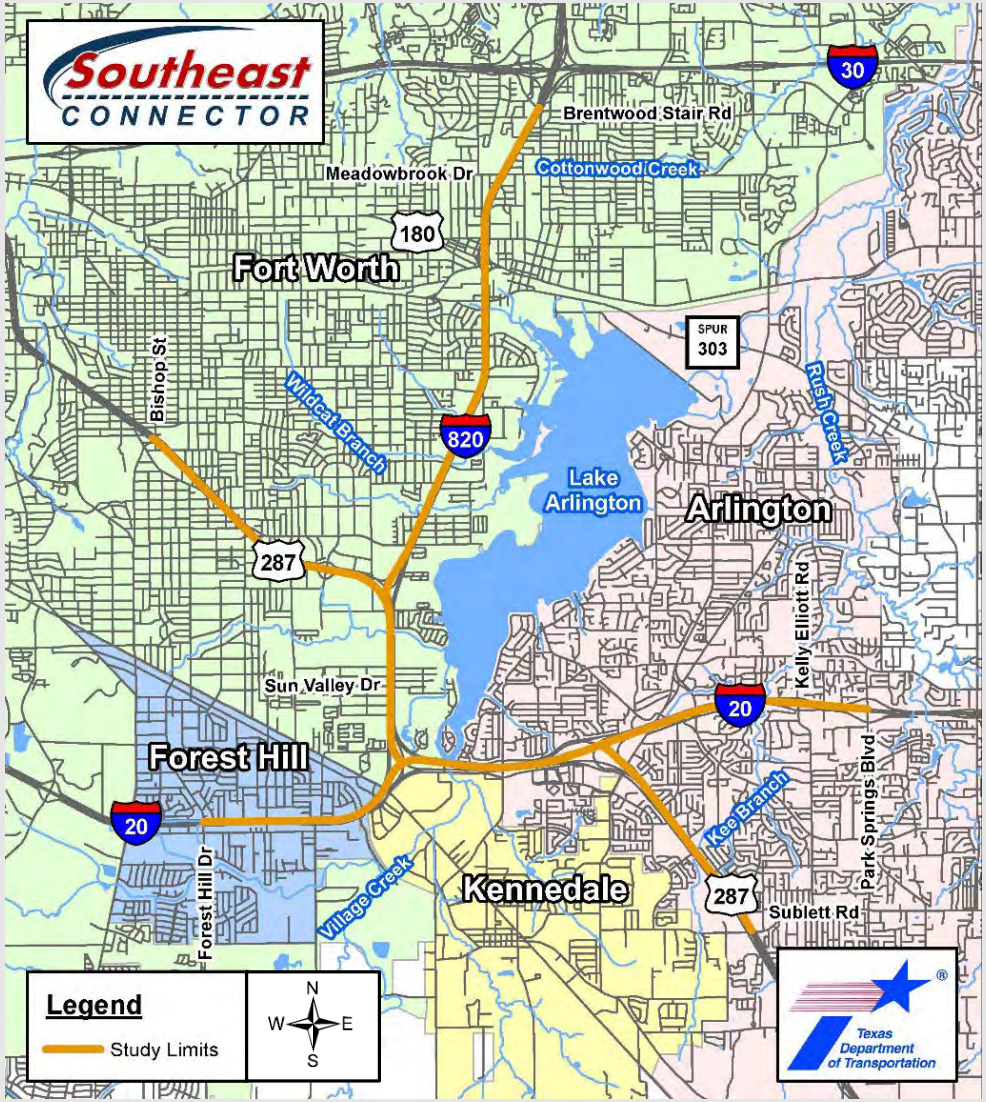
Submit Your Comment



Socios del proyecto

- Administración Federal de Transito y Autopistas (FHWA)
- North Central Texas Council of Governments (NCTCOG)
- Ciudad de Fort Worth
- Ciudad de Forest Hill
- Ciudad de Arlington
- Ciudad de Kennedale
- Condado de Tarrant
- Trinity Metro

Ubicación del proyecto



TEXAS CLEAR LANES

- Límites del Proyecto
  - I-20 de Forest Hill Drive a Park Springs Boulevard
  - I-820 del I-20 a Brentwood Stair Road
  - US 287 de Bishop Street a Sublett Road
  - Longitud total del proyecto: 16 millas

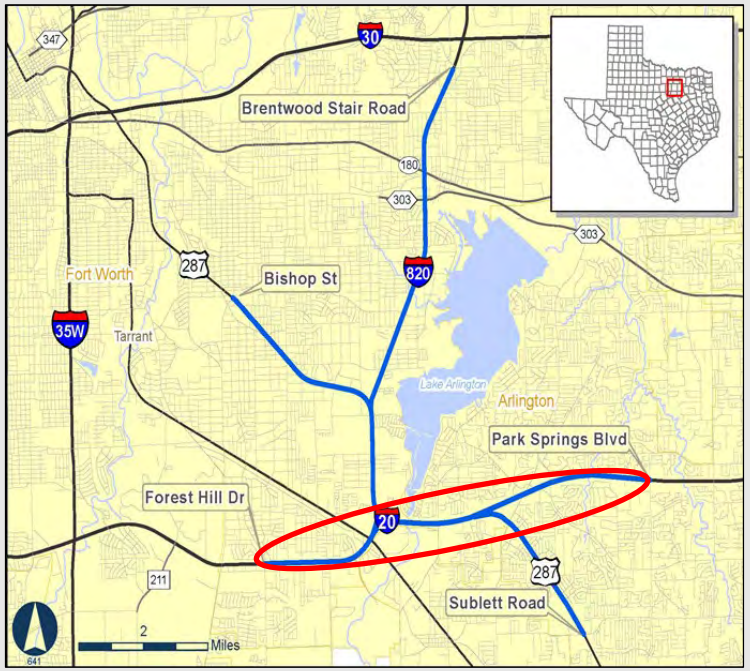
Propósito y necesidad del proyecto

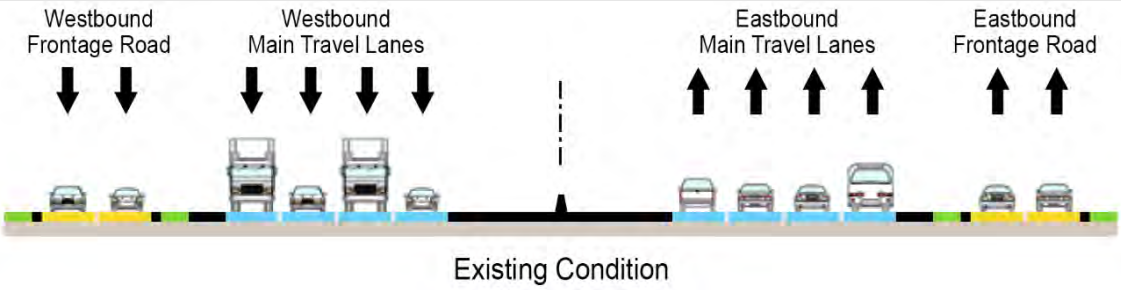
- Necesidades del proyecto
  - Congestión del tráfico, movilidad reducida y un nivel de servicio inaceptable.
  - Conectividad de carreteras insuficiente.
  - No hay alojamiento continuo para peatones o bicicletas.

- Propósito del proyecto
  - Reducir la congestión del tráfico.
  - Mejorar la movilidad y la conectividad.
  - Proveer alojamiento continuo para peatones o bicicletas.

Descripción del proyecto – Instalación existente: I-20

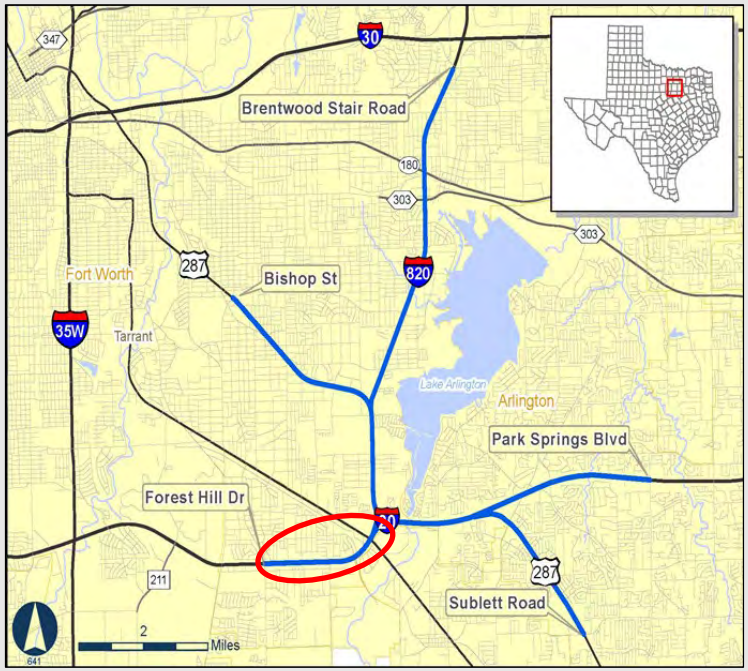
- I-20 de Forest Hill Drive a Park Springs Boulevard:
  - 4 a 5 carriles de viaje principales en cada dirección separados por una barrera de seguridad de concreto o valla de protección de vigas metálicas, con acotamiento por ambos lados de la autopista.
  - Carreteras de servicio discontinuas de 2 a 3 carriles.

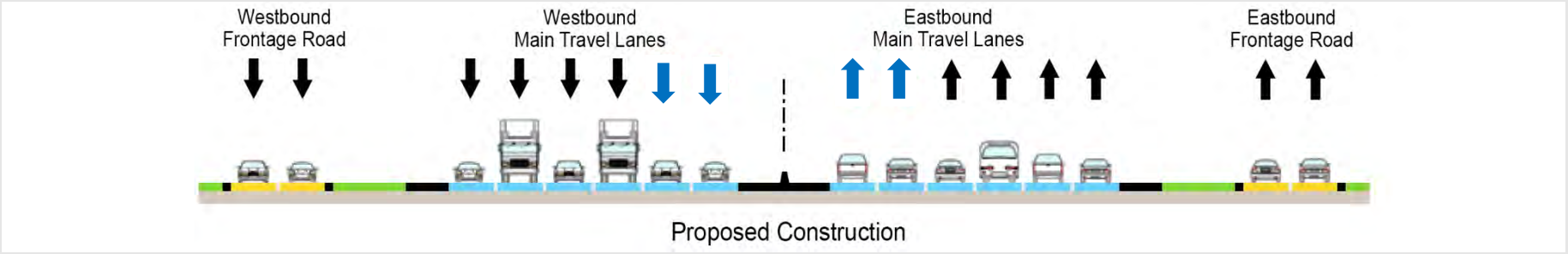




Descripción del proyecto – Instalación propuesta: I-20

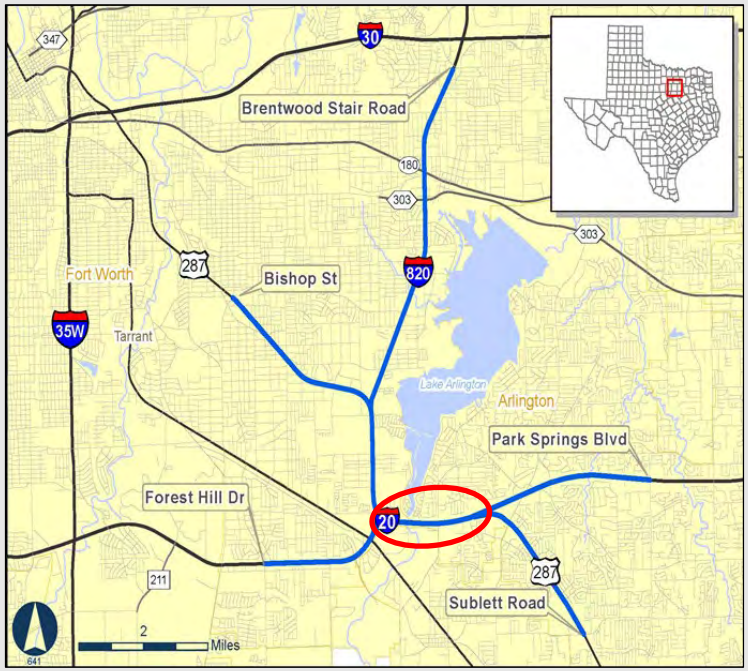
- I-20 de Forest Hill hasta el intercambio de I-20/I-820:
  - Reconstruir y ampliar a 6 carriles principales en cada dirección.
  - Se añadirían carriles auxiliares entre las rampas de entrada y salida.
  - Las carreteras de servicio se reconstruirían y ampliarían de a 2 a 4 carriles en cada dirección.

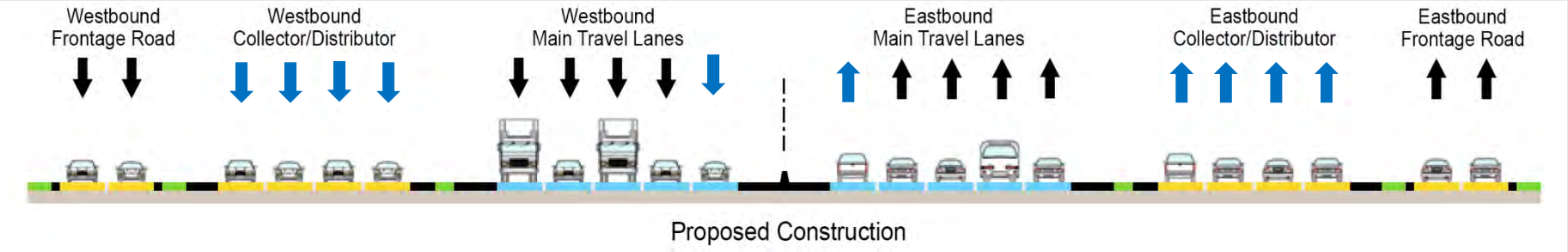




Descripción del proyecto – Instalación propuesta : I-20

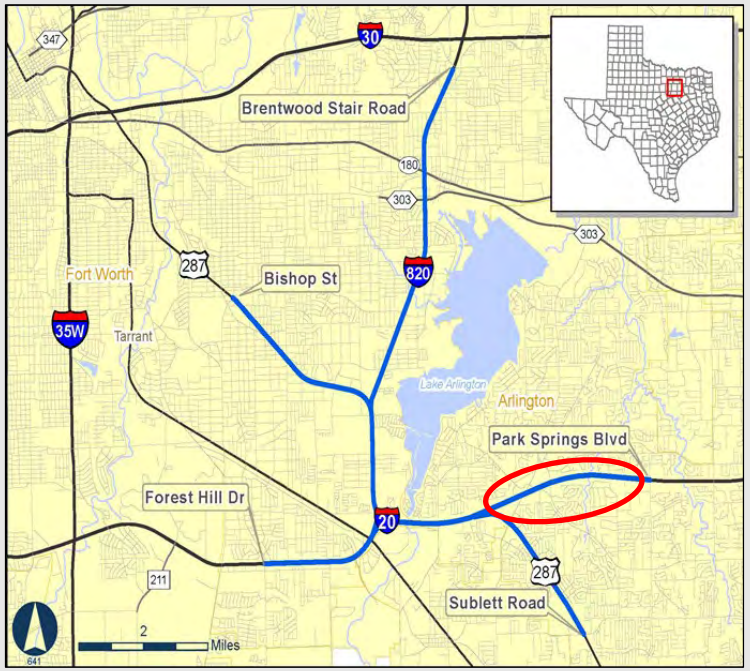
- I-20 del intercambio I-820 al intercambio de US 287:
  - Reconstruir a 5 carriles principales de recorrido en cada dirección.
  - Construir un sistema de carretera colector-distribuidor de 4 carriles en cada dirección.
  - Carreteras de servicio que se reconstruirán y ensancharán de a 2 a 4 carriles continuos en cada dirección.

