Final
Environmental Assessment

Southeast Connector, Fort Worth District

I-20/I-820/US 287 Interchanges
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

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

Tarrant County, Texas

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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.

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List of Abbreviations and Acronyms

ACHP	Advisory Council on Historic Preservation
ADA	Americans With Disabilities Act
ATC	Affected Transportation Corridor
BMPs	Best Management Practices
CBRA	Coastal Barrier Resources Act
C-D	Collector-Distributor
CFR	Code of Federal Regulations
CGP	Construction General Permit
CMP	Congestion Management Process
CO	Carbon Monoxide
CWA	Clean Water Act
dB(A)	A-weighted Decibels
DHHS	Department of Health and Human Services
EA	Environmental Assessment
EB	Eastbound
EJ	Environmental Justice
EO	Executive Order
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
HCHNA	Historic Carver Heights Neighborhood Association
HOV	High Occupancy Vehicle
I-	Interstate Highway
IBWC	International Boundary Water Commission
ISA	Initial Site Assessment
ISD	Independent School District
LBP	Lead-Based Paint
LEP	Limited English Proficiency
LOS	Level of Service
LPST	Leaking Petroleum Storage Tanks
LWCF	Land and Water Conservation Fund
MIS	Major Investment Study
MOU	Memorandum of Understanding
MS4	Municipal Separate Storm Sewer System
MSAT	Mobile Source Air Toxics
MTP	Metropolitan Transportation
NAAQS	National Ambient Air Quality Standards
NB	Northbound
NCTCOG	North Central Texas Council of Governments
NOA	Notice of Availability
NRCS	Natural Resources Conservation Services

List of Abbreviations and Acronyms

NRHP	National Register of Historic Places
NWP	Nationwide Permit
PA	Programmatic Agreement
PCN	Preconstruction Notification
PM	Particulate Matter
PS&E	Plans, Specifications, and Estimates
PSLs	Project Specific Locations
PST	Petroleum Storage Tanks
PWC	Parks and Wildlife Code
ROW	Right-of-Way
SAL	State Antiquities Landmarks
SB	Southbound
SGCN	Species of Greatest Conservation Need
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
SW3P	Storm Water Pollution Prevention Plan
TCEQ	Texas Commission on Environmental Quality
TCMP	Texas Coastal Management Plan
TERP	Texas Emissions Reduction Plan
THC	Texas Historic Commission
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
TPDES	Texas Pollutant Discharge Elimination System
TPP	Transportation Planning and Programming
TPWD	Texas Parks and Wildlife Department
TxDOT	Texas Department of Transportation
UPRR	Union Pacific Railroad
US	United States Highway
USACE	U.S. Army Corps of Engineers
USDOT	United States Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey
VMT	Vehicle Miles Traveled
VNCA	Village Creek Neighborhood Association
VPD	Vehicles Per Day
WB	Westbound

1. Introduction

The Texas Department of Transportation (TxDOT) is proposing to reconstruct and add capacity to Interstate Highway (I) 20, I-820 and United States Highway (US) 287 including three major interchanges in southeast Tarrant County within the cities of Arlington, Forest Hill, Fort Worth, and Kennedale. The major interchanges are the I-820/US 287 Interchange, the I-20/I-820 Interchange, and the I-20/US 287 Interchange. This project spans approximately 16 miles and would add main lanes and frontage roads to 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. New frontage roads would be constructed at various locations, and bicycle and pedestrian accommodations would be provided throughout. The project is collectively referred to as the "Southeast Connector." See **Appendix A** for the Project Location Map.

This Environmental Assessment (EA) evaluates the social, economic, and environmental impacts of the proposed project and determines whether such impacts warrant preparation of an Environmental Impact Statement. The planning process for this project follows the TxDOT and the Federal Highway Administration (FHWA) environmental policies and procedures in compliance with the National Environmental Policy Act.

The Draft EA was made available for public review on May 15, 2020. A Notice of Availability (NOA) of the Draft EA was published on www.txdot.gov and in the local newspapers. TxDOT thoroughly considered all comments submitted during the comment period. The following changes to the project occurred as a result of comments received during public review.

- Changes in Access:
  - The proposed Bolen Road cul-de-sac was removed.
  - The proposed driveway removal at 2201 E Loop 820 S (parcel 463) will remain open as it currently exists.
  - The proposed ramping on southbound (SB) I-820 between Rosedale Street and Ramey Avenue was reconfigured to a braided ramping design at the request of the Historic Carver Heights Neighborhood Association. The ramping changes required a revision to the noise model, and the revised noise analysis is shown in Section 5.14 of this EA and in the revised Traffic Noise Technical Report.
- Changes to Proposed Displacements
  - By allowing the existing driveway to the property at 2201 E Loop 820 S to remain open, this property is no longer anticipated to result in a commercial displacement.
  - The proposed number of commercial displacements has been reduced from 19 to 18.
- Changes in Additional Right-of-Way (ROW)
  - Due to the removal of the proposed Bolen Road cul-de-sac, additional ROW needed from the immediate area was reduced.

  - The proposed ROW was reduced at 5930 E Loop 820 S (parcel 789) and 5960 E Loop 820 S (parcel 790).
  - As a result of the design changes above, the total ROW required for the proposed project was reduced from 22.6 acres to 22.1 acres.
- Changes to Bicycle and Pedestrian Accommodations
  - At the request of the City of Fort Worth, the proposed design at Erath Street, E. Berry Street, Carey Street and Ramey Avenue would be updated to include shared use paths, rather than sidewalks and buffer separated bicycle lanes, along the cross streets between the frontage roads. At the request of the City of Arlington, Little Road would retain shared use paths and be updated to remove buffer separated bicycle lanes.
- Resource Map Revisions
  - The Resource Map included in Appendix F, has been updated to reflect the latest 100-year floodplain information available from the Federal Emergency Management Agency (FEMA).

Based on the analysis conducted in this EA and comments received during the comment period, TxDOT determined the potential environmental effects do not warrant the preparation of an Environmental Impact Statement. A Finding of No Significant Impact (FONSI) will be prepared, signed, and made available to the public.

2. Project Description

2.1 Existing Facility

2.1.1 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. Two major interchanges exist within the roadway network: the I-20/I-820 Interchange and the I-20/US 287 Interchange. Dependent on the location within each interchange, single lane, highway-to-highway direct connections are elevated and 15 feet wide with 6-foot inside shoulders and six to 10-foot wide outside shoulders or two 12-foot lanes with 6-foot wide inside shoulders and 10-foot wide outside shoulders.

Two to three-lane discontinuous I-20 frontage roads exist in each direction and are each composed of 12-foot wide lanes. The eastbound I-20 frontage road is discontinuous between Forest Hill Drive and Business 287, between Bowman Springs and Little Road through the I-20/US 287 Interchange, and between Green Oaks Boulevard and Kelly Elliott Road. The westbound I-20 frontage road is discontinuous between Anglin Drive and Business 287, through the I-20/I-820 Interchange, and between Green Oaks Boulevard and Kelly Elliott Road. Sections of the I-20 frontage roads are composed of curb and gutter with in-ground drainage systems. However, non-curb sections of frontage roads exist and are composed of variable-width inside and outside shoulders that convey drainage to

open ditches. No continuous sidewalks are located adjacent to the frontage roads. Bike lanes also do not exist within the I-20 corridor. The pedestrian facilities (sidewalks and crosswalks) that do exist are limited and discontinuous and confined to only major, high volume traffic frontage road/cross street intersections.

2.1.2 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. The frontage roads are composed of curb and gutter lanes with enclosed in-ground drainage systems. However, non-curb sections of the frontage roads also exist at limited locations and are composed of variable-width inside and outside shoulders that convey drainage to open ditches.

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 location, with 4 to 6-foot wide inside shoulders and 6 to 10-foot wide outside shoulders.

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 (wire rope) 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 separated by a concrete safety barrier or metal beam guard fence locate along the I-820 centerline. The majority of the I-820 ramps are 14 feet wide with inside curbs and 8-foot wide outside shoulders. Each ramp within the East Lancaster Road interchange, one direct connecting ramp, and three cloverleaf ramps, is composed of 18-foot wide travel lanes with traversable inside concrete curbs and traversable outside concrete curbs with an adjacent 8-foot wide paved area for drainage and off-tracking. 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 two-foot-wide inside shoulder and 6-foot wide outside shoulders. The frontage roads are discontinuous between Rosedale Street and Craig Street where a one to two-lane collector distributor road system also exists in each direction. The collector-distributor (C-D) is 14 feet wide (one lane) or 26 feet wide (two lanes) with an inside curb and a traversable outside curb with an adjacent eight-foot-wide paved area for drainage and off-tracking. No southbound frontage road exists between Carey Street (at US 287) and Wilbarger Street (at I-820). The frontage roads are composed of curb and gutter lanes with enclosed in-ground drainage systems. However, non-curb sections of the frontage roads also exist at limited locations and are composed of variable-width inside and outside shoulders that convey drainage to open ditches.

A limited expanse of continuous sidewalks exists adjacent to the I-820 southbound frontage road north of Meadowbrook Drive. Bike lanes do not exist within the I-820 corridor, However, a pedestrian/cyclist

bridge located north of Craig Street overpasses the I-820 main travel lanes. The pedestrian facilities (sidewalks and marked crosswalks) that do exist are limited and discontinuous and confined to only the major, high volume traffic frontage road/cross street intersections.

The existing facility information described above is summarized in **Table 2-1**. Refer to **Appendix B** for the project photos and **Appendix D** for the existing typical sections.

2.1.3 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 ramps are composed of 14-foot wide single lanes with inside concrete curbs and 6-foot wide outside shoulders.

The frontage roads are predominately continuous but convert to being 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 typically composed of two 12-foot wide lanes in each direction with two-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 a 6-foot wide inside shoulder and a 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. The ramps are composed of 15-foot wide single lanes with inside concrete curbs and 6-foot wide outside shoulders.

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 a 2-foot wide inside shoulder and a 6-foot wide outside shoulder. Sections of the frontage roads are composed of curb and gutter lanes with enclosed in-ground drainage systems. However, non-curb sections of the frontage roads also exist at limited locations and are composed of variable-width inside and outside shoulders that convey drainage to open ditches. No continuous sidewalks are located adjacent to the frontage roads. Bike lanes also do not exist within the US 287 corridor. The pedestrian facilities (sidewalks and crosswalks) that do exist are limited and discontinuous and confined to only major, high volume traffic frontage road/cross street intersections.

2.2 Proposed Facility

2.2.1 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, 12-foot wide 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 to two to four 12-foot wide lanes in each direction. A 10-foot wide bidirectional shared-use path (for bicyclists and pedestrians) on one side/direction and a 6-foot sidewalk on the other side/direction would also be constructed. The frontage roads would be a curb and gutter in-ground drainage design composed of 2-foot wide curb offsets (separation between the face of curb and edge of frontage road travel lane). New location frontage roads would be

constructed over the Union Pacific Railroad (UPRR), and a new eastbound frontage road would be constructed from Forest Hill Drive eastward to Anglin Drive. All of the frontage roads would be continuous 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 would be reconstructed to provide five 12-foot wide I-20 main travel lanes in each direction with an adjacent four-lane C-D road system installed in each direction as a means to separate vehicular movements and reduce main lane vehicular weaving. The existing I-20 frontage roads with in-ground drainage would be reconstructed and widened to two to four 12-foot wide continuous lanes in each direction. A 10-foot wide bidirectional shared-use path (for bicyclists and pedestrians) on one side/direction and a 6-foot sidewalk on the other side/direction would also be constructed.

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. A 10-foot wide bidirectional shared-use path (for bicyclists and pedestrians) on one side/direction and a 6-foot sidewalk on the other side/direction would also be constructed. New location frontage roads would be constructed between Green Oaks Boulevard to Kelly Elliott Road. The frontage roads would be a curb and gutter design with in-ground drainage and composed of 2-foot wide curb offsets (separation between the face of curb and edge of frontage road travel lane).

The reconstructed cross street interchanges would include sidewalks and each intersection would include wheelchair-accessible ramps and marked crosswalks. Some cross streets would have buffer separated bicycle lanes, while other cross streets would have shared-use paths (for bicycles and pedestrians). The Bowman Springs Road bridge which overpasses I-20 would include a 10-foot wide shared use path in each direction. The sidewalks widths approaching Bowman Springs Road would be six feet wide.

2.2.2 I-820

Along I-820, from I-20 northward to US 287, the existing I-820 main travel lanes would be reconstructed and widened 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 to eliminate the major main lane weaving that currently exists with the left-hand ramp access system. The existing frontage roads would be reconstructed and widened with in-ground drainage to two to four 12-foot wide continuous lanes in each direction. A 10-foot wide bidirectional shared-use path (for bicyclists and pedestrians) on one side/direction and a 6-foot sidewalk on the other side/direction would also be constructed.

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 12-foot wide auxiliary lanes between the entrance and exit ramps. The frontage roads would be reconstructed and widened with in-ground drainage to two to three 12-foot wide continuous lanes in each direction. A 10-foot wide bidirectional shared-use path (for bicyclists and pedestrians) on one side/direction and 6-foot-sidewalk on the other side/direction would also be constructed. The frontage roads would be a curb and gutter design with in-ground drainage and composed of two-foot-wide curb offsets (separation between the face of curb and edge of frontage road travel lane). New location frontage roads would be constructed from

Rosedale Street northward to Craig Street, and from Carey Street (at US 287) northward to Wilbarger Street (at I-820).

The reconstructed cross street interchanges would include sidewalks and each intersection would include wheelchair-accessible ramps and marked crosswalks. Some cross streets would have buffer separated bicycle lanes, while other cross streets would have shared-use paths (for bicycles and pedestrians). The Craig Street bridge which overpasses I-820 would include 10-foot-wide shared-use paths to accommodate bike and foot traffic. The sidewalks widths approaching the Craig Street bridge would be 6 to 11-feet wide. Also, a 10-foot-wide bidirectional shared-use path (for bicyclists and pedestrians) on one side/direction and a 6-foot sidewalk on the other side/direction would also be constructed along the jug-handle connections between Craig Street and the frontage roads. The existing pedestrian bridge north of Craig Street would be removed and not replaced.

Along I-820, north of Meadowbrook Drive, operational improvements consisting of ramp modifications to and from Meadowbrook Drive and Brentwood Stair Road would eliminate the current weaving between closely spaced ramps.

2.2.3 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. A 10-foot wide bidirectional shared-use path (for bicyclists and pedestrians) on one side/direction and a 6-foot sidewalk on the other side/direction would also be constructed. The frontage roads would be a curb and gutter in-ground drainage design composed of two-foot-wide curb offsets (separation between the face of curb and edge of frontage road travel lane).

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 auxiliary 12-foot 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. A 10-foot wide bidirectional shared-use path (for bicyclists and pedestrians) on one side/direction and a 6-foot sidewalk on the other side/direction would also be constructed. The frontage roads would be a curb and gutter design composed of two-foot-wide curb offsets (separation between the face of curb and edge of frontage road travel lane).

The reconstructed cross street interchanges would include sidewalks and each intersection would include wheelchair-accessible ramps and marked crosswalks. Some cross streets would have buffer separated bicycle lanes, while other cross streets would have shared-use paths (for bicycles and pedestrians).

The Proposed Facility information described above is summarized in **Table 2-1**. Refer to **Appendix A** for the project location maps, **Appendix C** for the schematic and **Appendix D** for the proposed typical sections.

Table 2-1: Summary of Existing and Proposed Facilities

Existing Facility	Proposed Project
I-20 from Forest Hill Drive to Park Springs Boulevard	
▪ Four to five main lanes in each direction; ▪ Auxiliary lanes between the entrance and exit ramps at various ramp locations; and ▪ Two to three-lane discontinuous frontage roads in each direction.	I-20 full reconstruction, widening and capacity improvements from Forest Hill Drive to the I-820/I-20 interchange: ▪ Six main lanes in each direction, with auxiliary lanes between the entrance and exit ramps; ▪ Two to four-lane frontage roads in each direction; ▪ Two new two-lane frontage roads crossing over the UPRR; and ▪ New two-lane eastbound frontage road from Forest Hill Drive to Anglin Drive.
	I-20 full reconstruction, widening and capacity improvements between I-820 and US 287: ▪ Five main lanes in each direction; ▪ Four C-D roads in each direction; and, ▪ Two to four-lane frontage roads in each direction.
	I-20 full reconstruction, widening and capacity improvements from the I-20/US 287 interchange to Park Springs Boulevard: ▪ Five main lanes in each direction with auxiliary lanes between the entrance and exit ramps; and, ▪ New sections of frontage roads eastbound and westbound between Green Oaks Boulevard and Kelly Elliot Road.
I-820 from I-20 to Brentwood Stair Road	
▪ Two to four main lanes in each direction with auxiliary lanes located between the various entrance and exit ramps; and ▪ Two frontage roads in each direction o No southbound frontage road exists between Carey Street and Wilbarger Street; and o Discontinuous frontage roads between Rosedale Street and Craig Street where two C-D lanes exist in each direction	Full reconstruction, widening, and capacity improvements: ▪ Seven main lanes in each direction between I-20 and US 287; ▪ Four main lanes each direction with auxiliary lanes between the entrance and exit ramps between US 287 and Brentwood Stair Road; new frontage roads northbound and southbound between Rosedale Street and Craig Street, and southbound between Carey Street and Wilbarger Street.

Table 2-1: Summary of Existing and Proposed Facilities

Existing Facility	Proposed Project
US 287 from Bishop Street to Sublett Road	
▪ Three main lanes in each direction between Bishop Street and the I-820/US 287 Interchange; ▪ Two main lanes in each direction between Sublett Road and I-20/US 287 interchange; and ▪ Two discontinuous frontage road lanes in each direction between Bishop Street and I-820 and I-20 and Sublett Road.	Full reconstruction, widening, and capacity improvements: ▪ Reconstruction including three main lanes with auxiliary lanes between the entrance and exit ramps between Bishop Street and I-820; ▪ Two to three frontage road lanes in each direction; and ▪ Widening to three main lanes in each direction between I-20 to Sublett Road with auxiliary lanes between the I-20/US 287 interchange ramps.
Within project limits.	
▪ No bicycle accommodations; and ▪ Discontinuous sidewalks.	Shared-use lanes and sidewalks along each frontage road. Some cross streets would have buffer separated bicycle lanes, while other cross streets would have shared-use paths.

2.3 Logical Termini and Independent Utility

Federal regulations require that federally funded transportation projects have logical termini. 23 Code of Federal Regulations (CFR) 771.111(f)(1). Simply stated, this means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts.

<u>I-20 from Forest Hill Drive to Park Springs Boulevard</u>

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.

<u>I-820 from I-20 to Brentwood Stair Road</u>

I-20 and Brentwood Stair Road were chosen as the logical termini for I-820 because these are major origin/destination interchange/intersections for a substantial portion of traffic along I-820 in Fort Worth. These termini are major crossroads where conditions can be properly transitioned into the unimproved section and at locations where the proposed roadway improvements can match a previously constructed, previously widened roadway section (usually, the ultimate roadway section).

<u>US 287 from Bishop Street to Sublett Drive</u>

Bishop Street and Sublett Drive were chosen as the logical termini for US 287. Bishop Street is a two-lane residential street and is not considered a major traffic generator; however, Bishop Street as a terminus allows for proper transition between the proposed project and the unimproved section of US 287. Sublett drive is considered a major origin/destination interchange/intersections for a substantial portion of traffic along US 287. These termini allow for proper transition into the unimproved section and at locations where the proposed roadway improvements can match a previously constructed, previously widened roadway section (usually, the ultimate roadway section).

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area. 23 CFR 771.111(f)(2). This means a project must be able to provide benefit by itself, and that the project not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built. As proposed, the Southeast Connector project addresses specific transportation needs identified within the project limits. Specifically, the proposed project would provide congestion relief between traffic generation points by adding lanes in each direction, adding bidirectional shared use paths and sidewalks, improving frontage roads and intersections, and improving directional interchanges between highway connections, which satisfies the project's need when compared to existing conditions. The mobility and connectivity benefits of the proposed project are stand-alone. The realization of these benefits is not dependent upon other projects/future actions; thus, the proposed project passes the test of independent utility. Further, because the project would stand alone and is not dependent upon other (future) improvements to properly function, it would not compel the further expenditure of funds. For this reason, it cannot and does not irretrievably commit future federal funds.

Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements. 23 CFR 771.111(f)(3). This means that a project must not dictate or restrict any future roadway alternatives. As proposed, the Southeast Connector project can be accomplished without additional traffic improvements in the proposed project area and would in no way limit consideration of improvements, or alternatives for construction of such improvements, in adjoining sections of I-20, I-820, and US 287. For this reason, the proposed project does not foreclose consideration of alternatives for other reasonably foreseeable transportation improvements.

2.4 Planning Consistency

The total estimated cost of the proposed project is $2.1 billion and would be financed with a combination of federal and state funds. The proposed project is included in the North Central Texas Council of Government's (NCTCOG) fiscally-constrained 2045 Metropolitan Transportation Plan (MTP). A copy of the applicable pages from the MTP and Transportation Improvement Program (TIP) are included in Appendix E.

3. Purpose and Need

3.1 Need

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.

3.2 Supporting Facts and/or Data

Congestion

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 recent change in population and projected growth in population for the cities of Arlington, Forest Hill, Fort Worth and Kennedale are presented in **Table 3-1**.

Table 3-1: Population Growth

Municipalities	2000	2010	2040	Growth Percentage (2000 - 2010)	Growth Percentage (2010 - 2040)
Arlington	332,969	365,438	472,065	10%	29%
Forest Hill	12,949	12,355	15,392	-5%	25%
Fort Worth	635,694	741,206	1,236,870	17%	67%
Kennedale	5,850	6,763	10,824	16%	60%

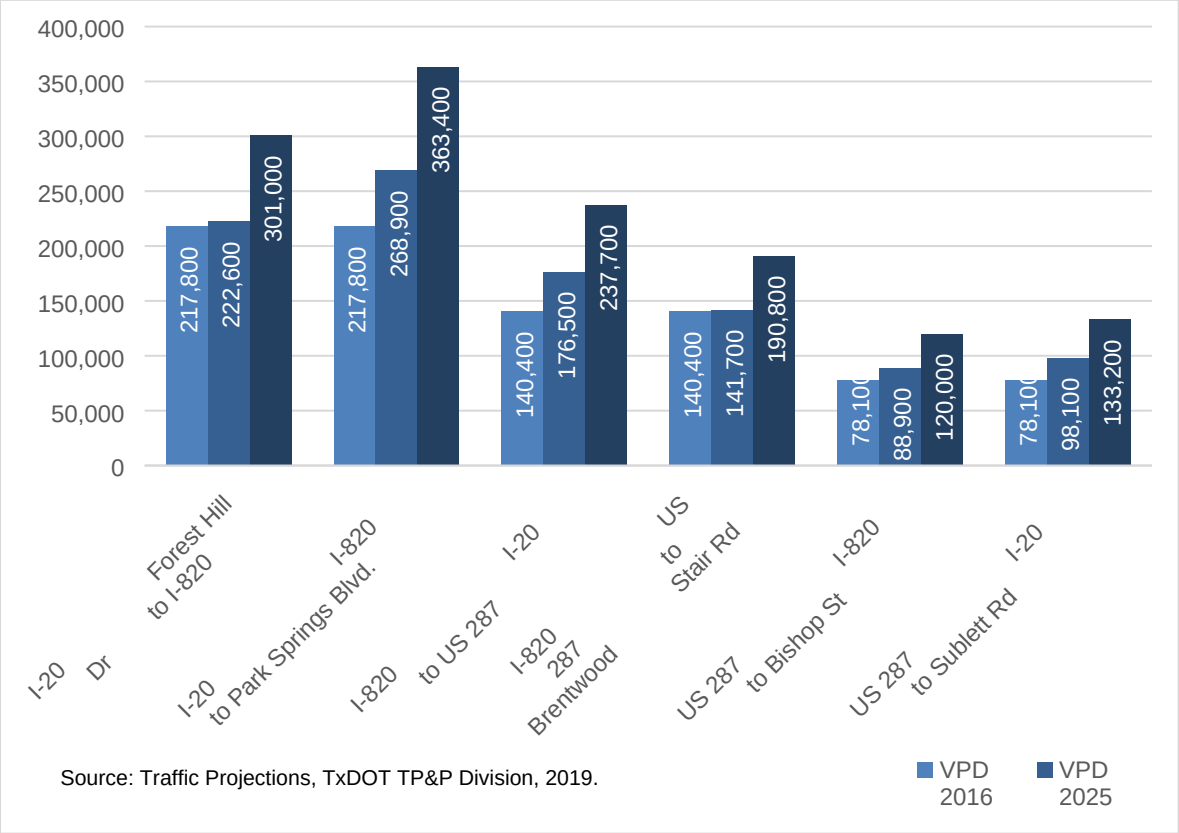
Sources: Census 2000, Census 2010, Texas Water Development Board 2040.

The TxDOT's Congestion 2016 Map[1] and Congestion 2036 Map[2] identify each portion of I-20, I-820, and US 287 within the project limits as moderately congested and congested, respectively, during peak hours.

As shown in **Figure 3-1**, traffic volumes (travel demand) along I-20, I-820, and US 287 within the project limits are projected to grow substantially.

[1] http://ftp.dot.state.tx.us/pub/txdot-info/tpp/maps/congestion/2016.pdf
[2] http://ftp.dot.state.tx.us/pub/txdot-info/tpp/maps/congestion/2036.pdf

Figure 3-1: Vehicles Per Day (VPD)



Source: Traffic Projections, TxDOT TP&P Division, 2019.

A LOS is a qualitative measure that classifies the quality of motor vehicle traffic service on a roadway. LOS is used to analyze roadways by categorizing traffic flow and assigning quality levels of traffic based on performance measures like vehicle speed, density, and congestion. LOS can range from A, which indicates vehicles traveling at speed limits with low densities and no congestion, to F, which indicates vehicles traveling at stop-start conditions well below speed limits with very high bumper-to-bumper densities and high congestion. **Table 3-2** presents the range of LOS for various sections of the project.

Table 3-2: Existing and No-Build

Location along I-20, I-820, and US 287	Existing 2018 LOS	No-Build 2045 LOS
I-20: Forest Hill Drive to I-820	B to D	C to F
I-20: I-820 to Park Springs Boulevard	B to F	C to F
I-820: I-20 to US 287	B to D	D to F
I-820: US 287 to Brentwood Stair Road	B to E	B to F
US 287: I-820 to Bishop Street	B to C	B to D
US 287: I-20 to Sublett Road	B to D	C to E
Sources: Traffic Analyses using HCS, Study Team, 2020		

Vehicle Connectivity

- Anglin Drive - This retrofitted interchange is both an operational and safety concern. The existing intersection is: a traffic operations problem (complex offset intersection with substandard turning radii); a safety issue (potential for wrong-way entry on an otherwise one-way frontage road system); and a bottleneck on both Anglin Drive and the westbound frontage road because the traffic-carrying capacity of the existing design is substantially less than a conventional interchange.
- Frontage Roads across Union Pacific Railroad (UPRR) at I-20 - Discontinuous frontage roads at the UPRR create a barrier for local traffic circulation and the adjoining street system. Traffic is forced into neighborhoods, and entrance/exit ramps (e.g., those at Business US 287) must be placed too close to the cross-streets they serve. Additionally, there is no detour route 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.
- Frontage road segments along I-20 – 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.
- Frontage road segment at I-820 and US 287 interchange – A discontinuous frontage road exists southbound along I-820 between Wilbarger Street and Carey Street at US 287. This discontinuity creates a barrier for local traffic circulation and the adjoining street system. Traffic is forced into neighborhoods. 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.
- Ramping — Weaving is a problem on the existing facility due to the substandard separation distances between successive ramps on the main lanes. Many of the ramps have only 400 to 900-foot-wide separation distance between gores; the TxDOT Roadway Design Manual currently requires a minimum of 1,500 feet separation distance (with auxiliary lane) to prevent operational issues due to weaving. This ramp separation problem occurs throughout the I-820 corridor and is a major contributing factor to traffic congestion and poor connectivity at this location.

Pedestrian/Bike Facilities

The majority (approximately 80 percent) of the project limits do not currently have sidewalks along frontage roads. Limited continuous sidewalks exist adjacent to the I-820 southbound frontage road north of Meadowbrook Drive. Bike lanes also do not exist within project corridors. The pedestrian facilities (sidewalks and crosswalks) that do exist are limited and discontinuous and confined to only major, high volume traffic frontage road/cross street intersections. A pedestrian/cyclist bridge constructed in 1960, is located north of Craig Street and overpasses the I-820 main lanes. The following are some of the pedestrian/cyclist bridge deficiencies:

- Insufficient deck width: the clear deck width is only 8 feet (10 feet is desirable) making two-way operation (especially with bicycles) difficult.
- Accessing the bridge is a safety concern: the bridge does not span the existing frontage roads on either side of I-820 and does not have crosswalks at those locations (making it unsafe for pedestrians, especially children, to access the bridge from off the ROW)
- Americans with Disabilities Act (ADA) non-compliance: the bridge is not ADA compliant because it does not have required landings at 2.5-foot elevation rise intervals, and does not have curb ramps.
- Insufficient vertical clearance: the bridge does not meet required Freight Network vertical clearance requirements (existing clearance is 17 feet and 4 inches).

3.3 Purpose

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.

4. Alternatives

4.1 Build Alternative

The proposed facility described in **Section 2.2** is the Build Alternative subject to public review and comment. The Build Alternative would meet the project's purpose and need by the following:

<u>Congestion</u>

The Build Alternative would help alleviate congestion by adding main lanes and frontage roads, connecting frontage roads where currently disconnected, and increasing the distances between ramps to minimize weaving. Compared to the No-Build Alternative, the Build Alternative in 2045 would result in better LOS throughout all project corridors (see **Table 4-1**).

Table 4-1: No-Build and Build Levels of Service

Location along I-20, I-820, and US 287	No-Build 2045 LOS	Build 2045 LOS
I-20: Forest Hill Drive to I-820	D to F	C to F
I-20: I-820 to Park Spring Boulevard	B to F	C to F
I-820: I-20 to US 287	C to F	B to C
I-820: US 287 to Brentwood Stair Road	C to F	B to F
US 287: I-820 to Bishop Street	B to D	A to C
US 287: I-20 to Sublett Road	C to E	A to D
Sources: Traffic Analyses using HCS, Study Team, 2020		

Vehicle Connectivity

Anglin Drive intersection would be rebuilt to remove the offset intersection.

Frontage roads along the UPRR at I-20 would allow for continuous travel patterns, removing the necessity for detours at the railroad and allowing operational flexibility and incident management capability.

A proposed eastbound frontage road would connect Forest Hill Drive to Hartman Road and Hartman Road to Anglin Drive where none exist today. In addition, proposed eastbound and westbound frontage roads over Kee Branch would connect Green Oaks Boulevard and Kelly Elliot Road where no continuous frontage roads exist today.

A proposed southbound frontage road along I-820 would connect Wilbarger Street with Carey Street at US 287 where no frontage road exists today.

The proposed project would have variable lengths between ramps that meet the design standards and would have sufficient separation distances.

Pedestrian/Bike Facilities

The proposed project would provide continuous sidewalks or shared use paths along the frontage roads and at cross streets. It would also provide continuous bike lane facilities that do not exist within the project corridor. The addition of pedestrian/bicycle accommodations in the form of shared-use paths, sidewalks, or bicycle lanes along all frontage roads and at cross streets would improve accessibility throughout the corridors.

4.2 No-Build Alternative

Under the No-Build Alternative, the proposed facility described in **Section 2.2** would not be constructed. The No-Build Alternative would not increase the capacity of I-20, I-820, and US 287. Frontage roads would continue to be without continuous pedestrian/bike facilities nor allow a connection to municipal bike trails or facilities. Consequently, mobility benefits would not be realized and each of the I-20, I 820, and US 287 facilities would not be upgraded to current design standards. For this reason, the No-Build Alternative would not meet the need and purpose of the proposed project. However, the No-Build Alternative was carried forward for further analysis and comparison purposes and presented to the public as one of the project options.

4.3 Preliminary Alternatives Considered but Eliminated from Further Considerations

Reversible Managed Lanes

This alternative would add two reversible managed lanes [single occupancy vehicle (SOV) and high occupancy vehicle (HOV) reduced toll lanes] along I-820 and I-20. This alternative was eliminated because the reversible option is undesirable where there is not a substantial difference in the directional distribution of traffic. Also, reversible lanes are more complex to operate and maintain than bi-directional or concurrent flow lanes. According to traffic modeling and analyses, the addition of two reversible managed lanes would not improve mobility or traffic operations as well as the Build Alternative. Additionally, this alternative would not include the rebuilding of frontage roads or the

addition of bike/pedestrian facilities; therefore, local vehicle connectivity and bike/pedestrian connectivity would not improve as much as under the Build Alternative.

Bi-directional Express Lanes

This alternative would add one to two concurrent express (non-tolled) lanes per direction. Specifically, this alternative would add one express lane per direction along US 287 south of I-20 and along I-20 east of US 287, and add two express lanes per direction along I-20 between I-820 and US 287 and along I-820 between I-20 and US 287. The concurrent express lanes would link US 287 north of I-820. This alternative would also add two general purpose lanes per direction along I-820 north of US 287. This alternative was eliminated because according to traffic modeling and analyses, it would not improve mobility and traffic operations as well as the Build Alternative.

Bi-directional Managed Lanes

This alternative would add one to two concurrent managed lanes (SOV tolled and HOV reduced toll) per direction. This alternative was eliminated because according to traffic modeling and analyses, it would not improve mobility or traffic operations. Additionally, this alternative would not include the rebuilding of frontage roads or the addition of bike/pedestrian facilities; therefore, local vehicle connectivity and bike/pedestrian connectivity would not improve as much as under the Build Alternative.

Adding Four Managed Lanes to I-30

This alternative was eliminated because it would impact the design of the I-820/I-30 interchange, which is not a part of the proposed project (i.e., design of adding managed lanes would have to be done concurrently with the interchange design). Additionally, according to traffic modeling and analyses, it would not improve mobility or traffic operations as well as the Build Alternative.

Adding General Purpose Lanes with No Frontage-Road Rebuild

This alternative would add general purpose lanes for additional capacity just like the Build Alternative, except this alternative would not reconstruct the frontage roads or add bike/pedestrian accommodations. This alternative was eliminated because it would not improve local vehicle or bike/pedestrian connectivity as well as the Build Alternative.

Bi-directional C-D Lanes

This alternative would add concurrent C-D lanes in addition to general purpose lanes along I-820 and I-20 to achieve added capacity. This alternative was eliminated because according to traffic modeling and analyses, it would not improve mobility or traffic operations as well as the Build Alternative and would require additional ROW width and added costs.

Anglin Drive

The Build-Alternative of realigning the northern section of Anglin Drive to the west of its current location would result in the displacement of seven single-family residences (Property Nos. 3 to 9) and one commercial property (Property No. 2). One alternative considered for the Anglin Drive area would be realigning Anglin Drive to the south of I-20. This alternative would avoid impacts to the seven single-family residences but would result in the displacement of two commercial properties with up to 15 jobs lost. Other businesses would also be impacted through the loss of parking and displacement of a billboard. Another alternative considered for the Anglin Drive area would be maintaining the current

two-way frontage road. This alternative would result in one commercial displacement and no residential displacements.