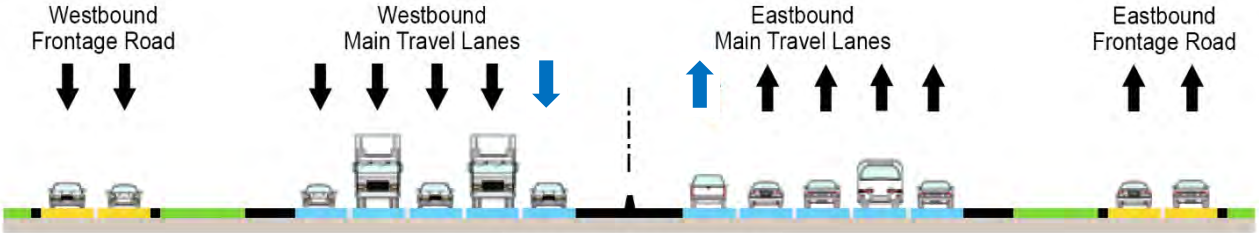




Descripción del proyecto – Instalación propuesta : I-20

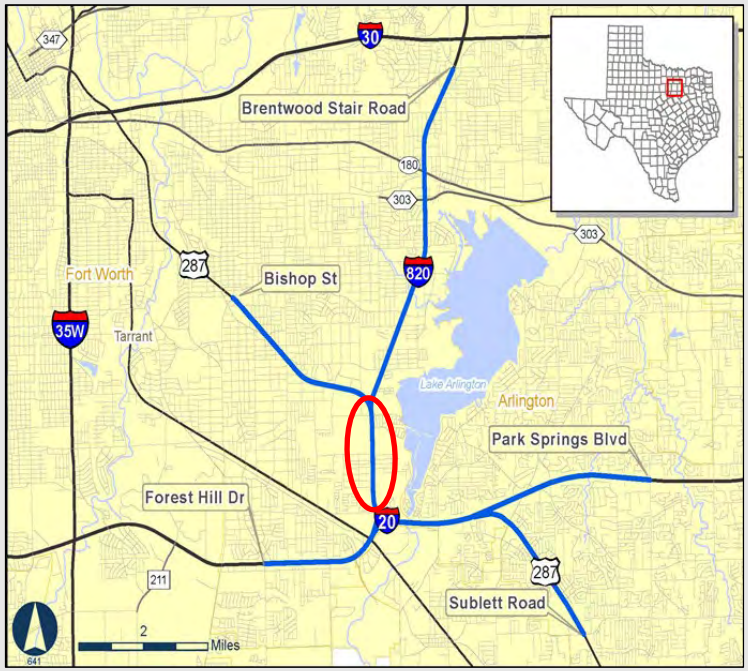
- I-20 del intercambio I-20/US 287 a Park Springs Boulevard:
- – Reconstruir y ampliar a 5 carriles principales en cada dirección.
  – Se añaden carriles auxiliares entre las rampas de entrada y salida.
  – Carreteras de servicio se reconstruirán y ensancharán de a 2 a 4 carriles en cada dirección.





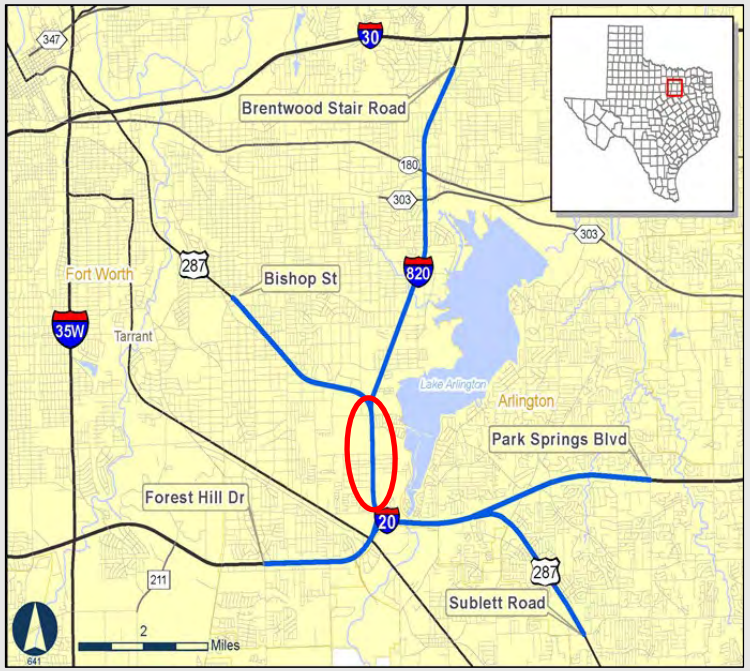
Descripción del proyecto – Instalación existente : I-820

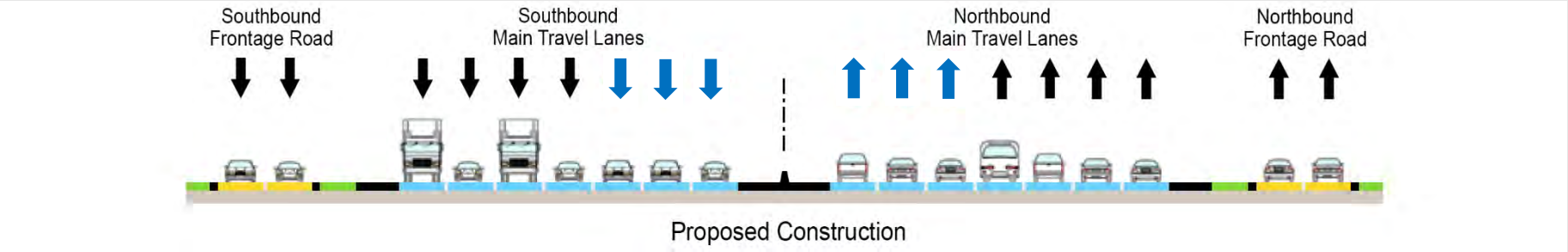
- I-820 del I-20 al intercambio de I-820/US 287:
  - 4 carriles de viaje principales en cada dirección separados por una barrera de seguridad de concreto o una valla de protección de vigas de metal, y acotamientos interiores y exteriores.
  - Carreteras continuas de servicio del I-20 a el intercambio de I-820/US 287.



Descripción del proyecto – Instalación propuesta : I-820

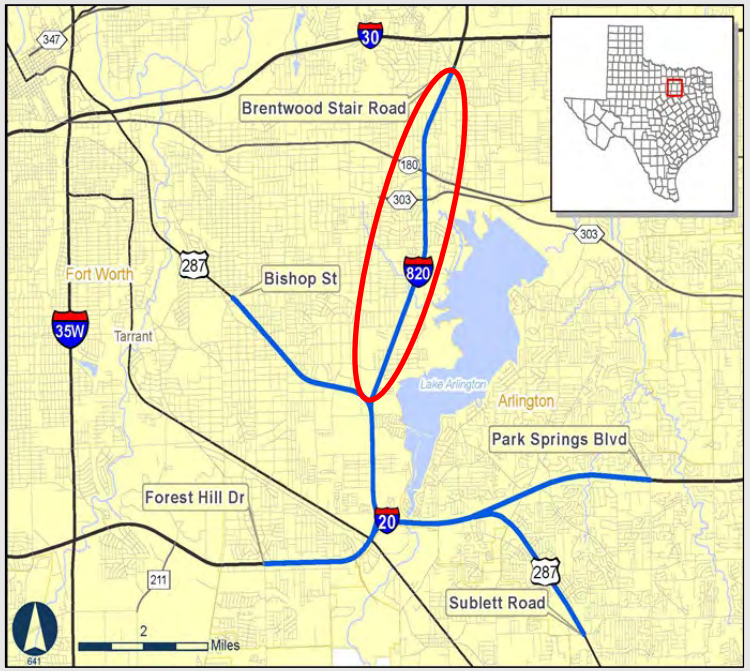
- I-820 del I-20 al intercambio de I-820/US 287:
  - Reconstruir y ampliar a 7 carriles de viaje principales en cada dirección.
  - Carreteras de servicio que se reconstruirán y ensancharán a 2 a 4 carriles en cada dirección.

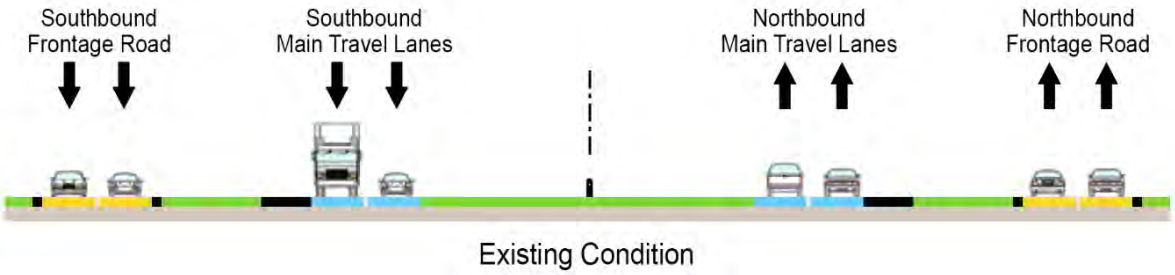




Descripción del proyecto – Instalación existente : I-820

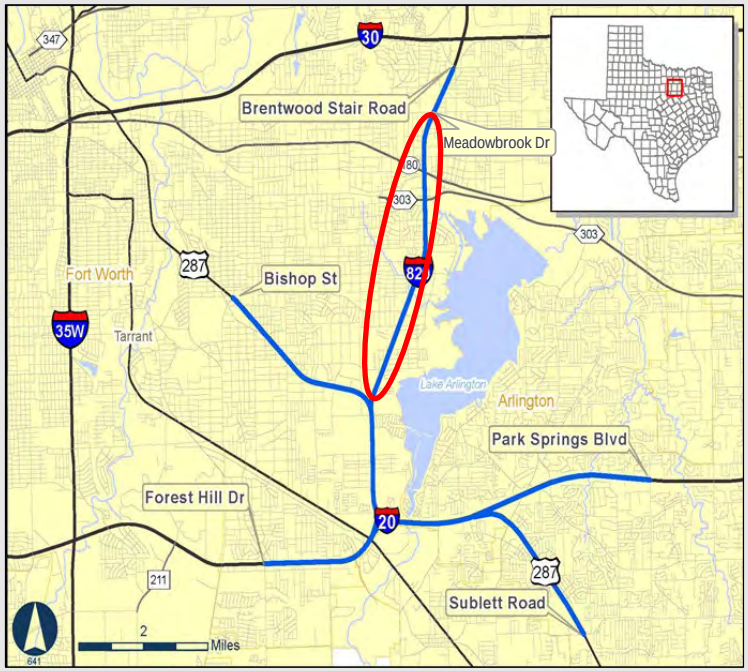
- I-820 del intercambio de I-820/US 287 a Brentwood Stair Road:
  - 2 carriles de viaje principales en cada dirección separados por la mediana de zacate con una barrera de cable.
  - Carreteras de servicio discontinuas.

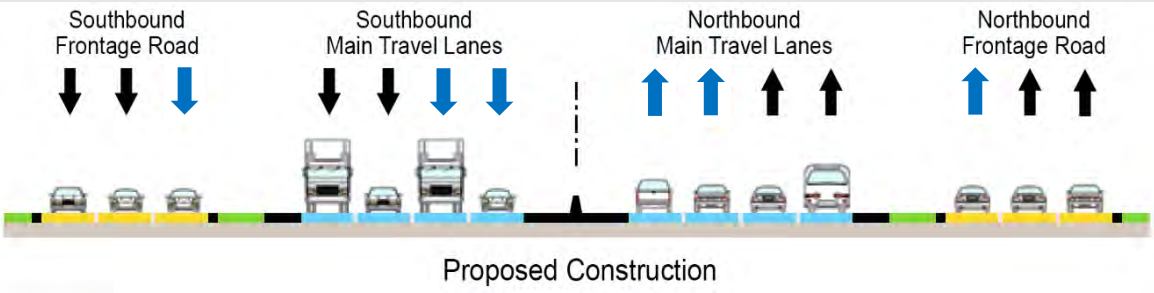




Descripción del proyecto – Instalación propuesta : I-820

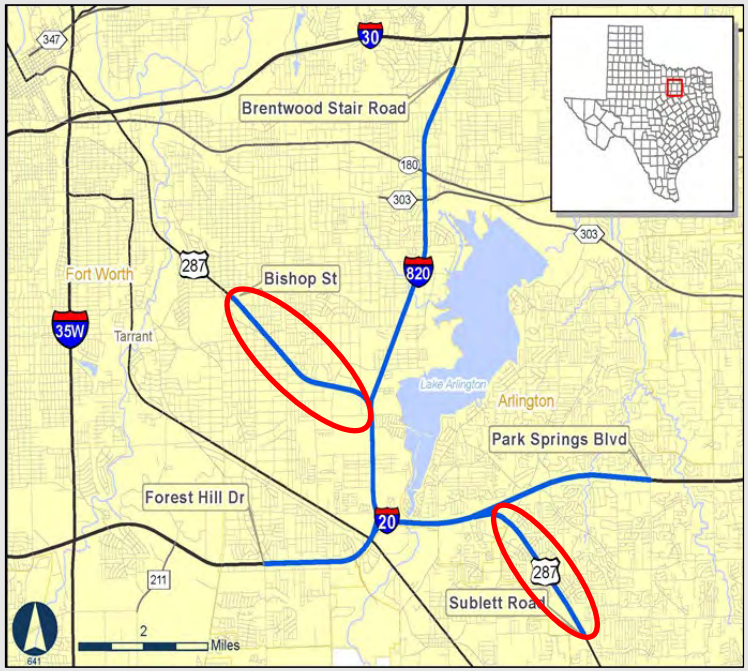
- I-820 de US 287 a Meadowbrook Drive:
  - Reconstruir y ampliar a 4 carriles principales en cada dirección.
  - Se añaden carriles auxiliares entre las rampas de entrada y salida.
  - Carreteras de servicio que se reconstruirán y ensancharán a 2 a 3 carriles en cada dirección.

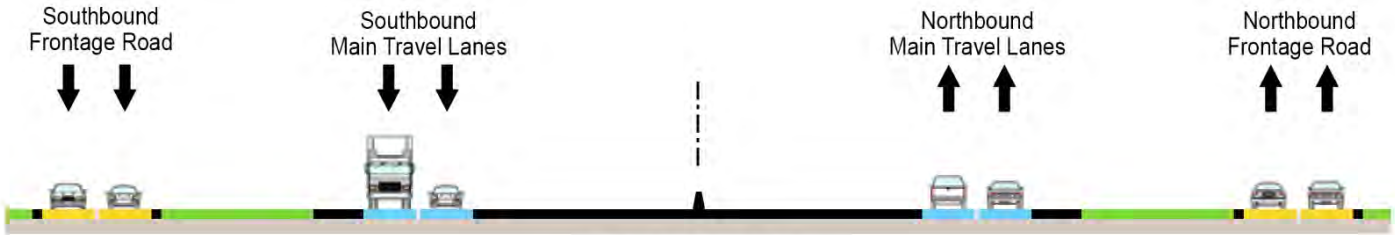




Descripción del proyecto – Instalación existente : US 287

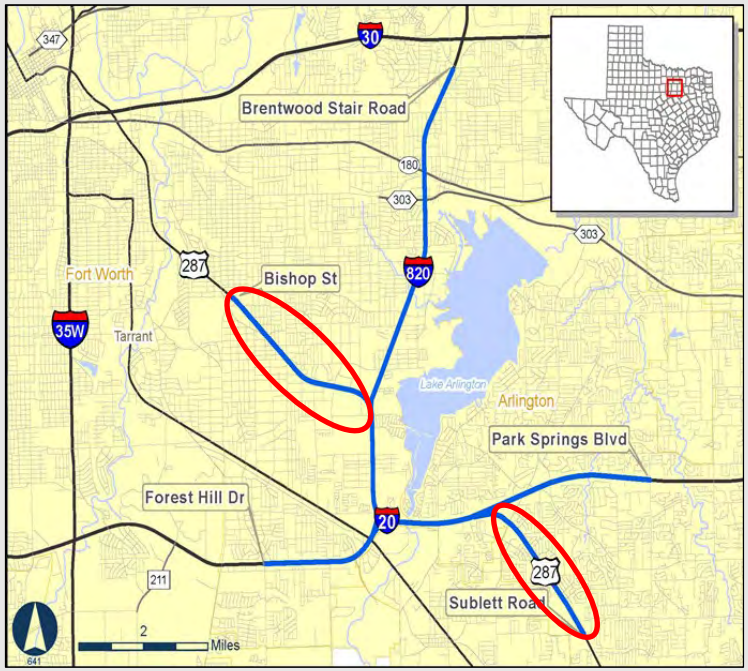
- US 287 de Bishop Street a Sublett Road:
  - 2 a 3 carriles de recorrido principales en cada dirección separados por una barrera de seguridad de concreto, una valla de protección de vigas metálicas, o mediana de zacate, con acotamientos interiores y exteriores.
  - Carreteras de servicio discontinuas de 2 carriles

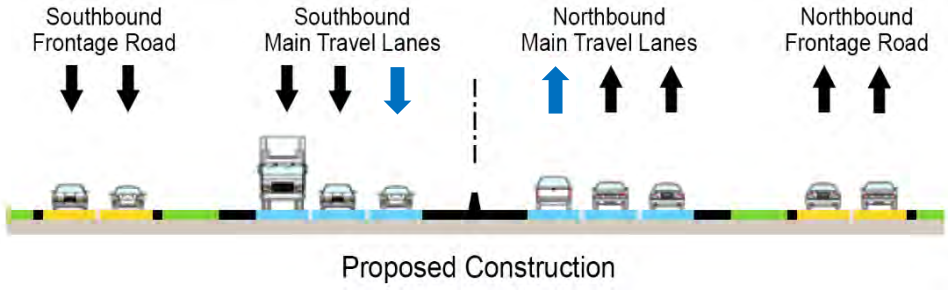




Descripción del proyecto – Instalación propuesta : US 287

- US 287 de Bishop Street a Sublett Road:
  - Reconstruir y ampliar a 3 carriles principales en cada dirección.
  - Se añaden carriles auxiliares entre las rampas de entrada y salida.
  - Carreteras de servicio que se reconstruirán y ensancharán a 2 a 3 carriles en cada dirección.





Alojamiento para bicicletas y peatones

- El proyecto propuesto proporcionaría alojamiento para bicicletas y peatones a lo largo de todo el corredor, incluyendo:
  - Sendero de uso compartido de 10 pies de ancho en un lado del corredor del proyecto y una banqueta de 6 pies de ancho en el otro lado del corredor.
  - Los intercambios cruzados reconstruidos incluirían banquetas compatibles con el Acto de Americans with Disabilities (ADA) y alojamientos para bicicletas (como carriles de bicicletas o senderos de uso compartido).
  - Cada intersección incluiría rampas accesibles para sillas de ruedas y pasos de peatones marcados.

Cierre del puente peatonal

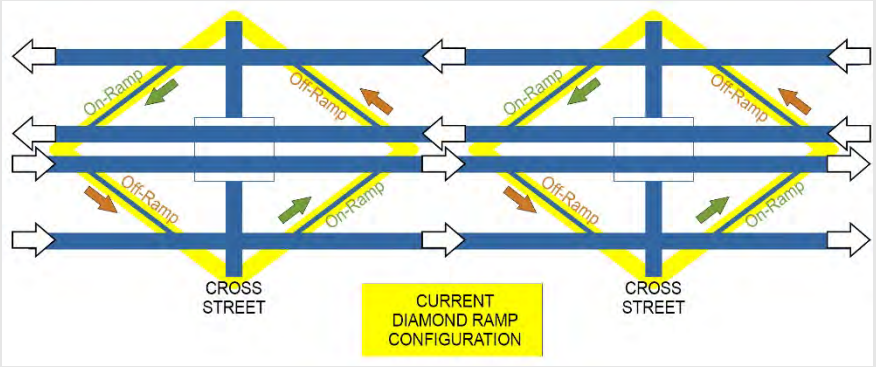
- Un puente peatonal esta ubicado al norte de Craig Street y ofrece acceso a través de los carriles de I-820.
- TxDOT llevó a cabo cuentas de peatones/ bicicletas en el puente peatonal existente de Craig Street, y el puente de Meadowbrook Drive.
- Sobre la base del estudio de las cuentas de peatones y bicicletas, el puente peatonal se retiraría como parte del proyecto propuesto.
- Se espera que los usuarios de bicicletas/peatones crucen I-820 utilizando la banqueta propuesta o el camino de uso compartido en los puentes de Craig Street y Meadowbrook Drive.

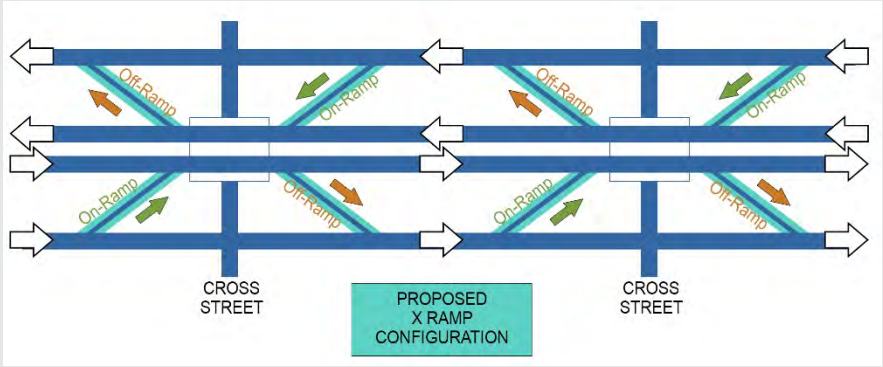
Cambios de acceso

- Reconfiguración de rampas de salida/entrada existentes.
- Las actualizaciones de rampa requieren la denegación de acceso de propiedades privadas a la carretera de servicio y la remoción o reubicación de las entradas.
- Se anticipa que esto afecte al acceso directo a los carriles principales para las siguientes calles transversales:
  - Anglin Drive
  - Sun Valley Drive
  - Martin Street
  - Wilbarger Street
  - Ramey Street
  - Lancaster Avenue
  - Craig Street
  - Brentwood Stair Road

Cambios de acceso

- Se ha mejorado el acceso y la movilidad al convertir las configuraciones de rampa “diamante" en configuraciones de rampa "X".
- Se anticipa que esto beneficie a las siguientes áreas:
  - Entre Green Oaks Boulevard y Kelly Elliot Road a lo largo del I-20.
  - Entre Wilbarger Street y Berry Street a lo largo del I-820 hacia el sur.
  - Entre Ramey Ave. y Rosedale Street a lo largo del I-820
  - Entre Miller Avenue/Wilbarger Street y Village Creek Road a lo largo de US 287.
  - A lo largo de US 287 entre Little Road y Sublett Road.





Cambios de acceso

- Se anticipan que los callejones cul-de-sac (calles sin salida) afectarán a las siguientes calles:
  - Bolen Road en Bowman Springs Road.
  - Forest Bend Drive en carreteras de servicio del I-20 hacia el este.
  - Dowdell Street and Childress Street en carreteras de servicio de US 287 en dirección sur/este.
  - Hillside Avenue terminaría en Pierce Avenue (y no se conectaría a las carreteras de servicio de US 287 hacia el sur).
  - Hart Street en las carreteras de servicio de I-820 hacia el sur.
  - Tension Avenue a las carreteras de servicio de I-820 (al sur de E. Lancaster Avenue).
  - Rich Street se propone ser un callejón sin salida al oeste de las carreteras de servicio de I-820 sin cul-de-sac proporcionado.
  - Mel Street en Craig Street.
  - Lambeth Lane en carreteras de servicio de I-820 hacia el norte (al norte de Meadowbrook Drive).

Cambios de acceso

- Adición de jughandles para mantener el acceso entre Craig Street y las carreteras de servicio del I-820.

Cambios de acceso

- Realineación de Anglin Drive en I-20.

Cambios de acceso

- Carreteras de servicio adicionales:
  - Carreteras de servicio del I-20 en dirección hacia el este entre Forest Hill Drive y Anglin Drive.
  - Carreteras de servicio del I-20 sobre Union Pacific Railroad.
  - Carreteras de servicio del I-20 entre Green Oaks Boulevard y Kelly Elliott Road en un puente sobre Kee Branch.
  - Carreteras de servicio del I-820 Frontage Roads entre Rosedale Street y Craig Street.
  - Carreteras de servicio nuevas entre Carey Street en US 287 y Wilbarger Street en I-820.

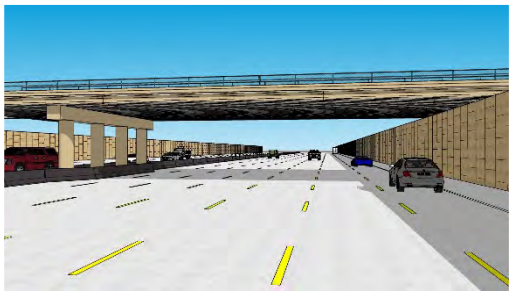
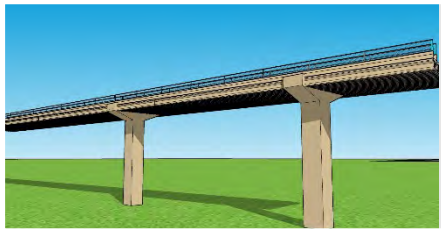
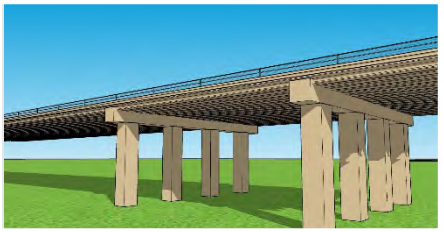
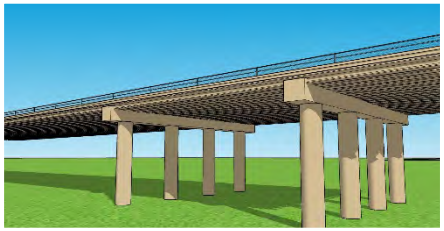
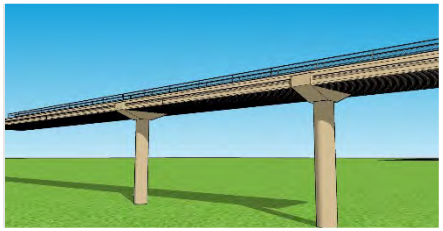
Visualización 3D

- Modelo de visualización 3D:
  - Vista del plan de diseño del proyecto.
  - Exposiciones de intercambios y vecindades propuestas.
  - Vuelo animado.

- Disponible en:
  - TxDOT.gov, Búsque: Southeast Connector
  - Sitio web de la audiencia pública virtual: https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Propuesta de Estética del Proyecto

- Durante la fase de diseño detallado del proyecto se desarrollará un Plan de Estética del Proyecto.
- TxDOT coordinará con las ciudades locales para proporcionar información sobre el Plan Estético.

Alternativas al proyecto

- Alternativas del proyecto eliminadas:
  - Carriles gestionados.
  - Carriles exprés.
  - Carriles de colector-distribuidor (C-D) a lo largo del I-820.
  - Adición de carriles de uso general sin mejoramientos a las carreteras de servicio.

Costo del proyecto

- El costo total estimado es de aproximadamente $2 billones de dólares.
- El proyecto se financiaría con una combinación de fondos federales y estatales.
- TxDOT planea adquirir un contratista de diseño y construcción para reconstruir los corredores.
- Se espera que la construcción comience en 2021 y se complete en 2026.

Proceso del National Environmental Policy Act (NEPA)

- Se preparó una Evaluación Ambiental (EA) de conformidad con el National Environmental Policy Act, o NEPA.
- La documentación ambiental identifica los efectos sociales, económicos y ambientales del proyecto propuesto.

La revisión ambiental, consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorándum de Entendimiento de fecha 9 de diciembre del 2019, y ejecutado por FHWA y TxDOT.

Recursos Ambientales Evaluados

- Calidad del aire
- Recursos Arqueológicos
- Recursos Biológicos
- Impactos de la comunidad
- Recursos históricos
- Materiales peligrosos
- Impactos indirectos y acumulativos
- Recursos de Sección 4(f)
- Ruido de tráfico
- Vegetación y vida silvestre
- Recursos Hídricos

Revisión Ambiental – Ruido del Tráfico

- Se realizó el análisis del ruido del tráfico.
- El modelo considera:
  - Número, tipo y velocidad de los vehículos;
  - Alineación y grado de la carretera;
  - Cortes, rellenos y bermas naturales;
  - Sonido de características del terreno;
  - Ubicaciones de áreas de actividad que probablemente serian afectadas por el ruido de tráfico asociado.
- Se identificaron los impactos de ruido.
- Las medidas propuestas de reducción del ruido deben ser factibles y razonables para ser incorporadas dentro del proyecto.

Revisión Ambiental – Ruido del Tráfico

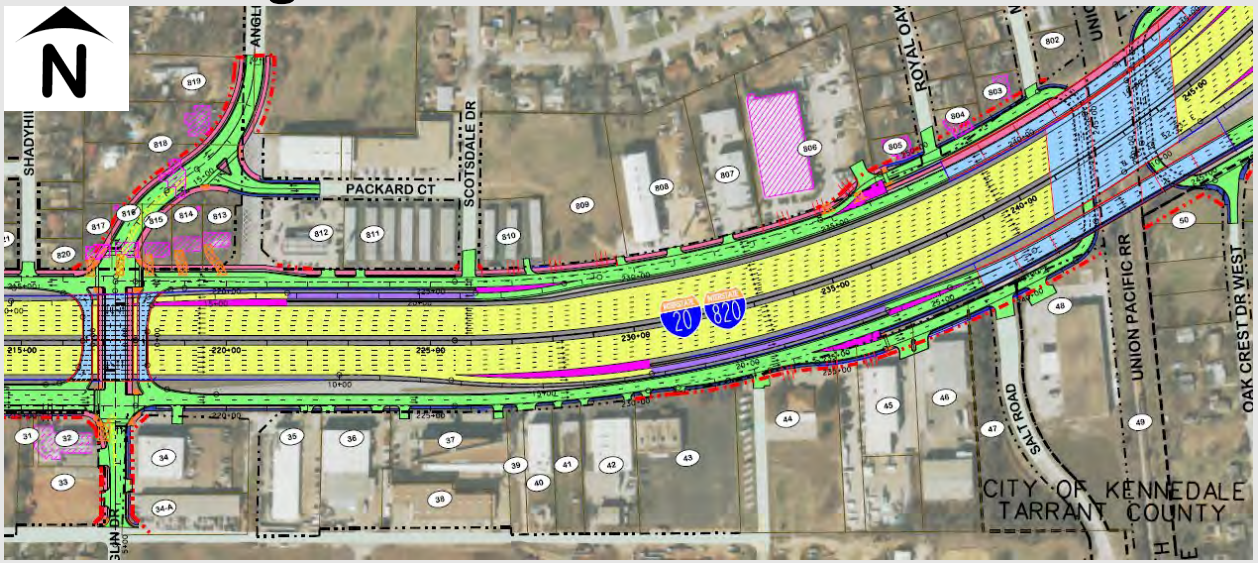
- Barreras de ruido propuestas:

Barrera	Ubicación	Altura (pies)
1	I-20 hacia el oeste, al este de Evonshire Dr. a Forest Hill Dr.	10
2	I-20 hacia el este, entre Forest Hill Dr. y Anglin Dr.	8
3	I-20 hacia el oeste, de Village Creek a Bowman Springs Rd.	16
4	I-20 hacia el oeste, al este de Bowman Springs Rd. al este de Woodfield Dr.	10
5	I-20 hacia el este, al este de Bowman Springs Rd. a Overview Dr.	20
6	I-20 hacia el oeste, del oeste de Mandalay Dr. al este de Siera Ln.	10
7	I-20 hacia el oeste, del este de Green Oaks Blvd. al oeste de Kelly Elliot Rd.	10
8	I-20 hacia el oeste, de Kelly Elliot Rd. al oeste de Park Springs Blvd.	10
9	I-820 hacia el norte, de Big Fork Rd. a Martin St.	14
10	I-820 hacia el sur, de Meadowbrook Dr. al norte de Cravens Rd.	12
11	I-820 hacia el norte, del norte de Ellis Rd. al norte de Copperstone Dr.	16
12	US 287N hacia el sur, de Renaissance Dr. a Reed St.	14
13	US 287N hacia el norte, del sur de Wichita St. a Bishop St.	12
14	US 287N hacia el norte, del norte de Reed St. a Miller Ave.	12
15	US 287N hacia el sur, de Baylor St. a Wilbarger St.	8 - 12
16	US 287N hacia el sur, de Hillside Ave. a Wilhelm St. y de Edgewood Ter. a Village Creek Rd.	12
17	US 287N hacia el sur, de Wilhelm St. a Edgewood Ter. (a lo largo del derecho de paso en Village Creek Park)	10
18	US 287S hacia el norte, de Flintshire Court al sur de Little Rd.	12
19	US 287S hacia el norte, del sur de El Rancho Dr. al norte de Sagebrush Tr.	14
20	US 287S hacia el sur, del sur de Silkcrest Tr. al sur deLittle Rd.	10
21	US 287S hacia el norte, del sur de Stagetrail Dr. a Hawkins Cemetery	10
22	US 287S hacia el norte, del sur de Longhorn Ln. al sur de Stagetrail Dr.	12