The Anglin North Alternative meets current design standards, provides improved mobility, eliminates sharp turns, eliminates the two-way frontage road, and adds U-turn bridges. In addition, the Anglin North Alternative crosses I-20 approximately where it does today, thus providing the required distance away from the UPRR Bridge and I-820 Interchange to the east so that I-20 vertical gradient can be accommodated; I-20 vertical elevations must increase to provide the required vertical clearance over the UPRR.

TxDOT held a Townhall Meeting in Forest Hill on December 10, 2019, seeking feedback on the Anglin Alternatives. Considering displacements, proximity to the UPRR bridge and public involvement, the Anglin North Alternative as previously presented in past Public Meetings was incorporated into the proposed project design.

<u>I-20 frontage roads across UPRR</u>

The Build-Alternative of constructing a continuous I-20 eastbound (EB) and westbound (WB) frontage road across the UPRR crossing would result in the displacements of two commercial properties (Property Nos. 10 & 14), and three single-family residences (Property Nos. 11, 12, and 13). Currently, the UPRR acts as a barrier between communities on either side of the railroad. The construction of continuous frontage roads over the UPRR would enhance local access by providing grade-separated crossings over the railroad where there currently are none. This would allow for a new mode (pedestrian and bicycle) to safely cross a pre-existing barrier, thereby increasing cohesion and access.

<u>Craig Street</u>

The Build-Alternative for Craig Street would keep Craig Street connected to the I-820 frontage roads. At Craig Street, the horizontal alignment would remain the same as the existing; however, the vertical alignment would be raised to accommodate the wider freeway section on I-820 and its braided ramps. Because Craig Street would no longer intersect the I-820 frontage roads, jughandle ramps would be constructed to restore this access (thereby displacing ten single-family residential properties – Property Nos. 29 to 38). All remaining properties affected by the vertical realignment currently have access to either Craig Street, northbound (NB) frontage road, southbound (SB) frontage road, Mel Street, or Louis Street. There would be no inaccessible areas though Mel Street would have a cul-de-sac near Craig Street and Rich Street would no longer connect and have a dead-end to the southbound frontage road. Current Roadway Design Manual requirements will require the removal of some existing ramps on I-820 in order to comply with current horizontal/vertical alignment criteria and minimum ramp spacing requirements (the existing facility was built in the 1960s under different design criteria). However, direct access must be maintained for major, high-volume cross-streets such as Spur 303 (East Rosedale Street), SH 180 Lancaster, and Meadowbrook. The least impactful way to restore this direct access to the cross streets (under current design standards) is with braided ramps (see bypass lane discussion). The braided ramp bridge structures would cause the Craig Street profile to be raised, and jughandle ramps would then be needed to restore access from Craig Street to the frontage roads. It should be noted that depressing the main lane profile (thereby allowing the frontage roads to intersect Craig Street at grade) is not design feasible due to drainage considerations. Additionally, raising the frontage road profiles (thereby allowing the frontage roads to intersect elevated Craig Street) would remove driveway access to the frontage roads for adjacent properties and potentially result in additional displacements.

Raising the vertical alignment of Craig Street would remove direct access from Mel Street; however, this access would still be available via Putnam Street (a one-block detour). Additionally, raising Craig Street would also remove driveway access to Craig Street for the residence at the Louise Street/Craig Street intersection resulting in a displacement (Property No. 29). Braided ramps are needed in this location to restore access to the adjacent major cross streets. These braided ramps, combined with the addition of freeway main lanes, occupy all of the available ROW. If frontage road bypass lanes were added, this would require additional ROW on both sides of I-820 for some distance upstream and downstream of Craig Street. This alternative would result in more displacements, more environmental impacts, further encroachment on a major Oncor utility ROW, and increase the span length of the UPRR bridge – a critical design issue. For these reasons, frontage road bypass lanes are not practical in this location.

TxDOT considered the use of a narrower Craig Street bridge; however, a four-lane bridge is needed for traffic operations to accommodate the left-turns that would occur at the jughandle ramp intersections, along with through traffic between McClung Middle School, Fort Worth Independent School District (ISD) football stadium, West Handley Elementary School, and Handley-Meadowbrook Community Center.

The City of Fort Worth provided a letter describing a list of design recommendations related to Craig Street on August 30, 2019. The letter is provided in **Appendix G**.

In summary, maintaining access to Craig Street was a priority for TxDOT, which would be restored by jughandle ramps.

5. Affected Environment and Environmental Consequences

In support of this EA, the following technical reports were prepared:

- Quantitative Mobile Source Air Toxics Technical Report
- Carbon Monoxide Traffic Air Quantity Analysis Technical Report
- Archeological Background Study
- Biological Evaluation Form and Tier I Site Assessment
- Community Impacts Assessment Technical Report Form
- Hazardous Materials Initial Site Assessment (ISA) Report
- Hazardous Materials Impact Evaluation
- Historic Resources Survey Report
- Historical Resources Intensive Survey Report
- Induced Growth Analysis
- Traffic Noise Technical Report

The technical reports are incorporated by reference in this EA. Copies of the technical reports are on file and available for review at the TxDOT-Fort Worth District, 2501 SW Loop 820, Fort Worth, TX 76133 or at *www.txdot.gov* (Keyword Search: Southeast Connector).

5.1 Right-of-Way/Displacements

The Build Alternative would require the acquisition of approximately 22.1 acres of proposed ROW and 3.3 acres of proposed permanent easements (**Appendix C**). The proposed project would potentially displace 41 parcels consisting of 23 residential homes and 18 commercial properties. The anticipated displacements are displayed in **Appendix F, Displacements Maps**.

Concerning the 18 commercial displacements, none of the businesses function as community facilities or provide services or products that are unique to the area. Both local and national businesses would be displaced and would occur throughout the project area without areas of high concentration. None of the businesses serve a specific population (such as a specific ethnic group, people living with disabilities, low-income families, etc.).

The two notable areas of concentrated potential residential displacements are at:

- Anglin Drive and UPRR (displaced Property Nos. 2 to 9, & 11 to 13)
- Craig Street (displaced Property Nos. 29 to 38)

Based on the research of several real-estate websites, the residents of the homes being displaced in these two areas would not be expected to find comparable homes available within the same neighborhood. The neighborhood for the Anglin Drive and UPRR displacement area is bounded by Shackleford Street, Wilbarger Street, and US 287. The neighborhood for the Craig Street displacement area is bounded by Greenlee Street, Cravens Road, Lancaster Avenue, and Putnam Street. Relocation within the same neighborhood is unlikely due to a shortage of housing for rent or for sale within a reasonable price range of the market rate value for their current residence.

The displaced residents within the Craig Street area would be expected to find comparable replacement housing within 1.5 miles of their current homes, which potentially would allow them to use similar facilities (such as school) that they use today. Access to the same community facilities and social support networks have important implications for community cohesion, discussed in **Section 5.6.2**. Relocating within the same area is one effort to minimize potential disruption in services, which generally eases the transition process.

The displaced residents within the Anglin Drive and UPRR area would be expected to find comparable replacement housing in the price range of greater than $100,000 within 1.5 miles of their current homes. There currently is no comparable replacement housing in the price range of less than $100,000 within the 1.5 miles of the Anglin Drive and UPRR area, nor within the same zip code (76119). For displaced residents in the Craig Street and UPRR area that require housing less than $100,000, TxDOT anticipates they would need to move out of their current zip code, potentially to another city. Individual housing situations and decisions are difficult to determine, but each displaced resident will be assigned a relocation officer to meet their individual needs during the relocation process.

Potential displacements were minimized by avoiding impacts to structures where possible and using available vacant or open land where practicable. Constraints were mapped and used in the planning process to avoid important resources such as places of worship, public facilities, and other community facilities.

TxDOT is currently pursuing early ROW acquisition of 52 parcels along I-820 from Meadowbrook Drive to US 287. Early acquisition would not influence the environmental review/decision.

ROW acquisition would be conducted in accordance with the Federal Uniform Relocation and Real Property Acquisition Policy Act of 1970 (Uniform Act).

The No-Build Alternative would not result in displacements or ROW acquisitions.

5.2 Land Use

Commercial facilities are scattered along the project area, primarily adjacent to the project location along I-820 and I-20. South of I-20 is more rural with some industrial development, large areas of suburban residential areas, and two small areas of urban development in Forest Hill and Kennedale. An area west of I-820, north and south of US 287 has a large area of light industrial, within Fort Worth. The southern-most portion of the study area south of Kennedale has the largest concentration of vacant and rural land use. There is also a large area of vacant land east of I-820 adjacent to Lake Arlington.

Increased development along the project corridor's undeveloped areas can be anticipated as a result of the project (see **Section 5.15 Induced Growth**). Land use on the acquired parcels would change from residential, open space, or commercial to transportation use.

The No-Build Alternative would not have any environmental consequences on land use.

5.3 Farmlands

The proposed project would not require ROW from a farm and would not impact farmland. Coordination with the Natural Resources Conservation Service for the Farmland Protection Policy Act would not be required because the project is located in an "urbanized area," as identified by the Census Bureau.

5.4 Utilities/Emergency Services

5.4.1 Utilities

Utility adjustments are anticipated, but the exact locations of utilities have not yet been determined. Detailed information on the utility lines would be evaluated during the detailed design phase of the project in order to evaluate the need to integrate the proposed improvements and utility systems into the design plans. Coordination with utility owners would take place during the detailed design phase.

Required utility adjustments would occur prior to or during the construction of the proposed project. The adjustments and relocation of any utilities would be managed so that no substantial interruptions would occur.

The No-Build Alternative would not have any environmental consequences on utilities.

5.4.2 Emergency Services

Efforts would be made to minimize construction-related delays and to ensure emergency responders are aware of road conditions and lane closures. The proposed project area is currently served by the cities of Arlington, Forest Hill, Fort Worth, and Kennedale Fire and Police Departments. The closest fire station (Fort Worth Fire Station 24) is located approximately 0.2 miles east of the proposed project. The closest police station (Fort Worth Police Department East Division) is located approximately

0.4 miles west of the proposed project. The closest hospital (Sundance Behavioral & Mental Health Hospital) is located approximately 1.3 miles south of the proposed project.

For emergency services, project-related delays would be anticipated during construction; however, every reasonable effort would be made to minimize delays. Roadway closures are not anticipated at connecting roadways; however, traffic patterns would be temporarily affected with alternating lane closures, temporary reductions in lane widths, and reduction in speed. During construction, temporary lane closures at connecting roadways would be kept to a minimal length and time. Access would be maintained to adjacent properties during construction.

The capacity improvements to the main lanes, existing frontage roads, and intersections, along with the addition of new frontage roads are anticipated to mostly decrease emergency response times along the corridor. However, an increase in response times may occur in some areas due to fewer ramps and vehicles navigating additional signalized intersections to get to/from main lanes. Changes in access to area hospitals as a result of the proposed project are not anticipated.

Access to community services (i.e., police/fire protection, trash collection) would be improved by the introduction of additional turn lanes and cross street intersections, continuous frontage roads, U-turns to avoid signal delays, and the overall capacity increase/traffic operations improvement of the proposed project. Also, by moving the exit ramps further upstream of the cross street, direct access to more adjacent properties along the frontage roads (between the exit ramps and the cross streets) would be provided (i.e., more properties would be directly accessible downstream of the exit ramps without being required to exit further upstream and go through a traffic signal at the previous cross-street).

Additionally, this would allow more vehicle storage at the cross-street traffic signal, decreasing the chance of vehicle queues onto the exit ramps and main lanes (a safety/traffic operations issue). These improvements would reduce delays and improve response times for community services.

Under the No-Build Alternative, emergency services would generally continue as they do today, and emergency response times would be expected to gradually increase as traffic congestion increases.

5.5 Bicycle and Pedestrian Facilities

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 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 a 10-foot-wide, bidirectional shared-use path (for bicycles and pedestrians) on one side of the project corridors and a 6-foot-wide 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 on the schematic in **Appendix C** and typical sections in **Appendix D**.

The reconstructed cross street interchanges would include sidewalks and each intersection would include wheelchair-accessible ramps and marked crosswalks. Some cross streets would have buffer-separated bicycle lanes, while other cross streets would have shared-use paths (for bicycles and pedestrians). The proposed project would comply with TxDOT's *Guidelines Emphasizing Bicycle and Pedestrian Accommodations* and the March 11, 2010, USDOT Policy Statement on *Bicycle and Pedestrian Accommodations, Regulations and Recommendations*. The proposed bicycle facilities are anticipated to be consistent with and accommodate the future build-out of the City of Fort Worth's *Comprehensive Bicycle Transportation Plan* (2009) and *Active Transportation Plan* (2019).

Because the current facilities provide minimal to no accommodations for cyclists and pedestrians, the proposed project is expected to enhance bike and pedestrian connectivity and mobility throughout the project area, and encourage people to pursue these alternative modes of transportation.

Under the No-Build Alternative, there would be no project-related improvements to bike/pedestrian accommodations.

<u>Craig Street, Meadowbrook Drive, and Existing Pedestrian Bridge</u>

A bike/pedestrian bridge is currently located north of Craig Street and provides convenient 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 the frontage roads.

TxDOT conducted pedestrian/bike counts on the bike/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 bike/pedestrian bridge was crossed by 27 users. TxDOT assumes these travel counts reflect the preferences of bike/pedestrian users that currently cross I-820.

The bike/pedestrian bridge would be removed as part of the proposed project, and those bike/pedestrian users would be expected to cross I-820 using the proposed bike/pedestrian facilities at the Craig Street and Meadowbrook Drive bridges. This is anticipated to double the travel distance between the Elementary School and the Park from the approximately 2,000 feet travel distance using the existing bike/pedestrian bridge to approximately 4,100 feet using the Craig Street bridge or approximately 4,800 feet using the Meadowbrook Drive bridge.

Additionally, the proposed Craig Street bridge would be at a higher elevation compared to the existing Craig Street bridge, which requires the current design to use jughandles to maintain vehicle access. Bike/pedestrian users crossing at the proposed Craig Street bridge would travel on steeper grades, but those grades would not exceed the 5% maximum grade given in current federal accessibility guidelines for sidewalks.

Marked crosswalks would be provided at each of the jughandle intersections, providing multiple opportunities for pedestrian movements across the facility in all directions. The proposed Craig Street jughandles would have a shared-use path on one side and a sidewalk on the other. The proposed Craig Street bridge would have a shared-use path on both sides. The proposed Craig Street improvements east of I-820 would have a shared-use path on one side and a sidewalk on the other. From west of the I-820 frontage road to the jughandle connection, a sidewalk would be provided on the south side and a shared-use path on the north side. West of the jughandle connection, sidewalks would be provided on both sides of Craig Street, and the pavement width would accommodate future shared use lanes or other bicycle accommodations as part of a future City project.

The proposed improvements to the Meadowbrook Drive bridge and approaches would provide 6-foot sidewalks and 6-foot bike lanes on both sides. The additional safety element of the separation of bike and pedestrian travel from vehicular traffic will be included across both bridges. Separation from traffic in the form of buffers or barriers is a safety design principle, similar to that of a pedestrian bridge. Design elements to maximize bike/pedestrian accommodations at these crossings are described in **Section 5.6.3** of the EA. The proposed facilities at both Craig Street and Meadowbrook Drive are anticipated to be consistent with and accommodate the future build-out of the City of Fort Worth's *Comprehensive Bicycle Transportation Plan* (2009) and *Active Transportation Plan* (2019).

Although removal of the existing bicycle/pedestrian bridge would increase travel distances and require travel on steeper grades for some users, the proposed facilities along I-820 frontage roads (shared-use paths) and at the Craig Street (shared-use paths) and Meadowbrook Drive (sidewalks and barrier-separated bike lanes) interchanges would be safer and more accommodating compared to the existing conditions (No-Build Alternative).

5.6 Community Impacts

5.6.1 Changes in Access

The capacity improvements to the main lanes, existing frontage roads, and intersections, along with the addition of new frontage roads, are anticipated to increase the mobility of motorists in the project corridors. The reconfiguration of existing exit/entrance ramps would also help decrease congestion on the main lanes by decreasing conflict points. Overall, the project is anticipated to decrease congestion on the project corridors and benefit users traveling regionally. The proposed project is shown on the schematic in **Appendix C** and typical sections in **Appendix D.**

The addition of shared-use paths for bicyclists and sidewalks for pedestrians would increase mobility for those modes of travel, which is discussed in **Section 5.5** of the EA. Temporary disruptions to the Trinity Metro public transportation service would occur during construction. There is potential for temporary bus stop closures or reroutes during construction. Overall, bus routes would continue to operate normally, however, 12 bus stop locations would be impacted temporarily during construction. TxDOT would coordinate with Trinity Metro staff to adequately notify transit users of these potential temporary service impacts.

The reconfiguration of existing exit/entrance ramps would alter vehicular access for some adjacent businesses and residents along the frontage roads. Ramp removal in some areas is required to comply with current design criteria (existing ramps do not comply with current TxDOT design standards). Frontage roads would still allow for access to all adjacent properties. The proposed project would change ramping along the corridors resulting in several cross streets losing direct access to the project main lanes. These cross streets would have the direct entrance and/or exit ramps removed, requiring motorists to travel through additional intersections/traffic signals to get access to/from the project main lanes. This is anticipated to impact direct main lane access for the following cross streets:

- Anglin Drive
- Sun Valley Drive
- Martin Street
- Wilbarger Street at I-820
- Ramey Street
- Lancaster Avenue
- Craig Street
- Brentwood Stair Road
- Village Creek

New ramps would provide direct entrance and exit access to Bowman Springs Road with I-20.

Ramps in some areas would be redesigned into an “X” pattern to allow increased direct access between the main lanes and frontage roads (along with adjacent properties) and to increase the vehicle storage 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. This is anticipated to benefit the following areas:

- Between Green Oaks Blvd and Kelly Elliott Rd at I-20
- Between Wilbarger St and Berry St along SB I-820
- Between Ramey Ave and Rosedale St along NB I-820.
- East of Miller Rd to Village Creek Rd at US 287
- US 287 south of Little Rd to Sublett Road

Cul-de-sacs and street closings are needed at various locations because the existing streets 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/ramps to/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 (dead-end streets) are anticipated to impact the following streets:

- Forest Bend Drive at the eastbound I-20 frontage road
- Dowdell Street and Childress Street at southbound/eastbound US 287 frontage road
- Although not a cul-de-sac, 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
- The driveway from Tension Avenue to southbound I-820 frontage road (just south of E. Lancaster Avenue)
- Rich Street at southbound I-820 frontage road (not a cul-de-sac, but dead-end)
- Mel Street at Craig Street
- Lambeth Lane at northbound I-820 frontage road (just north of Meadowbrook Drive)

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. Below are key areas along the proposed project where changes in access and mobility would be expected.

<u>Craig Street at I-820</u>
The elevation of the Craig Street bridge would be increased due to the use of braided ramps to maintain access at Meadowbrook Drive. This led to the use of jughandles to maintain access between Craig Street and the I-820 frontage roads. 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 remove access from Rich Street with the southbound frontage road.

<u>Anglin Drive at I-20</u>
Anglin Drive would have an alignment shift (approximately 300 feet) near I-20 to eliminate an existing segment of two-way frontage road in the westbound direction 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/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 expansion of the eastbound I-20 frontage road between these two intersections.

I-20 Frontage Road between Forest Hill Drive and Hartman Road
A proposed eastbound frontage road would connect Forest Hill Drive to Hartman Road and Hartman Road to Anglin Drive where none exists today.

I-20 Frontage Roads over UPRR
Currently, the UPRR acts as a barrier between communities on either side of the railroad. The construction of continuous frontage roads over the UPRR 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 (pedestrian and bicycle) to safely cross the railroad, thereby increasing cohesion and access.

I-20 Frontage Roads over Kee Branch
New location frontage roads would be constructed between Green Oaks Boulevard to Kelly Elliott Road. This would also benefit local traffic along with bike and pedestrian users crossing Kee Branch.

I-820 Frontage Roads Between Rosedale Street and Craig Street
New frontage roads would be constructed along I-820 from Rosedale Street northward to Craig Street. These frontage roads replace the existing collector-distributor system and would provide better access to adjacent properties and minimize the existing weaving conditions between ramps.

Between Carey Street and Wilbarger Street
New frontage road access would be provided for property between Carey Street at US 287 and Wilbarger Street at I-820. This would provide better access to US 287 for those properties.

Automobile travel is the most common mode of transportation that community members use within the project area, followed by walking, cycling, and mass transit. Overall, the proposed project is expected to reduce congestion and increase mobility and connectivity for both regional and local users. Several changes to direct access between adjacent properties and the project main lanes would occur. 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. The proposed roadway would ultimately provide drivers, pedestrians, and cyclists a more efficient route to access cross streets and adjacent properties in the project area. Community cohesion, safety, and access would increase in areas where a new mode would be provided (bike and pedestrian) to cross pre-existing barriers such as roadways and rail lines.

These benefits and changes would not occur under the No-Build Alternative.

5.6.2 Community Cohesion

The existing facility is a controlled-access highway that has functioned as a barrier between neighborhoods since the 60s and the 70s. The area traversed by I-820, I-20, and US 287 is extensively developed and consists of well-established residential, commercial, and institutional properties. The corridor also features several city parks, places of worship, and public schools.

The proposed project would require new ROW, which would widen the physical barrier. This would also result in displacements, which is expected to increase the sense of separation for some areas.

The proposed capacity improvements to the main lanes, existing frontage roads, and intersections, along with the addition of new frontage roads, are all anticipated to increase the mobility of motorists in the project corridors, which is expected to strengthen regional cohesion.

The new frontage roads proposed from Forest Hill Drive to Anglin Drive, from Carey Street to Wilbarger, from Rosedale Street to Craig Street, across Kee Branch and across the UPRR, the capacity improvements to frontage roads (which function similar to local streets), and the addition of sidewalks and shared use paths adjacent to frontage roads, are all expected to result in improved community cohesion for users traveling along the I-820, I-20, and US 287 corridors.

The proposed improvements to cross streets are expected to result in improved community cohesion across the I-820, I-20, and US 287 corridors. The proposed upgraded bridges, bridge approaches, and intersections at cross streets that include additional travel lanes, turning lanes, sidewalks, shared-use paths, and protected bicycle lanes would result in safer and more comfortable travel across the project corridors. Although removal of the existing bicycle/pedestrian bridge would increase travel distances and require travel on steeper grades for some, the proposed facilities along I-820 frontage roads (shared-use paths) and at the Craig Street (shared-use paths) and Meadowbrook Drive (sidewalks and barrier-separated bike lanes) interchanges would be safer and more accommodating for bicyclists and pedestrians compared to the existing conditions. This contributes to cohesion on the neighborhood level by providing safe opportunities for all modes of travel, both within communities and across pre-existing barriers such as roadways and railways.

The proposed project is not expected to result in the isolation of any particular demographic population, including low-income and minority communities. Overall, the proposed project is expected to strengthen community cohesion when compared to the No-Build Alternative.

5.6.3 Environmental Justice

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. For the purposes of this assessment, an environmental justice (EJ) population is present where:

- The median household income is at or below the Department of Health and Human Services (DHHS) poverty guidelines for a family of four for the current year or
- The total minority population percentage equals or exceeds 50 percent of a given geography.

Data from the 2010 Census was used to identify minority populations near the proposed project. Data for race and ethnicity was analyzed from the block-level (the smallest geographic unit available) to the county-level for comparison and context. Approximately 60.0% of the population of the project study area has a minority population greater than 50%. Of the 1,610 census blocks in the project study area, 601 (37.3%) have a minority population greater than 50%. Data is presented in the **Census Geography Map** in **Appendix F**.

The 2013-2017 American Community Survey 5-Year Estimates data was used to identify low-income populations near the proposed project. Median household incomes in the study area range from $26,375 to $143,778. Although the lower end of this range approaches the poverty level, no census areas indicated a median household income less than the 2020 DHHS poverty level of $26,200.

A large portion of the study area is comprised of EJ populations, 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. These areas are within Fort Worth and Forest Hill city limits, with only small pockets of EJ populations along the project corridor in Kennedale and Arlington.

All of the potential single-family residential displacements and most commercial displacements resulting from the proposed project are located in EJ areas. As described in **Section 5.1** of this EA, residential displacement impacts are concentrated in the Anglin Drive and UPRR area and the Craig Street area. Alternatives to avoiding residential displacements in these areas of high residential displacements were evaluated and are described in **Section 4.3** of this EA. Benefits of the designs selected for the Anglin Drive and UPRR area and the Craig Street area include retaining full vehicle access to frontage roads, increased vehicle mobility through the interchanges, increased bike/pedestrian accessibility across the project corridors, and providing a new local connection across the UPRR.

The project team was also informed by site visits and public involvement activities. The localized impacts to these EJ communities warranted additional efforts at outreach and engagement. Therefore, a town hall meeting was held in December 2019 to present alternative design concepts to the Forest Hill community. Door-to-door outreach to residents affected by the proposed realignment of Anglin Drive was conducted to ensure that the most directly impacted received adequate notice, and were provided opportunities for meaningful involvement. In addition to attending, representatives from the City of Forest Hill assisted TxDOT in outreach and planning for the meeting. A total of 50 people attended, including four elected officials. Concerns expressed during the meeting varied and ranged from concerns regarding noise impacts, displacements, access, and emergency response times.

In 2018, State Representative Nicole Collier hosted transportation town hall meetings for House District 95, which includes the Handley neighborhood in the Craig Street area, and the portion of Forest Hill displacements. TxDOT participated in these town halls as a follow-up to the July 19 public meeting and to present project updates based on input from the community. The meeting presented alternative design concepts along with ramping and pedestrian bridge options involving Meadowbrook Drive, Brentwood Stair Road, and Craig Street. The presentation also included design criteria and guidelines that were used to develop a safe and effective project design that also addresses concerns identified by community members.

The proposed addition of main lanes and expansion of the frontage roads would move traffic closer to homes and businesses resulting in increased noise levels and noise impacts to adjacent properties. Many of these noise impacts occur in EJ areas. Noise mitigation, such as noise barriers, would be considered where reasonable and feasible and is described in **Section 5.14** of this EA.

As discussed in **Section 5.6.1** of this EA, the proposed project is expected to reduce congestion and increase mobility and connectivity for both regional and local users. Several changes to direct access between adjacent properties and the project main lanes would occur. The full list of impacts to access

and travel patterns within the project area can be found in the *Community Impacts Assessment Technical Report*.

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. **Section 5.5** of this EA evaluates bike/pedestrian impacts in further detail.

The bike/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 far more pedestrian traffic, would minimize the adverse impact of the bike/pedestrian bridge removal. Additionally, the following design elements are incorporated into the proposed project to mitigate adverse impacts to EJ community cohesion and pedestrian safety in the Craig Street and Meadowbrook Drive area resulting from the removal of the bicycle/pedestrian bridge:

- All crosswalks within these high pedestrian corridors would include continental or comparable high visibility pavement markings to maximize visibility and safety, as opposed to the current conditions of standard transverse lines.
- Where exclusive pedestrian intervals are not already planned, project designers would incorporate leading pedestrian intervals at all traffic signals for safety.
- The general increase in roadway width would be offset by the addition of pedestrian crossing islands to assist in safely and comfortably crossing multiple lanes of traffic.
- The Craig Street bridge which overpasses I-820 would include shared-use paths to accommodate bike and foot traffic, which are wide enough to allow for two-directional, and multi-modal travel.
- The increased path width at Craig Street would allow for the additional safety element of an inside barrier to separate bike and pedestrian travel from vehicular traffic. Further accommodations include crosswalks across Craig St at each of the jughandle intersections, providing multiple opportunities for pedestrian movements across the facility in all directions.
- The pedestrian enhancements across the Meadowbrook Drive bridge would include 6-foot wide designated bicycle lanes with a buffer, along with 6-foot sidewalks in each direction.
- The turning radius and crosswalk orientation of the Meadowbrook right-turn slip lane would be designed to prioritize pedestrian safety and visibility as traffic yields right onto the eastbound frontage roads. This will be accomplished by marking an advanced stop line or yield markings, in addition to crosswalk striping and clear signage. Project engineers would consider extending the pedestrian island to form a longer channelized right-turn lane, which could alternatively be accomplished by edge lines and with cross-hatching to narrow the perceived width of the lane while still accommodating larger vehicles.

In determining whether disproportionately high and adverse impacts to EJ populations would occur as a result of the proposed improvements, FHWA Order 6640.23A provides that disproportionately high and adverse refers to an adverse effect that:

- is predominantly borne by a minority and/or low-income population, or

- will be suffered by a minority and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-EJ population.

With the avoidance and mitigation measures identified here and in other sections of this EA and design elements of the project, there would be no notable disproportionately high and adverse impacts to minority and/or low-income communities. The investment in transportation infrastructure is expected to strengthen community cohesion in EJ communities overall when compared to the No-Build Alternative. Community cohesion, safety, and access would increase in areas where a new mode would be provided (bike and pedestrian) 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 EJ areas (including the Anglin Drive and UPRR area and the Craig Street area) as well as non-EJ 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 EJ populations. Therefore, the requirements of EO 12898 are satisfied.

Under the No-Build Alternative, no EJ impacts would occur. However, the benefits of the proposed project (improved connectivity and mobility) would not be realized for the communities living in the project area under the No-Build Alternative.

5.6.4 Limited English Proficiency

EO 13166, “Improving Access to Service for Persons with Limited English Proficiency” (LEP), requires federal agencies to examine the services they provide, identify any need for services to those with LEP, and develop and implement a system to provide those services so that LEP persons can have meaningful access to them. The EO also requires federal agencies to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries.

Based on data from the 2017 American Community Survey, block groups located within and adjacent to the project area have an LEP population ranging from approximately 0.5 to 10.5 percent. Spanish speakers make up the largest portion of the LEP population with 10.5 percent. Other LEP populations speak Asian and Pacific Islander (1.1%), Indo-European (0.5 percent), and Other (0.5%) languages. These data match observed places that serve these populations, mostly for Hispanic and Asian (Vietnamese) populations.

Public outreach was conducted for the proposed project and included town hall, community, and public meetings. These meetings were held in areas such as Dunbar High School, Martin Luther King Jr. Community Center, and Tarrant County College Opportunity Center. Although bilingual notices were provided, assistance in a language other than English was not requested at these meetings.

To ensure meaningful access to the public meeting held on July 19, 2018, TxDOT provided announcements in both English and Spanish, and Spanish-speaking staff were present at the meeting in case interpretation was needed. Meeting notices were published in English in The *Fort Worth Star-Telegram* and in Spanish in *La Estrella*, and materials handed out at the meeting were also provided in English and Spanish.

Outreach to Vietnamese populations, the most common language spoken after Spanish, showed that not many would likely benefit from translated materials. Outreach included contacting local temples

serving Vietnamese populations and English as a Second Language coordinators with the Arlington library.

TxDOT would continue to comply with EO 13166 by offering to meet the needs of persons requiring language assistance or request other accommodations in all future public involvement activities and notices.

5.7 Visual/Aesthetics Impacts

I-820, I-20, and US 287 are existing, well-established interstate and US highways. The project is located within urban areas of Fort Worth, Arlington, Forest Hill, and Kennedale. With little exception, vegetation in the existing ROW consists of maintained grass with little tree cover. Outside of the existing ROW are primarily riparian and Crosstimbers woodlands and forest vegetation corridors. I-820, I-20, and US 287 are dominant visual features in the project area.

The proposed project would follow the existing alignment of I-20, I-820, and US 287. The primary changes to the visual environment in the project corridor consist of the addition of the two-lane frontage roads on each side, main lane expansion, and I-20/I-820/US 287 Interchange reconstruction. Since the proposed project would be along an existing roadway corridor, the visual and aesthetic impacts would be negligible.

The No-Build Alternative would not result in project-related visual impacts along the corridor as the proposed improvements would not be constructed.

5.8 Cultural Resources

Evaluation of impacts to cultural resources has been conducted in accordance with TxDOT's Memorandum of Understanding (MOU) with the Texas Historic Commission (THC) or the Programmatic Agreement (PA) among FHWA, TxDOT, the Texas State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) regarding the Implementation of Transportation Undertakings.

5.8.1 Archeology

The proposed project was evaluated by TxDOT archeologists with a background study on May 28, 2019. The proposed project area is located in an urban setting. A check of the Texas Archeological Sites Atlas revealed that no recorded archeological properties, State Antiquities Landmarks (SAL) (13 TAC 26.8), or National Register of Historic Places (NRHP) properties (36 CFR 800.16(l)) are located within the project footprint. The proposed project covers the same basic footprint as the existing roadway and has been previously disturbed by clearing, construction, utilities installation and maintenance. TxDOT archaeologists determined there is very little reasonable potential to expect any intact, significant archeological materials in the project area and that an archeological intensive survey is not warranted.

On April 22, 2005, the SHPO determined an early version of the proposed project did not require an archaeological survey. On May 29, 2019, TxDOT archeologist determined that the current version of the proposed project would have no effect on archeological historic properties. As provided under the PA and MOU, the current version of the proposed project does not require individual coordination with the SHPO. Tribal consultation was conducted on January 6, 2017, and again on May 31, 2019. No comments were received by TxDOT within the 30-day notice. Refer to **Appendix G** for the coordination documentation.

5.8.2 Historic Properties

Surveys for historic-age resources were conducted in 2004 and 2020. The surveys resulted in the identification of approximately 460 properties with historic-age resources. These resources primarily consisted of domestic/residential buildings, commercial buildings, and religious establishments.

One historic district previously determined eligible for National Register of Historic Places (NRHP) listing, the Carver Heights Historic District, is located adjacent to the proposed project. The historic Hawkins Cemetery, also previously determined NRHP eligible, is adjacent to the project and shares a fence line with the US 287 frontage road. The project proposes no acquisitions of right-of-way or easements from within the boundaries of the Carver Heights Historic District or other listed or previously determined eligible NRHP properties. Given the long-term existence of the roadways under study and the presence of a number of non-historic intrusions throughout the project area, it is anticipated that the proposed undertaking would have no adverse effect to historic properties.

On May 5, 2020, the SHPO concurred with TxDOT's finding of no adverse effect to the NRHP-listed/NRHP-eligible properties from the proposed project. Concurrent with the coordination with the SHPO, TxDOT provided a copy of TxDOT's finding of no adverse effect to local consulting parties, comprised of the historic preservation officers for the cities of Fort Worth and Arlington, and the chair of the Tarrant County Historical Commission, all of which are Certified Local Government contacts. TxDOT also provided this information to the neighborhood association for the Carver Heights Historic District and Historic Fort Worth. Historic resources near the proposed project are shown in **Appendix F, Resource Map**. Coordination letters are provided in **Appendix G**.

The No-Build Alternative would result in no changes to existing conditions and no impacts to historic properties.

5.9 DOT Act Section 4(f), LWCF Act Section 6(f) and PWC Chapter 26

This section describes whether the project would use any lands protected by Section 4(f) of the USDOT, Section 6(f) of the Land and Water Conservation Fund (LWCF) Act, or Parks and Wildlife Code (PWC) Chapter 26.

The proposed project would not require the use of, nor substantially impair the purposes of, any publicly-owned land from a public park, recreational area, wildlife and waterfowl refuge lands, or historic sites of national, state, or local significance; therefore, a Section 4(f) Evaluation is not required.

The proposed project would not require the use of any Section 6(f) resources.

The proposed project would not require the use of any public land designated as a park, recreation area, scientific area, wildlife refuge, or historic site; there, the requirements in Chapter 26 of the PWC do not apply to the proposed project.

5.10 Water Resources

5.10.1 Clean Water Act Section 404

The proposed project crosses 16 stream crossings consisting of 19 waterbodies and two adjacent wetlands within the proposed project limits. These streams consist of one tributary to Village Creek, Village Creek and two adjacent wetlands, seven tributaries to Lake Arlington, seven tributaries to Kee

Branch, two crossings at Kee Branch, and Wildcat Branch. Refer to **Appendix F, Section 404/10 Impacts** for stream crossing locations.

Permanent impacts to waters of the U.S. are anticipated to be minor, and the majority of temporary impacts include replacement of existing drainage culverts with new drainage culverts. Fifteen (15) crossings within the proposed project would be authorized by Nationwide Permit (NWP) 14 – *Linear Transportation Projects*. A Preconstruction Notification (PCN) would not be required because permanent impacts are less than 0.10 acre and wetlands would not be impacted. Each of the crossings have been identified as single and complete projects as defined in the NWPs because each crossing occurs at a separate and distant location. The Section 404/10 Impacts Table provided in **Appendix F, Section 404/10 Impacts Table** lists the Waters of the U.S. in the proposed project area, amount of impacts to the water bodies that would result from implementation of the proposed project, and the applicable U.S. Army Corps of Engineers (USACE) permit.

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. If the project involves stream modification, stream channel modifications, including bank stabilization, impacts would be limited to the minimum necessary to construct or protect the structure and the immediate vicinity of the project. The activity would comply with all general and regional conditions applicable to NWP 14.

Compensatory mitigation would not be required for this project.

The No-Build Alternative would result in no impacts to resources regulated under Section 404 of the Clean Water Act (CWA).

5.10.2 Clean Water Act Section 401

For a project that will use a NWP under Section 404 or Section 10, regardless of whether the NWP is non-reporting (i.e., assumed) or reporting (i.e., requires submittal of a PCN), TxDOT complies with Section 401 of the CWA by implementing TCEQ's conditions for NWPs. For projects that require authorization under Section 404 or Section 10 beyond a NWP, TxDOT complies with Section 401 of the CWA by including a Tier I or Tier II checklist (depending upon the amount of disturbance/impact) in the individual permit, letter of permission, or regional general permit application that is submitted to the USACE, and then complying with the conditions of the Tier I or Tier II checklist.

5.10.3 Executive Order 11990 Wetlands

Field reconnaissance (including wetland delineations) was conducted to identify Waters of the U.S., including wetlands, on March 7, 13, and 28, 2019; April 2, 2019; and May 14, 2019. Results of the wetland delineations identified two wetlands within the project limits. Those wetlands are shown on the **Section 404/10 Impacts Map (Sheet 1)** in **Appendix F**. According to current plans, these wetlands are not anticipated to be impacted by the proposed project; therefore, the project complies with EO 11990.

5.10.4 Rivers and Harbors Act

Based on a project scoping analysis, it was determined that neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.10.5 Clean Water Act Section 303(d)

The proposed project is located within five linear miles of, is within the watershed of, and drains to an impaired assessment unit under Section 303(d) of the federal CWA. The 2018 Texas Commission on Environmental Quality (TCEQ) 303(d) list was consulted.

Table 5-1: Impaired TCEQ Stream Segments

Watershed	Segment name	Segment number	Assessment Unit Number
Big Fossil Creek-West Fork Trinity River	West Fork Trinity River Below Lake Worth	0806	01
	Sycamore Creek	0806E	01
Village Creek	Village Creek	0828A	01
	Kee Branch	0841M	01

To date, TCEQ has not identified (through either a total maximum daily load (TMDL) or the review of projects under the TCEQ MOU) a need to implement control measures beyond those required by the construction general permit (CGP) on road construction projects. Therefore, compliance with the project's CGP, along with coordination under the TCEQ MOU for certain transportation projects, collectively meets the need to address impaired waters during the environmental review process. As required by the CGP, the project and associated activities will be implemented, operated, and maintained using BMPs to control the discharge of pollutants from the project site.

5.10.6 Clean Water Act Section 402

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.

5.10.7 Floodplains

Tarrant County and the Cities of Arlington, Forest Hill, Fort Worth and Kennedale are participants in the National Flood Insurance Program. 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 proposed project would use bridges to span the majority of floodplains in the proposed project ROW; however, some earth moving activities are expected to occur within floodplains.

This proposed project is subject to and would comply with EO 11988 on Floodplain Management. The department implements the EO on a programmatic basis through the Hydraulic Design Manual. 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). Refer to **Appendix F, Resource Map.**

The No-Build Alternative would result in no impacts to floodplains.

5.10.8 Wild and Scenic Rivers

Based on a project scoping analysis, it was determined that neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.10.9 Coastal Barrier Resources

The Coastal Barrier Resources Act (CBRA) does not apply.

5.10.10 Coastal Zone Management

The project is not located within the Texas Coastal Management Plan (TCMP) boundary. Therefore, a consistency determination is not required.

5.10.11 Edwards Aquifer

The TCEQ Edwards Aquifer Rules do not apply to the proposed project. The Environmental Protection Agency (EPA) Edwards Aquifer MOU does not apply to the proposed project.

5.10.12 International Boundary and Water Commission

This project does not cross or encroach upon the floodway of the International Boundary Water Commission (IBWC) right-of-way or an IBWC flood control project.

5.10.13 Drinking Water Systems

In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges (Item 103, Disposal of Wells), any drinking water wells would need to be properly removed and disposed of during construction of the project. However, registered water wells have not been identified within the proposed project area, and there are no source water protection areas located in the proposed project area. Neither the Build nor the No-Build Alternative would impact water wells and source water protection areas.

5.11 Biological Resources

A Biological Evaluation Form, Tier 1 Site Assessment Form, and supporting documents were completed for the proposed project.

5.11.1 Texas Parks and Wildlife Coordination

An early version of the proposed project was coordinated with Texas Parks and Wildlife Department (TPWD) from April 25, 2006, to June 20, 2006. TPWD noted the presence of riparian vegetation, large trees, and unusual stands of vegetation. TPWD requested mitigation due to the loss of riparian vegetation. TxDOT has minimized impacts to riparian vegetation where feasible and is proposing to span most waterways with bridge structures to minimize impacts to streams and crossing opportunities for terrestrial animals. TPWD requested a tree survey and tree mitigation plan. As described in **Section 5.11.2**, Impacts on Vegetation, no unusual vegetation features or special habitat

features would be removed or trimmed as part of the project. TPWD requested quantification of impacts to undeveloped property and mitigation of similar habitat. TxDOT quantified impacts to vegetation and that evaluation is presented in **Section 5.11.2**, Impacts on Vegetation.

Coordination with TPWD following the TxDOT-TPWD MOU of the current proposed project was initiated on July 18, 2019, and completed on August 9, 2019. TPWD requested the inclusion of all best management practices (BMPs) under one document, preferably the Tier I document. BMPs were incorporated in the Tier I document. TPWD requested the project span waterways, particularly perennial streams and their tributaries, to minimize impacts to aquatic species and to provide crossing opportunities for terrestrial animals. TxDOT has incorporated spanning most waterways with bridge structures to minimize impacts to streams and crossing opportunities for terrestrial animals. Concerning impacts of the proposed new I-20 frontage roads across Kee Branch as it would impact a fair amount of riparian habitat, TPWD inquired if it would be possible to place the proposed frontage road closer to the main lanes to reduce that impact. With respect to the proposed I-20 frontage roads crossing Kee Branch, these would be bridged. The existing I-20 main lanes cross Kee Branch with culverts at a lower elevation than the proposed frontage road bridges. The project is proposing ramps to/from Green Oaks Boulevard and Kelly Elliot Road to the proposed frontage roads. The ramp geometry would be difficult to implement if the frontage roads are moved closer to the main lanes. There is a stream feeding Kee Branch that is between the proposed westbound frontage roads and the main lanes; therefore, the design purposely placed the westbound I-20 frontage road away in order to minimize jurisdictional water impacts on the stream.

See **Appendix G** for the coordination documentation.

5.11.2 Impacts on Vegetation

The proposed project would impact the following MOU Type habitats: Cross Timbers Woodland and Forest (7 acres); Disturbed Prairie (0.3 acres); Riparian (8.8 acres); Urban (752.1 acres), and Open Water (1.1 acres). Refer to the **Resources Map** in **Appendix F**. There are no unusual vegetation features or special habitat features identified during field investigations that will be removed or trimmed as part of the project. The proposed project would not impact remnant vegetation.

The majority of impacts to riparian vegetation would occur along the crossing of Kee Branch and the crossing of Village Creek. TxDOT is anticipating all vegetation within the proposed ROW near these crossings 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 those waterways 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. Overall impacts to riparian vegetation and riparian corridors are not anticipated to be substantial.

The proposed project would displace a notable tree. A 50-plus-year-old pine tree on the south side of Meadowbrook Drive (on the west side of I-820) would be impacted by the proposed project. There are no other notable trees identified or that would be impacted by the proposed project. Efforts to avoid undocumented notable trees during the final design would be made.

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 No-Build Alternative would not have any environmental consequences to vegetation.

5.11.3 Executive Order 13112 on Invasive Species

This project is subject to and will comply with federal EO 13112 on Invasive Species. The department implements this EO on a programmatic basis through its *Roadside Vegetation Management Manual* and *Landscape and Aesthetics Design Manual*.

5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

This project is subject to and will comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping, effective April 26, 1994. The department implements this Executive Memorandum on a programmatic basis through its *Roadside Vegetation Management Manual* and *Landscape and Aesthetics Design Manual*.

5.11.5 Impacts to Wildlife

The proposed project is located in an urban area. Native vegetation/natural habitat is minimal and wildlife is limited to those species adapted to an urban environment. Within the areas along stream corridors, native vegetation/natural habitat is present and consists generally of riparian and Crosstimbers woodlands and forest areas, which are desirable habitat for a variety of wildlife. An intermittent stream, Kee Branch, is also within the project corridor and is surrounded by riparian habitat. This provides suitable habitat for several state-listed species and species of greatest conservation need (SGCN) (see Section 5.11.11). The proposed project would bridge over Kee Branch and would not impede wildlife movements.

The proposed project would result in vegetation clearing along the existing and proposed ROW and proposed drainage easements, including the riparian vegetation. This clearing activity would remove habitat for wildlife and would directly impact suitable habitat for state-listed species and SGCN. Adjacent areas are similar in vegetative composition and are in close proximity to the construction limits which allow wildlife to relocate to nearby parcels. Revegetation would occur within the disturbed areas and clearing of trees and shrubs would be avoided to the extent possible.

Based on coordination with TPWD, several BMPs to minimize impacts during construction to wildlife would be incorporated into the proposed project. Those BMPs are described in Section 8.0.

A rookery (nesting colony of the Cattle Egret, Little Blue Heron, and Great Egret) was documented by the Texas Colonial Waterbird Society and TPWD on the wooded lot (Post Oak trees) in Forest Hill, just north of I-20 between 1986 and 1990. This area is located outside the proposed project and would not be impacted by the proposed project. No rookery was observed at the time of the field visits.

Under the No-Build Alternative, the proposed project would not be constructed; thus, there would be no project-related impacts to wildlife.

5.11.6 Migratory Bird Treaty Act

This project will comply with applicable provisions of the Migratory Bird Treaty Act and Texas Parks and Wildlife Code Title 5, Subtitle B, Chapter 64, Birds. It is the department's policy to avoid removal and destruction of active bird nests except through federal or state-approved options. In addition, it is the department's policy to, where appropriate and practicable:

- use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction, and
- schedule construction activities outside the typical nesting season.

5.11.7 Fish and Wildlife Coordination Act

The proposed project does not require an individual permit from the USACE; therefore, no coordination under the Fish and Wildlife Coordination Act would be required.

5.11.8 Bald and Golden Eagle Protection Act of 2007

The proposed project does not contain suitable habitat for Bald or Golden Eagles. The project will adhere to the National Bald Eagle Management guidelines of 2007.

5.11.9 Magnuson-Stevens Fishery Conservation Management Act

Based on a project scoping analysis, it was determined that neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.11.10 Marine Mammal Protection Act

Based on a project scoping analysis, it was determined that neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.11.11 Threatened, Endangered, and Candidate Species

As detailed in the Biological Evaluation Form and Tier 1 Site Assessment, the proposed project would have no effect on any federally listed threatened, endangered, or candidate species. U.S. Fish and Wildlife Service (USFWS) designated Critical Habitat is not present within the proposed project action area.

There is potentially suitable habitat present within the proposed project area for the following state-listed threatened species: western creek chubsucker, Louisiana pigtoe, sandbank pocketbook, Texas heelsplitter, and timber (canebrake) rattlesnake. BMPs that would be implemented for these species are as follows:

Western creek chubsucker:

- Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges.
- When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.
- Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or hydroseeding are not feasible due to site conditions, using erosion control blankets or mats that contain no netting, or only contain loosely woven natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable.

Louisiana pigtoe, sandbank pocketbook, Texas heelsplitter:

- Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges.
- When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.
- When work is in the water; the project footprints will be surveyed for state listed and SGCN species where appropriate habitat exists. State listed and SGCN mussels discovered during surveys shall be relocated under a TPWD permit.

Timber (canebrake) rattlesnake:

- Inform contractors that if reptiles are found on the project site allow species to safely leave the project area.
- Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter where feasible.
- Construction personnel will be advised of potential occurrence in the project area, and to avoid harming the species, if encountered, and to avoid unnecessary impacts.
- Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or hydroseeding are not feasible due to site conditions, using erosion control blankets or mats that contain no netting, or only contain loosely woven natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable.
- When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.

Considering these BMPs, it is not anticipated that the proposed project would result in the 'take' of any state-listed threatened or endangered species.

The No-Build Alternative would not have any environmental consequences to threatened, endangered, or candidate species throughout the project limits.

5.12 Air Quality

A *Quantitative Mobile Source Air Toxics Technical Report* and a *Carbon Monoxide Traffic Air Quantity Analysis Technical Report* were completed for the proposed. Because the proposed project would add capacity in a nonattainment area. Per the TxDOT-TCEQ MOU, TCEQ was afforded the opportunity to review and comment on the Draft EA. TxDOT provided TCEQ with a Notice of Availability notifying them that the environmental documents are available for review on June 17, 2020, and the TCEQ responded on August 13, 2020.

5.12.1 Transportation Conformity

This project is located within an area that has been designated by the EPA as a serious and marginal nonattainment area for the 2008 and 2015 ozone National Ambient Air Quality Standards (NAAQS) respectively; therefore, transportation conformity rules apply. Conformity for older standards is satisfied by conformity to the more stringent 2008 and 2015 ozone NAAQS.

The proposed project is consistent with the NCTCOG financially constrained Mobility 2045 MTP and in the 2019-2022 TIP, as amended, which were initially found to conform to the TCEQ State

Implementation Plan (SIP) by FHWA and Federal Transit Administration (FTA) on November 21, 2018. Copies of the MTP and TIP pages are included in **Appendix E: Plan and Program Excerpts**. All projects in the NCTCOG's TIP that are proposed for federal or state funds were initiated in a manner consistent with federal guidelines in Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR.

5.12.2 Hot-Spot Analysis

The project is not located within a carbon monoxide (CO) or particulate matter (PM) nonattainment or maintenance area; therefore, a project level hot spot analysis is not required.

5.12.3 Traffic Air Quality Analysis

Traffic 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, respectively; therefore triggering the need for a traffic air quality analysis. The topography and meteorology of the project area would not restrict the dispersion of the air pollutants. The traffic data used in the analysis was obtained from the TxDOT Transportation Planning and Programming (TPP) Division.

Carbon monoxide concentrations for the proposed action were modeled using CAL3QHC and MOVES2014 and factoring in adverse meteorological conditions and sensitive receptors at the right-of-way line. Local concentrations of carbon monoxide are not expected to exceed national standards at any time.

Table 5-2: Project Carbon Monoxide Concentrations

Year	1-hour CO Concentration*	1-HR % NAAQS	8-hour CO Concentration	8-HR % NAAQS
2028	2.1	6.0	1.7	18.7
2045	2.0	5.7	1.6	17.9

* The National Ambient Air Quality Standard (NAAQS) for CO is 35 ppm for 1-hour and 9 ppm for 8-hours. The analysis includes a one-hour background concentration of 1.7 ppm and an 8-hour background concentration of 1.4 ppm.

5.12.4 Mobile Source Air Toxics

A quantitative mobile source air toxics (MSAT) assessment has been conducted relative to the Build and No-Build Alternative.

For the purpose of the MSAT analysis, the proposed project's base and design years were determined to be 2018 and 2045, respectively. An interim analysis year was determined to be unnecessary. The MSAT analysis comprises estimating the emissions from three scenarios and their respective affected transportation corridor (ATC): Base Year 2018 (Existing), Design Year (2045) No-Build Alternative, and Design Year (2045) Build Alternative. The ATC is the set of roadway links from which emissions are estimated. This study uses two ATCs: 1) the ATC for the Base Year Existing and 2045 No-Build scenarios, consisting of the current configuration of I-820, I-20, and US 287 and, 2) the ATC for the 2045 Build scenario, consisting of the main lanes and frontage roads as delineated in the Build Alternative schematic.

From the base year (2018) to the Design Year (2045), the annual vehicle miles traveled (VMT) in the ATC was estimated to increase by 34.5 percent in the No-Build Alternative, and by 35.7 percent in the Build Alternative. Conversely, the total annual priority MSAT emissions in 2045 were estimated to

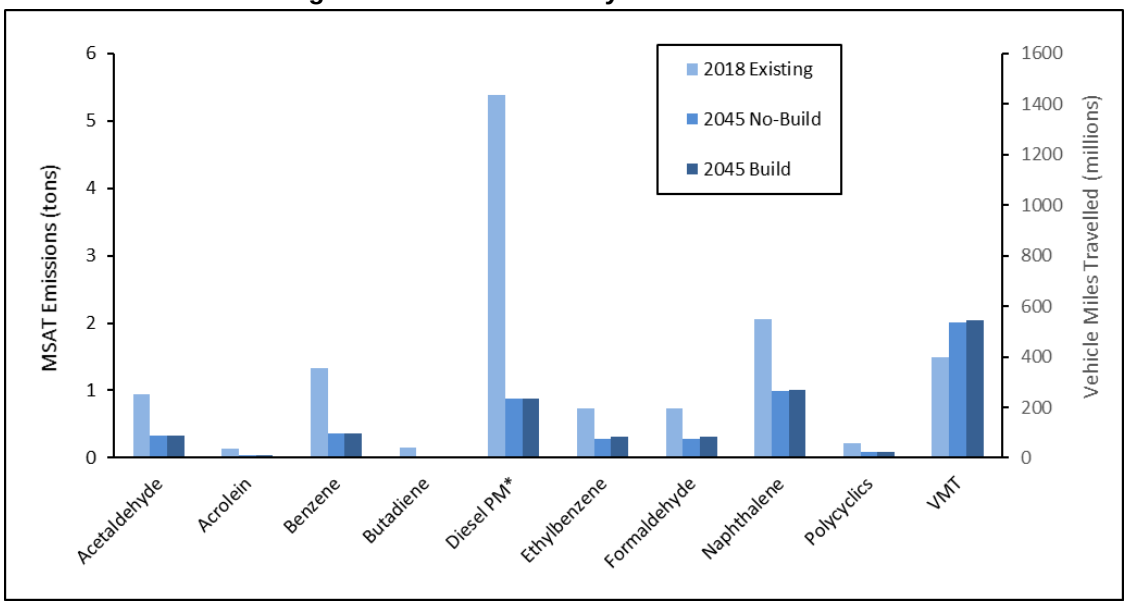
decrease by 76.6 percent in the No-Build Alternative, and by 76.3 percent in the Build Alternative, as compared to base year levels (2018).

Table 5-3: Annual Priority MSAT Emissions and VMT

Scenario/Alternative	2018 Base Year	2045 No Build	2045 Build	Percent Change from 2018 vs.	
				2045 No Build	2045 Build
Priority MSAT	Emissions (tons)			Percent Change	
Acetaldehyde	0.948	0.327	0.330	-65.5%	-65.2%
Acrolein	0.133	0.046	0.046	-65.4%	-65.4%
Benzene	1.331	0.355	0.367	-73.3%	-72.4%
Butadiene	0.157	0.003	0.003	-98.1%	-98.1%
Diesel PM	10.769	1.745	1.741	-83.8%	-83.8%
Ethylbenzene	0.727	0.287	0.308	-60.5%	-57.6%
Formaldehyde	2.055	0.989	1.001	-51.9%	-51.3%
Naphthalene	0.222	0.079	0.080	-64.4%	-64.0%
Polycyclics	0.086	0.019	0.019	-77.9%	-77.9%
Total	16.43	3.850	3.900	-76.6%	-76.3%
VMT (millions per year)	999.2	1,343.7	1,356.1	34.5%	35.7%

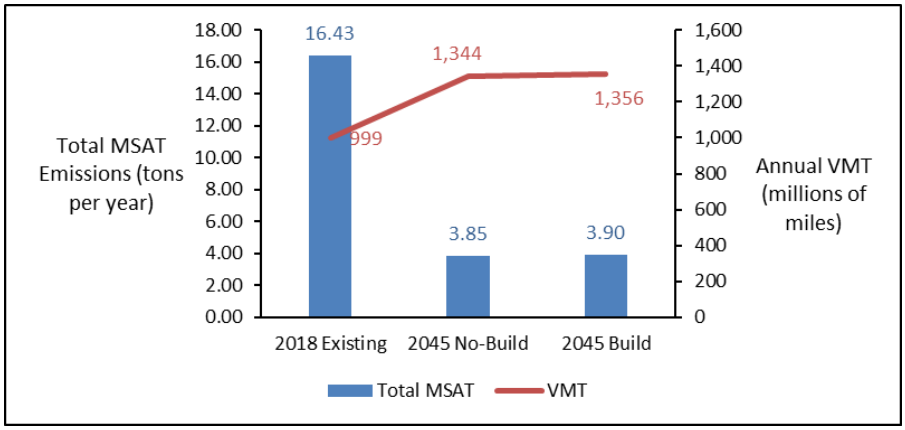
Source: Study Team, (August 2019).

Figure 5-1: Annual Priority MSAT Emissions



Source: Table 5-3.
* Diesel PM is plotted as 50% of its actual value for visibility.

Figure 5-2: Total Annual Priority MSAT Emissions and VMT



Source: Study Team, (August 2019).

As documented in the *Quantitative Mobile Source Air Toxics Technical Report*, the quantitative assessment has acknowledged that the Build Alternative may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain and, because of this uncertainty, the health effects from these emissions cannot be estimated. Regardless of whether the No-Build Alternative or the Build Alternative is selected for the proposed project, the quantitative assessment indicates that total MSAT emissions are expected to be lower in 2045 No-Build and Build Alternative versus 2018 base year.

5.12.5 Congestion Management Process

The congestion management process (CMP) is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The project was developed from the NCTCOG's CMP, which meets all requirements of 23 CFR 450.320 and 500.109, as applicable. The CMP was adopted by NCTCOG in 1994 and amended in 2013.

The region commits to operational improvements and travel demand reduction strategies at two levels of implementation: program level and project level. Program level commitments are inventoried in the regional CMP, which was adopted by NCTCOG; they are included in the financially constrained MTP, and future resources are reserved for their implementation.

The CMP element of the plan carries an inventory of all project commitments (including those resulting from major investment studies) that details the type of strategy, implementing responsibilities, schedules, and expected costs. At the project's programming stage, travel demand reduction strategies and commitments will be added to the regional TIP or included in the construction plans. The regional TIP provides for the programming of these projects at the appropriate time with respect to the SOV facility implementation and project-specific elements.

Committed congestion reduction strategies and operational improvements within the study boundary will consist of roadway reconstruction, widening, and capacity improvements. Non-capacity congestion improvements associated with this project are the adding of shared use paths and sidewalks. Other improvements would entail frontage road and cross-street intersection turning lanes, signals, and ADA curb ramps. Individual projects are listed in **Table 5-4.**

Table 5-4: Congestion Management Process Strategies

Operational Improvements in Travel Corridor			
Location	Type	Project Code	Implementation Date
I-820 from I-20 to Brentwood Stair Road	Addition of Lanes	55041.0000	2023
US 287 from I-20 Interchange to Kennedale/Sublett Road	Addition of Lanes, Reconstruction	55042.0000	2022
I-20 from Anglin Drive to Park Springs	HOV	55043.0000	2023
US 287 from I-820 to Bishop Street	Addition of Lanes, Reconstruction	55044.0000	2022
I-20 from I-820/I-20 Interchange to Forest Hill Drive	55042.0000	55045.0000	2021
Source: NCTCOG Transportation Improvement Program Information System (TIPINS). Accessed February 10. 2020.			

5.12.6 Construction Air Emissions

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.

No-Build Alternative: The No-Build Alternative would result in gradually increasing vehicle miles traveled as traffic volumes increase and traffic congestion worsens within the existing roadway system over time. Actual and predicted trends in both criteria pollutant and MSAT emissions would be expected to continue in the future, regardless of the alternative chosen.

5.13 Hazardous Materials

A Hazardous Materials ISA and Hazardous Materials Project Impact Evaluation was completed to summarize potential hazardous materials within and adjacent to the project corridor. The ISA included reviewing project design and ROW requirements, reviewing existing and previous land use, reviewing federal and state regulatory databases and files, reviewing current and past United States Geological Survey (USGS) topographic maps, reviewing current and past aerial photographs, and conducting project site visits or field investigations. The ISA was completed to identify sites or facilities that might pose a potential for hazardous materials impacts to the proposed project.

Seven (7) regulatory sites, all identified as Leaking Petroleum Storage Tanks (LPST), were determined to pose either moderate or high environmental risk to the project and are shown on the **Resource Map in Appendix F**. The TCEQ regulatory files for the seven LPST sites were reviewed by TxDOT. As the project advances and detailed design is developed, further hazardous materials impact evaluation will be performed to determine the need for additional investigations. Information on the seven (7) LPST sites is presented in **Table 5-5** below.

Table 5-5: LPST Locations

Map ID	Site Information	Regulatory Database Listing	Environmental Concern Summary
13	Former Texaco 4901 E. California Pkwy (I-20) (Currently Texas Toast Autos)	LPST PST	The site formerly utilized two diesel PSTs, and two gasoline PSTs installed in 1985 and removed in 2003. Based on ROW acquisition and database records, this site is considered a moderate environmental risk to the project.
24	Zoom In Market 6 6020 E. Rosedale St.	LPST PST	The site is an active gas station utilizing two gasoline PSTs installed in 1996. The site formerly utilized three gasoline PSTs, all installed in 1987 and removed in 1996. TCEQ issued three Commissioner's Enforcement Orders (CEOs). Based on ROW acquisition, this site is considered a moderate environmental risk to the project.
28	Kwik Pik Food Mart 5304 Mansfield Hwy. (Bus 287) (Formerly 12G01 Mobil Service Station)	LPST (2) PST	The site is an active gas station utilizing one diesel PST and two gasoline PSTs installed in 1988. The site formerly utilized three gasoline PSTs installed in 1973 and removed in 1987. TCEQ issued two CEOs. One CEO is reported as "active." Based on ROW acquisition, the active CEO, and the active LPST investigation, this site is considered a high environmental risk to the project.
45	Texaco SS 6550 Forest Hill Dr. (Currently 7-Eleven 34098)	LPST PST	The site is an active gas station utilizing one diesel PST, and three gasoline PSTs installed in 1995. The site formerly utilized one diesel PST and three gasoline PSTs installed in 1982 and removed in 1995; one used oil PST, installed in 1968 and removed in 1986; and one used oil PST, installed in 1986 and removed in 1995. Groundwater monitoring was performed from 1989 to 1996. No ROW would be required. Based on the proximity of the tank hold relative to the proposed ROW, this site is considered a moderate environmental risk to the project.
46	Chevron 60106192 6101 E. Rosedale St., Fort Worth, TX (Currently Texaco)	LPST (2) PST	The site is an active gas station utilizing one split diesel/gasoline PST and one gasoline PST installed in 1995. The site formerly utilized one used oil PST installed in 1971, and three PSTs installed in 1981. All former PSTs were removed in 1989 TCEQ issued five CEOs. The statuses are reported "closed." An emergency response was reported on 10-12-2007. The database reports for two separate releases, Groundwater monitoring was conducted from 1992 through 2007. ROW acquisition and the displacement of the gas station would be required. This site is considered a high environmental risk to the project.
49	FFP 577 Earls Food Store 5800 E Berry St., Fort Worth, TX	LPST PST	The site is an active gas station utilizing one split diesel/gasoline PST installed in 2000. The site formerly utilized two gasoline PSTs installed in 1972 and removed in 1992. TCEQ issued a CEO in 2003. TCEQ reports groundwater monitoring from 2000 through 2002. TCEQ issued final concurrence on 5-2-02 and the case is closed. Based on the close proximity of the tank hold relative to the proposed ROW, this site is considered a moderate environmental risk to the project.

Table 5-5: LPST Locations

Map ID	Site Information	Regulatory Database Listing	Environmental Concern Summary
60	NCS 2380 6620 Brentwood Stair Rd., Fort Worth, TX 6612 Brentwood Stair Rd., Fort Worth, TX	LPST PST RCRAGR06	The site is an active gas station utilizing one split diesel/gasoline PST installed in 2011. The site formerly utilized two PSTs installed in 1969; one PST installed in 1974; and two PSTs, installed in 1983. All PSTs were removed in 2011. An emergency response occurred at the site on 9-30-13, and was issued five CEOs. All CEOs are reported "closed." Based on the proximity of the tank hold relative to the proposed ROW, this site is considered a moderate environmental risk to the project.

Utility Adjustments/Relocation — There is a potential for contamination to be encountered during utility adjustments. Coordination with utility companies concerning this contamination would be addressed during the ROW stage of project development. It is anticipated that all utility adjustments or relocation would be completed prior to construction.

Storm Water Drainage Structures in Contamination — The proposed project requires the installation of storm sewers. Due to the possible contamination from adjacent properties, special considerations or provisions for entry and monitoring in the project's PS&E may be required.

Possible Asbestos-Containing Materials — The proposed project includes the displacement of various buildings and bridge/overpass structures. The building and bridge structures may contain asbestos-containing materials. Asbestos inspections, specification, notification, license, accreditation, abatement and disposal, as applicable, would comply with federal and state regulations. Asbestos issues would be addressed during the ROW acquisition process for building structures and prior to construction for the bridge structure.

Lead-Based Paint — The proposed project includes the potential displacement of building structures and bridge replacements. The building and bridge structures may contain Lead-Based Paint (LBP). Further examination of paint-bearing building and bridge structures for LBP would be performed prior to demolition. Any waste materials and construction debris containing LBP would be disposed of according to current disposal regulations of the TCEQ and EPA.

Active Pipelines — During the preliminary hazardous materials investigation, it was determined that six natural gas pipelines cross the project. One pipeline exists closely parallel to the project (south US 287) but is located outside the ROW. Based on the contents of the natural gas pipelines, these features are not considered an environmental concern. Formal utility locations and advance planning would be required to facilitate pipeline and utility adjustments and to otherwise avoid associated impacts. TxDOT Fort Worth District Subsurface Utility Engineering Coordinator and ROW will be responsible for the adjustments and displacements.

Special provisions or contingency language would be included in the project's construction plans to handle hazardous materials and/or petroleum contamination according to applicable federal and state regulations. In addition, the construction contractor would take appropriate measures to prevent, minimize, and control the spillage of hazardous materials in the construction staging area(s).

The No-Build Alternative would not have any environmental consequences related to hazardous materials impacts.

5.14 Traffic Noise

A traffic noise analysis was accomplished in accordance with TxDOT's (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 Technical Report identified 129 representative receivers along the project length (**Table 5-6** and **Noise Receiver Location Map in Appendix F**). Noise levels are expected to increase at most receivers. However, some receivers are not anticipated to experience increased noise levels and some are excepted to experience decreased noise levels since the traffic noise modeling software is perceptible to changes in roadway geometry (moving traffic closer to or further from receivers).