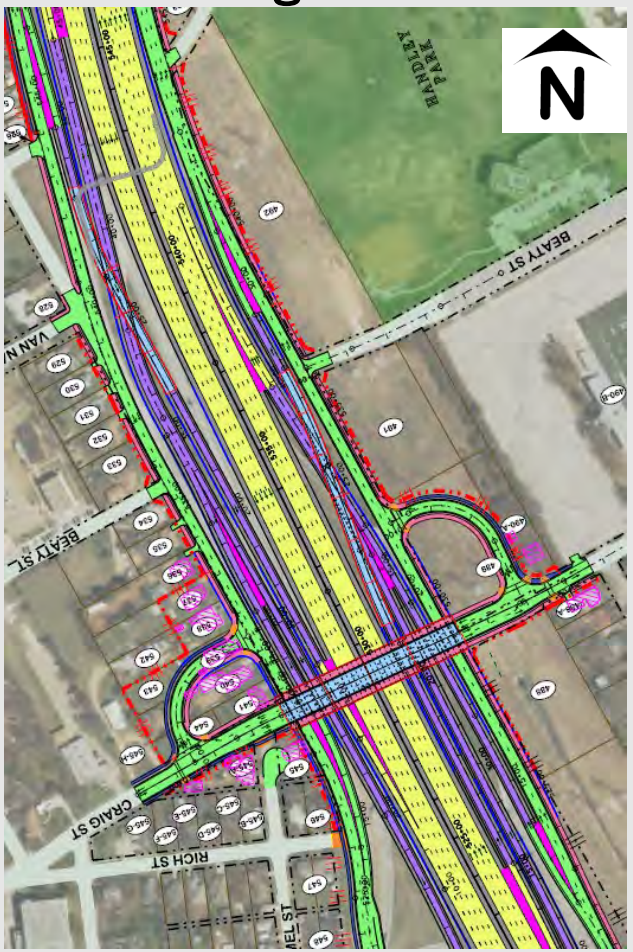
Revisión Ambiental – Justicia Ambiental

- 13 desplazamientos potenciales en Anglin Drive a Union Pacific Railroad.
- 11 desplazamientos potenciales en Craig Street.
-

Anglin Drive a Union Pacific Railroad



Craig Street



*Desplazamientos mostrados con lineas rosa.

Revisión Ambiental – Justicia Ambiental

- La adición de caminos de uso compartido para ciclistas y banquetas para peatones aumentaría la movilidad para estos modos de viaje.
- Las mejoras propuestas a los puentes de Meadowbrook Drive y Craig Street, donde hay más tráfico peatonal, minimizarían el impacto adverso de la eliminación del puente de bicicleta/peatonal al norte de Craig Street.
- Múltiples eventos de divulgación y participación llevados a cabo para comprender mejor las comunidades afectadas.
- Se espera que la cohesión, la seguridad y el acceso comunitarios aumenten en general debido al proyecto propuesto.
- Tras la aplicación de medidas de minimización y mitigación, y considerando la aportación pública sobre el proyecto propuesto hasta el momento, no se espera que el proyecto propuesto resulte en impactos desproporcionadamente altos y adversos para las poblaciones de justicia ambiental.

Revisión Ambiental – Sección 4(f) de la Ley del Departamento de Transporte de los Estados Unidos

- Propiedades Protegidas por Sección 4(f):
  - Parques de propiedad pública, importantes y accesibles, áreas recreativas y refugios de vida silvestre y aves acuáticas.
  - Importantes sitios históricos y arqueológicos, independientemente de si son de propiedad pública o privada.
- El proyecto propuesto no requeriría el uso de, ni menoscabaría sustancialmente los propósitos de cualquier propiedad protegida por Sección 4(f).

Revisión Ambiental – Recursos Culturales

- Arqueología
  - Los análisis de los arqueólogos de TxDOT indicaron que no es necesario hacer investigaciones de campo.
- Propiedades históricas
  - Encuestas realizadas en 2004 y 2020.
  - Dos listados del Registro Nacional de Lugares Históricos ubicados cerca del proyecto:
    - Carver Heights Historic District
    - Hawkins Cemetery
  - Se anticipa que la construcción propuesta no tendría ningún efecto adverso en ninguna propiedad histórica.

Revision Ambiental Continuado

TEXAS CLEAR LANES

Aguas de los EE.UU.

- El proyecto propuesto cruza 19 arroyos y dos humedales.
- Se requiere permiso nacional 14 (proyectos de transporte lineal).
- No se anticipa ninguna notificación previa a la construcción (PCN) a la USACE.

Llanuras de Inundación

- Partes del proyecto están dentro de la llanura de inundación de 100 años.
- El diseño hidráulico de este proyecto estaría de acuerdo con las políticas, leyes, regulaciones y estándares actuales de diseño de FHWA, TxDOT y locales.

Calidad del aire

- El proyecto se encuentra en zonas graves y marginales de no logro por los NAAQS de 2008 y 2015.
- Se aplican las normas de conformidad del transporte.

Materiales peligrosos

- Se determinó que 7 sitios eran de riesgo ambiental moderado o alto para el proyecto.
- Se realizará una evaluación adicional del impacto de los materiales peligrosos para determinar la necesidad de realizar investigaciones adicionales.

Impactos de la vegetación

- 7 acres de Bosque y Bosque Cross Timbers
- 0,3 acres de pradera perturbada
- 8,8 acres de Riparian
- 752.5 acres urbanas
- 1,1 acres de aguas abiertas

Conclusión: Estudios, análisis y evaluación del proyecto propuesto no indican impactos significativos.

Coordinación de Agencias

- Coordinación de agencia completada
  - La consulta tribal con tribus federales reconocidas a nivel federal se inició el 6 de enero del 2017 y de nuevo el 31 de mayo del 2019.
  - La coordinación con Texas Parks and Wildlife (TPWD) se inició el 18 de julio del 2019 y se completó el 9 de agosto del 2019.
- Coordinación de la Agencia en curso
  - Texas Historical Commission (THC)
  - Federal Highway Administration (FHWA)
  - Texas Commission on Environmental Quality (TCEQ)

Esfuerzos previos de participación pública

Evento	Fecha
Reunión del Grupo de Trabajo Técnico #1	6 de junio del 2017
Reunión del Grupo de Trabajo Técnico #2	20 de junio del 2018
Reunión de la ciudad de Forest Hill	26 de junio del 2018
Reunión pública	19 de julio del 2018
Reunión del ayuntamiento #1	16 de agosto del 2018
Reunión de la ciudad de Arlington	20 de junio del 2018
Reunión Comunitaria	15 de septiembre del 2018
Reunión de Lions Club de la ciudad de Fort Worth	30 de octubre del 2018
Reunión del ayuntamiento #2	8 de noviembre del 2018
Reunión del Grupo de Trabajo Técnico #3	21 de febrero del 2019
Reunión de las ciudades de Forest Hill y Kennedale	17 de julio del 2019
Reunión de la ciudad de Fort Worth	30 de julio del 2019
Reunión de Coordinación de Diseño de Ciclistas y Peatones	30 de julio del 2019
Reunión del Ayuntamiento de Forest Hill	10 de diciembre del 2019
Reunión de Village Creek Neighborhood Association (VCNA)	11 de febrero del 2020

Derecho de vía y servidumbres

- Se necesita el Derecho de Vía Propuesto y la denegación de acceso:
  - 22,6 acres de derecho de vía propuesto
  - 3.3 acres de servidumbres permanentes
- Como resultado del proyecto propuesto ocurrirían 23 desplazamientos residenciales.
- Como resultado del proyecto propuesto ocurrirían 19 desplazamientos comerciales.

Proceso de Adquisición del Derecho de Vía

- Ley Uniforme de Asistencia de Reubicación y Adquisición de Bienes Inmuebles de 1970:
  - Ley aprobada en 1970 que fue diseñada para asegurar que cualquier persona que posea la propiedad necesaria para un propósito público sería tratada de manera justa.
  - La ley establece directrices para la adquisición de propiedades y la reubicación de personas y empresas desplazadas.
- Es la política del Departamento de Transporte de Texas que a las personas afectadas por la expansión de los sistemas de transporte no se les negarán los beneficios excluidos de la participación o de otra manera sean objeto de discriminación basada en los motivos de raza, color, sexo, edad, discapacidades u origen nacional.

Proceso de Adquisición del Derecho de Paso

- A cada propietario de la propiedad afectada se le ofrece “compensación justa" por la propiedad necesaria para el proyecto.
- Para llegar a este valor, se contrata a tasadores independientes para preparar evaluaciones detalladas y establecer valor.
- Una oferta escrita a los propietarios se hace basado en el valor determinado en las evaluaciones.
- Los propietarios tienen un mínimo de 30 días para considerar la oferta.

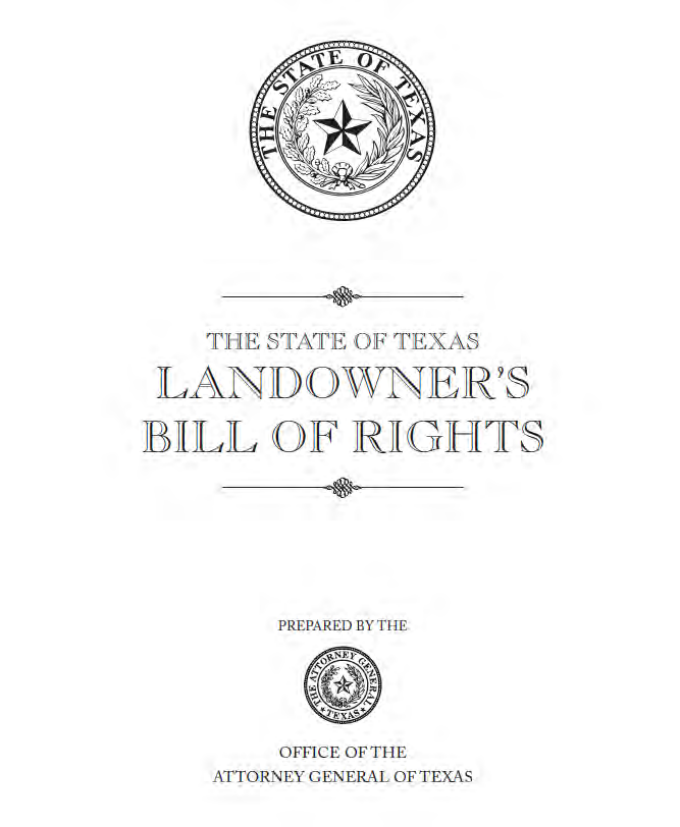
Derecho de Paso – Adquisición Avanzada

- La adquisición avanzada es la capacidad de TxDOT para comprar legalmente el derecho de paso, antes de la autorización ambiental o antes de que se tome la determinación de que la propiedad es necesaria.
- Para este proyecto se ha utilizado la adquisición avanzada.

Proceso de Adquisición del Derecho de Paso

- Folletos del derecho de paso:
  - Disponible poniéndose en contacto con nuestra oficina.
  - Disponible en el sitio web de TxDOT, bajo “Forms & Publications”.

    https://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/publications/row.html


THE STATE OF TEXAS

LANDOWNER'S BILL OF RIGHTS

PREPARED BY THE

OFFICE OF THE ATTORNEY GENERAL OF TEXAS

Cómo enviar sus comentarios

Comentario verbal:

Llame al (817) 887-6150 y
deje un mensaje de voz.

Email: SoutheastConnector@txdot.gov

Correo: TxDOT Fort Worth District Office
Attn: Loyl C. Bussell, P.E.
2501 SW Loop 820
Fort Worth, Texas 76133

Todos los comentarios deben ser recibidos en o antes:
22 de junio del 2020

Sitio web de la audiencia pública virtual:

https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing

Enviar en línea:

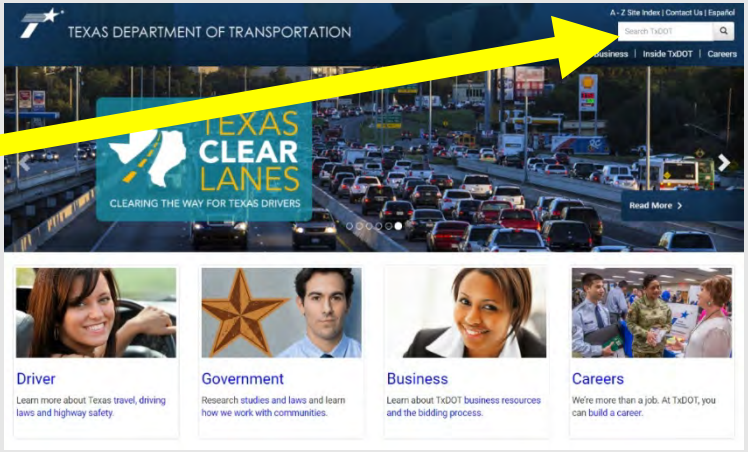
Visit www.TxDOT.gov

En el cuadro de búsqueda, escriba:

Southeast Connector

Seleccione “Virtual Public Hearing and Draft Environmental Assesment Available for Public Review – Southeast Connector”

Luego haga clic en: Submit Your Comment



Próximos pasos y linea de tiempo

- Finaliza el período de comentarios públicos – 22 de junio de 2020
- Diseño preliminar aprobado – Verano 2020
- Reporte de documentación de audiencia pública - Verano 2020
- Decisión Ambiental – Verano 2020
- Construcción prevista para comenzar – Invierno 2021
- Construcción prevista para completarse – Invierno 2026

Consultas públicas

- El público puede llamar al personal del proyecto durante el horario regular de oficina o mandar correo electrónico para hacer preguntas sobre el proyecto en cualquier momento durante el proceso de desarrollo del proyecto.

TxDOT Project Manager: Curtis Loftis, P.E.

Phone: (817) 370-6807

Email: SoutheastConnector@txdot.gov

¡Gracias por mirar!

FINAL 5-29-2020

AUDIENCIA PÚBLICA VIRTUAL

Southeast Connector

Reconstrucción y ampliación de I-20, I-820 y US 287

I-20 de Forest Hill Drive a Park Springs Boulevard

I-820 de I-20 a Brentwood Stair Road

US 287 de Bishop Street a Sublett Road

CSJs: 0008-13-125, etc.

Condado de Tarrant

Jueves, 4 de junio; 6:00 PM

Ricardo Gonzalez, PE

DIAPOSITIVA 1 – Diapositiva de título

Bienvenido a la audiencia pública virtual de Southeast Connector. El Departamento de Transporte de Texas, mejor conocido como TxDOT, está proponiendo reconstruir y ampliar I-20, I-820 y US 287 entre las ciudades de Arlington, Forest Hill, Fort Worth y Kennedale en el sureste del Condado de Tarrant, Texas.

Gracias por acompañarnos. Mi nombre es Ricardo González y sirvo como Director de Planificación y Desarrollo de Transporte para el Distrito de TxDOT Fort Worth.

Debido al brote de COVID-19, TxDOT está organizando esta audiencia pública virtual en lugar de una audiencia pública tradicional en persona. Esta presentación pregrabada mostrará la misma información que hubiera sido presentada durante la audiencia en persona.

Estamos agradecidos por su interés en el proyecto de Southeast Connector y cada uno de ustedes esta bienvenido a proporcionar comentarios, preguntas y preocupaciones sobre el proyecto, después de esta presentación.

DIAPOSITIVA 2 – Seguridad y End the Streak

Antes de comenzar la audiencia, me gustaría tomar un minuto para mencionar la campaña End the Streak de TxDOT. El 7 de noviembre del año 2000 fue el último día sin muertes en carreteras en Texas. Eso significa que, por 19 años seguidos, al menos una persona ha muerto cada día en las carreteras de Texas. Esta es una racha que queremos romper. Los Tejanos pueden ayudarnos a ponerles un fin a los accidentes fatales con algunos hábitos de conducción simples, incluyendo el uso de cinturones de seguridad, conducir a el límite de velocidad, guardar el teléfono y otras distracciones, y nunca conducir bajo la influencia del alcohol o las drogas. ¡Vamos a "Terminar la racha" juntos!

DIAPOSITIVA 3 – Agenda de la audiencia pública

Esta presentación comenzará discutiendo cómo hacer un comentario sobre el proyecto propuesto, ya que esto será un poco diferente a una audiencia pública típica en persona. Entraremos a una presentación detallada sobre la ubicación y las características de diseño para el proyecto propuesto. Continuando, revisaremos los efectos ambientales previstos relacionados a el proyecto. Seguiremos con una explicación sobre la adquisición del derecho de vía y hablaremos sobre el Programa de Asistencia de Adquisición y Reubicación del Derecho de Vía del Estado con referencia al proyecto.

Si aún no ha tenido la oportunidad, revise la información del proyecto, incluyendo el Borrador de Evaluación Ambiental, Reportes Técnicos Ambientales, diapositivas de presentación de la audiencia pública y mapas y dibujos que muestran el diseño del proyecto propuesto. Los materiales de la audiencia pública virtual están disponibles en línea en www.txdot.gov, mediante la búsqueda de las palabras clave: "Southeast Connector".

También queremos darle las gracias a todo el personal del proyecto y a los funcionarios locales y públicos que hicieron posible este proyecto y presentación. Y gracias a todos

los que están participando viendo esta presentación, su participación y apoyo son muy valorados.

DIAPOSITIVA 4 – Propósito de la audiencia pública

Esta audiencia ha sido convocada por del Distrito de TxDOT Fort Worth y se está llevando a cabo para recibir comentarios del público con respecto al proyecto de Southeast Connector**.** Todos los comentarios recibidos como resultado de esta audiencia serán considerados durante el desarrollo futuro del proyecto.

Muchos de ustedes pueden haber asistido a audiencias públicas previas realizadas por TxDOT. Sin embargo, me gustaría explicar cómo se llevará a cabo esta audiencia pública virtual.

Al igual que una audiencia pública en persona, esta audiencia pública tiene cuatro propósitos esenciales:

- Informar al público del estado de planificación del proyecto y presentar las recomendaciones basadas en estudios realizados hasta la fecha.

- Describir el proyecto para que los participantes puedan determinar el potencial del proyecto que podría afectar sus vidas y propiedades.

- Darle al público la oportunidad de proporcionar sus comentarios y aportaciones sobre el proyecto antes de que se tomen las decisiones finales de ubicación y diseño. Sin embargo, debido al formato virtual, el proceso de dejar comentarios puede ser un poco diferente a lo que está acostumbrado. Daremos una explicación detallada de las formas de proporcionar información sobre el proyecto en breve.

- Y, por último, desarrollar un registro de opiniones públicas y participación para acompañar las recomendaciones para cualquier decisión.

Esta audiencia pública se lleva a cabo de conformidad con las leyes federales y estatales. Para el registro oficial, se hará una transcripción de esta audiencia.

DIAPOSITIVA 5 –Comentarios públicos

TxDOT se compromete a continuar sus esfuerzos para obtener comentarios públicos sobre este proyecto. Entendemos que este formato de audiencia pública virtual es un poco diferente, así que tomemos unos minutos para explicar el proceso de comentarios - que es la parte más importante de esta presentación.

El Distrito de TxDOT Fort Worth está pidiendo al público que proporcione sus comentarios de las siguientes maneras:

1. Para hacer un comentario verbal: Llame al (817) 887-6150 y deje un mensaje de voz cuando se le solicite. Por favor, limite su mensaje de voz a un máximo de tres minutos. Esta opción estará disponible a partir del 4 de junio del 2020 a las 6 p.m. y continuará hasta el 22 de junio del 2020 a las 5 p.m. Sus comentarios verbales serán registrados e incluidos en la documentación de la audiencia pública.
2. Puede enviar sus comentarios por correo electrónico a: SoutheastConnector@txdot.gov.
3. Envíe sus comentarios a Loyl C. Bussell. P.E., District Engineer, TxDOT Fort Worth, 2501 SW Loop 820, Fort Worth, TX 76133.
4. Además, puede enviar sus comentarios en línea:
    a. Visite www.txdot.gov.
    b. En el cuadro "Search TxDOT" en la esquina superior derecha de la página de internet, escriba el término de búsqueda: Southeast Connector.
    c. Seleccione la página web de audiencia pública virtual, luego haga clic en el botón "Submit Your Comment" en la parte superior derecha de la página o haga clic en el enlace de correo electrónico en la parte inferior de la página.

En caso de que el sitio web de TxDOT.gov no esté disponible, por favor utilice el enlace que se muestra aquí como el sitio web alternativo del proyecto para acceder a la información del proyecto y para enviar sus comentarios en línea.

Comentarios deben recibirse el 22 de junio del 2020 o antes para ser incluidos en el reporte de resumen de la audiencia pública virtual. También puede enviar una combinación de comentarios verbales y escritos.

Como se mencionó anteriormente, la información del proyecto, incluyendo el borrador de evaluación ambiental, los reportes técnicos ambientales, las diapositivas de presentación

de la audiencia pública y los mapas y dibujos que muestran el diseño del proyecto propuesto están actualmente disponibles en TxDOT.gov.

Después de esta audiencia, el Distrito de Fort Worth procederá con la preparación de la documentación ambiental final. Sus declaraciones y comentarios se incluirán en el informe de resumen de la audiencia pública virtual. A cada comentario se le dará consideración completa en la preparación de la evaluación ambiental final y las recomendaciones de diseño para el proyecto de Southeast Connector.

DIAPOSITIVA 6 – Socios/Relaciones de Proyectos

Antes de explicar los detalles del proyecto, el Distrito de Forth Worth también desea reconocer y agradecer a nuestros socios del proyecto que tienen o participarán en el desarrollo de este proyecto, incluyendo:

- Administración Federal de Transito y Autopistas, también conocida como FHWA
- North Central Texas Council of Governments, también conocido como NCTCOG
- Ciudad de Fort Worth
- Ciudad de Forest Hill
- Ciudad de Arlington
- Ciudad de Kennedale
- Condado de Tarrant
- Trinity Metro

Ahora presentaré a Oscar Sandate, el Consultor Especialista de Participación Pública, que ha estado ayudando a TxDOT con el desarrollo de esta audiencia pública virtual.

Oscar Sandate, BGE Inc.

DIAPOSITIVA 7 – Ubicación del proyecto

Gracias, Ricardo.

El Distrito de TxDOT Fort Worth propone la reconstrucción y ampliación del I-20, I-820 y US 287 dentro de las ciudades de Arlington, Forest Hill, Fort Worth y Kennedale en el sureste del condado de Tarrant. Los límites de los mejoramientos propuestos incluyen el I-20 de Forest Hill Drive a Park Springs Boulevard, I-820 desde I-20 hasta Brentwood Stair Road y US 287 desde Bishop Street hasta Sublett Road. La longitud total del proyecto es aproximadamente 16 millas.

Los mejoramientos propuestos reconstruirían y ampliarían los carriles principales a lo largo del I-20, I-820 y US 287 dentro del área del proyecto. Además, se construirían sistemas de carreteras de servicio en varios lugares, y se proporcionarían alojamientos para bicicletas y peatones en todas las instalaciones.

DIAPOSITIVA 8–Propósito y necesidad

Este proyecto es necesario porque la capacidad del I-20, I-820 y US 287 dentro de los límites del proyecto es inadecuada para satisfacer los volúmenes de tráfico actuales y futuros, resultando en congestión, movilidad reducida y un nivel de servicio inaceptable dentro de estos límites del proyecto; la conectividad del I-20, I-820 y US 287 con los sistemas de transporte locales existentes es ineficiente, resultando en movilidad reducida; y actualmente no hay instalaciones para peatones o bicicletas dentro o a lo largo de las carreteras de servicio y no hay conexión con los senderos o instalaciones municipales de bicicletas, lo que resulta en la falta de conectividad.

El objetivo del proyecto propuesto es reducir la congestión del tráfico y mejorar la movilidad en las carreteras del I-20, I-820 y US 287 dentro de los límites del proyecto; mejorar la movilidad y la conectividad de las carreteras I-20, I-820 y US 287 con los sistemas de transporte locales existentes; y proporcionar instalaciones para peatones/bicicletas dentro o a lo largo de las carreteras de servicio y la conexión con los senderos o instalaciones municipales existentes.

Las siguientes diapositivas discutirán la carretera existente, así como los mejoramientos propuestos en el proyecto, comenzando con I-20.

DIAPOSITIVA 9– Instalación existente I-20

La carretera I-20 existente desde Forest Hill Drive hasta Park Springs Boulevard se compone de cuatro a cinco carriles principales de 12 pies de ancho en cada dirección separados por una barrera de seguridad de concreto o una valla de protección de vigas metálicas, ubicadas a lo largo de la línea central del I-20. La carretera también incluye acotamientos adyacentes a la izquierda y a la derecha de 10 pies de ancho. En lugares limitados a lo largo del I-20, una mediana de zacate se encuentra a ambos lados de la barrera, entre la barrera y el acotamiento. Además, existen carriles auxiliares de 12 pies de ancho entre las rampas de entrada y salida en varios lugares del I-20. Un carril auxiliar es el carril adicional construido entre rampas de entrada y salida que permite a los conductores una forma segura de confluir con el tráfico, al mismo tiempo evitando los embotellamientos causados por los conductores que intentan entrar o salir de la autopista.

Existen dos intercambios principales dentro de la red de carreteras: el intercambio I-20/I-820 y el intercambio I-20/US 287.

A lo largo del I-20, existen carreteras de servicio de dos a tres carriles descontinuados en cada dirección y están compuestas de carriles de 12 pies de ancho.

DIAPOSITIVA 10 – Instalación propuesta- I-20

A lo largo de la carretera I-20, de Forest Hill Drive hacia el este hasta el intercambio de I-20/I-820, los carriles existentes principales del I-20 serían reconstruidos y ampliados a seis carriles principales de 12 pies de ancho en cada dirección con acotamientos interiores adyacentes de 10 pies de ancho y acotamientos exteriores de 12 pies de ancho, se agregarían carriles auxiliares entre las rampas de entrada y salida para permitir un eficiente flujo vehicular

Las carreteras de servicio del I-20 serían reconstruidas y ampliadas de dos carriles a cuatro carriles en cada dirección. Carreteras de servicio nuevas se construirían encima del Union Pacific Railroad, y una nueva carretera de servicio en dirección este se construiría de Forest Hill Drive hacia el este hasta Anglin Drive. El diseño propuesto proporcionaría carreteras de servicio continuas de Forest Hill Drive hacia el este hasta el intercambio de I-20/I-820.

DIAPOSITIVA 11 – Instalación propuesta- I-20

A lo largo del I-20, del I-820 hacia el este hasta US 287, los carriles principales existentes del I-20 y los intercambios de I-20/I-820 e I-20/US 287 se reconstruirían para proporcionar cinco carriles principales para I-20 de 12 pies de ancho en cada dirección. La carretera I-20 incluiría un sistema adyacente de carreteras de colector-distribuidor de cuatro carriles instalados en cada dirección y estarían localizadas entre los carriles principales de viaje y las carreteras de servicio. Las carreteras de colector-distribuidor servirán para acarrear el tráfico que utiliza las rampas de entrada en lugares que están estrechamente espaciadas y lo distribuyen a una instalación más allá de las áreas congestionadas. Estos carriles colectores-distribuidores separarían los movimientos vehiculares y reducirían la mezcla de tráfico que además se hubiera creído entre los vehículos que viajan a y desde US 287 con los vehículos que viajan a lo largo de I-20.

Las carreteras de servicio del I-20 existentes se reconstruirían y ensancharían entre dos a cuatro carriles continuos de 12 pies de ancho en cada dirección.

DIAPOSITIVA 12 – Instalación propuesta- I-20

A lo largo del I-20, del intercambio I-20/US 287 hacia el este hasta Park Springs Boulevard, los carriles principales del I-20 existentes serían reconstruidos y ampliados a cinco carriles de 12 pies en cada dirección con carriles auxiliares agregados entre las rampas de entrada y salida.

Las carreteras de servicio existentes del I-20 se reconstruirían y ensancharían a dos a cuatro carriles de 12 pies de ancho en cada dirección. Nuevas carreteras de servicio se construirían entre Green Oaks Boulevard a Kelly Elliott Road.

DIAPOSITIVA 13– Instalación existente - I-820

La carretera I-820 existente desde I-20 hacia el norte hasta el intercambio I-820/US 287 es una carretera de cuatro carriles en cada dirección separada por una barrera de seguridad de concreto o una valla de protección de vigas metálicas, situada a lo largo de la línea central de I-820, y compuesta por carriles principales de 12 pies de ancho y acotamientos interiores y exteriores de 10 pies de ancho. Existen dos carriles de servicio continuos a lo largo del I-820 de 12 pies de ancho en cada dirección del I-20 hasta el intercambiado del I-820/US 287.

Existen dos intercambios principales dentro de la red de carreteras de I-820: el intercambio I-20/I-820 y el intercambio I-820/US 287. Las conexiones directas dentro de los intercambios normalmente contienen un carril de 14 pies o dos carriles de 12 pies, dependiendo de la ubicación.

DIAPOSITIVA 14 – Instalación propuesta- I-820

A lo largo del I-820, desde el I-20 hacia el norte hasta US 287, los carriles principales existentes del I-820 se reconstruirían a siete carriles de 12 pies de ancho en cada dirección. Esta reconstrucción permitiría que los vehículos entren y salgan del US 287 hacia y del I-820 en el lado derecho del corredor del I-820 en ambas direcciones. Esto ayudaría a eliminar el flujo congestionado de carriles principales que existe actualmente entre los vehículos viajando a lo largo del I-820 y US 287 con el sistema de acceso de rampa a la izquierda.

Las carreteras de servicio existentes se reconstruirían y ensancharían de a dos a cuatro carriles continuos de 12 pies de ancho en cada dirección.

DIAPOSITIVA 15– Instalación existente - I-820

Generalmente, el I-820 desde el intercambio de I-820/US 287 hacia el norte hasta Craig Street es una carretera de dos carriles en cada dirección compuesta por carriles principales de 12 pies de ancho separados por una mediana de zacate de 40 a 44 pies de ancho con un sistema de barrera de cable situado adyacente a los carriles hacia el sur. Los acotamientos del I-820 dentro de este pasillo incluyen acotamientos interiores de cuatro a 6 pies de ancho y acotamientos exteriores de cuatro a 10 pies. El I-820 de Craig Street hacia el norte hasta Brentwood Stair Road hace la transición a tres carriles en cada dirección separados por una mediana de concreto de 28 pies separada por una barrera de seguridad de concreto o una valla de protección de vigas metálicas situada a lo largo de la línea central de I-820. Además, existen carriles auxiliares de 12 pies de ancho en varios lugares del I-820 entre las rampas de entrada y salida.

Las carreteras de servicio entre el intercambio I-820/US 287 hacia el norte hasta Brentwood Stair Road son discontinuas. Típicamente, las carreteras de servicio en estas ubicaciones tienen banquetas y son compuestas de dos carriles de 12 pies en cada

dirección con dos pies de ancho en los acotamientos interiores y 6 pies de ancho en los acotamientos exteriores.

DIAPOSITIVA 16 – Instalación propuesta- I-820

A lo largo del I-820, desde el US 287 hacia el norte hasta Meadowbrook Drive, los carriles principales existentes del I-820 se reconstruirían a cuatro carriles de 12 pies de ancho en cada dirección con carriles auxiliares entre las rampas de entrada y salida.

Las carreteras de servicio serían reconstruidas y ampliadas de a dos a tres carriles continuos de 12 pies de ancho en cada dirección. Nuevas carreteras de servicio se construirían desde Rosedale Street hacia el norte hasta Craig Street, y desde Carey Street en US 287, hacia el norte hasta Wilbarger Street en el I-820 para proporcionar un sistema continuo de carreteras de servicio.

A lo largo del I-820, al norte de Meadowbrook Drive, los mejoramientos operativos incluyen modificaciones de rampas hacia y desde Meadowbrook Drive y Brentwood Stair Road y mejorarían la manera actual en que se mezcla el tráfico entre las rampas que están estrechamente espaciadas.

DIAPOSITIVA 17– Instalación existente - US 287

La carretera existente de US 287 desde Bishop Street hacia el sur hasta el intercambio de I-820/US 287 es una carretera de tres carriles en cada dirección separada por una barrera de seguridad de concreto o una valla de protección de vigas metálicas y compuesta por carriles principales de 12 pies de ancho y acotamientos interiores y exteriores de 10 pies de ancho.