Table 5-6: Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2045	Change (+/-)	Noise Impact
R1 - Single-family Residential	B	67	69	76	+7	Yes
R2 - Chua Vien An Temple (outdoor area)	C	67	68	74	+6	Yes
R3 - Single-family Residential	B	67	65	72	+7	Yes
R4 - Single-family Residential	B	67	64	72	+8	Yes
R5 - Single-family Residential	B	67	68	79	+11	Yes
R6 - Single-family Residential	B	67	67	78	+11	Yes
R7 - Single-family Residential	B	67	68	72	+4	Yes
R8 - Forest Hill United Methodist Church (interior)	D	52	44	48	+4	No
R9 - Single-family Residential	B	67	71	74	+3	Yes
R10 - Vincent Victoria Village Assisted Living (interior)	D	52	44	49	+5	No
R11 - Agape Metropolitan Community Church (interior)	D	52	44	49	+5	No
R12 - Forest Hill Memorial Park (memorial benches)	C	67	68	73	+5	Yes
R13 - Single-family Residential	B	67	71	76	+5	Yes
R14 - Single-family Residential	B	67	70	72	+2	Yes
R15 - Single-family Residential	B	67	71	71	0	Yes
R16 - Single-family Residential	B	67	74	69	-5	Yes

Table 5-6: Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2045	Change (+/-)	Noise Impact
R17 - Single-family Residential	B	67	73	73	0	Yes
R18 - Single-family Residential	B	67	72	67	-5	Yes
R19 - Knights Inn (motel, pool)	E	72	71	64	-7	No
R20- Single-family Residential (mobile home)	D	52	46	43	-3	No
R21 - Galileo Christian Church (interior)	B	67	66	65	-1	No
R22 - Single-family Residential	B	67	64	62	-2	No
R23 - Single-family Residential	B	67	69	66	-3	Yes
R24 - Single-family Residential	B	67	71	69	-2	Yes
R25 - Single-family Residential	B	67	74	75	+1	Yes
R26 - Single-family Residential	B	67	66	66	0	Yes
R27 - Single-family Residential	B	67	63	63	0	No
R28 - Single-family Residential	B	67	70	73	+3	Yes
R29 - Kingdom Hall Church (interior)	D	52	43	42	-1	No
R30 - Sterling Crest Apartments (2-story)	B	67	78	78	0	Yes
R31 - Single-family Residential	B	67	71	74	+3	Yes
R32 - The Trails Apartments (3-story)	B	67	74	74	0	Yes
R33 - Oak Chase Apartments (2-story)	B	67	73	74	+1	Yes
R34 - Parks at Tree Point (apartment, 2-story)	B	67	70	72	+2	Yes
R35 - Single-family Residential	B	67	62	65	+3	No
R36 - Single-family Residential	B	67	67	68	+1	Yes
R37 - Single-family Residential	B	67	68	73	+5	Yes
R38 - The Welcome Table Christian Church (interior)	D	52	42	45	+3	No
R39 - Old West Cafe (outdoor seating)	E	72	75	71	-4	Yes

Table 5-6: Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2045	Change (+/-)	Noise Impact
R40 - Sonic Drive-In (restaurant, outdoor seating)	E	72	68	70	+2	No
R41 - Chick-fil-A (restaurant, outdoor seating)	E	72	66	68	+2	No
R42 - The Catch (restaurant, outdoor seating)	E	72	67	69	+2	No
R43 - Scholastic Education Center (school, interior)	D	52	44	45	+1	No
R44 - Single-family Residential	B	67	71	71	0	Yes
R45 - Single-family Residential	B	67	72	75	+3	Yes
R46 - Single-family Residential	B	67	67	68	+1	Yes
R47 - Single-family Residential	B	67	72	76	+4	Yes
R48 - Single-family Residential	B	67	68	68	0	Yes
R49 - Single-family Residential	B	67	68	71	+3	Yes
R50 - Single-family Residential	B	67	73	68	-5	Yes
R51 - Unlike Anything Else in the World (restaurant, outdoor seating)	E	72	63	65	+2	No
R52 - Single-family Residential	B	67	74	76	+2	Yes
R53 - Pleasantview Baptist Church (interior)	D	52	44	41	-3	No
R54 - City Chapel (playground)	C	67	65	69	+4	Yes
R55 - Single-family Residential	B	67	73	76	+3	Yes
R56 - Amelia Parc Senior Apartments (4-story)	B	67	69	68	-1	Yes
R57 - The Villas by the Lake (2-story multifamily housing)	B	67	73	74	+1	Yes
R58 - Economy Inn (motel, outdoor area)	E	72	72	73	+1	Yes
R59 - Single-family Residential	B	67	64	68	+4	Yes
R60 - Sun Valley Church (interior)	D	52	42	46	+4	No

Table 5-6: Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2045	Change (+/-)	Noise Impact
R61 - Single-family Residential (mobile home)	B	67	69	71	+2	Yes
R62 - Lakeview RV Park	B	67	68	68	0	Yes
R63 - Single-family Residential	B	67	67	72	+5	Yes
R64 - Good Shephard Temple of Praise (interior)	D	52	40	45	+5	No
R65 - Single-family Residential	B	67	69	72	+3	Yes
R66 - Without Walls Church of Fort Worth (interior)	D	52	42	46	+4	No
R67 - Holy Tabernacle Church of God in Christ (interior)	D	52	43	46	+3	No
R68 - Single-family Residential	B	67	70	74	+4	Yes
R69 - Single-family Residential	B	67	68	72	+4	Yes
R70 - Plaza Circle Park (memorial)	C	67	65	65	0	No
R71 - Single-family Residential	B	67	60	60	0	No
R72 - Single-family Residential	B	67	68	71	+3	Yes
R73 - Single-family Residential	B	67	61	63	+2	No
R74 - Single-family Residential	B	67	67	70	+3	Yes
R75 - Scarborough-Handley Field (FWISD Football Stadium seating)	C	67	57	57	0	No
R76 - Single-family Residential	B	67	66	64	-2	No
R77 - Handley Park (baseball seating)	C	67	64	62	-2	No
R78 - Single-family Residential	B	67	72	73	+1	Yes
R79 - Single-family Residential	B	67	68	67	-1	Yes
R80 - New Victorious Baptist Church (interior)	D	52	41	42	+1	No
R81 - Single-family Residential	B	67	70	71	+1	Yes
R82 - Las Mariposas Apartments (2-story)	B	67	70	73	+3	Yes

Table 5-6: Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2045	Change (+/-)	Noise Impact
R83 - Single-family Residential	B	67	71	75	+4	Yes
R84 - New Beginnings International Church (interior)	D	52	40	42	+2	No
R85 - Single-family Residential	B	67	73	76	+3	Yes
R86 - Chaparral Apartments (2-story)	B	67	75	76	+1	Yes
R87 - Saintsville Child Care (outdoor play area)	C	67	67	68	+1	Yes
R88 - Bridgewood Church of Christ (outdoor pavilion)	C	67	69	68	-1	Yes
R89 - Single-family Residential	B	67	67	69	+2	Yes
R90 - Single-family Residential	B	67	69	71	+2	Yes
R91 - Single-family Residential	B	67	69	70	+1	Yes
R92 - Single-family Residential	B	67	69	72	+3	Yes
R93 - Single-family Residential	B	67	64	66	+2	Yes
R94 - New Jerusalem Church (exterior)	D	52	40	40	0	No
R95 - Single-family Residential	B	67	70	72	+2	Yes
R96 - Single-family Residential	B	67	69	72	+3	Yes
R97 - Single-family Residential	B	67	70	72	+2	Yes
R98 - Single-family Residential	B	67	71	73	+2	Yes
R99 - Single-family Residential	B	67	70	72	+2	Yes
R100 - Single-family Residential	B	67	71	72	+1	Yes
R101 - Saint John's Church (playground)	D	52	41	43	+2	No
R102 - Single-family Residential	B	67	66	67	+1	Yes
R103 - Magical Moments Day Care Center (playground)	C	67	66	67	+1	Yes
R104 - Single-family Residential	B	67	66	67	+1	Yes
R105 - Single-family Residential	B	67	69	70	+1	Yes

Table 5-6: Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2045	Change (+/-)	Noise Impact
R106 - Unnamed Church (interior)	D	52	40	40	0	No
R107 - Single-family Residential	B	67	66	67	+1	Yes
R108 - Single-family Residential	B	67	65	67	+2	Yes
R109 - Single-family Residential	B	67	69	71	+2	Yes
R110 - Village Creek Park (trail bench)	C	67	70	72	+2	Yes
R111 - Single-family Residential	B	67	67	69	+2	Yes
R112 - Single-family Residential	B	67	68	71	+3	Yes
R113 - Single-family Residential	B	67	68	71	+3	Yes
R114 - Single-family Residential	B	67	71	74	+3	Yes
R115 - Single-family Residential	B	67	72	75	+3	Yes
R116 - Single-family Residential	B	67	69	72	+3	Yes
R117 - Single-family Residential	B	67	72	74	+2	Yes
R118 - Single-family Residential	B	67	70	73	+3	Yes
R119 - Hawkins Cemetery	C	67	70	71	+1	Yes
R120 - Single-family Residential	B	67	72	73	+1	Yes
R121 - Single-family Residential	B	67	71	74	+3	Yes
R122 - Single-family Residential	B	67	65	66	+1	Yes
R123 - Single-family Residential	B	67	67	69	+2	Yes
R124 - Single-family Residential	B	67	68	69	+1	Yes
R125 - Single-family Residential	B	67	71	73	+2	Yes
R126 - Single-family Residential	B	67	66	67	+1	Yes
R127 - South Oaks Baptist Church (interior)	D	52	40	40	0	No
R128 - Chick-fil-A (restaurant, outdoor seating)	E	72	67	68	+1	No
R129 - Starbucks (coffee house, outdoor seating)	E	72	67	71	+4	Yes

As indicated in **Table 5-6**, the proposed project would result in traffic noise impact to the 95 receivers. The following noise abatement measures were considered: 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 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 cost-effectiveness criteria can be met through the evaluation of individual noise barriers or through corridor-wide cost averaging of acoustically feasible noise barriers. Cost averaging provides a strategy that may be employed when there are numerous traffic noise impacts throughout a corridor where many impacts can be abated with traffic noise barriers that meet the cost-effectiveness criterion of $52,500 for each benefitted receiver and other impacts can only be abated with barriers that exceed the cost-effectiveness criterion. By averaging the cost of the abatement measures together, the cost per benefitted receiver criterion may, in some cases, be met. Cost averaging requires that no single traffic noise abatement measure exceed two times the cost-effectiveness criterion (or $105,000 per benefitted receiver) and that collectively all traffic noise abatement measures being averaged do not exceed $52,500 per benefitted receiver. This noise analysis was conducted using the corridor-wide cost averaging strategy. In addition, an alternate barrier cost assessment was completed for the proposed noise barriers due to utilities and extra ROW requirements to construct the proposed noise barriers. A summary of the cost averaging methodology and the alternative barrier cost assessment worksheets can be found in the Traffic Noise Analysis Technical Report. **Table 5-7** summarizes the corridor-wide cost averaging analysis used for acoustically feasible noise barriers. These proposed barriers are shown on the **Noise Receiver Location Map** in **Appendix F**.

Table 5-7: Preliminary Barrier Proposal

Barrier	Benefitted Receiver(s)	Number Benefitted Receivers	Height (feet)	Total Length (feet)	Estimated Barrier Cost	Cumulative Cost Per Benefitted Receiver
1	R1	6	10	886[1]	$310,100	$37,371
2	R2-R7, R9, R12, and R13	16	8	3,110[2]	$870,800	$38,547[19]
3	R23 and R25	17	16	2,150[3]	$1,532,984[20]	$48,244[19]
4	R28 and R31	17	10	1,693	$740,497[20]	$32,937
5	R30 and R32 through R34	68	20	2,985[4]	$2,089,500	$30,537
6	R36 and R37	22	10	2,409[5]	$1,085,208[20]	$35,739
7	R45, R47 through R49	26	10	4,311[6]	$1,508,850	$41,734[19]
8	R52 and R55	18	10	2,201[7]	$770,350	$33,981
9	R61	9	14	942[8]	$518,641[20]	$40,065[19]
10	R78	8	12	741[9]	$311,220	$32,171
11	R86	8	16	364[10]	$231,349[20]	$28,919
12	R89 and R91	5	14	815[11]	$440,568[20]	$45,981[19]
13	R90	2	12	313	$147,290[20]	$42,988[19]
14	R92, R95, R97, and R99	21	12	4,582[12]	$1,924,440	$50,826[19]
15	R98 and R100	11	8 - 12	2,498[13]	$959,982	$45,301[19]
16	R105, R109, and R111	10	12	1,438[14]	$719,765[20]	$42,777[19]
17	R110	9	10	947	$331,450	$31,766
18	R112	7	12	689[15]	$530,925[20]	$43,757[19]

Table 5-7: Preliminary Barrier Proposal

Barrier	Benefitted Receiver(s)	Number Benefitted Receivers	Height (feet)	Total Length (feet)	Estimated Barrier Cost	Cumulative Cost Per Benefitted Receiver
19	R114, R115, and R117	18	14	1,837[16]	$900,130	$36,962
20	R116 and R118	21	10	1,883	$659,050	$30,721
21	R121 and R122	13	10	881[17]	$715,037[20]	$39,420[19]
22	R123 through R126	27	12	2,175[18]	$913,500	$31,398
					Cumulative Average per benefitted Receiver	**$50,826**

Source: Project Team, February 2020.
[1] The proposed barrier consists of four barriers, one 79 feet long, one 171 feet long, one 227 feet long, and one 409 feet long.
[2] The proposed barrier consists of three barriers, one 282 feet long, one 2,309 feet long, and one 519 feet long.
[3] The proposed barrier consists of two barriers, one 1,525 feet long and one 625 feet long.
[4] The proposed barrier consists of two barriers, one 1,577 feet long and one 1,408 feet long.
[5] The proposed barrier consists of three barriers, one 131 feet long, one 1,851 feet long and one 427 feet long.
[6] The proposed barrier consists of six barriers, one 193 feet long, one 2,057 feet long, one 142 feet long, one 89 feet long, one 1,679 feet long, and one 151 feet long.
[7] The proposed barrier consists of three barriers, one 1,177 feet long, one 855 feet long, and one 169 feet long.
[8] The proposed barrier consists of two barriers, one 157 feet long and one 785 feet long.
[9] The proposed barrier consists of three barriers, one 85 feet long, one 610 feet long, and one 46 feet long.
[10] The proposed barrier consists of two barriers, one 156 feet long and one 208 feet long.
[11] The proposed barrier consists of three barriers, one 312 feet long, one 74 feet long, and one 429 feet long.
[12] The proposed barrier consists of four barriers, one 1,038 feet long, one 2,661 feet long, one 497 feet long, and one 386 feet long.
[13] The proposed barrier consists of three barriers, one 555 feet long [12 feet tall], one 1,307 feet long [12 feet tall], and one 636 feet long [8 feet tall].
[14] The proposed barrier consists of five barriers, one 257 feet long, one 124 feet long, one 518 feet long, one 407 feet long, and one 132 feet long.
[15] The proposed barrier consists of two barriers, one 108 feet long and one 581 feet long.
[16] The proposed barrier consists of 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.
[17] The proposed barrier consists of three barriers, one 118 feet long, one 618 feet long, and one 145 feet long.
[18] The proposed barrier consists of four barriers, one 502 feet long, one 682 feet long, one 441 feet long, and one 550 feet long.
[19] The cost per benefitted receiver exceeds the reasonableness criterion, but is still proposed due to cost averaging.
[20] 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.

Any subsequent project design changes may require a reevaluation of this preliminary noise barrier proposal. The final decision to construct the proposed noise barrier will not be made until the completion of the project design, utility evaluation, and polling of adjacent property owners.

However, 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 the following predicted (2045) noise impact contours (**Table 5-8**).

Table 5-8: Noise Impact Contours in the Project Study Area

Limits	Land Use NAC Category	Impact Contour	Distance from Proposed ROW Line
I-20 from Forest Hill Drive to I-820	B & C	66 dB(A)	235 feet
	E	71 dB(A)	60 feet
I-20 from I-820 to US 287	B & C	66 dB(A)	320 feet
	E	71 dB(A)	35 feet
I-20 from US 287 to Park Springs Boulevard	B & C	66 dB(A)	90 feet
	E	71 dB(A)	10 feet
I-820 from I-20 to US 287	B & C	66 dB(A)	270 feet

Table 5-8: Noise Impact Contours in the Project Study Area

Limits	Land Use NAC Category	Impact Contour	Distance from Proposed ROW Line
	E	71 dB(A)	90 feet
I-820 from US 287 to US 180	B & C	66 dB(A)	295 feet
	E	71 dB(A)	85 feet
I-820 from US 180 to I-30	B & C	66 dB(A)	345 feet
	E	71 dB(A)	130 feet
US 287 from Berry Street to I-820	B & C	66 dB(A)	75 feet
	E	71 dB(A)	5 feet
US 287 from I-20 to Sublett Road	B & C	66 dB(A)	180 feet
	E	71 dB(A)	40 feet

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receivers are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

A copy of this traffic noise analysis will be available to local officials. On the date of this project's environmental decision (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

The proposed project would not be constructed under the No-Build Alternative. Traffic noise levels at modeled receiver locations would be expected to increase due to the increase in traffic volumes that would occur over time.

5.15 Induced Growth

An Induced Growth Analysis report was prepared for the Build Alternative in general accordance with TxDOT's Indirect Impacts Analysis Guidance.

The Build Alternative would provide increased accessibility to parcels in the project area. Considering land development constraints, the Preferred Alternative is expected to induce growth on approximately 126 acres, which is shown on **Appendix F, Resource Map**. Local/regional population and employment trends, as well as local and regional plans, support the idea that new development would occur in the area. The induced growth from the project could impact vegetation and wildlife habitat; however, none of those impacts are expected to be substantial since habitat for federally-listed species are not expected in these areas and based on existing regulations and land development requirements that would provide some resource protection. Additionally, the induced growth resulting from the project would be consistent with the development goals of the cities.

Under the No-Build Alternative, current development rates and patterns would remain constant, and no induced growth would occur. The No-Build Alternative would not have any environmental consequences related to induced growth impacts.

5.16 Cumulative Impacts

The proposed project is not expected to have substantial direct or indirect impacts on any resource, and the proposed project will not have any impact on a resource that is in poor or declining health. Based on this, no substantial cumulative impacts are anticipated, and a full cumulative impacts analysis was not conducted.

5.17 Construction Phase Impacts

Depending on required traffic control and phasing, the construction phase of the proposed project, and associated construction impacts, is anticipated to be 36 months. During the construction phase of the proposed project, there is the potential for noise, dust or light pollution; impacts associated with physical construction activity and other traffic disruptions. These potential impacts are discussed as follows:

- Construction Noise – There would be loud noise from heavy equipment during construction of the project. Noise associated with the construction is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns and would not be restricted to any specific location.

  Construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the businesses and residences along the project are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected.

  Provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

- Fugitive Dust and Air Pollutants – 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 PM from diesel-powered construction equipment and vehicles.

  The potential impacts of PM emissions would be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The 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.

- Light Pollution – Construction normally occurs during daylight hours; however, construction could occur during the night-time hours to minimize impacts to the traveling public during the daylight hours.

Construction would occur during the night-time hours (7:00 PM – 6:00 AM). However, construction during the night-time hours would follow any local policies and ordinances established for construction activities, such as light limitations.

- **Temporary Lane, Road or Bridge Closures (Including Detours)** – Traffic control plans would be prepared and implemented in coordination with the city and the county. Construction that would require cross street closures would be scheduled so only one crossing in an area is affected at one time. Where detours are required, clear and visible signage for an alternative route would be displayed.

  Motorists would be inconvenienced during the construction of the project due to lane and cross-street closures; however, these closures would be of short duration and alternate routes would be provided.

  Residents and businesses in the immediate construction area would be notified in advance of proposed construction activity using a variety of techniques, including signage, electronic media, community newspapers, and other techniques. The proposed project would not restrict access to any existing public or community services, businesses, commercial areas, or employment centers.

The No-Build Alternative would not have any environmental consequences related to construction phase impacts.

6. Agency Coordination

This section identifies coordination conducted for the proposed project. The list below describes coordination and the status of ongoing coordination efforts.

- THC/SHPO (see **Section 5.8**): Historic properties coordination with SHPO occurred in 2006 and 2007 for an early version of the project, and that coordination concluded on March 8, 2007. On May 5, 2020, the SHPO concurred with TxDOT's finding of no adverse effect to the NRHP listed/NRHP-eligible properties from the proposed project. Coordination with the SHPO regarding archeological resources and an early version of the project occurred in 2005, and SHPO concurred that no further archeological work was needed. Concerning the current version of the proposed project, TxDOT archeologists determined further SHPO coordination was not required. Coordination information is included in **Appendix G**.

- Tribal Consultation: Consultation with federally recognized Native American tribes was initiated on January 6, 2017, and again on May 31, 2019. No response was received from the federally recognized Native American tribes. The consultation letter and email are included in **Appendix G**.

- TPWD (see **Section 5.11**): An early version of the proposed project was coordinated with TPWD from April 25, 2006, to June 20, 2006. Coordination with TPWD following the TxDOT-TPWD MOU of the current proposed project was initiated on July 18, 2019, and completed on August 9, 2019. Coordination information is included in **Appendix G**.

- TCEQ: Per the TxDOT-TCEQ MOU, TCEQ was afforded the opportunity to review and comment on the Draft EA. TxDOT provided TCEQ with a Notice of Availability notifying them that the environmental documents are available for review on June 17, 2020, and the TCEQ responded on August 13, 2020.

7. Public Involvement

Proactive efforts to ensure meaningful opportunities for public participation are being provided throughout the duration of this proposed project.

2000 to 2003

In 2000, the TxDOT Fort Worth District initiated a Major Investment Study (MIS) that included design and environmental studies to address traffic congestion, traffic operations, and safety for the Southeast Loop I-820 project (now titled the Southeast Connector) including the I-20 and US 287 interchanges which merge I-820. The preferred alternative (MIS proposed solution) incorporated a reversible HOV/managed lane facility to facilitate direct travel from the northern segment of US 287 to the southern segment of US 287 and the eastern segment of I-20. A draft EA was prepared in March 2005. However, due to funding, the project was indefinitely placed on hold.

- *Public Meetings:* The first of two public information meetings and open houses were held on April 19, 2001. Citizens had an opportunity to view proposed project exhibits and express their concerns about proposed future improvements to I-820, I-20, and US 287. The second public meeting to present the locally preferred alternative was held on December 11, 2003.
- *Stakeholder Meetings (dates unknown):* The TxDOT analysis team met with members of the Handley Neighborhood Association; the Historic Handley Development Corporation; the City of Fort Worth Transportation and Planning Departments; and a local elected official. These meetings discussed project designs which included several options for retaining the Craig Street bridge in its current location, including one option recommended by a citizen of Handley. Many of these options involved maintaining the Craig Street bridge in its current location and all options presented control-of-access issues for access and egress from driveways on the southbound frontage road, along with additional residential relocations when compared with the initial design.

2016 to 2020

The current TxDOT Fort Worth District planning efforts for the Southeast Connector were initiated in 2016 to revise the previous Southeast Loop I-820 design. The revision is based on the MIS proposed solution with refinements via alternatives analyses, preliminary design and regional traffic modeling scenarios; public and agency outreach and input; property owner and stakeholder meetings; and additional public involvement efforts.

- *Project Coordination Meetings (2016-2017):* TxDOT formed a Project Coordination Work Group to represent a broad range of the communities within and adjacent to the proposed project. The Work Group is made up of local, State, and Federal transportation agencies, neighborhood representatives, church leaders, chambers of commerce, State and Federal agencies, and elected officials. Work Group meetings were held generally bi-monthly and were open to the public.
- *Technical Work Group (TWG) Meeting #1, June 6, 2017*: The meeting was conducted at the Fort Worth East Regional Library and was attended by representatives from TxDOT, FHWA-Texas Division, Trinity Metro, the NCTCOG, Tarrant County, Texas A&M University System, cities of Kennedale, Forest Hill, Mansfield, and the consultant team. The meeting presented the goal and objectives of the project, and start a dialogue between relevant agencies to better understand the needs of the corridor users. The meeting also presented the alternatives considered for the proposed project.
- *TWG Meeting #2, June 20, 2018*: The meeting was conducted at the Fort Worth East Regional Library and was attended by representatives from TxDOT, the cities of Arlington, Kennedale,

Fort Worth, and Mansfield, Trinity Metro, the NCTCOG, Southeast Tarrant Transportation Partnership, Tarrant County, Texas A&M University System, Fort Worth Chamber, and the consultant team. The meeting was to review the design and presentation that would be presented to the public at the July 19, 2018, Public Meeting.

- *City of Forest Hill Meeting, June 26, 2018*: The City Council and City Manager Sheyi Ipaye invited TxDOT to explain the project at an advertised council meeting.
- *Public Meeting, July 19, 2018*: An Open House format Public Meeting was conducted at Dunbar High School, 5700 Ramey Avenue, Fort Worth, TX 76112 from 6 to 8 p.m. The Public Meeting presented the recommended alternative and alternatives considered for the proposed project. A total of 273 people attended the meeting, consisting of 11 elected officials, 56 project representatives, and 206 general public. A total of 277 comments were received from the public concerning displacements, project design, traffic noise, and ROW acquisition. TxDOT responded to these comments and have been posted at txdot.gov.
- *Town Hall Meeting #1, August 16, 2018*: Held by TxDOT Fort Worth District in coordination with State Representative, Nicole Collier at the Martin Luther King, Jr. Community Center. This location was chosen by State Representative Collier for her constituents. The meeting was focused on a section of the project that would impact State Representative Collier's constituents. The presentation/discussion involved project design and its potential impacts to this community.
- *City of Arlington Meeting, June 20, 2018*: TxDOT met with the city engineer and staff to coordinate future city projects in relation to the Southeast Connector project.
- *Community Meeting, September 15, 2018:* The meeting was conducted at the Handley United Methodist Church on September 15, 2018, by the TxDOT Fort Worth District in cooperation with Fort Worth City Councilmember Gyna Bivens of District 5, and city staff. The meeting was focused on a section of the project that would impact Councilmember Biven's constituents. The presentation/discussion involved project design and its potential impacts to this community.
- *City of Fort Worth Lions Club Meeting, October 30, 2018:* The meeting was conducted at the Lions Club, 6013 Craig Street, Fort Worth, TX 76112. The purpose of the meeting was to provide information regarding the proposed recommended, preferred alternative improvements to the proposed project.
- *Town Hall Meeting #2, November 8, 2018:* The meeting was conducted at the Tarrant County College Opportunity Center by TxDOT in cooperation with State Representative Nicole Collier and her staff. Via a PowerPoint presentation, TxDOT summarized the July 19, 2018, Southeast Connector Public Meeting comments and reviewed the ramping and pedestrian bridge options involving Meadowbrook Drive, Brentwood Stair Road, and Craig Street, and the design criteria and guidelines the Southeast Connector designers have to abide by to produce a safe and effective design. A question and answer session followed the presentation.
- *TWG Meeting #3, February 21, 2019*: The meeting was conducted at the Fort Worth East Regional Library and was attended by representatives from TxDOT, the cities of Arlington, Forest Hill, Kennedale and Mansfield, FHWA-Texas Division, NCTCOG, Trinity Metro, Tarrant County Precinct 2, Tarrant County, the Southeast Tarrant Transportation Partnership, Texas A&M University System, Fort Worth Chamber, and the consultant team. The meeting presented the outcome of the July 19, 2019, Public Meeting (attendees and comments received) and discussed the Preliminary Design and Environmental Assessment phase of the proposed project.

- *Cities of Forest Hill and Kennedale Meetings, July 17, 2019:* A meeting was held with the city planners to get their input on the proposed project's indirect impacts to their respective cities. Various adjacent undeveloped properties were indicated by planners as having the potential for induced growth which were included in the Induced Growth Analysis Technical Report.

- *City of Fort Worth Meeting, July 30, 2019*: A meeting was held with the city planner to get their input on the proposed project's indirect impacts to the City of Fort Worth. Large areas were indicated as likely to undergo development in the future by planners and were later revised to indicate various adjacent undeveloped properties where the potential for induced growth was most likely to occur. These locations were included in the *Induced Growth Analysis Technical Report*.

- *Bicyclist and Pedestrian Design Coordination Meeting, July 30, 2019:* Held by the TxDOT Fort Worth District and attended by the cities of Arlington, Forest Hill, Fort Worth, and Kennedale, NCTCOG, Fort Worth Bicycle Association, Streams and Valleys Organization, Lone Star Cyclists, and TxDOT Environmental Affairs and Design Division personnel. The meeting discussed the City of Fort Worth's plans for bike-pedestrian routes through each city.

- *Forest Hill Town Hall Meeting, December 10, 2019*: The meeting was conducted at the Forest Hill Civic and Community Center at 6:00 pm. The meeting presented an overview of the proposed project and the project activity timeline beginning in 2017. These activities included information on the design process, previous public meeting, the preparation of the preliminary design and Environmental Assessment, a future Public Hearing and the anticipated beginning of construction. A total of 77 people attended the meeting, consisting of four elected officials, 45 general public, and 28 project representatives. A total of six comments were received from the public concerning the Anglin Drive South alternative, access, and emergency response times.

- *Village Creek Neighborhood Association (VCNA) Meeting, February 11, 2020*: The meeting was conducted at the Eugene McCray Community Center at 6:00 p.m. TxDOT- Fort Worth District was invited to the meeting in order to brief the association on the proposed project. TxDOT presented an overview of the proposed project and focused on the portion that occurs near or directly involves the Village Creek area of the project such as access ramps, cross-streets access and I-820 links to/from US 287. The traffic analysis, proposed recommendations, project schedule and project contact information were discussed. A total of 35 people attended the meeting, consisting of VNCA members, City of Fort Worth staff, TxDOT staff, and project consultants. A total of 12 verbal comments were received from the public concerning traffic congestion, project design, project timeline, and future public hearing date. Exhibit rolls of the existing and proposed portion of the proposed project were presented in the VCNA area of the corridor and copies of the presentation were handed out to all attendees.

- *Carver Heights Coordination Meeting, May 28, 2020:* This virtual meeting was held by TxDOT Fort Worth District with the Historic Carver Heights Neighborhood Association (HCHNA), City of Fort Worth Councilmember Gyna Bivens (District 5), and the THC. The objective of the meeting was to provide the HCHNA an update on the Southeast Connector Project. A total of 21 people participated in the meeting, consisting of HCHNA members, Councilmember Bivens, TxDOT staff, THC staff, and project consultants.

  HCHNA highlighted the historical importance of this neighborhood and requested that TxDOT take this historical significance into consideration when assessing potential resolutions to neighborhood concerns which included the addition of sidewalks and the locations of the proposed exit and entrance ramps in relation to neighborhood streets.

HCHNA expressed concern for the construction of sidewalks because it was their opinion that they would be inconsistent with the historical nature of the neighborhood and explained their utilization would be minimal as pedestrian volume is not significant. Further, the neighborhood expressed concerns that there would be an increased potential for crime if the constructions of sidewalks occurs as proposed. TxDOT and the City of Fort Worth noted that sidewalks are required by laws and policies at all levels of government and are included in the NCTCOG Mobility 2045 Plan. Removal of sidewalks from the proposed design plans would require approval from the City of Fort Worth, NCTCOG and the Federal Highway Administration.

HCHNA requested to maintain the existing I-820 access ramp locations along the I-820 southbound frontage road (Cravens Road) (south of Ramey Avenue) to avoid impacting neighborhood access and mobility. TxDOT noted maintaining existing ramp locations would not provide sufficient weaving and queuing distances which could result in increased congestion on I-820. The neighborhood expressed concern that Prothrow Street and Truman Drive are the main thoroughfares through the neighborhood and converting them to one-way access at the I-820 southbound frontage road (Cravens Road) would impact the local circulation through the neighborhood add more traffic to low volume reduced width streets. TxDOT noted adjusting the proposed access ramp locations could result in the acquisition of additional right of way and create displacements. HCHNA proposed TxDOT evaluate a ramping scheme that includes a flyover ramp access to Ramey Avenue. HCHNA provided a sketch to TxDOT to illustrate concept.

Based on this meeting, TxDOT has updated the proposed design to include a braided ramp configuration for I-820 access near E. Rosedale Street and Ramey Avenue. The braided ramp would allow for the existing exit ramps to remain in similar locations as they are currently as requested by HCHNA. The proposed design change would not require any right-of-way or easement acquisition or any displacements from the Historic Carver Heights Neighborhood.

Additionally, TxDOT has decided to keep sidewalks within the project design to be consistent with the project's purpose as presented at the public hearing and within the Draft EA, the NCTCOG's MTP, and TxDOT/FHWA polices.

Virtual Public Hearing

The COVID-19 pandemic is currently occurring in Texas and Tarrant County, which have been under a range of emergency declarations limiting the gathering of people. Based on this, a virtual public hearing was conducted on June 4, 2020, in both English and Spanish. The virtual public hearing was presented in video format, and participation/viewing required connection to the internet using a computer, tablet, smartphone, or other device. Additionally, the Draft EA and other project materials were accessible through the internet at the project website.

According to the US Census Bureau's 2014-2018 American Community Survey (available at *https://www.census.gov/acs/www/data/data-tables-and-tools/narrative-profiles/*), 93.1 percent of households in Tarrant County had a computer, and 84.3 percent had a broadband internet subscription. An estimated 80.5 percent of households had a desktop or laptop, 84.1 percent had a smartphone, 62.4 percent had a tablet or other portable wireless computer, and 4.6 percent had some other computer. Among all households, 64.9 percent had a cellular data plan; 70.5 percent had a broadband subscription such as cable, fiber optic, or DSL; 6.5 percent had a satellite internet subscription; 0.4 percent had dial-up alone; and 0.2 percent had some other service alone. According to a sampling of the same dataset for census tracts along the project corridors, the project area had a lower rate of household internet subscription service compared to the County. Households in the

project area with a broadband internet subscription (including cellular data plans) ranged from 79.7 percent to 49.2 percent. The areas with lower incomes appear to be associated with fewer internet subscription numbers.

The video of the public hearing was accessible in a mobile-friendly format. Additionally, the project website and online notices were formatted to be mobile-friendly. The Draft EA and other project documents available on the project website were not mobile-friendly.

To increase notification of the availability of project documents and notification of the public hearing to people along the project corridors and other stakeholders, project mailouts were not just sent to those adjacent to the project (which is required by State rules) but 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.

TxDOT received multiple requests from the public for additional information and clarification regarding project impacts to their property. TxDOT contacted these individuals and provided the requested information. One request was received to come to the Fort Worth District office and view the layouts; but after discussing the project over the phone with TxDOT staff, the individual stated that they had previously viewed them on-line and submitted comments without visiting the district office. There was an additional instance where a member of the public requested hardcopies of the ROW brochures due to not being able to open them on their computer, and TxDOT mailed hardcopies of the brochures to that individual. These efforts are documented in the Virtual Public Hearing Comment and Response Matrix included in **Appendix H**.

Over 3,700 people viewed the project public hearing website. A total of 347 persons viewed the virtual public hearing in English and a total of 73 people viewed the virtual public hearing in Spanish. During the comment period that ended on June 22, 2020, there were 201 persons that submitted comments as a result of the virtual public hearing, several commenters submitted more than one comment for a total of 239 comments. Comments received concerned the following issues: traffic noise analysis and proposed noise barriers, ROW acquisition and displacements, tree and vegetation impacts, adjacent property values, existing and proposed bicycle and pedestrian accommodations, and local access.

TxDOT thoroughly considered all comments submitted during the comment period. The following changes to the project occurred as a result of comments received during public review.

- Changes in Access:
  - The proposed Bolen Road cul-de-sac was removed.
  - The proposed driveway removal at 2201 E Loop 820 S (parcel 463) will remain open as it currently exists.
  - The proposed ramping on southbound (SB) I-820 between Rosedale Street and Ramey Avenue was reconfigured to a braided ramping design at the request of the Historic Carver Heights Neighborhood Association. The ramping changes required a revision to the noise model, and the revised noise analysis is shown in Section 5.14 of this EA and in the revised Traffic Noise Technical Report.

- Changes to Proposed Displacements
  - By allowing the existing driveway to the property at 2201 E Loop 820 S to remain open, this property is no longer anticipated to result in a commercial displacement.
  - The proposed number of commercial displacements has been reduced from 19 to 18.
- Changes in Additional Right-of-Way (ROW)
  - Due to the removal of the proposed Bolen Road cul-de-sac, additional ROW needed from the immediate area was reduced.
  - The proposed ROW was reduced at 5930 E Loop 820 S (parcel 789) and 5960 E Loop 820 S (parcel 790).
  - As a result of the design changes above, the total ROW required for the proposed project was reduced from 22.6 acres to 22.1 acres.
- Changes to Bicycle and Pedestrian Accommodations
  - At the request of the City of Fort Worth, the proposed design at Erath Street, E. Berry Street, Carey Street and Ramey Avenue would be updated to include shared use paths, rather than sidewalks and buffer separated bicycle lanes, along the cross streets between the frontage roads. At the request of the City of Arlington, Little Road would retain shared use paths and be updated to remove buffer separated bicycle lanes.
- Resource Map Revisions
  - The Resource Map included in Appendix F, has been updated to reflect the latest 100-year floodplain information available from FEMA.
- Traffic Noise
  - As a result of the public hearing comments received regarding traffic noise and request for noise barriers, as well as design changes, the Traffic Noise Analysis dated March 2020 was revised. No additional noise barriers were determined reasonable and feasible as a result of this revision. Detailed results of the revised Traffic Noise Analysis are discussed in Section 5.14 Traffic Noise of this Final EA and in the *Traffic Noise Analysis Technical Report* (August 2020).

The virtual public hearing documentation will be available online at *www.txdot.gov*. The Virtual Public Hearing Comment and Response Matrix are included in **Appendix H**.

Notice of Impending Construction

A notice of impending construction would be provided to owners of adjoining property and affected local governments and public officials. The notice may be provided via a sign or signs posted in the ROW, mailed notice, printed notice distributed by hand, or notice via website when the recipient has previously been informed of the relevant website address. This notice would be provided after the environmental decision (i.e. FONSI), but before earthmoving or other activities requiring the use of heavy equipment begin.

8. Environmental Permits, Issues, and Commitments

8.1 Post-Environmental Clearance Activities

Activities to be completed after environmental clearance are listed and discussed as follows:

1. Bicycle and Pedestrian Accommodations: The final project design will be evaluated to ensure the proposed project incorporates the design elements to maximize bike/pedestrian accommodations at the Craig Street and Meadowbrook Drive crossings as described in Section 5.6.3 of the EA.

2. Hazardous Materials: Seven regulatory sites, all identified as LPST, were determined to pose 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.

3. Traffic Noise: Traffic noise barriers are proposed to abate traffic noise. In accordance with TxDOT Guidelines for Analysis and Abatement of Roadway Traffic Noise, polling of adjacent property owners would take place to determine whether or not property owners desire the noise barrier. Additionally, a traffic noise workshop would be held to provide information on the proposed noise barrier to adjacent property owners. The traffic noise workshop would be held after the public hearing. If the barrier status changes, additional notification will be made to affected property owners to discuss changes.