Las carreteras de servicio son discontinuas en el intercambio de Miller Avenue/Wilbarger Street y entre Wilbarger Street en I-820, y Carey Street en US 287. Las carreteras de servicio tienen baquetas y son compuestas de dos carriles de 12 pies de ancho en cada dirección con acotamientos interiores de dos pies de ancho y acotamientos exteriores de 6 pies de ancho.

La carretera existente de US 287 desde el intercambio de I-20/US 287 hacia el sur hasta Sublett Road es una carretera de dos carriles en cada dirección, compuesta por carriles

principales de 12 pies de ancho con un acotamiento interior de 6 pies de ancho y un acotamiento exterior de 10 pies de ancho. Los carriles de viaje principales hacia el norte y hacia el sur están separados por una mediana de zacate de aproximadamente 60 pies de ancho que contiene una barrera de seguridad de concreto situada directamente adyacente a los carriles principales de US 287 hacia el sur.

Carreteras de servicio de dos carriles existen en US 287 en cada dirección desde el I-20 hacia el sur hasta Sublett Road. La carretera de servicio de US 287 hacia el norte es discontinua en Little Road. Las carreteras de servicio son compuestas de dos carriles de 12 pies de ancho con un acotamiento interior de dos pies de ancho y un acotamiento exterior de 6 pies de ancho.

DIAPOSITIVA 18 – Instalación propuesta- EE.UU. 287

A lo largo del US 287 desde Bishop Street hasta el I-820, el proyecto reconstruiría US 287 con tres carriles principales de 12 pies de ancho en cada dirección con carriles auxiliares de 12 pies de ancho entre las rampas de entrada y salida. Las carreteras de servicio existentes se reconstruirían con dos o tres carriles de 12 pies de ancho en cada dirección.

A lo largo del US 287 desde el I-20 hasta Sublett Road, el proyecto ensancharía los carriles principales existentes a tres carriles de 12 pies de ancho en cada dirección con carriles auxiliares de 12 pies de ancho entre las rampas con el Intercambio de I-20/US 287. Las carreteras de servicio serían reconstruidas de a dos a tres carriles de 12 pies de ancho en cada dirección.

DIAPOSITIVA 19 – Alojamiento para bicicletas y peatones

Actualmente, banquetas limitadas existen adyacentes a las carreteras de servicio a lo largo del corredor del proyecto y son principalmente confinadas solamente a las carreteras de servicio que contienen tráfico de alto volumen y a las intersecciones de calles peatonales, así como, un puente peatonal y ciclista ubicado sobre los carriles principales de viaje de I-820 al norte de Craig Street. Carriles de bicicleta también no existen dentro del corredor.

El proyecto propuesto proporcionaría un sendero de uso compartido de 10 pies de ancho, para bicicletas y peatones, en un lado del corredor del proyecto y una banqueta de 6 pies de ancho para los peatones al otro lado del corredor. Estas instalaciones estarían ubicadas junto a las carreteras de servicio y serían compatibles con el Acto de Americans with Disabilities o ADA. Para los usuarios sin vehículos que deseen viajar a lo largo de los pasillos del proyecto, los peatones se alojarían en ambos lados, mientras que los ciclistas se acomodarían en el lado del sendero. Las rampas adaptadas para sillas de ruedas compatibles con ADA se construirían a lo largo del proyecto. Los intercambios cruzados reconstruidos también incluirían banquetas compatibles con ADA, rampas accesibles para sillas de ruedas y pasos de peatones marcados. El proyecto propuesto cumpliría con TxDOT Guidelines Emphasizing Bicycle and Pedestrian Accommodations y US Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodations, Regulations and Recommendations del 11 de marzo del 2010.

DIAPOSITIVA 20 – Cierre del puente peatonal

Un puente para bicicletas y peatones está ubicado al norte de Craig Street y ofrece acceso a través del I-820 para los usuarios que viajan desde el área de West Handley Elementary School en el lado oeste del I-820 hasta el área de Handley Park y Handley Meadowbrook Community Center en el lado este del I-820. Los usuarios del puente caminan a través de las carreteras de servicio existentes a ambos lados del I-820. Aunque esas carreteras de servicio llevan volúmenes bajos de tráfico que viajan a velocidades relativamente bajas, no hay señalización ni cruce peatonal protegido a través de las carreteras de servicio.

TxDOT llevó a cabo cuentas de peatones y bicicletas en el puente peatonal existente, Craig Street bridge y Meadowbrook Drive bridge. Las cuentas se llevaron a cabo en cuatro días durante las horas cuando el volumen de tráfico es más alto, tanto antes como después de que Fort Worth ISD reanudara el año escolar. Según a las cuentas, el puente Meadowbrook Drive fue cruzado por 373 usuarios, el puente Craig Street fue cruzado por 65 usuarios, y el puente peatonal existente fue cruzado por 27 usuarios durante el período de cuatro días. TxDOT asume que estas cuentas de viajes reflejan las preferencias de los usuarios de bicicletas y peatones que actualmente cruzan I-820.

Sobre la base del estudio de las cuentas de peatones y bicicletas, el puente peatonal existente se eliminaría como parte del proyecto propuesto, y esos usuarios de bicicletas y peatones serían acomodados mediante el uso de la banqueta propuesta o el camino de uso compartido que se instalaría en los puentes de Craig Street y Meadowbrook Drive para cruzar el I-820.

SLIDE 21 –Cambios de acceso: Rampas de salida y entrada

Además de la eliminación del puente peatonal al norte de Craig Street, hay varios otros cambios de acceso local para motociclistas propuestos como parte del proyecto. Los cambios de acceso propuestos que se están examinando se discuten en el borrador de evaluación ambiental y en los esquemas de diseño, ambos disponibles en el sitio web del proyecto para su revisión.

En las diapositivas siguientes se resumen los cambios de acceso propuestos.

Se reconfigurarían varias rampas de salida o de entrada existentes, incluida la eliminación de rampas en algunas áreas para cumplir con los criterios actuales de diseño de TxDOT. La reconfiguración de las rampas de salida o de entrada existentes alteraría el acceso vehicular para algunos negocios adyacentes y residentes a lo largo de las carreteras de servicio. El proyecto propuesto cambiaría la ubicación de rampas a lo largo de los corredores resultando en varias calles cruzadas perdiendo el acceso directo a los carriles principales del proyecto. Estas calles transversales tendrían las rampas de entrada y o salidas directas eliminadas y los automovilistas estarían obligados a viajar a través de intersecciones adicionales y señales de tráfico para acceder a y desde los carriles principales del proyecto. Se anticipa que 8 calles transversales estarían afectadas con el cabio del acceso directo al carril principal. Las actualizaciones de rampas también requerirían la negación de acceso de propiedades privadas hacia las carreteras de servicio y la remoción o reubicación de las entradas, cerca de ubicaciones donde las rampas nuevas se conectarían con las carreteras de servicio.

SLIDE 22 –Cambios de acceso: Configuración de rampas

Varias rampas serían rediseñadas de una configuración de diamante a un diseño "X" para mejorar el acceso y la movilidad entre los carriles principales y las carreteras de servicio y para aumentar el almacenamiento de vehículos en las señales de tráfico en las carreteras de servicio. Más almacenamiento de vehículos disminuiría la posibilidad de filas de vehículos en las rampas de salida y los carriles principales que es un problema de seguridad y operaciones de tráfico. Esto reduciría los retrasos y mejoraría los tiempos de respuesta de emergencias para los servicios comunitarios.

SLIDE 23 –Cambios de acceso: Cul-de-Sacs

Las calles sin salida y calles cerradas son necesarias en varios lugares porque las calles existentes no coincidirían con las elevaciones de las carreteras de servicio propuestas o estarían en conflicto con el control de los requisitos de acceso según TxDOTs Roadway Design Manual y Access Management Manual en cruces de rampa o intersecciones. Las calles sin salida cerrarían el acceso en un lado de la calle y las carreteras de servicio serian accedidas por un curso más indirecto. El diseño de calles sin salida acomodaría a camiones de bomberos y otros vehículos de emergencia. En esta diapositiva se muestran las calles sin salida y calles cerradas que se anticipan ser afectadas. Estas ubicaciones también se ilustran en los esquemas de diseño ubicados en el sitio web del proyecto.

Varias intersecciones en las calles transversales también se mejorarían como parte del proyecto propuesto. Se anticipa que esto aumente la movilidad en los corredores del proyecto.

En las siguientes diapositivas se analizan las áreas clave del proyecto propuesto en las que se esperarían cambios en el acceso y la movilidad.

SLIDE 24 –Cambios de acceso: Jughandles en Craig Street

Craig Street se propone ser puente sobre las carreteras de servicio de I-820 y los carriles principales para continuar proporcionando acceso local a través del I-820. La construcción de rampas esta propuesta para mantener el acceso entre Craig Street y las carreteras de servicio de I-820. El diseño de la configuración de las rampas es llamado jughandle y consiste en proporcionar conexiones bidireccionales de grado en cada lado

de las carreteras de servicio de I-820 hasta la cruzada al norte de Craig Street. Los jughandles podrían aumentar ligeramente el tiempo de viaje y la distancia para algunos automovilistas; sin embargo, se espera que la movilidad mejore el tráfico en Craig Street, ya que las intersecciones actuales controladas por paradas cambiarían a solo paradas-controladas para los jughandles. Los cambios de elevación en Craig Street requerirían la eliminación del acceso directo de Craig Street a Mel Street; sin embargo, este acceso seguiría estando disponible desde Putnam Street, un desvío de una cuadra. Los cambios de elevación también requerirán eliminar el acceso a Rich Street desde la carretera de servicio hacia el sur.

SLIDE 25 –Cambios de acceso: Anglin Drive

Anglin Drive, al norte del I-820, se realinearía y cambiaría aproximadamente 300 pies para eliminar el segmento existente de la carretera de servicio bidireccional y alinear Anglin Drive con el puente existente sobre I-20. La carretera bidireccional actual de servicio causa un posible problema de seguridad, ya que las carreteras de doble sentido son poco comunes para los conductores de las zonas urbanas. A pesar de que esta realineación de Anglin Drive resulta con varios desplazamientos, se anticipa que la accesibilidad y la movilidad en esta área será mejorada debido a la realineación para los automovilistas y los usuarios de bicicletas y peatones que utilizan Anglin Drive para viajar a través del I-20. También actualmente no hay carretera de servicio hacia el este entre Forest Hill Drive y Anglin Drive. Los mejoramientos propuestos incluirían la ampliación de la carretera de servicio del I-20 hacia el este entre estas dos intersecciones.

SLIDE 26 –Cambios de acceso: Frontage Roads

Una carretera de servicio del I-20 esta propuesta en dirección este que conectaría Forest Hill Drive a Hartman Road y Hartman Road a Anglin Drive, donde no existe carretera de servicio hoy en día.

El proyecto propuesto incluye la construcción de carreteras de servicio para I-20 sobre Union Pacific Railroad. Actualmente, Union Pacific Railroad actúa como una barrera entre las comunidades a ambos lados del ferrocarril. La construcción de carreteras de servicio continuas sobre el ferrocarril mejoraría el acceso local por manera de

proporcionando cruzadas sobre el ferrocarril donde actualmente no hay ninguno. Esto permitiría que nuevos modos de transporte, incluyendo peatones y bicicletas, cruzarían el ferrocarril de forma segura, aumentando así la cohesión y el acceso.

Carreteras de servicio con nueva ubicación se construirían a lo largo del I-20 entre Green Oaks Boulevard y Kelly Elliott Road. Esto también beneficiaría a el tráfico local junto con los usuarios de bicicletas y peatones que cruzan Knee Branch.

Nuevas carreteras de servicio se construirían a lo largo del I-820 desde Rosedale Street hacia el norte hasta Craig Street. Estas carreteras de servicio reemplazarían el sistema de colector-distribuidor existente y proporcionarían un mejor acceso a las propiedades adyacentes y minimizarían el mezclado de flujo vehicular existentes entre rampas.

Nuevas carreteras de servicio se proporcionarían entre Carey Street en US 287 y Wilbarger Street en I-820. Esto proporcionaría mejor circulación de viaje entre las carreteras de servicio del I-820 y US 287 y posible acceso para propiedades adyacentes.

DIAPOSITIVA 27 –Visualización 3D

Un modelo de visualización 3D ha sido preparado para ayudar al público entender las características del proyecto propuesto. El plan visual del diseño del proyecto, la exposición de los intercambios propuestos y vecindades, y un vuelo simulado por el área del proyecto están actualmente disponible en el sitio web de TxDOT buscando la palabra clave "Southeast Connector".

El video 3D también está disponible en el sitio web de la audiencia pública virtual que se muestra aquí.

DIAPOSITIVA 28 –Propuesta de Estética del Proyecto

Durante la fase detallada de diseño de la construcción de este proyecto se elaborará un Plan de Estética del Proyecto. El desarrollo del Plan de Estética incluirá la coordinación con las ciudades locales para su aporte en el plan. Esta diapositiva ilustra ejemplos de elementos estéticos incluidos en proyectos anteriores en el Distrito de Fort Worth que pueden incorporarse en el proyecto de Southeast Connector.

DIAPOSITIVA 29 –Alternativas al proyecto

Durante el diseño del proyecto y la revisión ambiental, se consideraron y eliminaron varias alternativas del proyecto. Esas alternativas incluían la adición de carriles gestionados, la adición de carriles exprés o la adición de carriles colector-distribuidor a lo largo del corredor del proyecto.

TxDOT también consideró añadir carriles de uso general para proporcionar la capacidad adicional necesaria al igual que el proyecto propuesto, excepto que esta alternativa no reconstruiría las carreteras de servicio ni añadiría instalaciones para bicicletas y peatones.

Puede encontrar información adicional sobre estas alternativas en el proyecto de evaluación ambiental disponible en el sitio web del proyecto para su revisión.

DIAPOSITIVA 30 –Costo del proyecto

El costo total estimado para el proyecto propuesto sería de aproximadamente $2 billones. Se anticipa que el proyecto se financiará con una combinación de fondos federales y estatales.

TxDOT planea adquirir un contratista de diseño y construcción para reconstruir los corredores con construcción que se espera que comience en 2021 y se anticipa que esté terminado en 2026.

Ahora discutiremos una visión general de la evaluación ambiental para el proyecto propuesto Southeast Connector.

DIAPOSITIVA 31 – Revisión y aprobación del documento ambiental

Antes del 16 de diciembre del 2014, FHWA revisó y aprobó los documentos preparados bajo el National Environmental Policy Act, conocida como NEPA. Sin embargo, el 16 de diciembre del 2014, TxDOT asumió la responsabilidad de FHWA de revisar y aprobar ciertos documentos ambientales asignados de la NEPA. El Memorándum of Understanding entre TxDOT y FHWA se actualizó el 9 de diciembre del 2019.

Se han realizado informes técnicos ambientales para el proyecto propuesto de Southeast Connector para apoyar la Evaluación Ambiental de acuerdo con NEPA. Los análisis

ambientales son necesarios para identificar, evitar y minimizar los efectos a los entornos humanos y naturales.

El proyecto de evaluación ambiental fue aprobado para tramitación adicional por TxDOT y ha sido coordinado con otras agencias públicas. Los informes técnicos ambientales y el proyecto de evaluación ambiental están disponibles en la oficina del Distrito de TxDOT Fort Worth, y en el sitio web de TxDOT. Si necesita ayuda para acceder o recibir esta información, comuníquese con el Gerente del Proyecto de TxDOT, Curtis Loftis, P.E., llamando al (817) 370-6807.

DIAPOSITIVA 32 – Revisión Ambiental / Impactos Abordados

Los informes técnicos de este proyecto abordaron los posibles impactos ambientales identificados en coordinación con la fase de ingeniería y diseño del proyecto propuesto. Estas áreas de evaluación incluyeron recursos naturales, sociales y culturales.

Esta diapositiva muestra una lista de todos los recursos que se evaluaron durante los análisis ambientales. Las siguientes diapositivas incluyen un resumen de los hallazgos más notables.

DIAPOSITIVA 33– Revisión ambiental – Ruido del tráfico

Se realizó un análisis de ruido de tráfico de acuerdo con (y aprobadas por FHWA) *Guidelines for Analysis and Abatement of Roadway Traffic Noise* de TxDOT y el memo de TxDOT de *Reasonable Cost Proposal for 2018 Noise Policy.* El software de modelación de FHWA para ruido de tráfico se utilizó para calcular los niveles de ruido de tráfico existentes y previstos para el año 2045 en 129 receptores representativos. Receptores representativos son ubicaciones en donde la actividad humana es frecuente dentro del área del proyecto. El modelo tiene en cuenta principalmente el número, tipo y velocidad de los vehículos; alineación y grado de la carretera; cortes, rellenos y bermas naturales; características del terreno; y las ubicaciones de las áreas de actividad que probablemente se verán afectadas por el ruido de tráfico asociado. Los impactos de ruido se identificaron en 95 receptores representativos; y se evaluaron las medidas de reducción del ruido. Estas medidas de reducción del ruido consistían en la gestión del tráfico; alteración de las alineaciones horizontales y o verticales; adquisición de

propiedades no desarrolladas para que sirvan como zonas de amortiguación; y la construcción de barreras acústicas. Antes de que se pueda proponer una medida de reducción del ruido para su incorporación al proyecto, debe determinarse que es factible y razonable.

DIAPOSITIVA 34– Revisión ambiental – Ruido del tráfico

Basándose en el análisis, se proponen un total de 22 barreras acústicas para su incorporación al proyecto. Las ubicaciones aproximadas de estas barreras de ruido se muestran en esta diapositiva y en la Exposición de Barreras de Ruido disponible en el sitio web del proyecto para su revisión.

Las decisiones finales sobre las barreras acústicas se determinarán en los talleres de ruido realizados con dueños de las propiedades adyacentes durante la fase de diseño detallado del proyecto. Los propietarios de las propiedades adyacentes que han sido afectadas tendrán la oportunidad de participar en estos talleres y se les permitirá votar si desean una barrera adyacente a su propiedad. Barreras acústicas que se construirán serian incluidas en la construcción total del proyecto.
Para evitar los impactos de ruido que puedan resultar del desarrollo futuro de las propiedades adyacentes al proyecto, los funcionarios locales responsables de los programas de control del uso de la tierra deben garantizar, lo más posible, que no se planifiquen o construyan nuevas actividades a lo largo o dentro de los contornos de impacto del ruido previstos en 2045.

Puede encontrar más información sobre el análisis del ruido del tráfico, las medidas de reducción del ruido y los contornos de impacto de ruido en el Noise Technical Report o en el borrador de evaluacion ambiental (EA).

SLIDE 35– Revisión Ambiental – Justicia Ambiental

En cumplimiento con el programa FHWA Title VI y la Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, se realizó una evaluación para identificar, minimizar y mitigar los posibles impactos de proyectos en las comunidades minoritarias y de bajos ingresos. Una gran parte del área de estudio se compone de estas comunidades de justicia ambiental, con

concentraciones a lo largo del I-820 y US 287 norte y este del intercambio del I-820/US 287, así como a lo largo del I-20 al oeste del intercambio del I-20/I-820.

Hay 42 desplazamientos potenciales (23 propiedades unifamiliares y 19 propiedades comerciales) asociados con el proyecto propuesto. Los servicios de las propiedades comerciales desplazadas no se dirigen ni sirven a grupos minoritarios específicos. El proyecto propuesto no restringiría el acceso a los servicios públicos o comunitarios existentes, empresas, áreas comerciales o centros de empleo. Sin embargo, cambios de acceso notables en Anglin Drive, las carreteras de servicio a través de Union Pacific Railroad en I-20, y Craig Street afectarían a las poblaciones minoritarias. Las poblaciones minoritarias predominantes en estas áreas afectadas son negras o afroamericanas e hispanas o latinas.

Los cambios propuestos en Anglin Drive proporcionarían acceso directo a través del I-20 al norte y sur a través de la realineación de la carretera con la eliminación de la carretera de compensación existente. Este cambio de acceso causaría desplazamientos, pero mejoraría sustancialmente la circulación de tráfico a través de acceso mejorado.

Agregando rampas estilo jug handle en Craig Street e I-820 proporcionaría acceso directo desde las carreteras de servicio a Craig Street debido a la reconfiguración de rampas en el área. Este cambio de acceso resultaría en el desplazamiento de una propiedad comercial y 10 propiedades unifamiliares, pero mejoraría sustancialmente la circulación de tráfico a través de mejor acceso. Las rampas trenzadas de entrada y salida que cruzan verticalmente a lo largo del I-820 requerirían que Craig Street se levantara, haciendo imposible la conexión de la carretera de servicio sin rampas estilo jug handle entre Craig Street y las carreteras de servicio sin más desplazamientos o pérdida de conectividad entre las parcelas y las carreteras de servicio.

SLIDE 36– Revisión Ambiental – Justicia Ambiental

La adición de caminos de uso compartido para ciclistas y banquetas para peatones aumentarían la movilidad para estos modos de viaje. La movilidad mejorada del proyecto propuesto probablemente beneficiaría a los usuarios de Trinity Metro y sus tiempos de viaje en el área del proyecto. Esto podría beneficiar a los usuarios de bajos ingresos que tal vez no puedan pagar los costos de propiedad de un automóvil, además de otras

poblaciones dependientes del tránsito. La carretera propuesta en última instancia proporcionaría a todos los modos una ruta más eficiente para acceder a calles transversales y propiedades adyacentes en el área del proyecto.

El puente peatonal y de bicicletas ubicado al norte de Craig Street ofrece acceso a Handley Park y otras instalaciones de la comunidad, y su eliminación afectaría desproporcionadamente a las poblaciones minoritarias. Sin embargo, los mejores propuestos a los puentes de Meadowbrook Drive y Craig Street, donde hay más tráfico peatonal, minimizarían el impacto adverso de la eliminación de puentes de bicicleta/peatonal.

El equipo del proyecto realizó visitas al sitio y múltiples eventos de divulgación y participación dentro de estas comunidades para comprender los impactos potenciales y recopilar preocupaciones de la comunidad. Algunas de las actividades de participación pública incluyeron una reunión del ayuntamiento con los ciudadanos de Forest Hill y dos reuniones del ayuntamiento con State House District 95, que incluye el vecindario Handley en el área de Craig Street, y la porción de la comunidad de Forest Hill. En estas reuniones, se mostraron conceptos de diseños alternativos, y los asistentes pudieron expresar inquietudes y tener sus preguntas contestadas.

La cohesión, la seguridad y el acceso de la comunidad aumentarían en las zonas en las que se proporcionaría un nuevo modo, como las instalaciones para bicicletas y peatones, para atravesar barreras preexistentes, como carreteras y líneas ferroviarias. Los beneficios del proyecto son propuestos a los conductores locales, usuarios de tránsito, peatones y ciclistas y serian distribuidos por igual en áreas de justicia ambiental, incluyendo los áreas de Anglin Drive, United Pacific Railroad y el área de Craig Street, así como las áreas de justicia no ambiental. Tras la aplicación de medidas de minimización y mitigación, y considerando la aportación pública sobre el proyecto propuesto hasta el momento, no se espera que el proyecto propuesto resulte en impactos desproporcionadamente altos y adversos para las poblaciones de justicia ambiental.

DIAPOSITIVA 37– Sección 4(f)

La Sección 4(f) del U.S. Department of Transportation Act, frecuentemente referenciada como "Sección 4(f)", se aplica a los parques de propiedad pública, significativos y

accesibles, áreas recreativas y refugios de fauna silvestre y aves acuáticas; así como importantes sitios históricos y arqueológicos, independientemente de que sean de propiedad pública o privada. El proyecto propuesto no requeriría el uso de, ni el daño sustancialmente de los propósitos de cualquier propiedad protegida por la Sección 4(f).

DIAPOSITIVA 38– Revisión Ambiental – Recursos Culturales

Los impactos a los recursos culturales han sido evaluados de acuerdo con TxDOT, FHWA, y los estándares y requisitos de la Comisión Histórica de Texas.

Los arqueólogos de TxDOT determinaron que un estudio intensivo arqueológico no está justificado para el proyecto propuesto.

En 2004 y 2020 se realizaron encuestas sobre los recursos de la era histórica. Hay dos recursos históricos que han sido previamente determinados elegibles para la lista del National Register of Historic Places o NRHP cerca del proyecto y son el Distrito Histórico de Carver Heights y el Cementerio Hawkins. El proyecto no propone adquisiciones de derechos de via o servidumbres de los dos recursos históricos o de cualquier otra propiedad de NRHP listada o previamente determinada. Se anticipa que la construcción propuesta no tendría ningún efecto adverso para las propiedades históricas.

DIAPOSITIVA 39– Resumen de la revisión ambiental

El proyecto propuesto atraviesa 19 cuerpos de agua y dos humedales dentro de los límites del proyecto. La construcción dentro de los límites jurisdiccionales de los cuerpos de agua sería autorizada por el U.S. Army Corps of Engineers bajo una Sección 404 del Clean Water Act Nationwide Permit 14 para proyectos de transporte lineal. No se requeriría una Notificación de Preconstrucción porque los impactos serían menos de 0.10 acres en cada cruce y los humedales se han evitado durante el proceso de diseño y no serían afectados.

El proyecto propuesto atraviesa la llanura de inundación de 100 años asociada con Village Creek y su tributario; Kee Branch y cinco de sus tributarios, y seis tributarios al lago Arlington. El diseño hidráulico de este proyecto estaría de acuerdo con las políticas, leyes, regulaciones y estándares actuales de diseño de FHWA y TxDOT. El proyecto

propuesto no aumentaría la elevación de la inundación base a un nivel que violaría las regulaciones y ordenanzas aplicables de llanuras de inundación.

Este proyecto se encuentra dentro de un área que ha sido denominada por la Agencia de Protección Ambiental, o EPA como área de incumplimiento porque no cumple con los estándares llamados National Ambient Air Quality Standards, o NAAQS, del 2008 y 2015; por lo tanto, se aplican las normas de conformidad del transporte. Para cumplir con la conformidad, se está actualizando el programa de mejora del transporte.

La construcción del proyecto propuesto incluiría la perforación de muelles de puentes, excavaciones y otras actividades de movimiento de tierra. Estas actividades tienen el potencial de encontrar materiales y sustancias peligrosas asociadas con actividades humanas pasadas. Para el proyecto propuesto se completó un Initial Site Assessment, o ISA. Se determinó que siete sitios eran de riesgo ambiental moderado o alto para el proyecto. A medida que el proyecto avance y se desarrolle un diseño detallado, se realizará una evaluación del impacto de materiales peligrosos adicionales para determinar la necesidad de realizar investigaciones adicionales.

El proyecto propuesto afectaría a cinco tipos diferentes de hábitats de vegetación, incluyendo Cross Timbers Woodland and Forest, Disturbed Prairie, Riparian, Urban y Open Water. Los impactos a la vegetación se evitarían o minimizarían, limitando la perturbación únicamente a lo que sea necesario para construir el proyecto propuesto. La eliminación de la vegetación nativa se evitaría en la mayor medida posible y se utilizaría una mezcla de semillas nativa y adaptada localmente en la revegetación de todas las áreas perturbadas.

En conclusión, los estudios, análisis y evaluaciones realizados hasta ahora indican que el proyecto propuesto no causaría impactos ambientales significativos.

SLIDE 40 –Coordinación de la Agencia

Esta diapositiva identifica la coordinación de la agencia completada y en curso llevada a cabo para el proyecto propuesto hasta el momento. Coordinación de la agencia continuaría a través de la construcción del proyecto.

DIAPOSITIVA 41 –Participación pública

A lo largo de la duración del proyecto, TxDOT ha llevado a cabo múltiples eventos para que los funcionarios locales y el público en general para difundir información sobre el proyecto y recibir comentarios sobre los mejoramientos propuestos. Esta diapositiva proporciona una lista de los eventos que han tenido lugar desde el inicio del proyecto de Southeast Connector.

A continuación, vamos a discutir el proceso de adquisición de derechos de via.

DIAPOSITIVA 42 –Derechos de via

Se requeriría la adquisición de derechos de via y la negación de acceso a las carreteras de servicio para la instalación propuesta. Se necesitarían un total de 22.6 acres de nuevo derecho de via y 3.3 acres de servidumbres permanentes para acomodar las mejoras, rampas y estructuras de puentes propuestos. Habría 23 desplazamientos residenciales y 19 desplazamientos comerciales debido al proyecto.

DIAPOSITIVA 43 – Programa de Asistencia de Adquisición y Reubicación a la Derecha

Los derechos de propiedad necesarios para la expansión del sistema de carreteras de Texas se adquieren bajo las directrices de la "Uniform Relocation Assistance and Real Property Acquisition Act of 1970" y las diversas adiciones posteriores.

Además, es la política de TxDOT que a las personas afectadas por la expansión de los sistemas de transporte no se les negarán los beneficios, no se excluyan de la participación o se les someta a discriminación basada en motivos de raza, color, sexo, edad, discapacidades o origen nacional.

DIAPOSITIVA 44 – Proceso de adquisición de row

La autoridad del Estado para adquirir propiedades para el sistema de transporte se basa en la Quinta Enmienda de la Constitución de los Estados Unidos. Esta autoridad sólo se puede utilizar cuando hay una necesidad pública demostrada para la propiedad y los propietarios son compensados con "compensación justa". "Compensación justa" se define como el "valor justo de mercado" de la propiedad necesaria más una cantidad por

daños y perjuicios que puedan acumularse a la propiedad restante como resultado de la separación del derecho de paso requerido de toda la propiedad.

Como se indicó anteriormente, a cada propietario de la propiedad afectada se le ofrece "compensación justa" por la propiedad necesaria para el proyecto. Para llegar a este valor, se contrata a tasadores independientes para preparar evaluaciones detalladas y establecer valor.

Una oferta escrita a los propietarios se hace basado en el valor determinado en las evaluaciones. Los propietarios tienen un mínimo de 30 días para considerar la oferta.

DIAPOSITIVA 45 – Adquisición avanzada de paso

La adquisición avanzada es la capacidad de TxDOT para comprar legalmente el derecho de vía, antes de la autorización ambiental o antes de que se tome la determinación de que la propiedad es necesaria para el proyecto. TxDOT ha realizado una adquisición avanzada del derecho de vía para este proyecto. El proceso de adquisición avanzada siguió los mismos requisitos legales mencionados anteriormente, incluyendo el “Uniform Relocation Assistance and Real Property Acquisition Act of 1970" y “compensación justa”.

DIAPOSITIVA 46– Proceso de adquisición de la fila

Los folletos que explican el programa con más detalle se pueden encontrar en el sitio web de TxDOT, bajo "Forms & Publications" o poniéndose en contacto con nuestra oficina. Si tiene alguna pregunta adicional sobre la adquisición de propiedades, la negación de acceso o los cambios en la entrada, comuníquese con el Distrito de TxDOT Fort Worth – División de Derecho de Vía.

Ahora le devolveré el programa al Sr. Ricardo González, quien explicará el proceso de preguntas públicas.

Ricardo Gonzalez, P.E.

DIAPOSITIVA 47 – Comentarios del público

Gracias, Oscar

Como se ha indicado anteriormente, uno de los objetivos de esta audiencia pública es recibir sus pensamientos, preguntas e inquietudes sobre el proyecto propuesto. Ahora revisaremos el proceso de comentarios públicos.

Los comentarios pueden enviarse por correo electrónico a SoutheastConnector@ txdot.gov, por correo a Loyl C. Bussell en la Oficina del Distrito de TxDOT FortWorth, en línea en TxDOT.gov o llamando al 817-887-6150 y dejando un mensaje de voz. Por favor, limite su correo de voz a un máximo de tres minutos. También puede enviar una combinación de comentarios verbales y escritos.

Sus declaraciones verbales, por correo electrónico y escritas serán igualmente aceptadas después de esta audiencia y deben ser recibidas en o antes del 22 de junio del 2020.

DIAPOSITIVA 48 – Próximos pasos y cronología

Después de esta audiencia, la documentación de esta audiencia pública será preparada y será revisada por TxDOT para un hallazgo ambiental final y la aprobación del diseño.

Cada correo de voz, correo electrónico y declaración escrita recibida en o antes del 22 de junio del 2020, serán analizados cuidadosamente. Después del período de comentarios, TxDOT preparará un Informe de Resumen de audiencia pública que incluirá respuestas a todos los comentarios recibidos en o antes del 22 de junio del 2020.