8.2 Contractor Communications

1. Detours: County and local public safety officials would be notified of any road closures or detours during construction. Detour timing and necessary rerouting of emergency vehicles would be coordinated with the proper local agencies during construction.

2. EJ mitigation: The design elements to maximize bike/pedestrian accommodations at the Craig Street and Meadowbrook Drive crossings are described in Section 5.6.3 of the EA.

3. Archeological Resources: If unanticipated archaeological deposits are encountered during construction, work in the immediate area would cease, and TxDOT archaeological staff would be contacted to initiate post-review discovery procedures.

4. Construction (TPDES): The contractor shall comply with the CGP and SW3P; complete, post and submit notice of intent and notice of termination to TCEQ and the MS4 operator; and inspect the project to ensure compliance with the CGP.

5. Drinking Water Systems: If any unknown wells are encountered during construction activities, they would need to be properly plugged in accordance with state statutes.

6. Vegetation: The contractor would avoid and minimize disturbance of vegetation and soils. All disturbed areas would be revegetated, according to TxDOT specifications, as soon as it becomes practicable. In accordance with EO 13112 on Invasive Species, the Executive Memorandum on Beneficial Landscaping, and the 1999 FHWA guidance on invasive species, all revegetation would, to the extent practicable, use only native species. Furthermore, BMPs would be used to control and prevent the spread of invasive species.

7. Invasive Species: Preserve native vegetation to the extent practical. The contractor must adhere to Construction Specification Requirements Specs 162, 164, 192, 193, 506, 730, 751, & 752 in order to comply with requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.

8. Wetlands: The construction contractor would be required to avoid and minimize unnecessary impacts on wetlands during construction.

9. Migratory Birds: Before construction use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction and, schedule construction activities outside the typical nesting season to the extent practicable.

10. Threatened, Endangered, and Candidate Species: To mitigate the potential impacts to state threatened species and SGCNs, the following BMPs will be implemented:

    a. Potential Occurrences: The contractor will be advised of potential occurrence in the project area and to avoid harm for the following species:

        i. Amphibians - Strecker's chorus frog and Woodhouse's toad

        ii. Fish Alligator gar and Western creek chubsucker

        iii. Mammals - Big brown bat, Cave myotis bat, Eastern red bat, Mexican free-tailed bat, Hoary bat, Tricolored bat, Eastern spotted skunk, Plains spotted skunk, Mink, Long-tailed weasel, Swamp rabbit, and the Western hog-nosed skunk

        iv. Mollusks - Louisiana pigtoe, Sandbank pocketbook, and the Texas heelsplitter

        v. Reptiles - Eastern box turtle, Slender glass lizard, Smooth softshell, Texas garter snake, and the Timber rattlesnake

        vi. Insects - American bumblebee

    b. For amphibian and aquatic reptiles, the following BMPs would be implemented:

        i. Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.

        ii. Minimize impacts to wetland, temporary and permanent open water features, including depressions, and riverine habitats.

        iii. Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or hydroseeding are not feasible due to site conditions, using erosion control blankets or mats that contain no netting, or only contain loosely woven natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable.

        iv. Project specific locations (PSLs) proposed within state-owned ROW should be located in uplands away from aquatic features.

        v. When work is directly adjacent to the water, minimize impacts to shoreline basking sites (e.g., downed trees, sand bars, exposed bedrock) and overwinter sites (e.g., brush and debris piles, crayfish burrows) where feasible.

vi. Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter, which may be refugia for terrestrial amphibians, where feasible.

vii. When riprap or other bank stabilization devices are necessary, their placement should not impede the movement of terrestrial or aquatic wildlife through the water feature. Where feasible, biotechnical streambank stabilization methods using live native vegetation or a combination of vegetative and structural materials should be used.

c. For birds, the following BMPs would be implemented:

i. Prior to construction, perform daytime surveys for nests including under bridges and in culverts to determine if they are active before removal. Nests that are active should not be disturbed.

ii. Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season;

iii. Avoid the removal of unoccupied, inactive nests, as practicable;

iv. Prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures proposed for replacement or repair;

v. Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.

vi. The Eagle Protection Act prohibits the taking or possession of and commerce in eagles, parts, feathers, nests, or eggs with limited exceptions. The definition of take includes pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb. Eagles may not be taken for any purpose unless a permit is issued prior to the taking.

vii. For the Whooping Crane, the following BMPs would be implemented:

viii. Construction personnel would be informed of the potential for Whooping Cranes to occur within the project limits and advised to avoid adverse impacts to this species. Construction personnel shall report all sightings to TxDOT Fort Worth District Environmental staff.

d. For terrestrial reptiles, the following BMPs would be implemented:

i. Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or hydroseeding are not feasible due to site conditions, utilize erosion control blankets or mats that contain no netting or contain loosely woven, natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable.

ii. For open trenches and excavated pits, install escape ramps at an angle of less than 45 degrees (1:1) in areas left uncovered. Visually inspect excavation areas for trapped wildlife prior to backfilling.

iii. Inform contractors that if reptiles are found on project site allow species to safely leave the project area.

iv. Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter where feasible.

v. Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.

e. For bat species, the following BMPs would be implemented:

i. For activities that have the potential to impact structures, cliffs or caves, or trees; perform a habitat assessment and occupancy survey of the feature(s) with roost potential as early in the planning process as possible.

ii. If bats are present or recent signs of occupation (i.e., piles of guano, distinct musky odor, or staining and rub marks at potential entry points) are observed, take appropriate measures to ensure that bats are not harmed, such as implementing non-lethal exclusion activities or timing or phasing of construction.

1. Exclusion devices can be installed by a qualified individual between September 1st and March 31st. Exclusion devices should be used for a minimum of seven days when minimum nighttime temperatures are above 50°F AND minimum daytime temperatures are above 70°F.

2. Before excluding bats from any occupied structure, bat species, weather, temperature, season, and geographic location must be incorporated into any exclusion plans to avoid unnecessary harm or death to bats. Winter exclusion must entail a survey to confirm either, 1) bats are absent or 2) present but active (i.e. continuously active - not intermittently active due to arousals from hibernation).

3. Avoid using materials that degrade quickly, like paper, steel wool or rags, to close holes.

4. Avoid using chemical and ultrasonic repellents.

5. Avoid the use of flexible netting attached with duct tape.

6. In order to avoid entombing bats, exclusion activities should be only implemented by a qualified individual. A qualified individual or company should possess at least the following minimum qualifications:

a. Experience in bat exclusion (the individual, not just the company).

b. Proof of rabies pre-exposure vaccinations.

c. Demonstrated knowledge of the relevant bat species, including maternity season date range and habitat requirements.

d. Demonstrated knowledge of rabies and histoplasmosis in relation to bat roosts.

iii. Conversion of property containing cave or cliff features to transportation purposes should be avoided where feasible.

iv. Large hollow trees, snags (dead standing trees), and trees with shaggy bark should be surveyed for colonies and, if found, should not be disturbed until the bats are no longer occupying these features. Post-occupancy surveys should be conducted by a qualified biologist prior to tree removal from the landscape.

v. Retain mature, large diameter hardwood forest species and native/ornamental palm trees where feasible.

vi. In all instances, avoid harm or death to bats. Bats should only be handled as a last resort and after communication with TPWD.

f. The following water quality BMPs would be implemented:

i. Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges.

ii. When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.

g. For freshwater mussel species, the following BMPs would be implemented:

i. When work is in the water; survey project footprints for state listed species where appropriate habitat exists.

ii. When work is in the water and mussels are discovered during surveys; relocate state listed and SGCN mussels under TPWD authorization.

11. Air Quality: The 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. Implement fugitive dust control measures contained in standard specifications to minimize potential impacts of PM emissions during construction.

12. Hazardous Materials: The contractor would take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction staging area. All construction materials used for the proposed project would be removed as soon as the work schedules permit.

13. Bridge structures being demolished or renovated would need to be assessed and mitigated for Asbestos-Containing Materials and LBP, as needed, prior to the construction process according to Standard Specification Item 6.10 (and applicable Provisions), and the TxDOT guidance document: Guidance for Handling Asbestos in Construction Projects, dated January 26, 2007.

14. Traffic Noise: Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

9. Conclusion

Implementation of the proposed project would not result in a significant impact on the human or natural environment; therefore, a FONSI is recommended.

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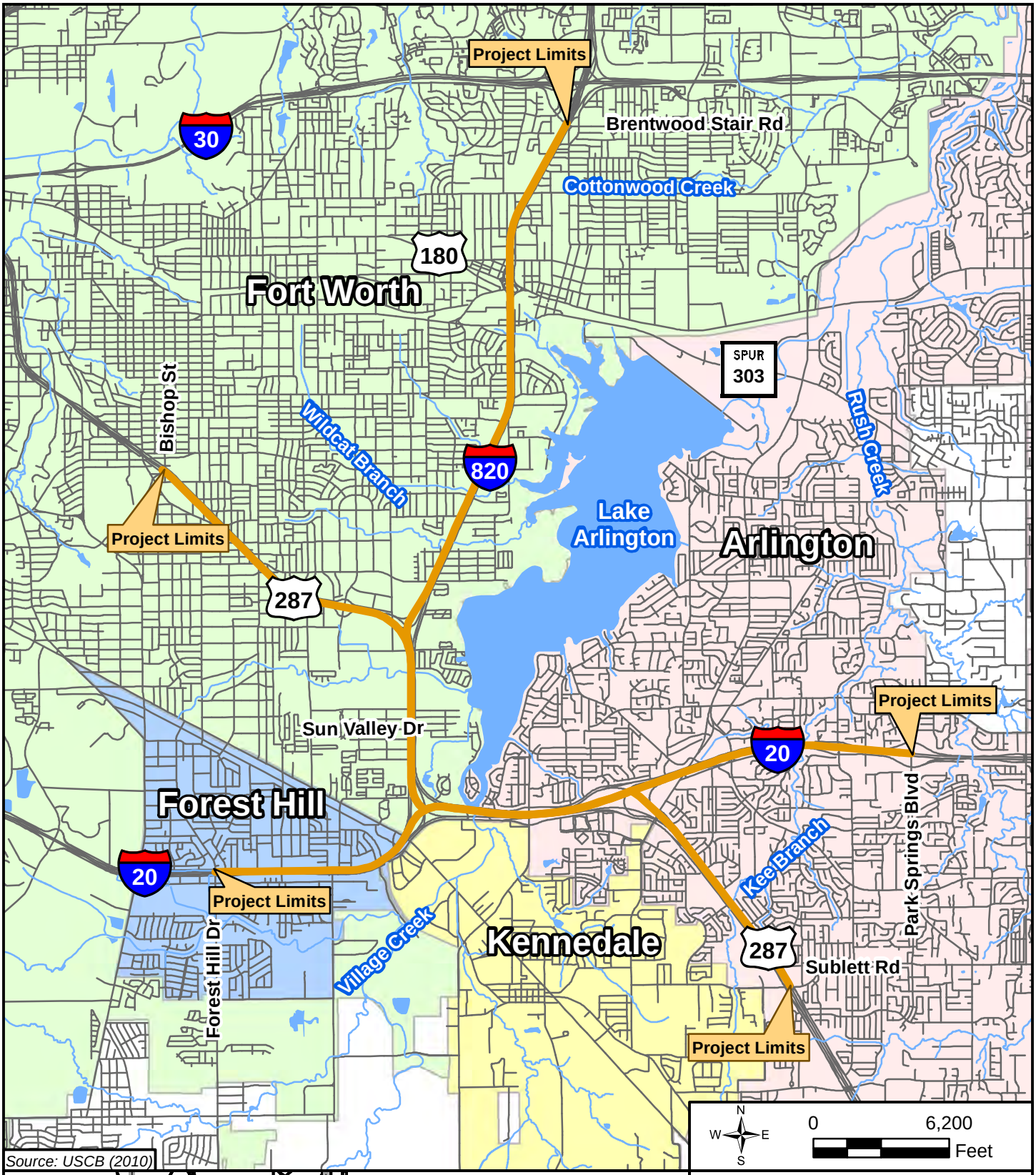
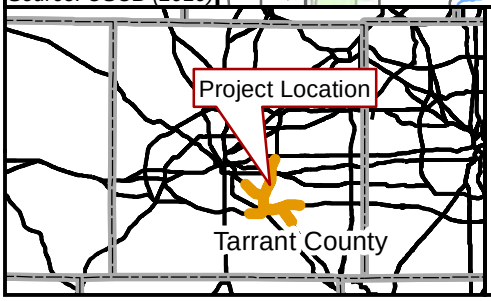
11. Appendices

Appendix A – Project Location Map





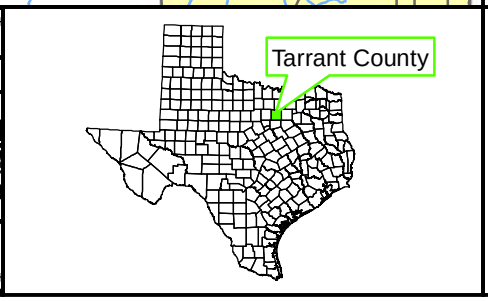


FIGURE 1
Project Location Map

SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges
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
CSJ: 0008-13-125, etc.

Appendix B – Project Area Photographs

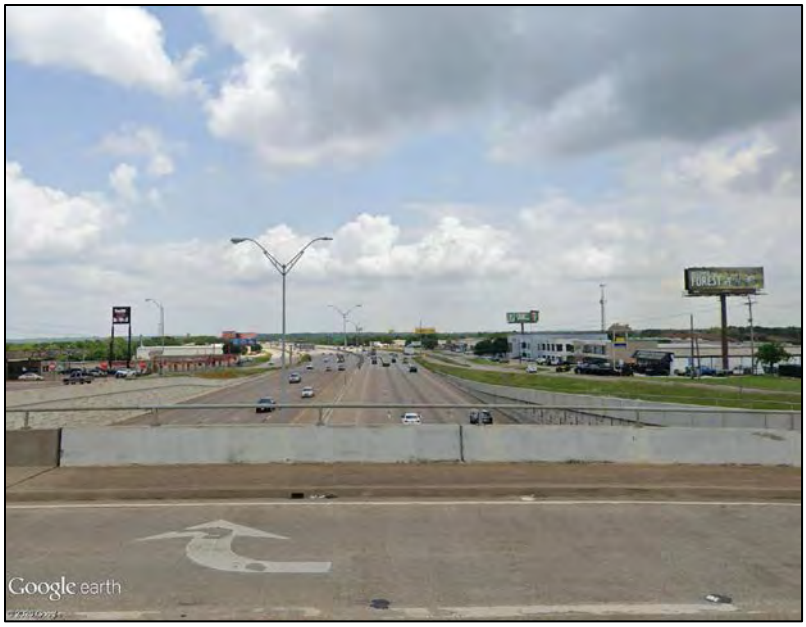


Photo ID 1: View of I-20 looking east from Anglin Drive.

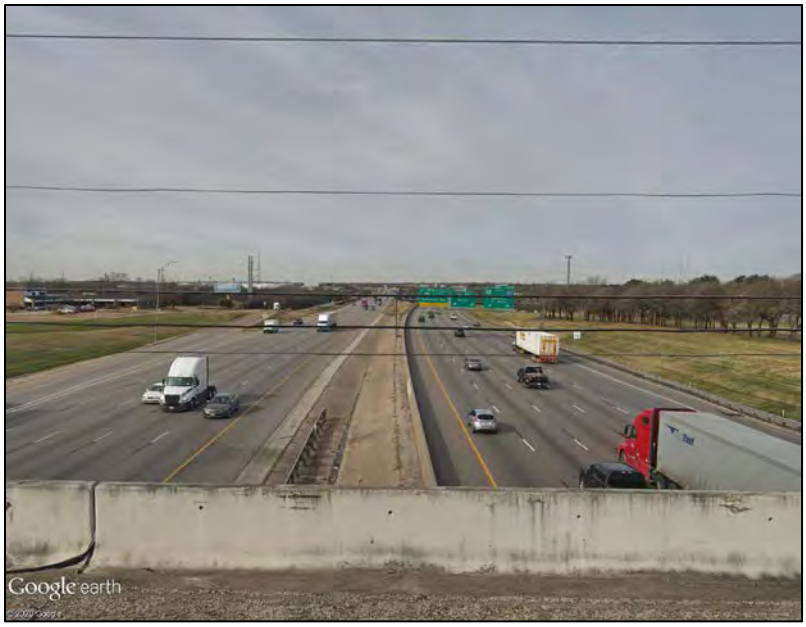


Photo ID 2: View of I-20 looking west from Bowman Springs Road.

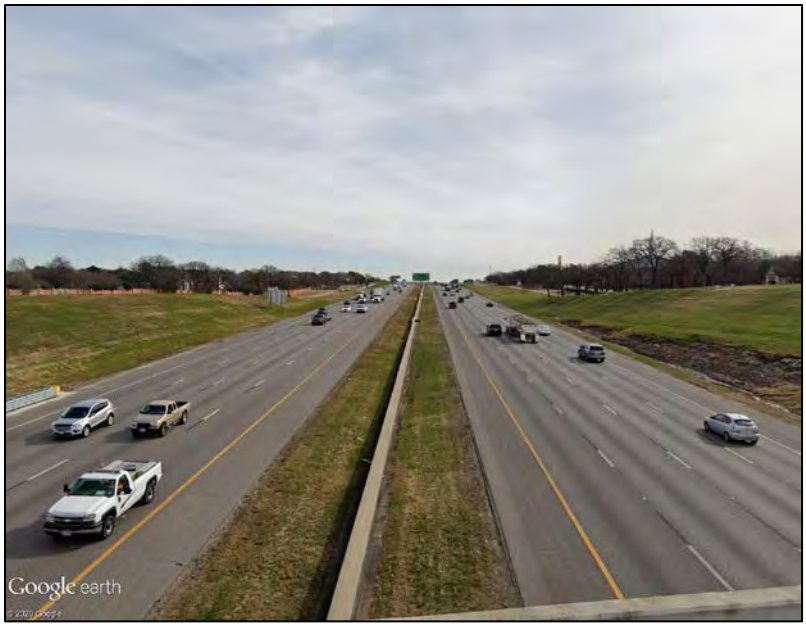


Photo ID 3: View of I-20 looking east from Kelly Elliot Road.

Photo ID 4: View of US 287 looking northwest from Erath Street.

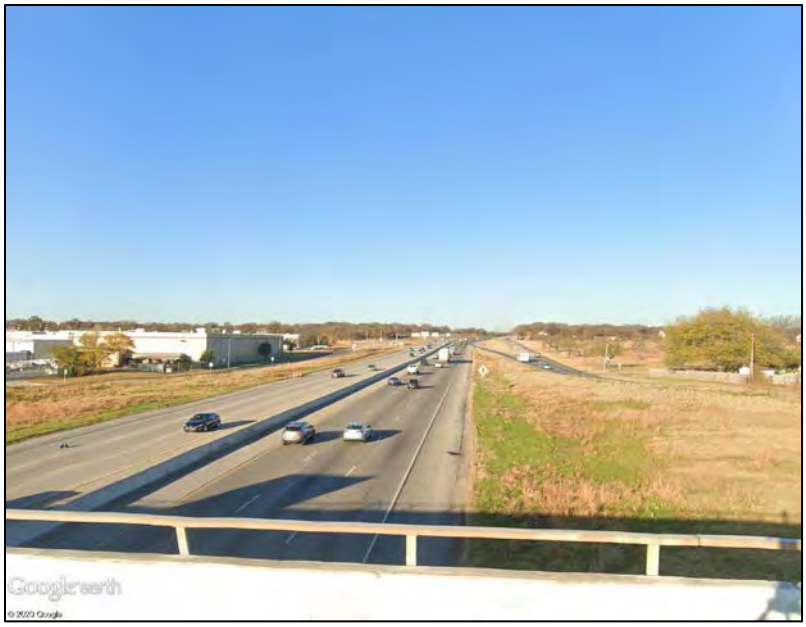


Photo ID 5: View of US 287 looking northwest from Village Creek Road.

Photo ID 6: View of US 287 looking southeast from the southbound US 287 frontage road near Little Road.

Photo ID 7: View of US 287 looking northwest from the northbound US 287 frontage road near Sublett Road.

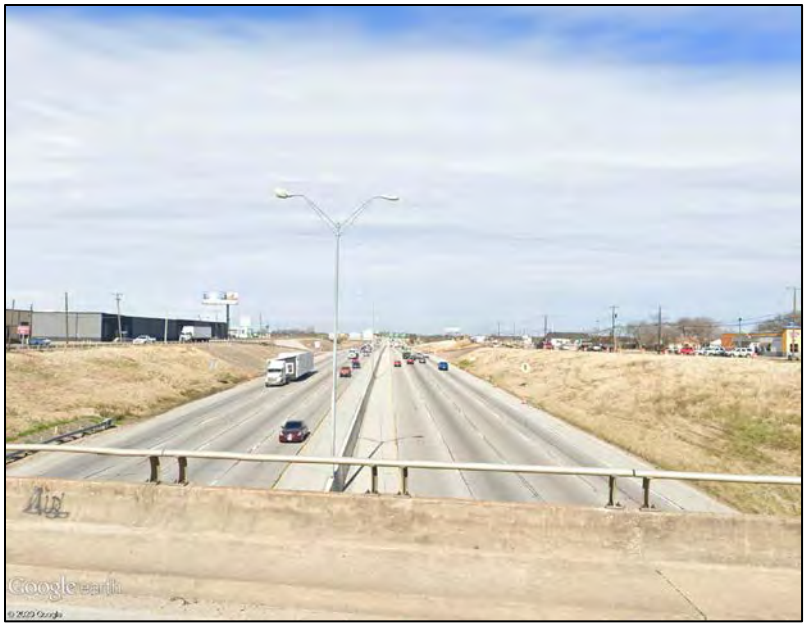


Photo ID 8: View of I-820 looking north from Sun Valley Drive.

Photo ID 9: View of I-820 looking south from East Lancaster Avenue.

Photo ID 10: View of I-820 looking north from Meadowbrook Drive.

Photo ID 11: View of eastbound I-20 frontage road that ends at UPRR.

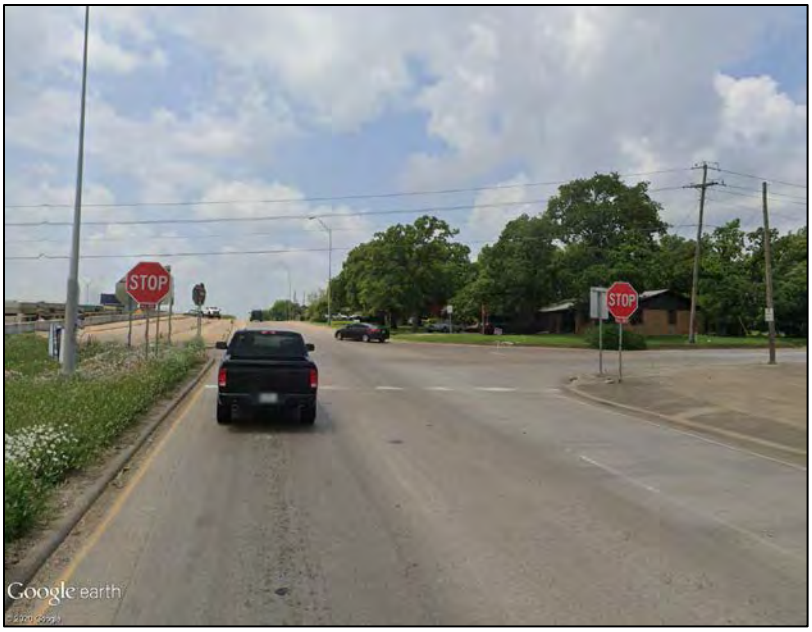


Photo ID 12: View of two-way frontage road and Anglin Drive, facing west.

Photo ID 13: View of two-way frontage road and Anglin Drive, facing east.

Photo ID 14: View of westbound I-20 frontage road that ends at Kee Branch crossing.

Photo ID 15: View of bike/pedestrian bridge and lack of protected crossing across southbound I-820 frontage road looking north.

Photo ID 16: View of Carver Heights Historic District (left) located adjacent to southbound I-820 frontage road looking north.

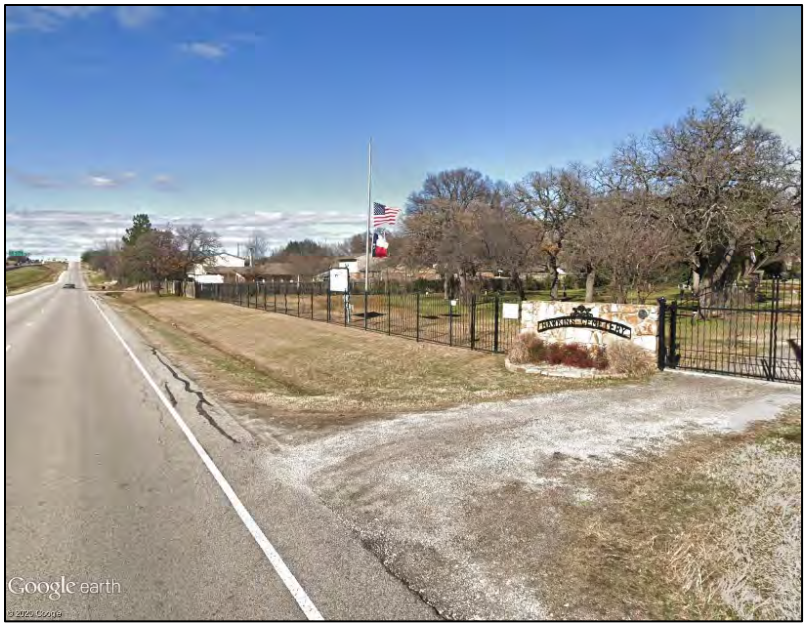


Photo ID 17: View of Hawkins Cemetery located adjacent to northbound US 287 frontage road.

Photo ID 18: View of Crossing 5, Kee Branch and confluence with a tributary south of eastbound I-20 main lanes.

Photo ID 19: View of Crossing 1, Village Creek, north of westbound I-20 frontage road.

Photo ID 20: View of Crossing 1, Village Creek and associated wetland, located between westbound I-20 main lanes and frontage road.

Photo ID 21: View of Crossing 4, ephemeral tributary to Kee Branch, south of eastbound I-20 main lanes.

Photo ID 22: View of Crosstimbers Woodland Forest along southbound US 287 frontage road near Pierce Ave.

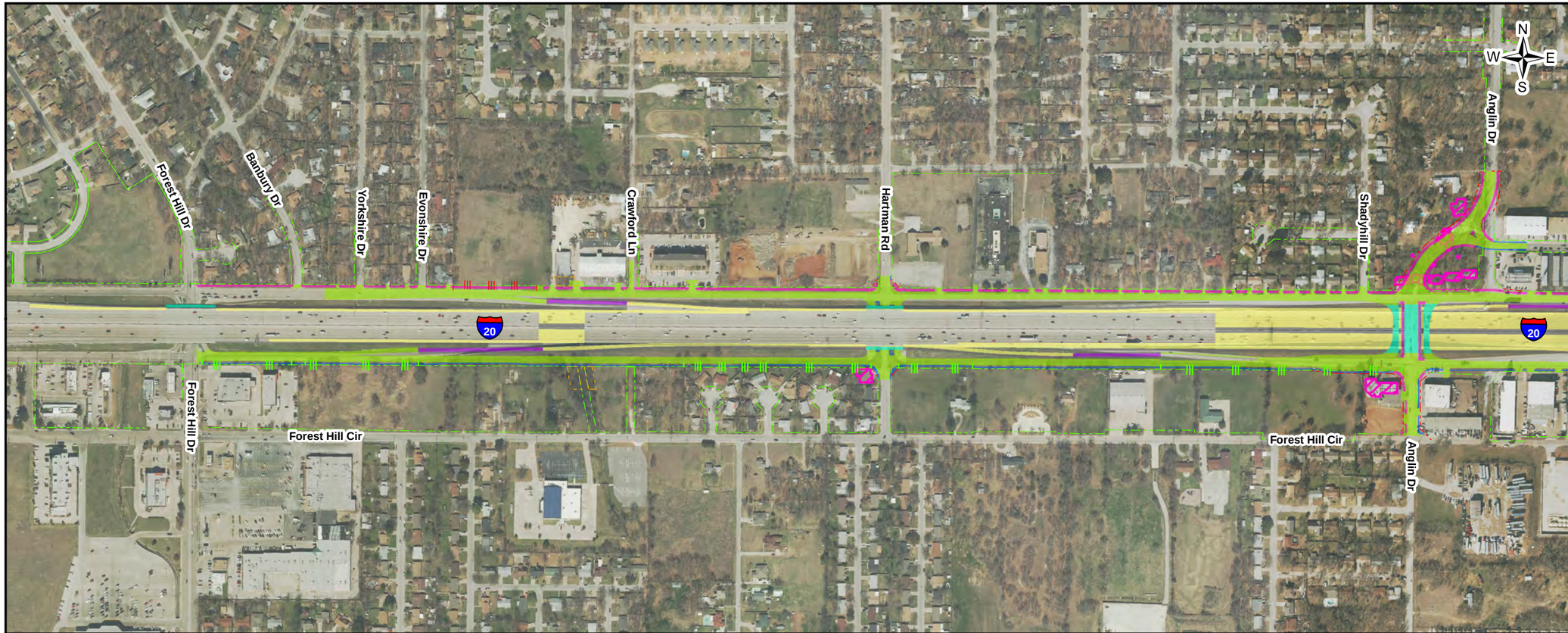
Appendix C – Schematics (11 x 17 Cut Sheets)

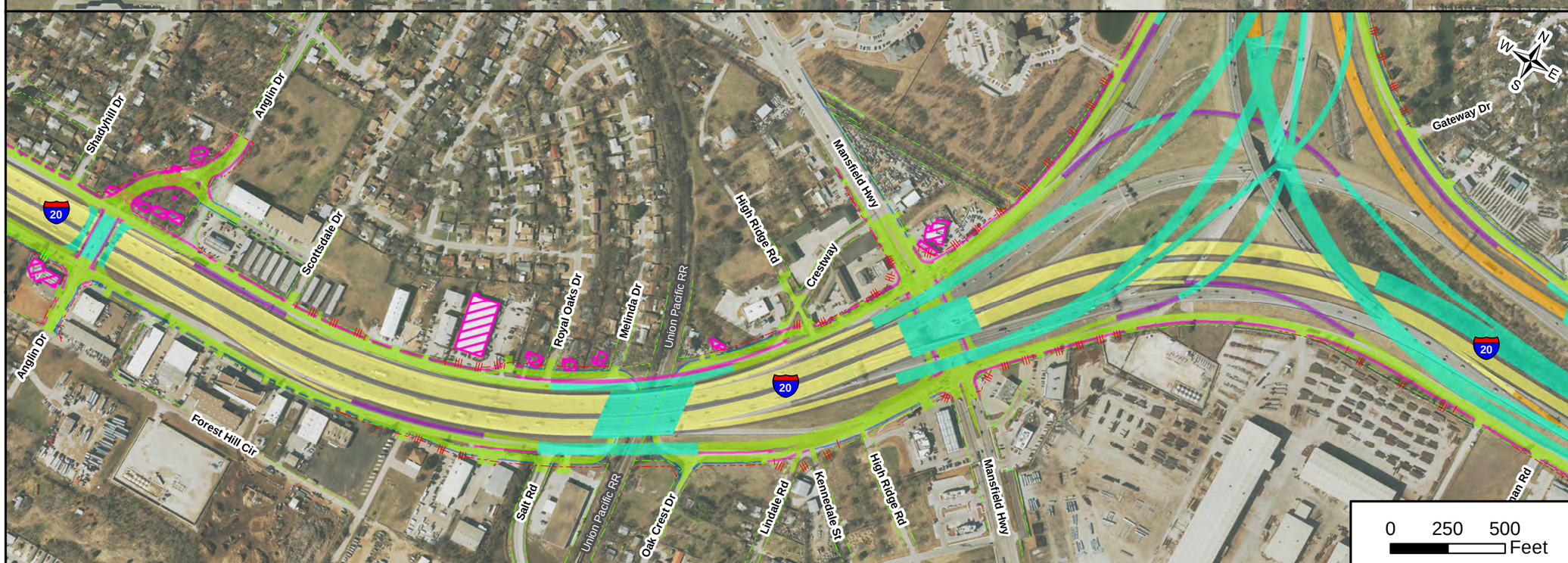
SCHEMATIC DESIGN MAP

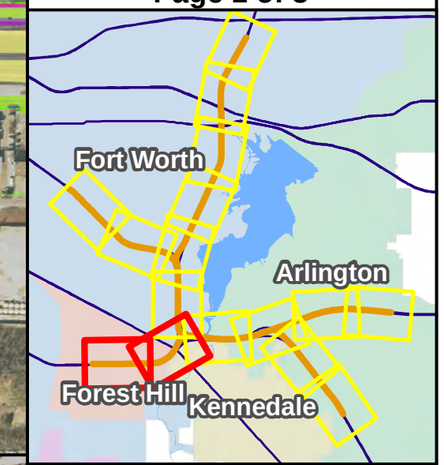
SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
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

CSJ: 0008-13-125, ect.







LEGEND

- General Purpose Lanes (GP Lanes)
- Frontage Roads/ U-Turns/City Streets
- Ramps
- Collector/Distributors (C-D)
- Direct Connectors (DC)
- Bridge
- Sidewalks
- Shared Use Paths
- Shoulders
- Existing Right-of-Way (R.O.W.)
- Existing Denial-of-Access
- Proposed Right-of-Way (R.O.W.)
- Proposed Denial-of-Access
- Proposed Easements
- Potential Displacement

Based on 100% Design Submitted August 2020

SCHEMATIC DESIGN MAP

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US 287 from Bishop Street
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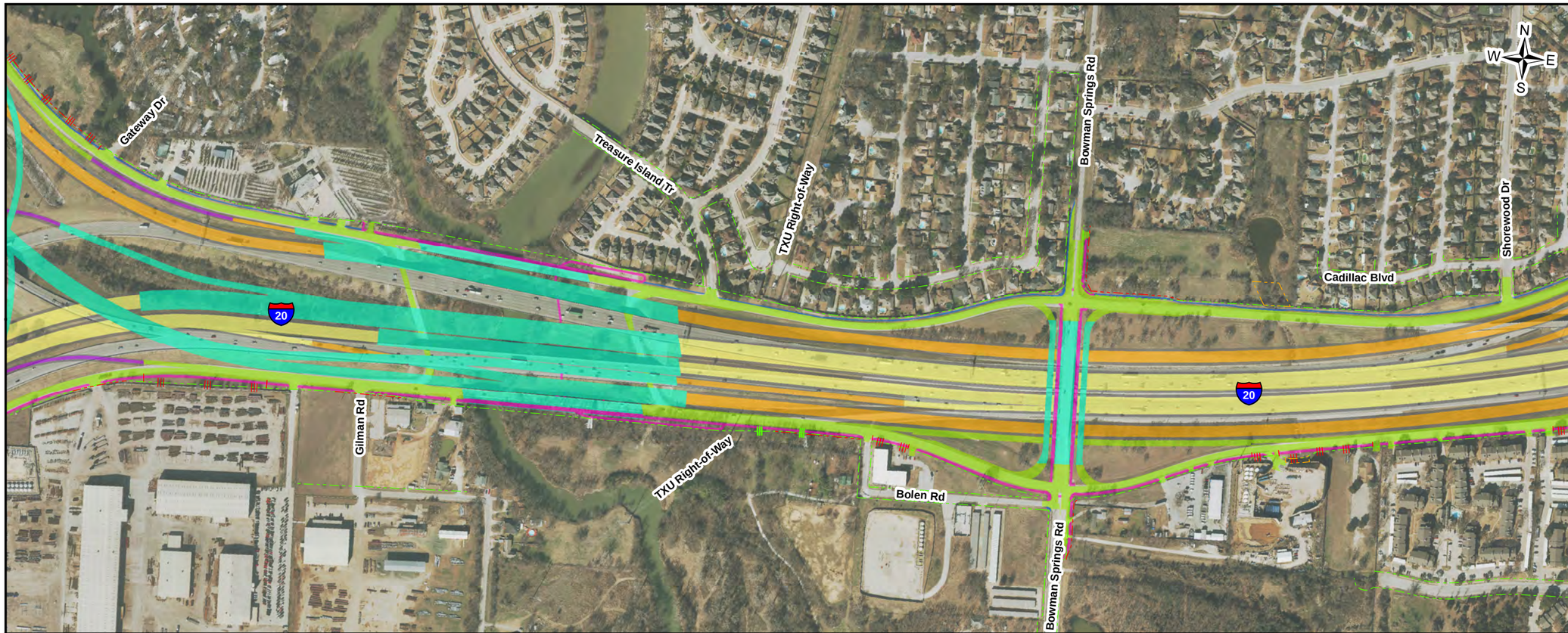
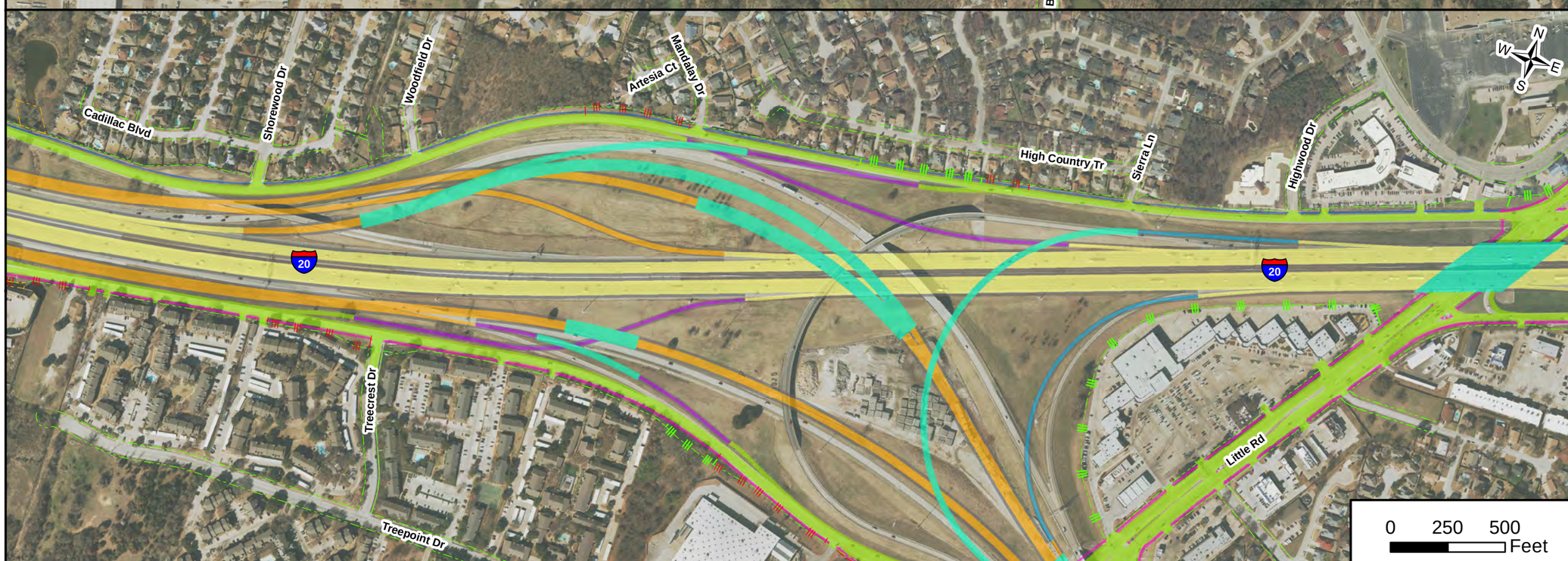
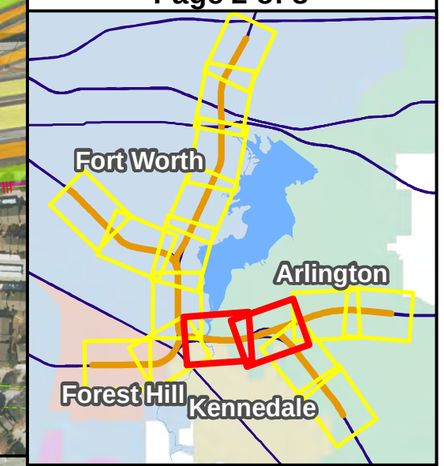
CSJ: 0008-13-125, ect.







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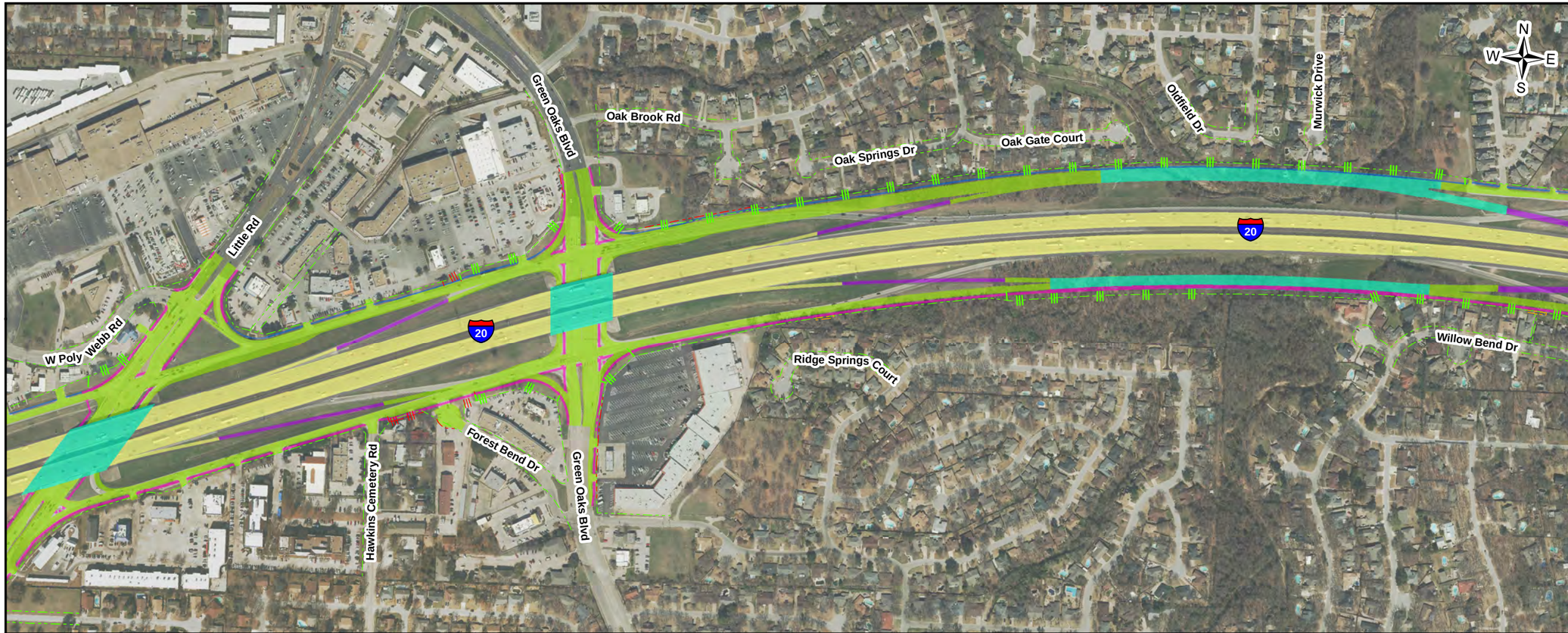

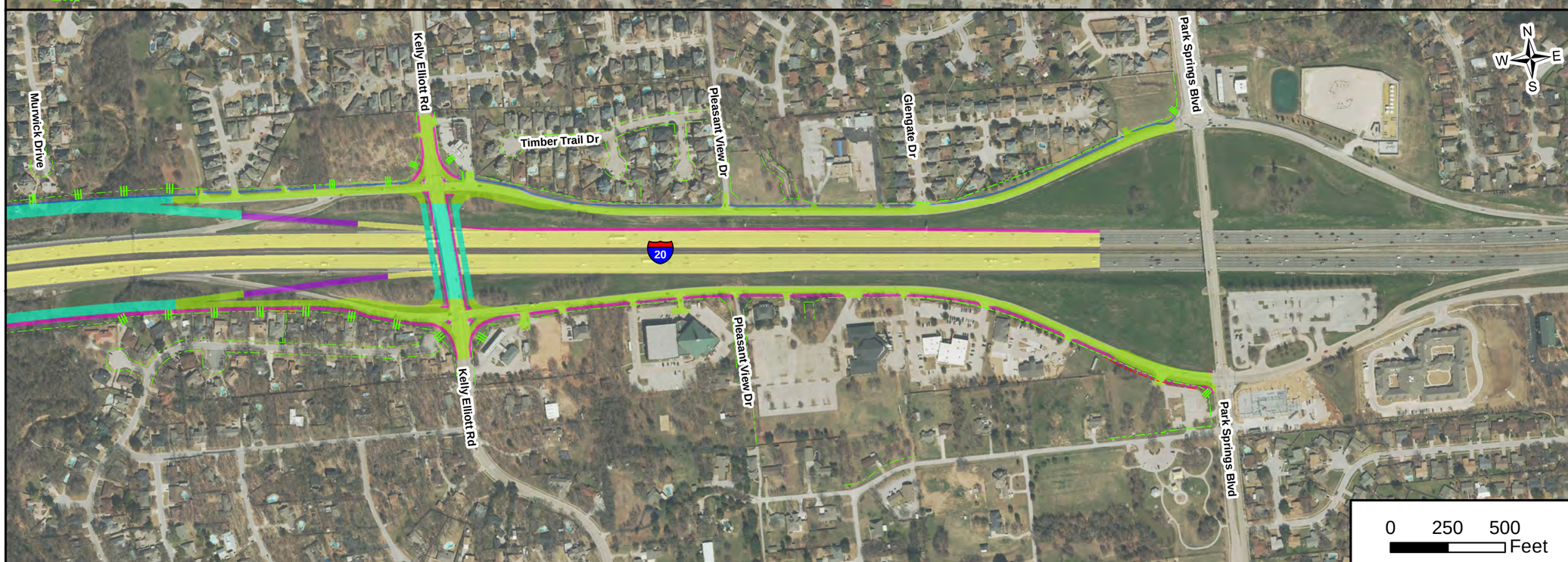

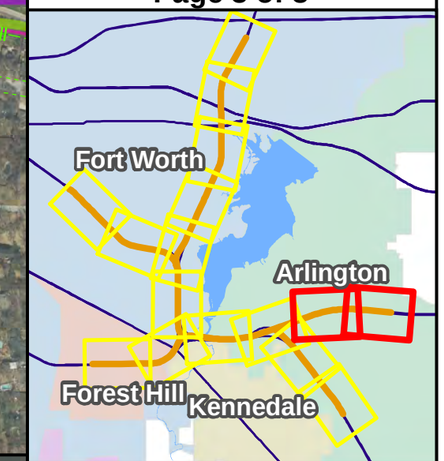

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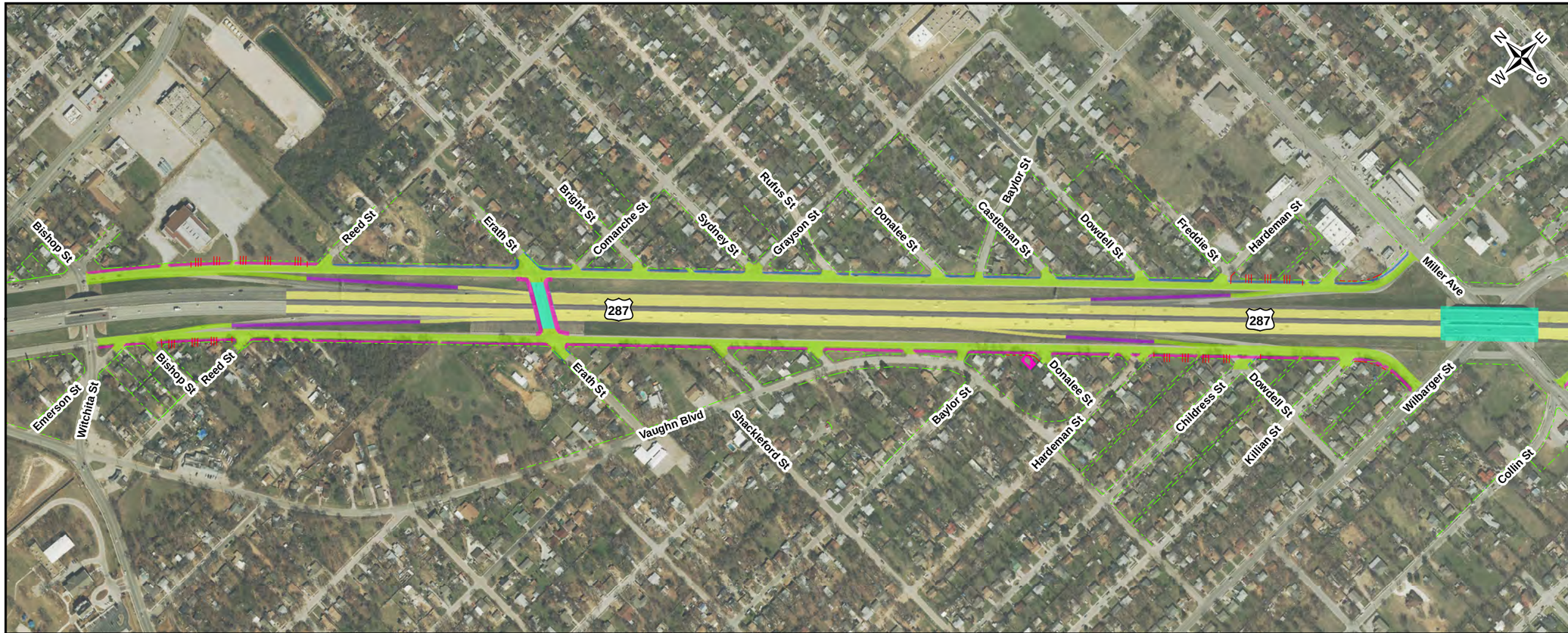

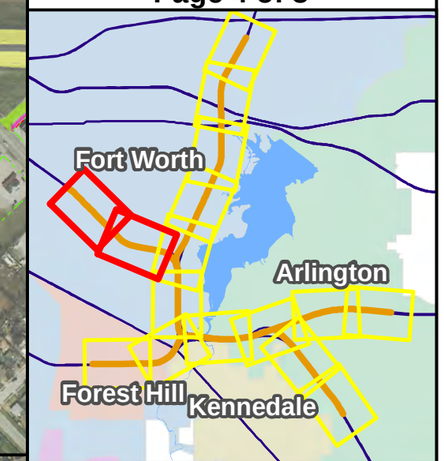

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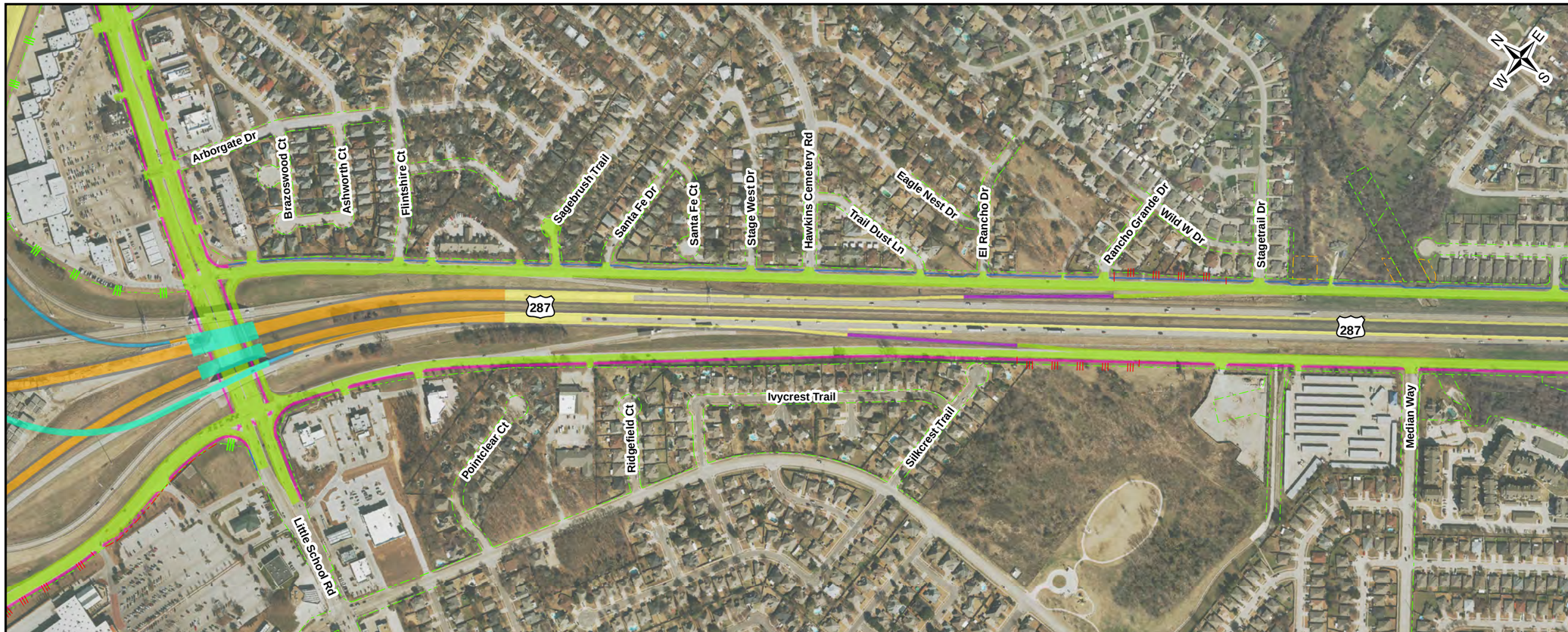

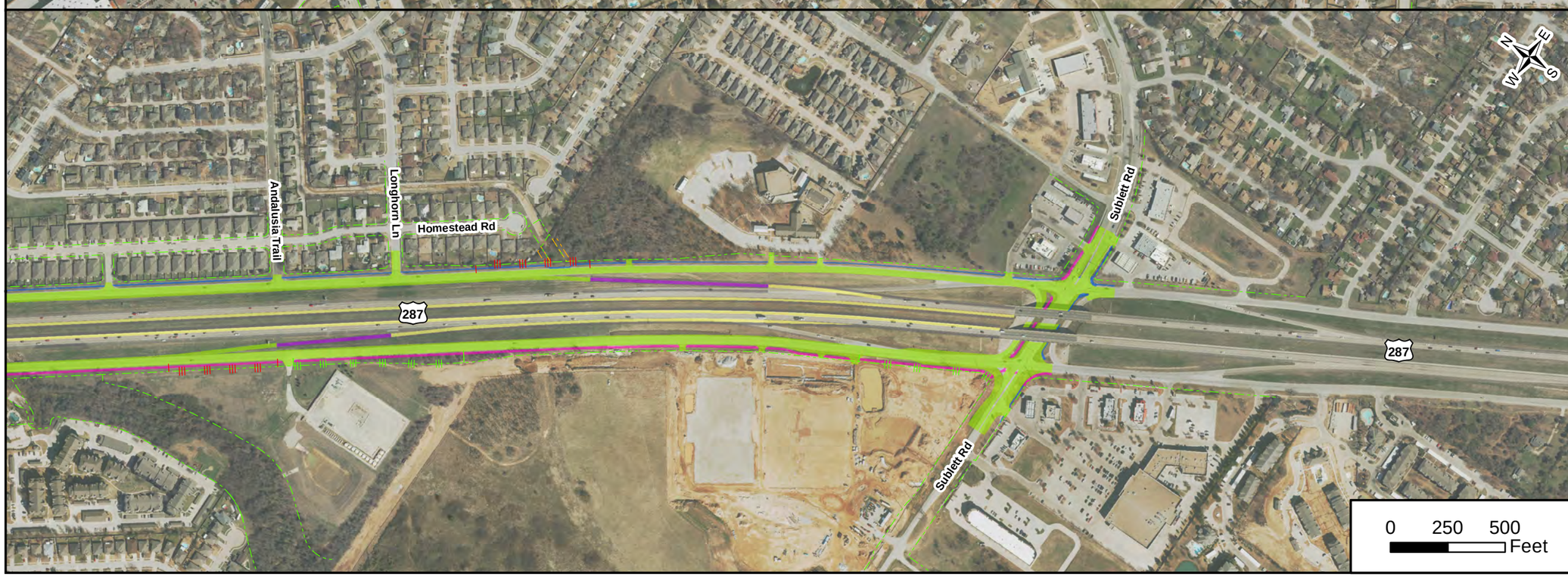

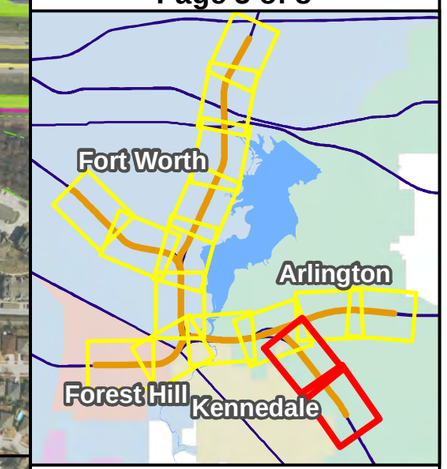

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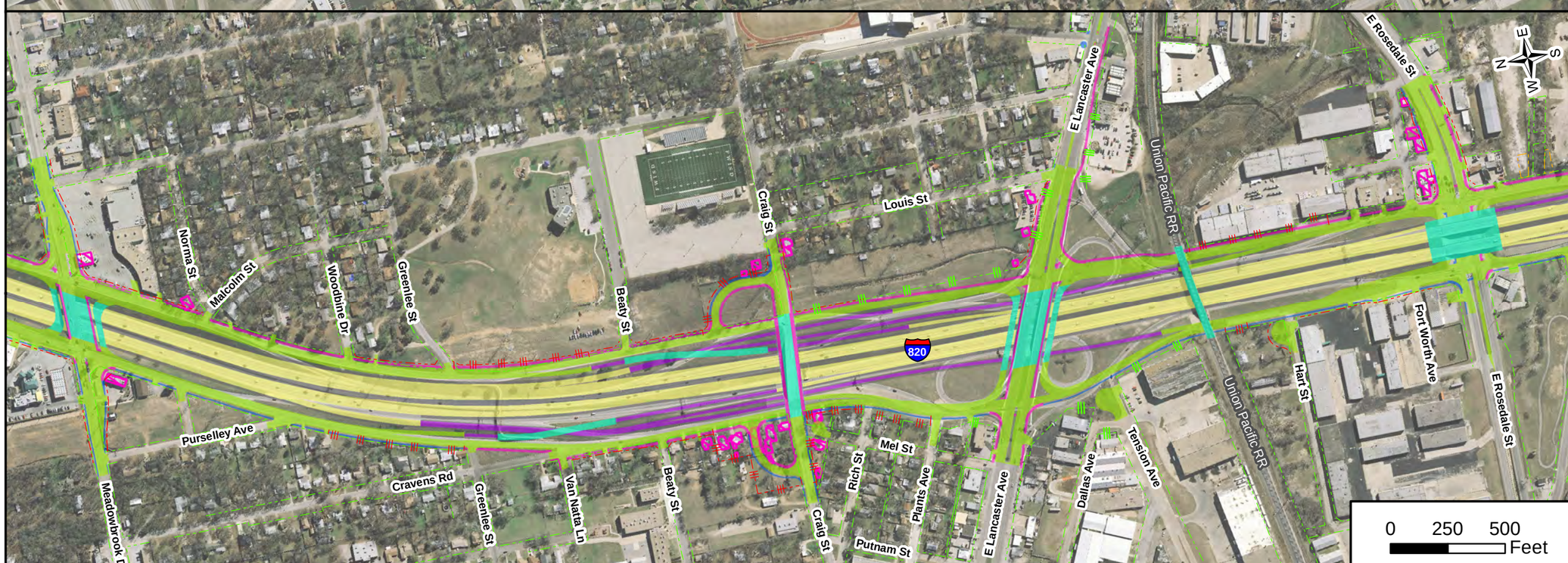

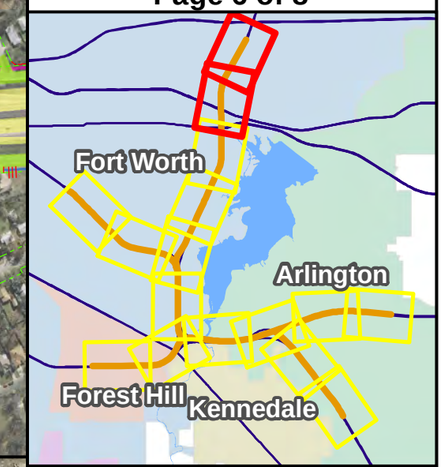

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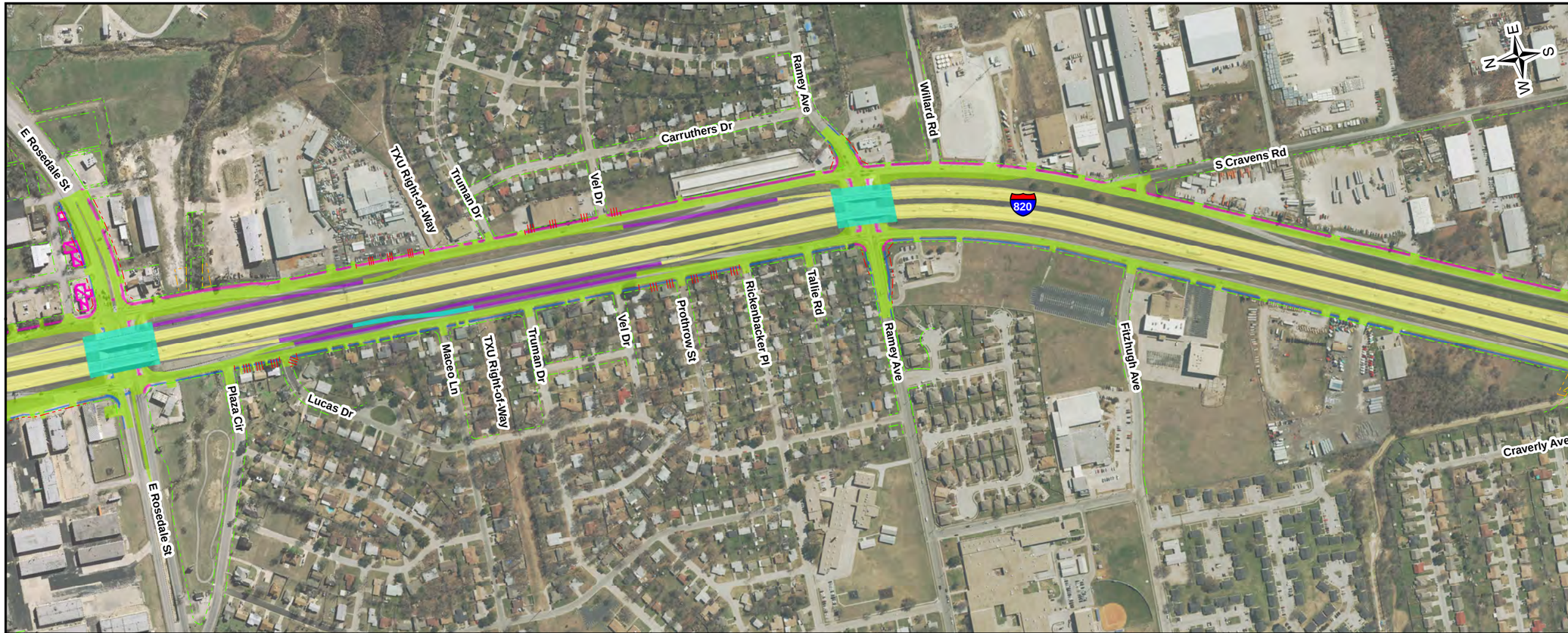

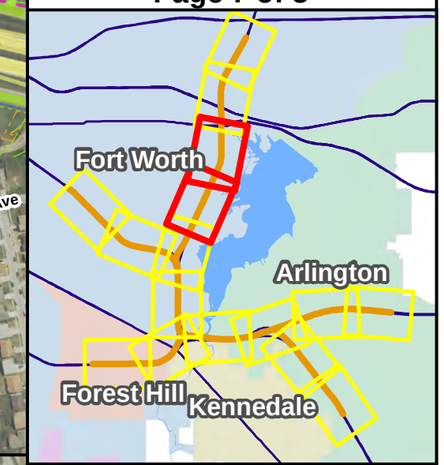

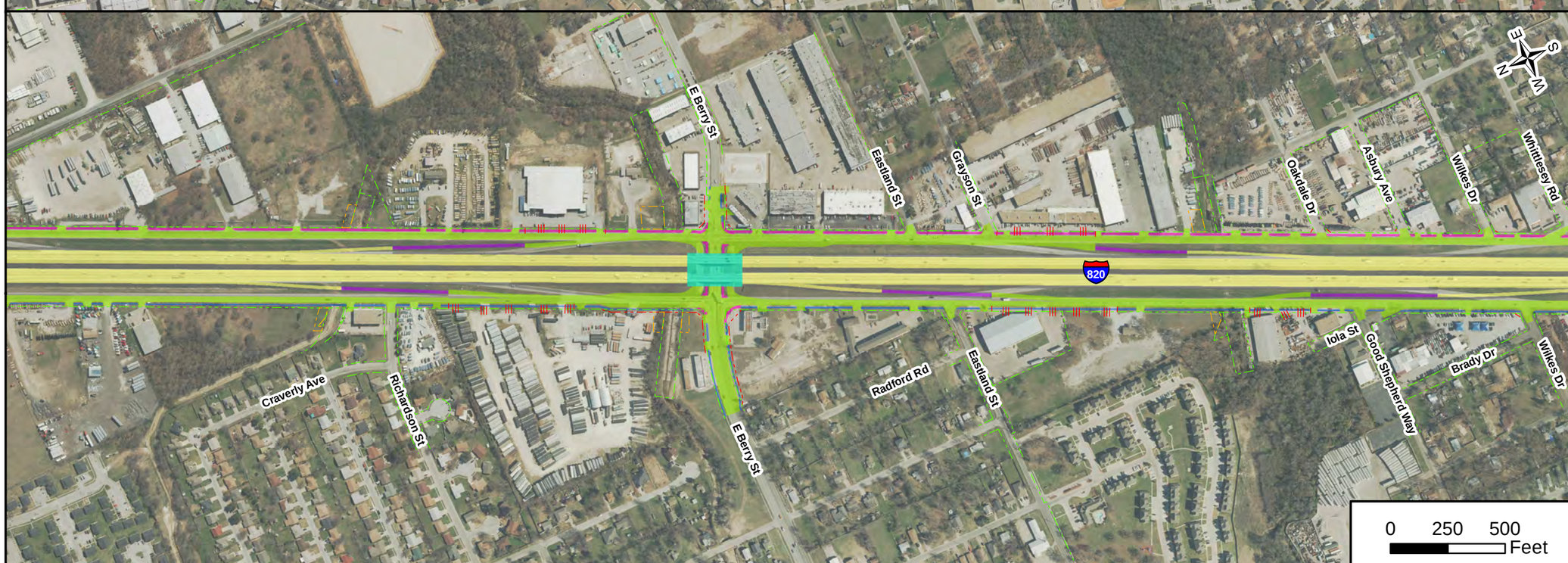

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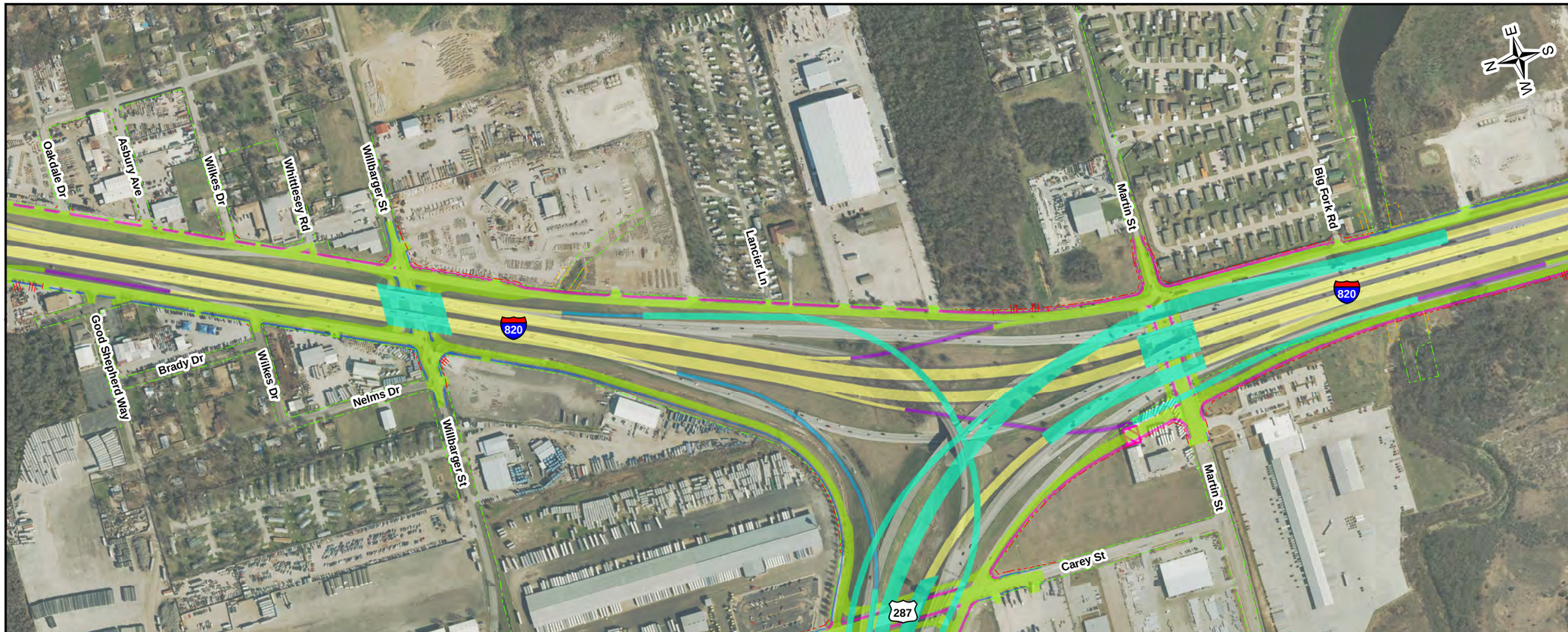