Cuando proceda, se incorporarán cambios en el diseño del proyecto y se efectuarían revisiones en la documentación ambiental. Además, los propietarios cercanos a una zona en la que el proyecto propuesto pueda modificarse serían contactados y coordinados con respecto a cualquier cambio propuesto.

Después de que se haya aprobado el Informe de Resumen de audiencia pública y se aborden todas las preocupaciones, se anticipa que TxDOT emita un hallazgo ambiental para este proyecto en el verano de 2020. Después de que se reciba el hallazgo, la adquisición del derecho de via continuaría y los servicios públicos serían reubicados con la construcción prevista para comenzar en el invierno del 2021. Se espera que la construcción se complete con las carreteras abiertas al público en el invierno del 2026.

DIAPOSITIVA 49 –Consultas públicas

Tenga en cuenta que el público puede llamar al personal del proyecto durante el horario regular de oficina o mandar correo electrónico para hacer preguntas sobre el proyecto en cualquier momento durante el proceso de desarrollo del proyecto. Puede ponerse en contacto con el Gerente del Proyecto de TxDOT, Curtis Loftis, P.E., llamando al (817) 370-6807 o por correo electrónico a: SoutheastConnector@txdot.gov.

DIAPOSITIVA 50 – "Gracias por su interés" / La audiencia ahora está aplazada

Gracias por ver esta audiencia pública virtual y por el interés con respecto al diseño propuesto del proyecto Southeast Connector.

Esto concluye esta presentación y esta audiencia se ha terminado.

Welcome to the Southeast Connector Virtual Public Hearing

Where: Virtual Public Hearing is now available by clicking the links below.
*This will be an online public hearing via a pre-recorded presentation (no in-person public hearing)

(ENGLISH) Virtual Public Hearing & Draft Environmental Assessment fo...

When: **Thursday, June 4, 2020**
The pre-recorded presentation video will be available through June 22, 2020.

Comments: Members of the public may call (817) 887-6150 and verbally provide testimony from 6:00 p.m. on June 4, 2020 until 5:00 p.m. on June 22, 2020. Written comments from the public regarding the proposed project are requested and may be submitted by mail to:

TxDOT Fort Worth District Office
ATTN: Loyl C. Bussell, P.E.

2501 SW Loop 820
Fort Worth, Texas 76133

Written comments may also be submitted by email to SoutheastConnector@txdot.gov. All written comments must be received on or before June 22, 2020.

Submit Your Comment

Description:

Along I-20, from Forest Hill Drive to the I-820/I-20 interchange, proposed improvements would reconstruct and widen the existing four to five main lanes in each direction to six main lanes in each direction. The project would also reconstruct the two to three-lane frontage roads to include two to four new continuous frontage road lanes in each direction. Between I-820 and US 287, five main lanes in each direction, four lane collector-distributor (C-D) roads, and new two to four-lane frontage roads in each direction would be constructed. From the I-20/US 287 Interchange to Park Springs Boulevard, improvements would include reconstruction and widening to five main lanes in each direction, reconstruction of existing frontage roads from two to four lanes each direction, and construction of new frontage roads between Green Oaks Boulevard and Kelly Elliot Road.

Improvements to I-820 would include reconstruction and widening from two to four main lanes in each direction to seven main lanes in each direction between I-20 and US 287. From US 287 to Meadowbrook Drive, improvements would include reconstructing and widening the existing two to four main lanes to four main lanes in each direction, with auxiliary lanes between entrance and exit ramps. Additionally, the current frontage roads along I-820 would be reconstructed and widened to two to four lanes in each direction.

The main lanes of US 287 would be reconstructed and widened from two to three main lanes in each direction to three main lanes in each direction with auxiliary lanes between entrance and exit ramps. The frontage road lanes within this section would be reconstructed to two to three lanes in each direction.

Bicycle or pedestrian accommodations including shared-use paths and sidewalks along frontage roads and at cross-street intersections would be included. Separate bike lanes and sidewalks are proposed at cross streets when shared use paths are not provided.

The proposed project would, subject to final design considerations, require additional right of way and potentially displace 23 residences and 19 non-residential structures.

Special Accommodations:

TxDOT makes every reasonable effort to accommodate the needs of the public. The virtual public hearing will be available in English and Spanish. If

you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs, please call (817) 370-6807 no later than June 1, 2020. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

Memorandum of Understanding:

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 Dec. 9, 2019, and executed by the Federal Highway Administration and TxDOT.

Downloads:

Public Hearing Materials

- Presentation Slides (English)
- Presentation Script (English)
- Presentation Slides (Spanish)
- Presentation Script (Spanish)
- Presentation Script (Plain Text English)
- Presentation Script (Plain Text Spanish)

- Exhibit - No-Build Option
- Exhibit - Noise Barriers
- Exhibit - Proposed Facility
- Fact Sheet (English)
- Fact Sheet (Spanish)
- Notice of EA Availability and Virtual Public Hearing (English)
- Notice of EA Availability and Virtual Public Hearing (Spanish)
- Project Location Map (English)
- Project Location Map (Spanish)

Draft Environmental Assessment

- Draft Environmental Assessment
- Appendix A - Project Location Map
- Appendix B - Project Area Photographs
- Appendix C - Schematics
- Appendix D - Typical Sections
- Appendix E - Plan and Program Excerpts
- Appendix F - Resource-Specific Maps and Tables
- Appendix G - Resources Agency Coordination
- Appendix H - Public Meeting Comment Response Matrix

Environmental Documents

- Biological Evaluation Form and Tier I Site Assessment Form Supporting Documents

- Biological Evaluation Form
- Biological Tier I Site Assessment Form
- CO Traffic Air Quality Analysis
- Community Impacts Assessment Technical Report Form
- Hazardous Materials Project Impact Evaluation
- HazMat Initial Site Assessment
- Induced Growth Analysis
- Intensive Historical Resources Survey Report
- Quantitative Mobile Source Air Toxics Technical Report
- Traffic Noise Technical Report

Historical Resources

- Historical Resources Survey Report
- Appendix A - Tabular Inventory of Surveyed Properties
- Appendix B - Survey Forms for Included Surveyed Properties
- Appendix C - Figures
- Appendix D - Historic Aerials
- Appendix E - Schematics
- Appendix F - Consulting Party Comments
- Appendix G - Project Area Photographs
- Appendix H - Survey Forms for Removed Properties

Schematics

- Roll 1 - I-20 from Forest Hill Drive to west of BUS 287 (Mansfield Highway)
- Roll 2 - I-20 from west of BUS 287 (Mansfield Highway) to US 287
- Roll 3 - I-20 from Little Road to Park Springs Boulevard
- Roll 4 - I-820 from north of I-20 to E. Berry Street
- Roll 5 - I-820 from E. Berry Street to Spur 303 (E. Rosedale Street)
- Roll 6 - I-820 from Spur 303 (E. Rosedale Street) to Brentwood Stair Road
- Roll 7 - US 287 from Bishop Street to north of I-820
- Roll 8 - US 287 from south of I-20 to Sublett Road

Visualization

- PROPOSED I-20 AT ANGLIN DRIVE VISUALIZATION
- PROPOSED I-20 AT I-820 VISUALIZATION
- PROPOSED I-20 AT US 287 VISUALIZATION
- PROPOSED I-820 AT CRAIG STREET VISUALIZATION
- PROPOSED I-820 AT MEADOWBROOK DRIVE VISUALIZATION
- PROPOSED I-820 AT ROSEDALE STREET VISUALIZATION
- PROPOSED I-820 AT US 287 VISUALIZATION

3D Videos

- Proposed I-20 Video
- Proposed I-820 Video

- Proposed US 287 Video

Aerial Ortho Exhibits

- I-20 from Anglin Drive to Bowman Springs Road
- I-20 from Bowman Springs Road to Little Road
- I-20 from Forest Hill Drive to BUS 287
- I-20 from Little Road to Park Springs Boulevard
- I-820 from I-20 to US 287
- I-820 from Meadowbrook Drive to Brentwood Stair Road
- I-820 from Ramey Avenue to Craig Street
- I-820 from US 287 to E. Berry Street
- US 287 from Bishop Wichita Street to Wilhelm Street
- US 287 from Bowman Springs Road to Little Road
- US 287 from I-820 to I-20
- US 287 from Little Road to Sublett Road
- US 287 from Wilhelm Street to Martin Street

Right of Way

- Landowners Bill of Rights
- State Purchase of Right of Way
- Relocation Assistance

Contact:

TxDOT Fort Worth District Office
2501 SW Loop 820
Fort Worth, TX, 76133

(817) 370-6807 or (817) 370-6500
SoutheastConnector@txdot.gov

Posted May 20, 2020

Virtual Public Hearing and Draft Environmental Assessment Available for Public Review - Southeast Connector Project

Where:

Pre-recorded presentation
Pre-recorded presentation (Español)

When:

The virtual public hearing will be posted on Thursday, June 4, 2020, at 6:00 p.m. and will be available through Monday, June 22, 2020. All comments must be received on or before Monday, June 22, 2020.

Purpose:

The purpose of the virtual public hearing is to present the proposed reconstruction and widening of I-20, I-820 and US 287 including the three major interchanges in southeast Tarrant County, Texas. Materials will consist of a video presentation explaining the proposed project, which includes both audio and video components, along with other exhibits and materials for review. Formal comments may be provided by mail, email, or voicemail as described in the notice.

Description:

Along I-20, from Forest Hill Drive to the I-820/I-20 interchange, proposed improvements would reconstruct and widen the existing four to five main lanes in each direction to six main lanes in each direction. The project would also reconstruct the two to three-lane frontage roads to include two to four new continuous frontage road lanes in each direction. Between I-820 and US 287, five main lanes in each direction, four-lane collector-distributor roads and new two to four-lane frontage roads in each direction would be constructed. From the I-20/US 287 Interchange to Park Springs Boulevard, improvements would include reconstruction and widening to five main lanes in each direction, reconstruction of existing frontage roads from two to four lanes each direction and construction of new frontage roads between Green Oaks Boulevard and Kelly Elliot Road.

Improvements to I-820 would include reconstruction and widening from two to four main lanes in each direction to seven main lanes in each direction between I-20 and US 287. From US 287 to Meadowbrook Drive, improvements would include reconstructing and widening the existing two to four main lanes to four main lanes in each direction, with auxiliary lanes between entrance and exit ramps. Additionally, the current frontage roads along I-820 would be reconstructed and widened to two to four lanes in each direction. The main lanes of US 287 would be reconstructed and widened from two to three main lanes in each direction to three main lanes in each direction with auxiliary lanes between entrance and exit ramps. The frontage road lanes within this section

would be reconstructed to two to three lanes in each direction.

Bicycle or pedestrian accommodations including shared-use paths and sidewalks along frontage roads and at cross-street intersections would be included. Separate bike lanes and sidewalks are proposed at cross streets when shared use paths are not provided.

The proposed project would, subject to final design considerations, require additional right of way and potentially displace 23 residences and 19 non-residential structures. Relocation assistance is available for displaced persons and businesses.

Special Accommodation:

TxDOT makes every reasonable effort to accommodate the needs of the public. The open house will be in English. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call (817) 370-6807 at least two working days prior to the hearing. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

Memorandum of Understanding:

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 Dec. 9, 2019, and executed by the Federal Highway Administration and TxDOT.

Downloads:

- Notice
- Notice (Español)
- Fact Sheet
- Fact Sheet (Español)
- Presentation Slides
- Presentation Slides (Español)
- Presentation Script
- Presentation Script (Español)
- Presentation Script Plain Text
- Presentation Script Plain Text (Español))
- Exhibit - No-Build Option
- Exhibit - Noise Barriers
- Exhibit - Proposed Facility
- Project Location Map
- Project Location Map (Español)

Draft Environmental Assessment Documents

- Draft Environmental Assessment
- Appendix A: Project Location Map
- Appendix B: Project Area Photographs
- Appendix C: Schematics
- Appendix D: Typical Sections
- Appendix E: Plan and Program Excerpts
- Appendix F: Resource Map
- Appendix G: Resource Agency Coordination
- Appendix H: Public Meeting Comment Matrix

Environmental Technical Report Documents

- Biological Evaluation Form
- Biological Tier 1 Site Assessment Form
- Biological Evaluation Form and Tier 1 Site Assessment Form Supporting Documents
- Community Impacts Assessment Technical Report
- Hazardous Materials Project Impact Evaluation
- Hazardous Materials Initial Site Assessment
- Induced Growth Analysis
- Historical Resources Survey Report
- Intensive Historical Resources Survey Report
- Traffic Noise Technical Report
- CO Traffic Air Quality Analysis
- Quantitative Mobile Source Air Toxics (MSAT) Technical Report

Historical Resources

- Historical Resources Report
- Appendix A: Inventory of Surveyed Properties
- Appendix B: Survey Forms from Included Surveyed Properties
- Appendix C: Figures
- Appendix D: Historic Aerials
- Appendix E: Schematics
- Appendix F: Consulting Party Comments
- Appendix G: Project Area Photographs
- Appendix H: Survey Forms for Removed Properties

Schematics

- Roll 1 - I-20 from Forest Hill Drive to west of BUS 287 (Mansfield Highway)
- Roll 2 - I-20 from west of BUS 287 (Mansfield Highway) to US 287
- Roll 3 - I-20 from Little Road to Park Springs Boulevard
- Roll 4 - I-820 from north of I-20 to E. Berry Street
- Roll 5 - I-820 from E. Berry Street to Spur 303 (E. Rosedale Street)
- Roll 6 - I-820 from Spur 303 (E. Rosedale Street) to Brentwood Stair Road
- Roll 7 - US 287 from Bishop Street to north of I-820
- Roll 8 - US 287 from south of I-20 to Sublett Road

Visualization

- Proposed I-20 at Anglin Drive Visualization
- Proposed I-20 at I-820 Visualization
- Proposed I-20 at US 287 Visualization
- Proposed I-820 at Craig Street Visualization
- Proposed I-820 at Meadowbrook Drive Visualization
- Proposed I-820 at Rosedale Street Visualization
- Proposed I-820 at US 287 Visualization

3D Videos

- Proposed I-20 Video
- Proposed I-820 Video
- Proposed US 287 Video

Aerial Exhibits

- I-20 from Anglin Drive to Bowman Springs Road
- I-20 from Bowman Springs Road to Little Road
- I-20 from Forest Hill Drive to BUS 287
- I-20 from Little Road to Park Springs Boulevard
- I-820 from I-20 to US 287
- I-820 from Meadowbrook Drive to Brentwood Stair Road
- I-820 from Ramey Avenue to Craig Street
- I-820 from US 287 to E. Berry Street
- US 287 from Bishop Wichita Street to Wilhelm Street
- US 287 from Bowman Springs Road to Little Road
- US 287 from I-820 to I-20
- US 287 from Little Road to Sublett Road
- US 287 from Wilhelm Street to Martin Street

Right of Way Documents

- Landowners Bill of Rights
- Relocation Assistance
- Relocation Assistance (Español)
- State Purchase of Right of Way
- State Purchase of Right of Way (Español)

Contact:

TxDOT Fort Worth District Office
2501 SW Loop 820
Fort Worth, TX, 76133

(817) 370-6500
Email

Posted: May 15, 2020

Get Involved

About Public Hearings, Meetings and Notices

Committees

Volunteer

Archive

Sunset Review

Page Options

Submit Your Comment

Subscribe to Updates □

Contact Us□

Connect With Us

Copyright 2020 • Texas Department of Transportation • All Rights Reserved • Disclaimer • Privacy & Security Policy • Accessibility
125 East 11th Street • Austin, Texas 78701

youtube.com/watch?v=6KdFEKOL8po&feature=youtu.be

Apps Maps Gmail

YouTube

Search

(ENGLISH) Virtual Public Hearing & Draft Environmental Assessment for Public Review- SE Connector

316 views • Jun 9, 2020

0 0 SHARE SAVE ...

TxDOT
6.04K subscribers

SUBSCRIBE

Virtual Public Hearing & Draft Environmental Assessment available for Public Review - Southeast

youtube.com/watch?v=QfCWgeu1zc0

Apps Maps Gmail

YouTube

Search

(SPANISH) Virtual Public Hearing & Draft Environmental Assessment for Public Review- SE Connector

71 views • Jun 4, 2020

0 0 SHARE SAVE

TxDOT
6.04K subscribers

SUBSCRIBE

Virtual Public Hearing & Draft Environmental Assessment available for Public Review - Southeast Connector Project (Spanish)