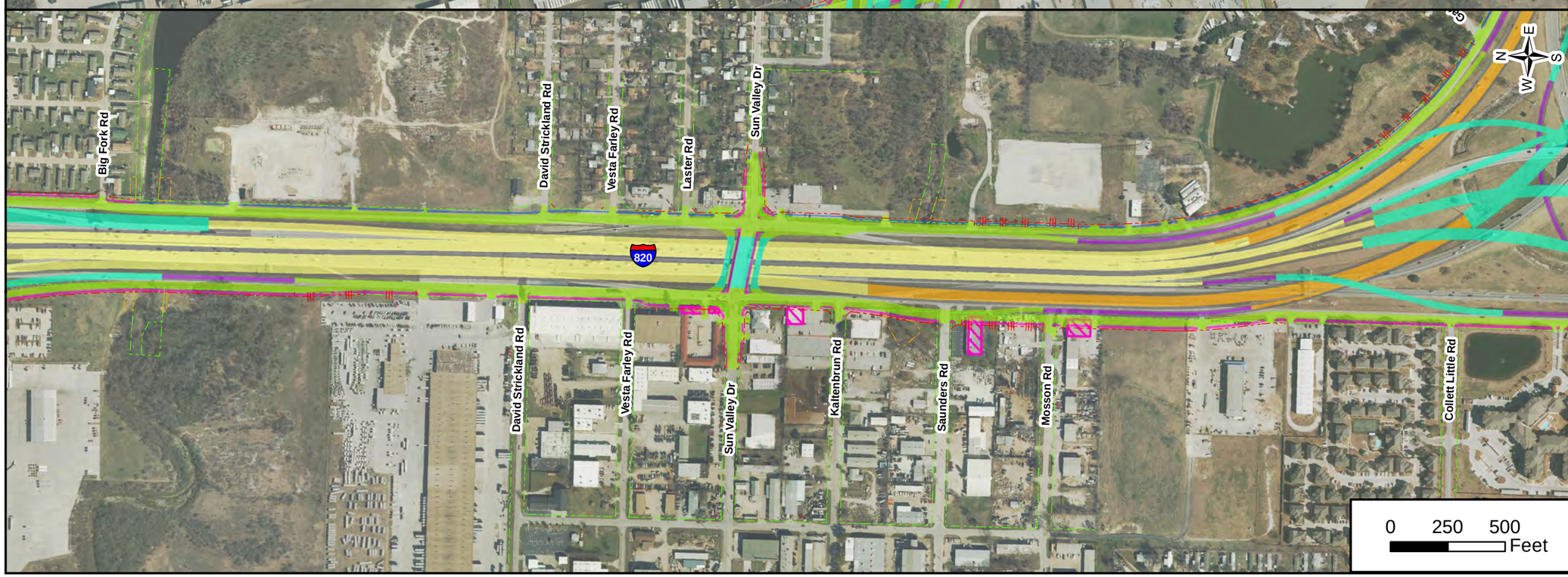

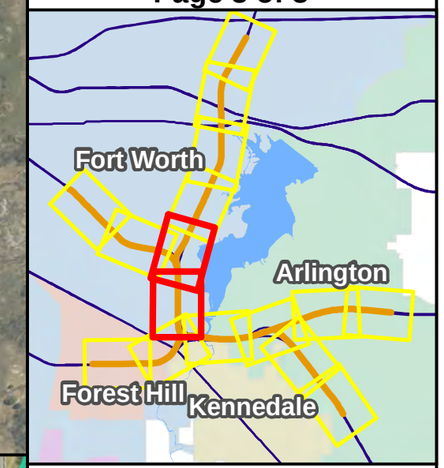

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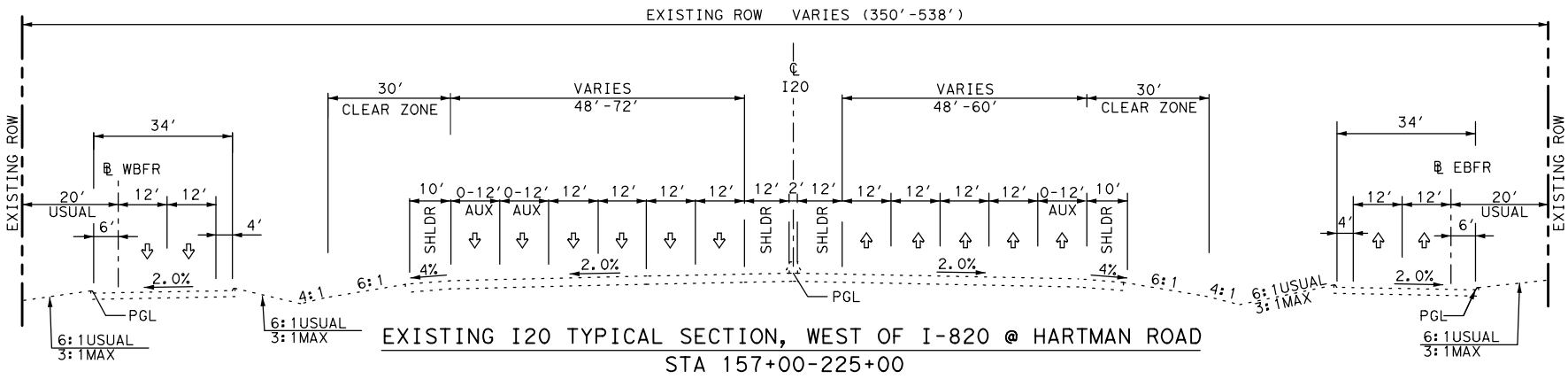
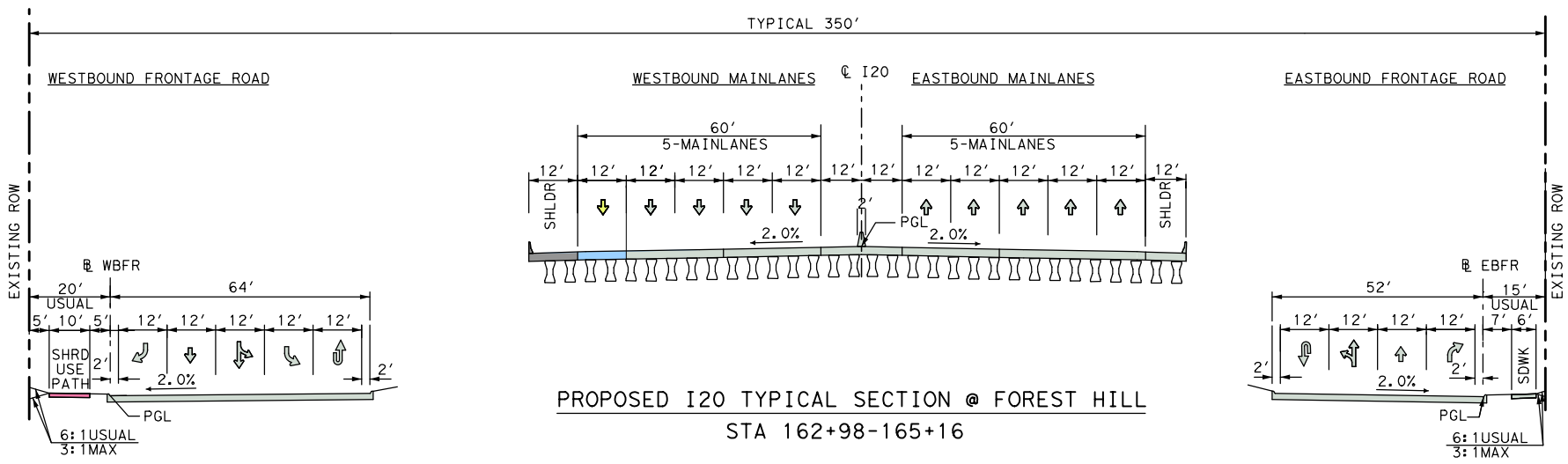
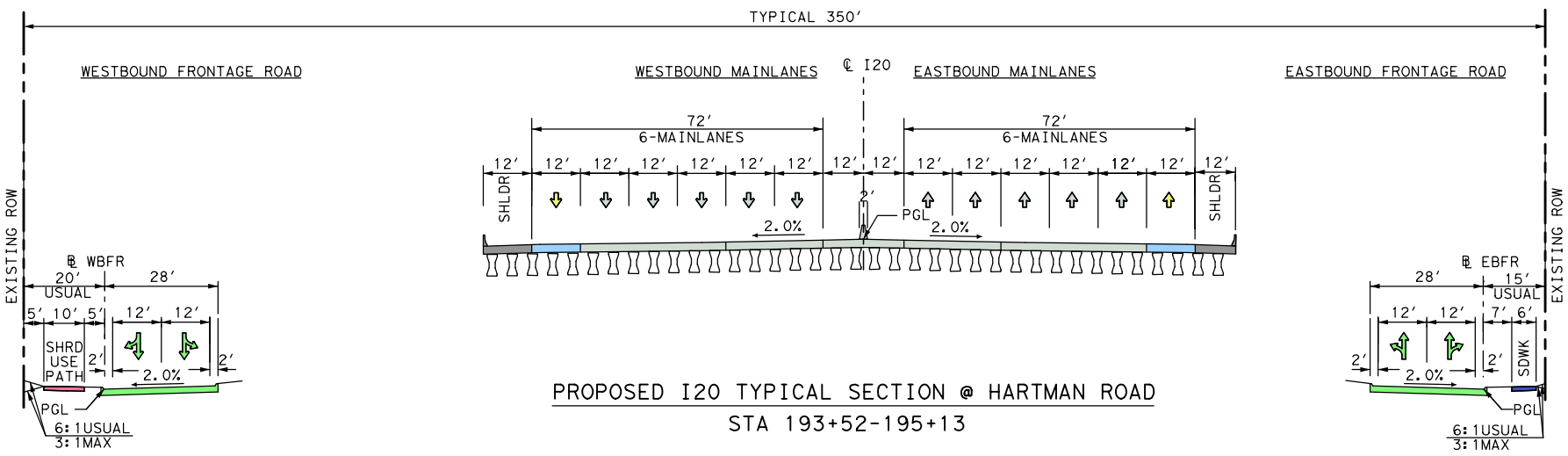
Based on 100% Design Submitted August 2020

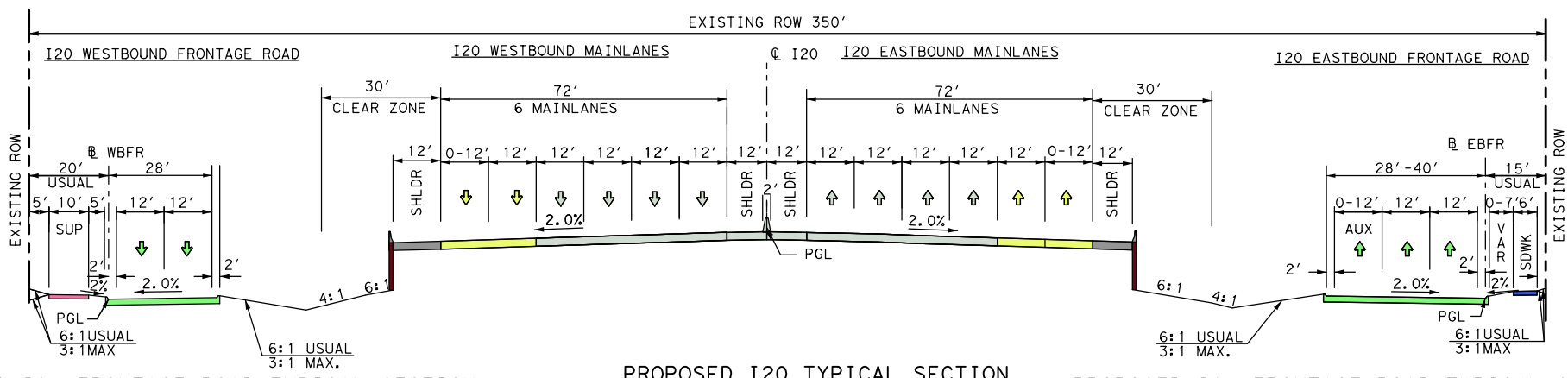
Appendix D – Typical Sections

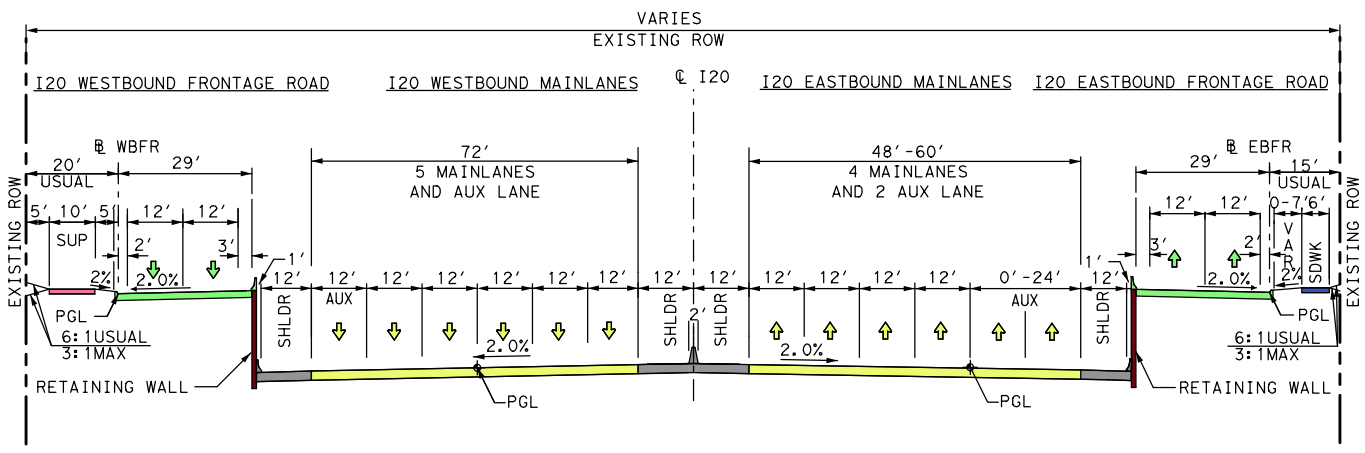
MAINLANES

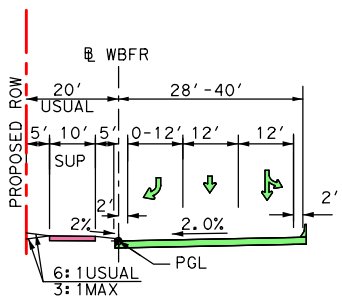




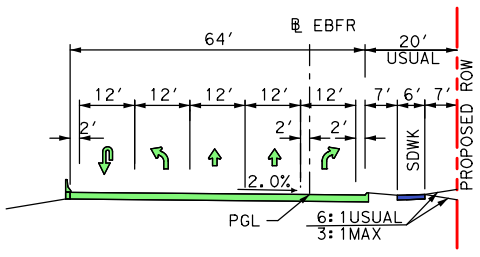








PROPOSED FRONTAGE ROAD TYPICAL SECTION
WITH TURN LANES WITH PROPOSED ROW
WBFR STA 221+24.90-222+11.93

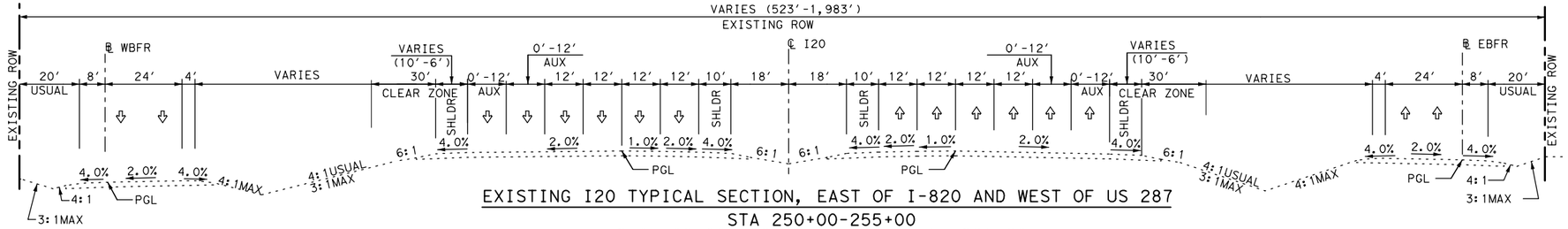


PROPOSED FRONTAGE ROAD TYPICAL SECTION
WITH TURN LANES WITH PROPOSED ROW
EBFR STA 214+00-216+85

APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
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

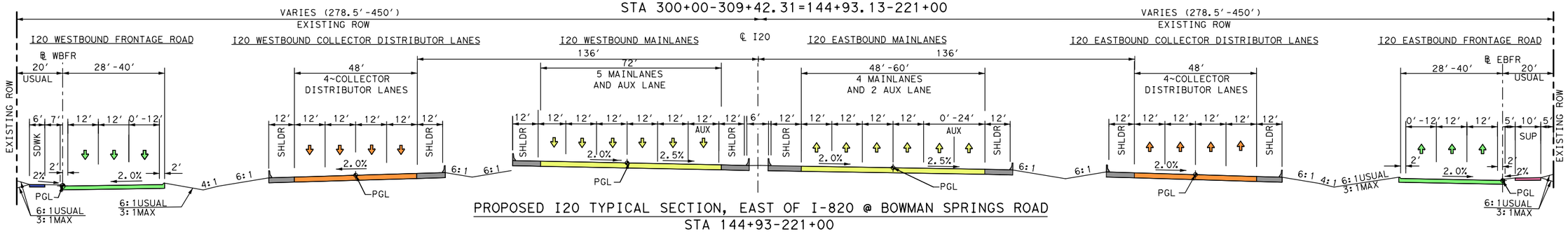
MAINLANES

APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
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



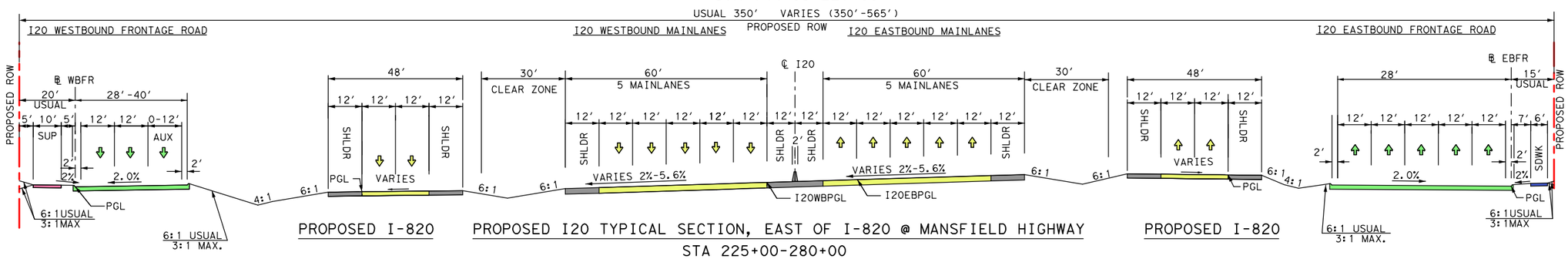
EXISTING I20 TYPICAL SECTION, EAST OF I-820 AND WEST OF US 287

STA 250+00-255+00
STA 300+00-309+42.31=144+93.13-221+00



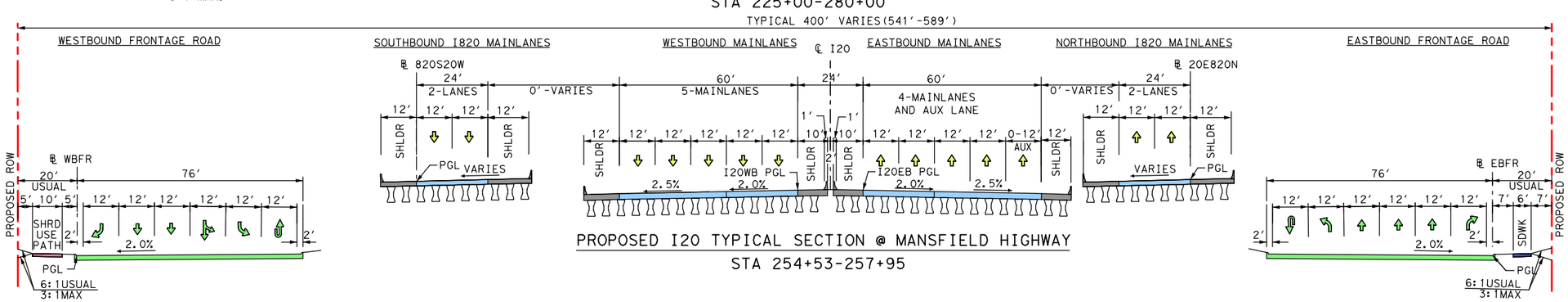
PROPOSED I20 TYPICAL SECTION, EAST OF I-820 @ BOWMAN SPRINGS ROAD

STA 144+93-221+00



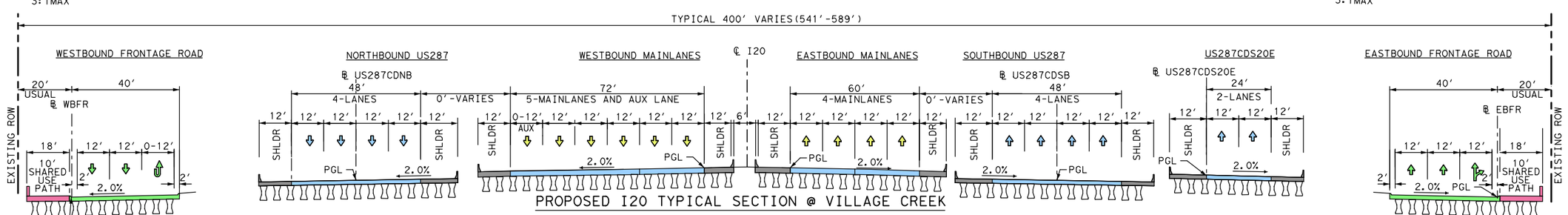
PROPOSED I20 TYPICAL SECTION, EAST OF I-820 @ MANSFIELD HIGHWAY

STA 225+00-280+00



PROPOSED I20 TYPICAL SECTION @ MANSFIELD HIGHWAY

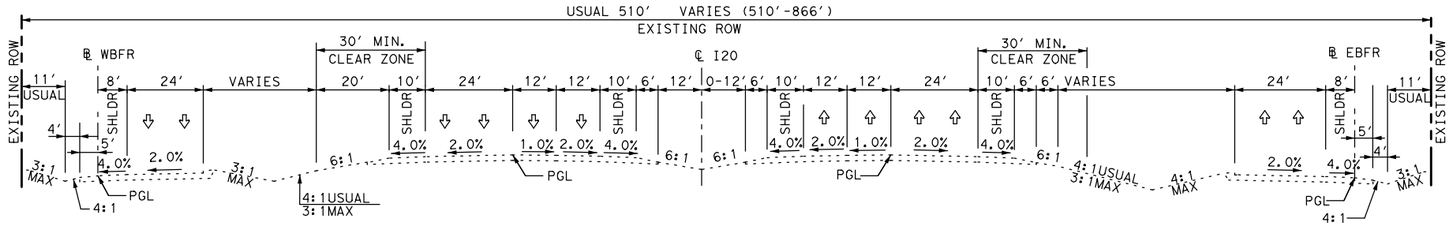
STA 254+53-257+95



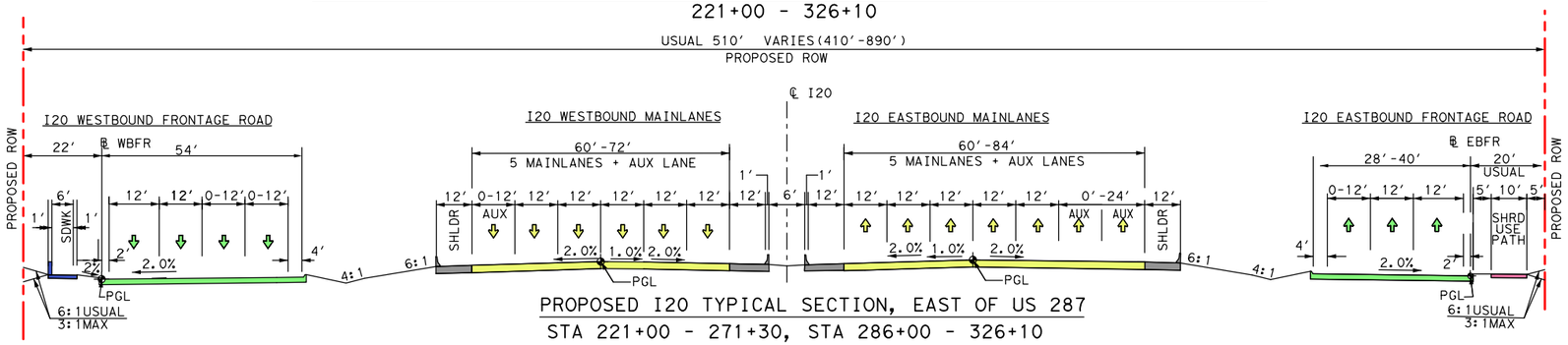
PROPOSED I20 TYPICAL SECTION @ VILLAGE CREEK

STA 287+55-299+42

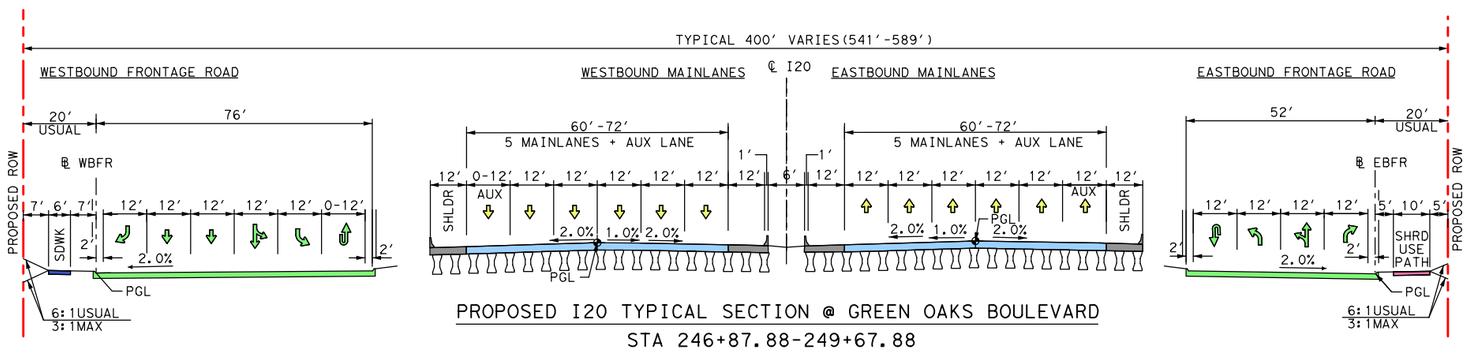
MAINLANES



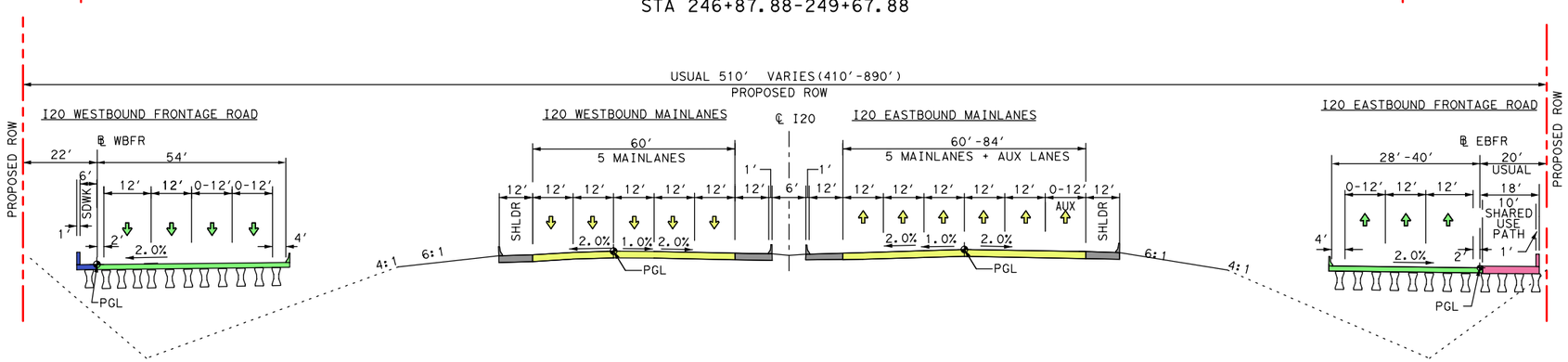
EXISTING I20 TYPICAL SECTION, EAST OF US 287 @ LITTLE RD @ KELLY ELLIOTT ROAD
221+00 - 326+10



PROPOSED I20 TYPICAL SECTION, EAST OF US 287
STA 221+00 - 271+30, STA 286+00 - 326+10



PROPOSED I20 TYPICAL SECTION @ GREEN OAKS BOULEVARD
STA 246+87.88-249+67.88



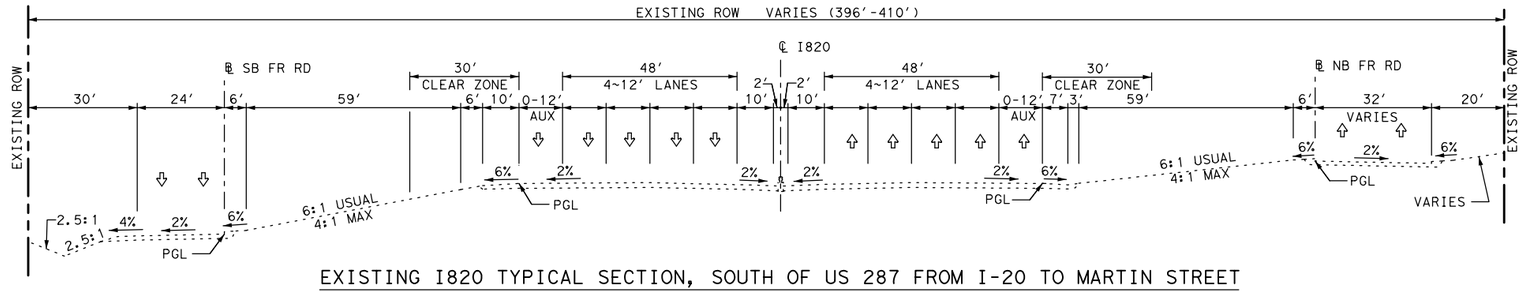
PROPOSED I20 FRONTAGE ROAD TYPICAL SECTION
STA 271+30 - 330+87.14

PROPOSED I20 TYPICAL SECTION OVER KEE BRANCH
STA 271+30 - 286+00

PROPOSED I20 FRONTAGE ROAD TYPICAL SECTION
STA 271+30 - 330+87.14

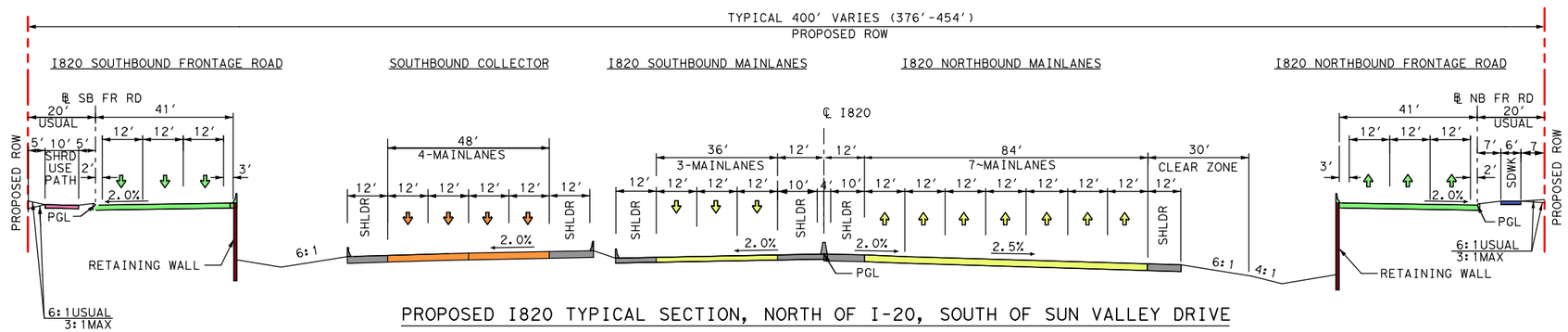
APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
I-20 FROM FOREST HILL DRIVE TO
PARK SPRINGS BOULEVARD
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD
US 287 FROM BISHOP STREET TO SUBLETT ROAD

MAINLANES



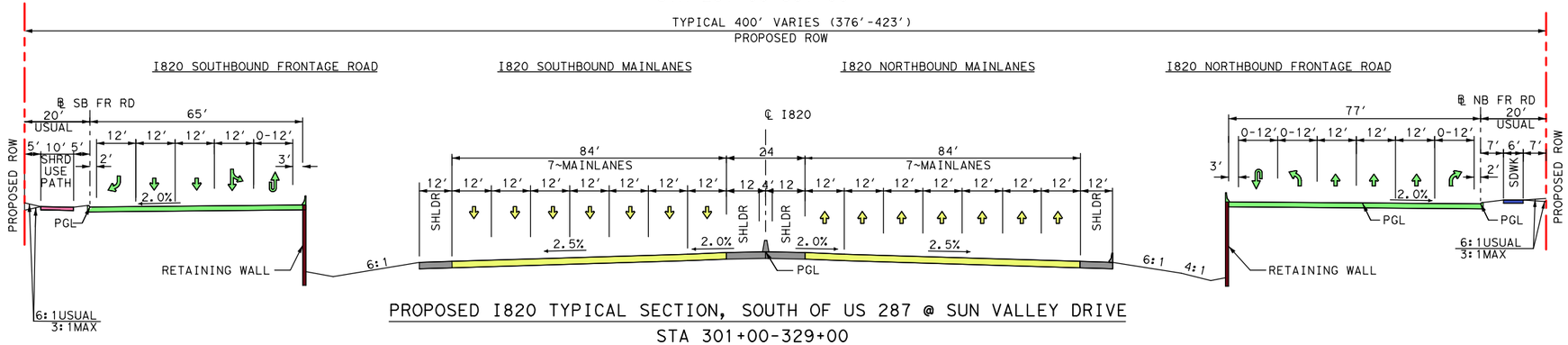
EXISTING I820 TYPICAL SECTION, SOUTH OF US 287 FROM I-20 TO MARTIN STREET

STA 291+00-338+00



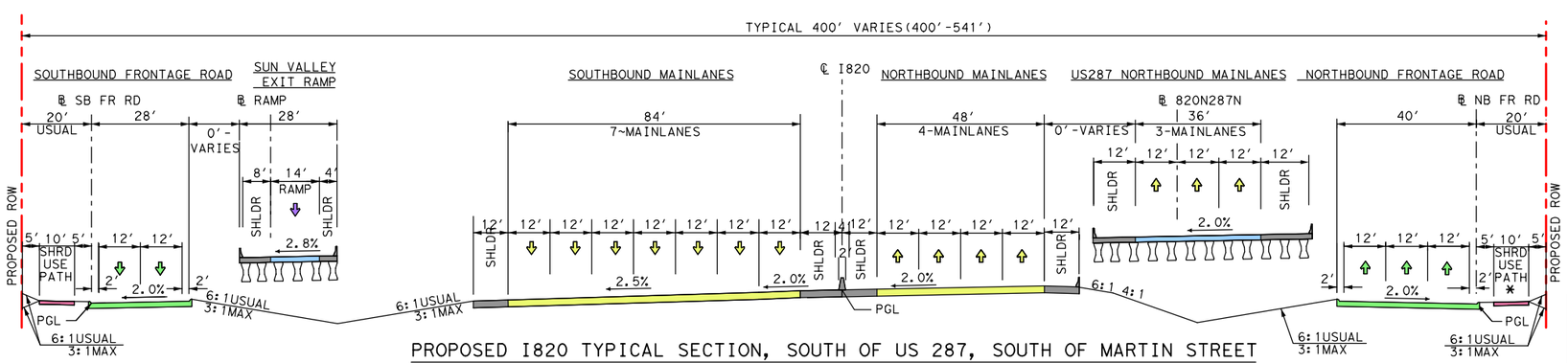
PROPOSED I820 TYPICAL SECTION, NORTH OF I-20, SOUTH OF SUN VALLEY DRIVE

STA 291+00-301+00



PROPOSED I820 TYPICAL SECTION, SOUTH OF US 287 @ SUN VALLEY DRIVE

STA 301+00-329+00



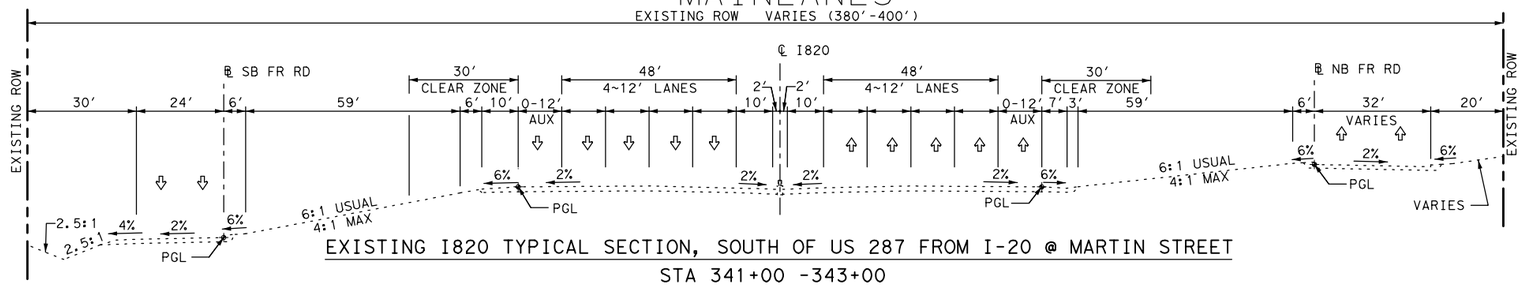
PROPOSED I820 TYPICAL SECTION, SOUTH OF US 287, SOUTH OF MARTIN STREET

STA 329+00-341+00

*SIDEWALK FROM 329+00 TO 332+40

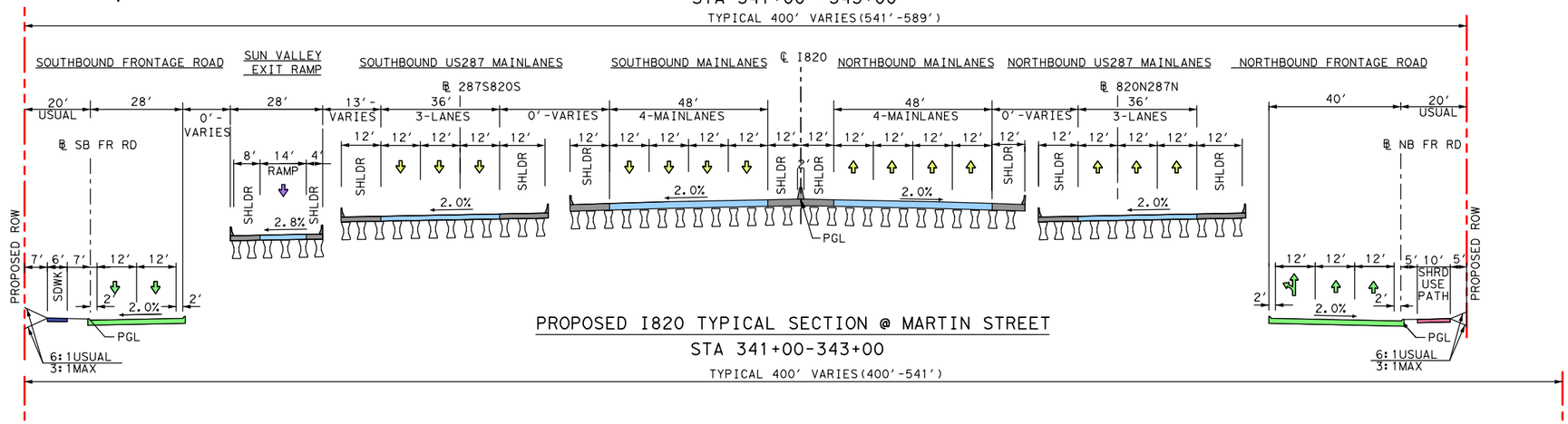
APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
I-20 FROM FOREST HILL DRIVE TO
PARK SPRINGS BOULEVARD
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD
US 287 FROM BISHOP STREET TO SUBLETT ROAD

MAINLANES



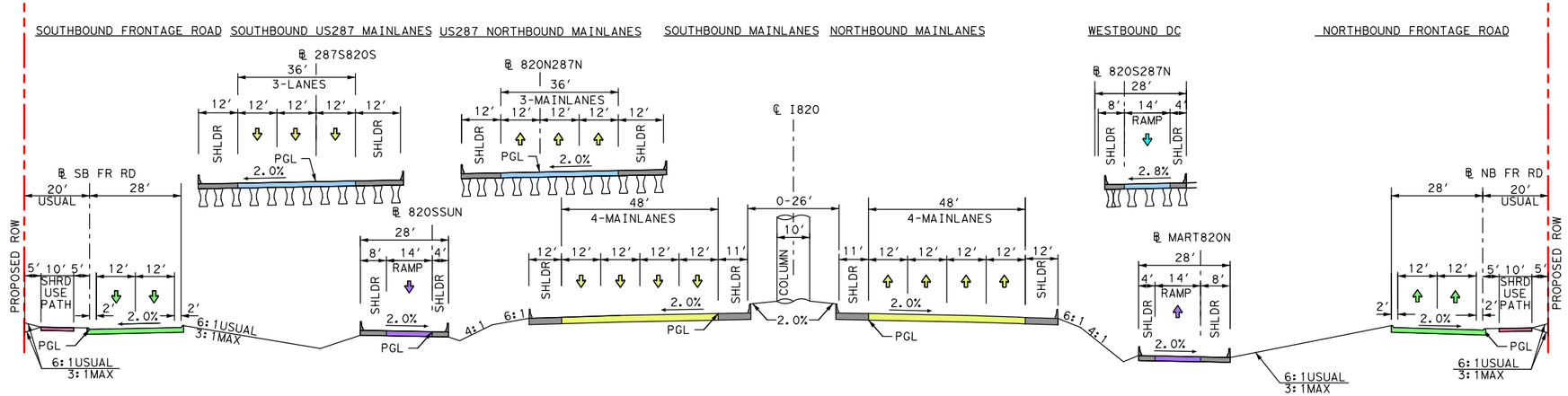
EXISTING I820 TYPICAL SECTION, SOUTH OF US 287 FROM I-20 @ MARTIN STREET

STA 341+00 -343+00



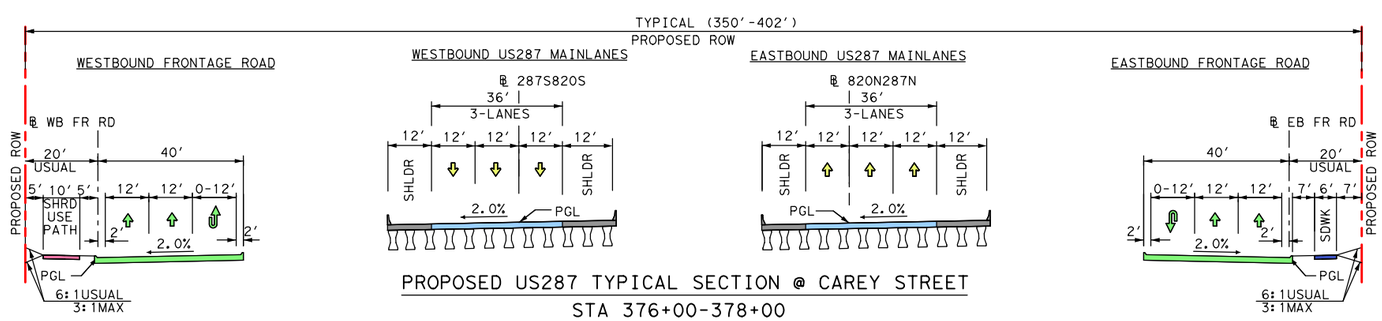
PROPOSED I820 TYPICAL SECTION @ MARTIN STREET

STA 341+00-343+00



PROPOSED I820 TYPICAL SECTION

STA 343+00-358+00

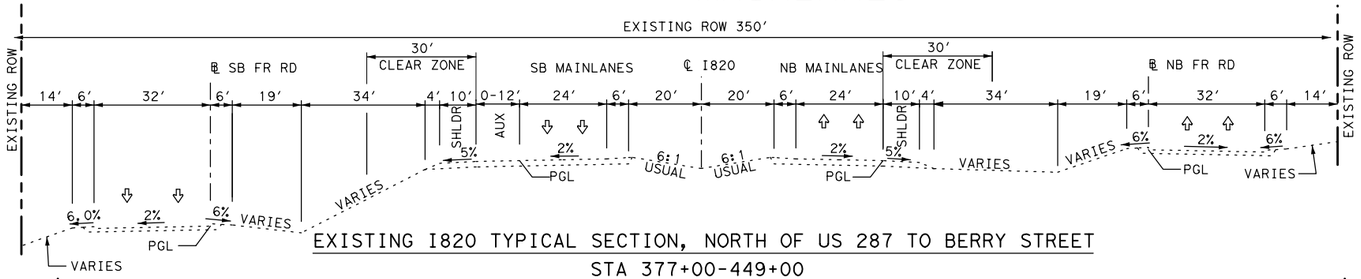


PROPOSED US287 TYPICAL SECTION @ CAREY STREET

STA 376+00-378+00

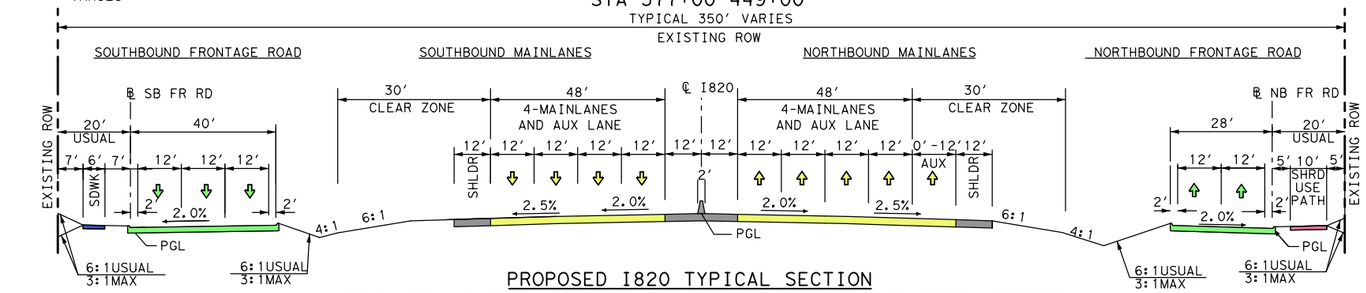
APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
I-20 FROM FOREST HILL DRIVE TO
PARK SPRINGS BOULEVARD
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD
US 287 FROM BISHOP STREET TO SUBLETT ROAD

MAINLANES



EXISTING I820 TYPICAL SECTION, NORTH OF US 287 TO BERRY STREET

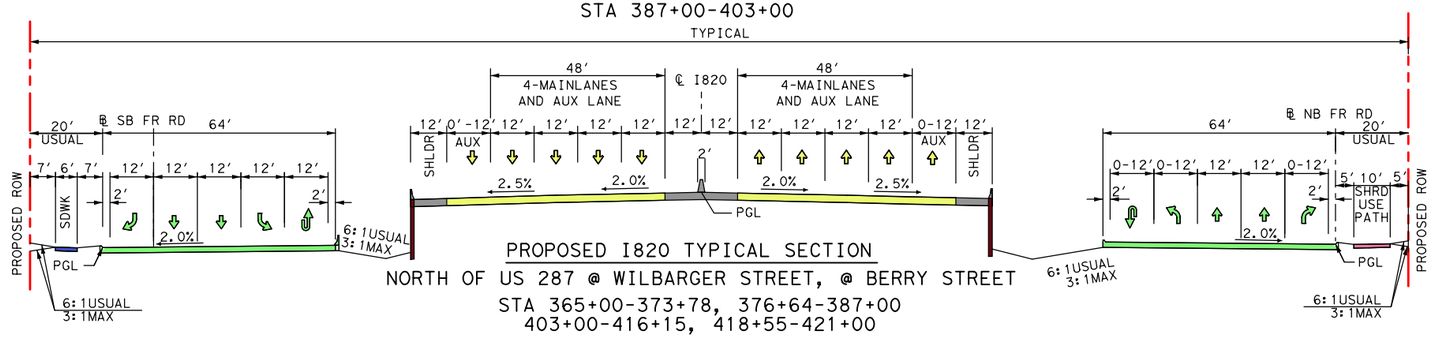
STA 377+00-449+00



PROPOSED I820 TYPICAL SECTION

NORTH OF US 287, BETWEEN WILBARGER STREET AND BERRY STREET

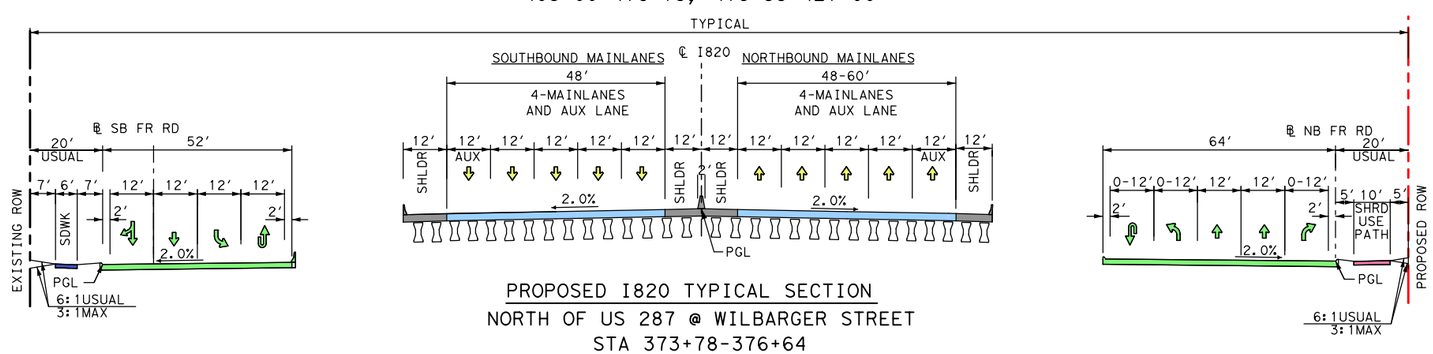
STA 387+00-403+00



PROPOSED I820 TYPICAL SECTION

NORTH OF US 287 @ WILBARGER STREET, @ BERRY STREET

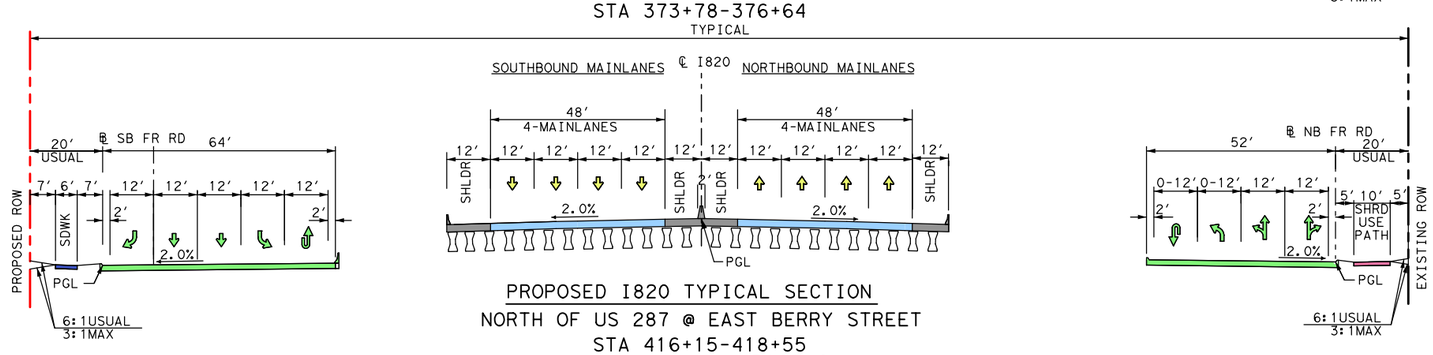
STA 365+00-373+78, 376+64-387+00
403+00-416+15, 418+55-421+00



PROPOSED I820 TYPICAL SECTION

NORTH OF US 287 @ WILBARGER STREET

STA 373+78-376+64



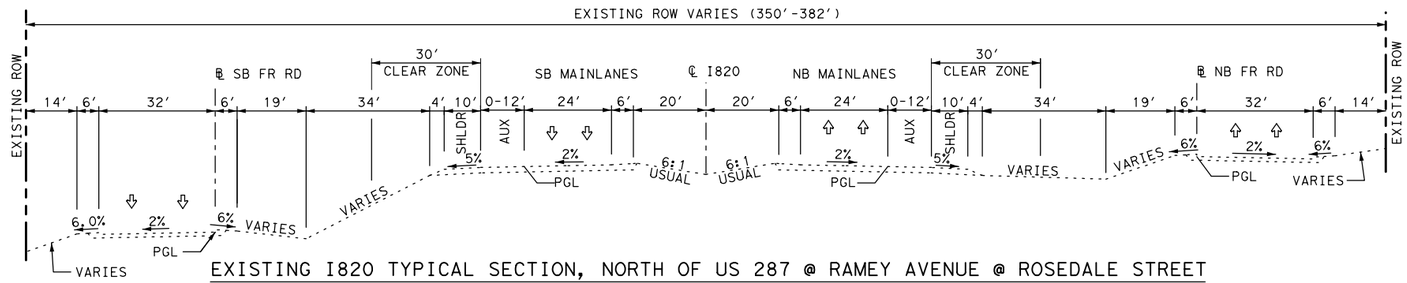
PROPOSED I820 TYPICAL SECTION

NORTH OF US 287 @ EAST BERRY STREET

STA 416+15-418+55

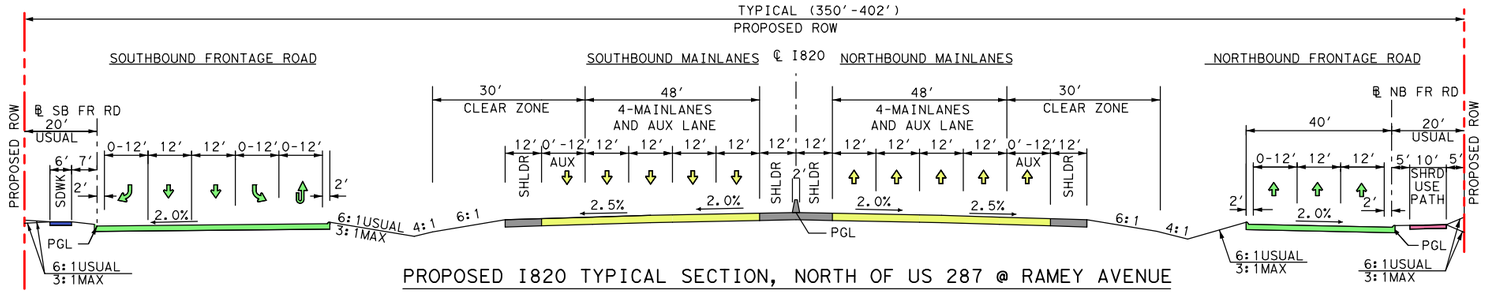
APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
I-20 FROM FOREST HILL DRIVE TO
PARK SPRINGS BOULEVARD
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD
US 287 FROM BISHOP STREET TO SUBLETT ROAD

MAINLANES



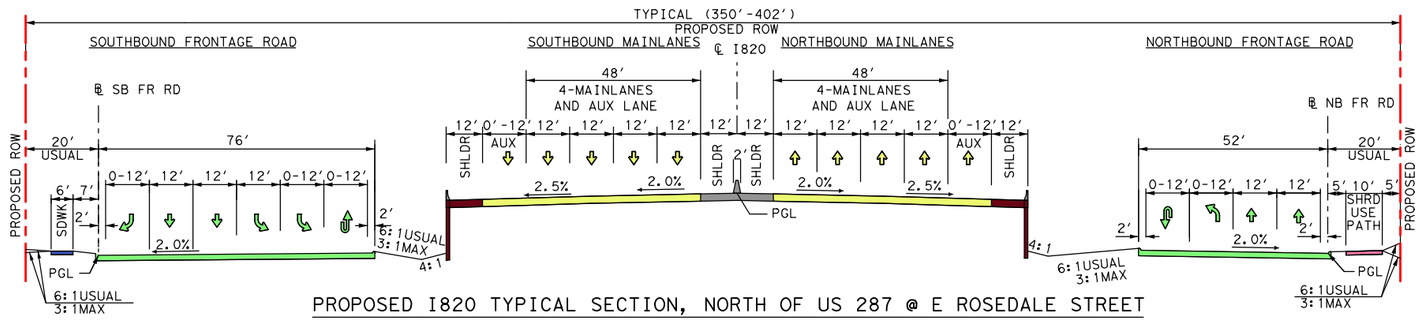
EXISTING I820 TYPICAL SECTION, NORTH OF US 287 @ RAMEY AVENUE @ ROSEDALE STREET

STA 421+00-508+00



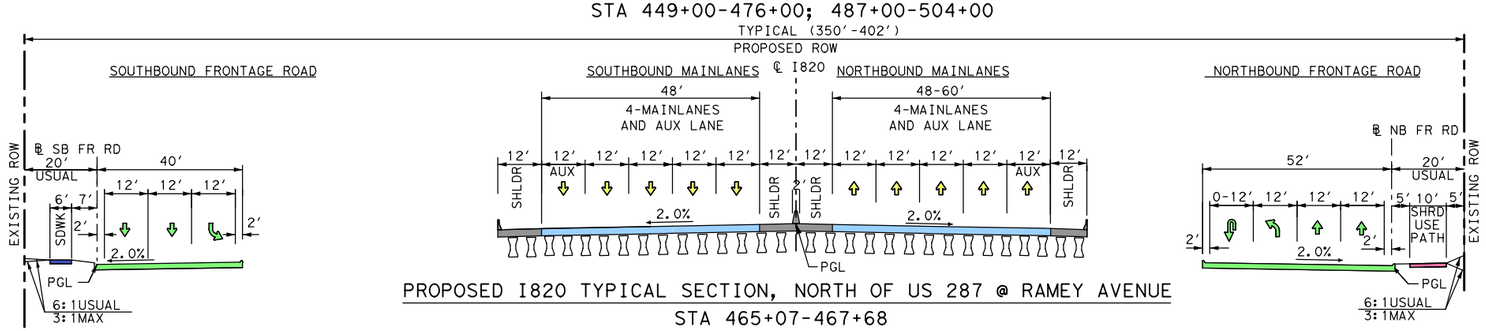
PROPOSED I820 TYPICAL SECTION, NORTH OF US 287 @ RAMEY AVENUE

STA 421+00-449+00, 476+00-487+00



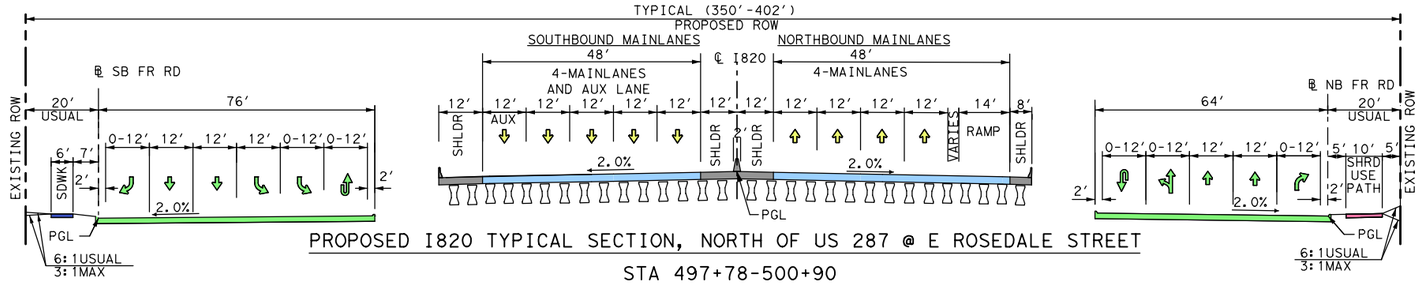
PROPOSED I820 TYPICAL SECTION, NORTH OF US 287 @ E ROSEDALE STREET

STA 449+00-476+00; 487+00-504+00



PROPOSED I820 TYPICAL SECTION, NORTH OF US 287 @ RAMEY AVENUE

STA 465+07-467+68

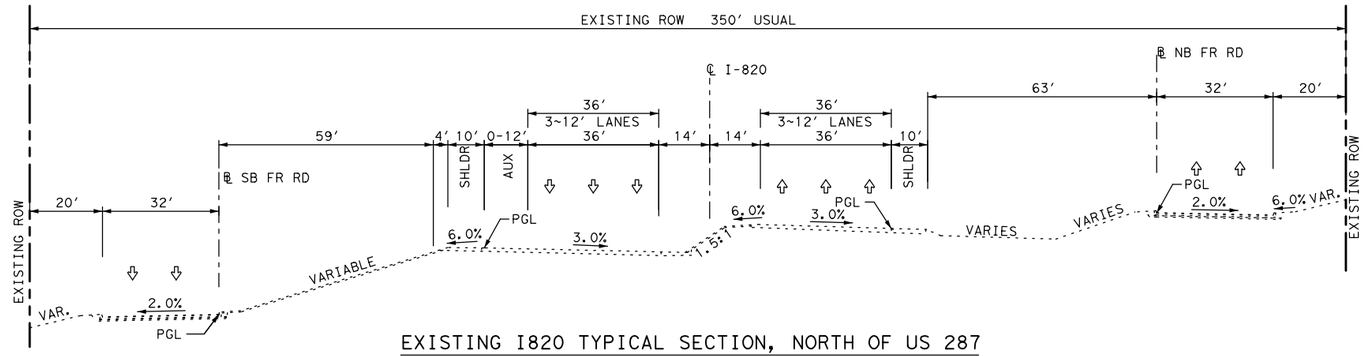


PROPOSED I820 TYPICAL SECTION, NORTH OF US 287 @ E ROSEDALE STREET

STA 497+78-500+90

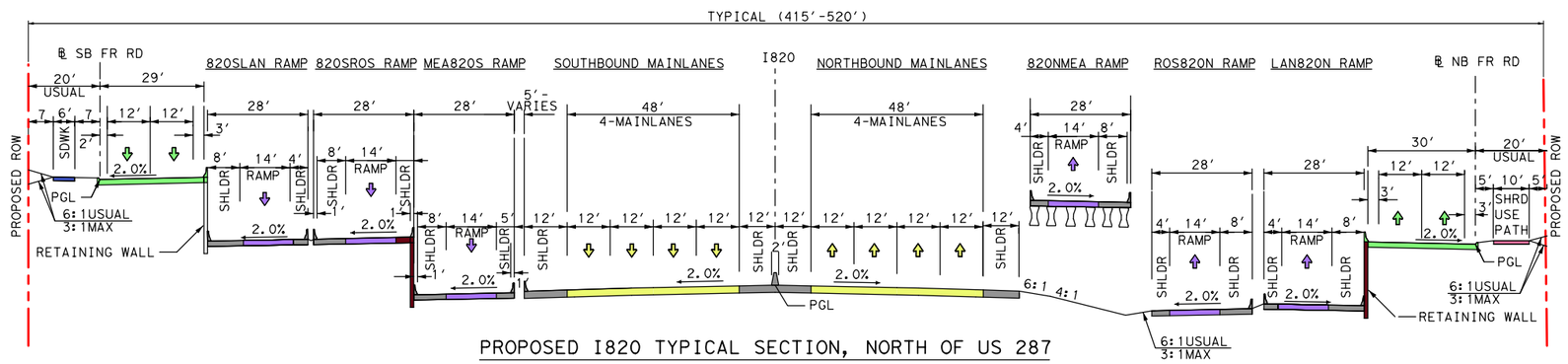
APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
I-20 FROM FOREST HILL DRIVE TO PARK SPRINGS BOULEVARD
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD
US 287 FROM BISHOP STREET TO SUBLETT ROAD

MAINLANES



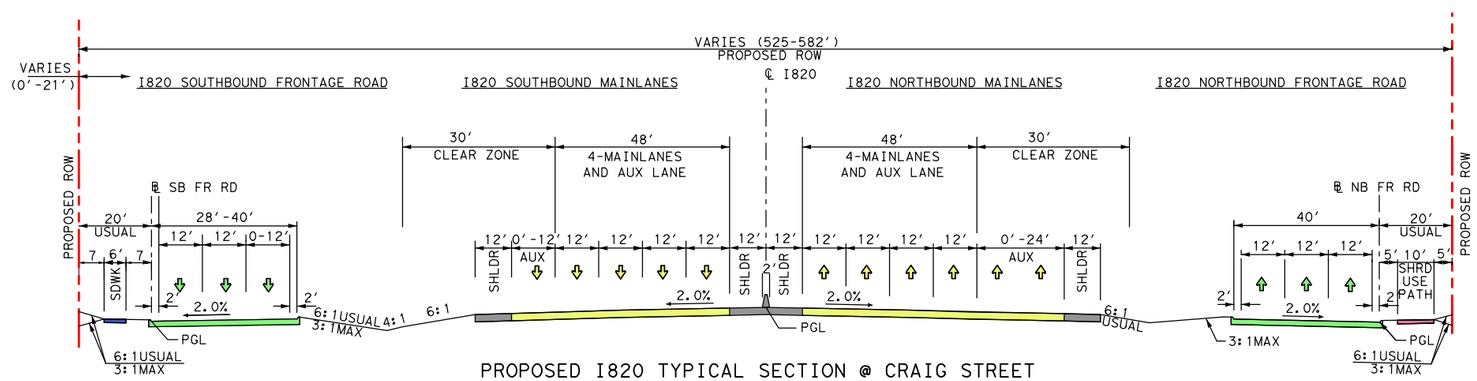
EXISTING I820 TYPICAL SECTION, NORTH OF US 287

STA 542+00 -553+00



PROPOSED I820 TYPICAL SECTION, NORTH OF US 287

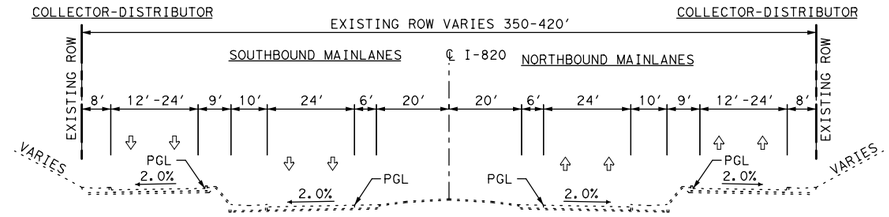
STA 524+00-537+00



PROPOSED I820 TYPICAL SECTION @ CRAIG STREET

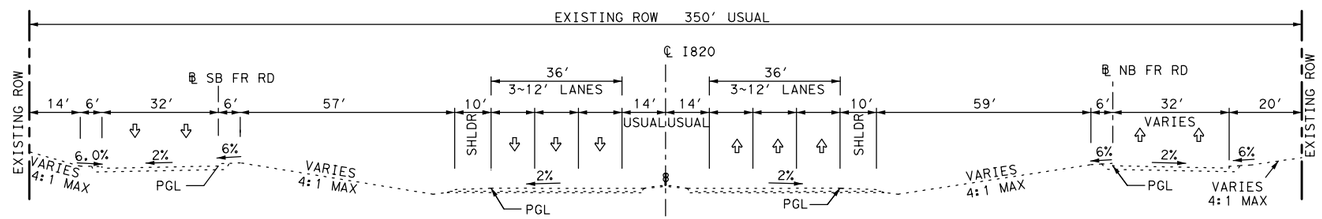
STA 567+00-579+50

APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
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



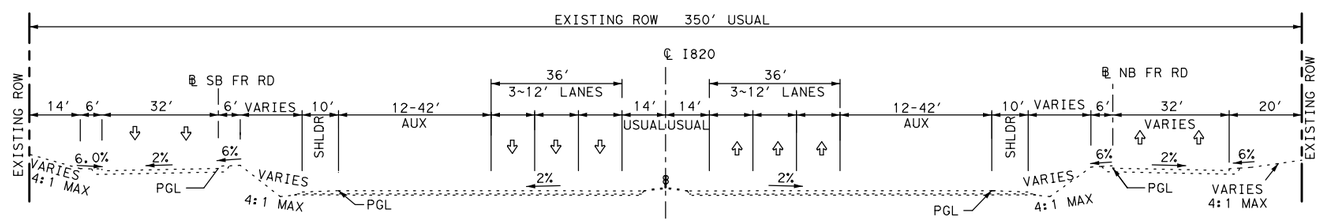
EXISTING I820 TYPICAL SECTION UNDER UPRR

STA 508+00-542+00



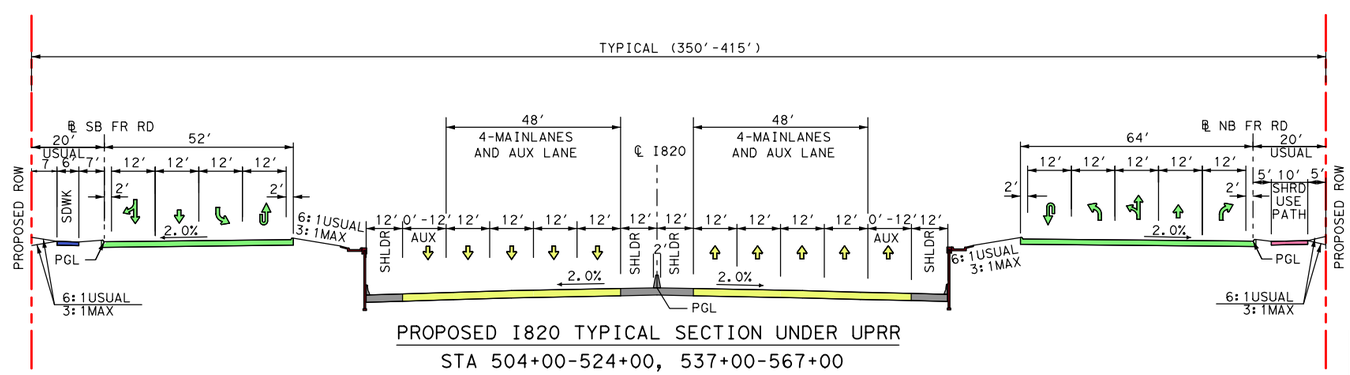
EXISTING I820 TYPICAL SECTION @ MEADOWBROOK DRIVE

STA 553+00 -568+00



EXISTING I820 TYPICAL SECTION NORTH OF MEADOWBROOK DRIVE

STA 568+00 -579+50

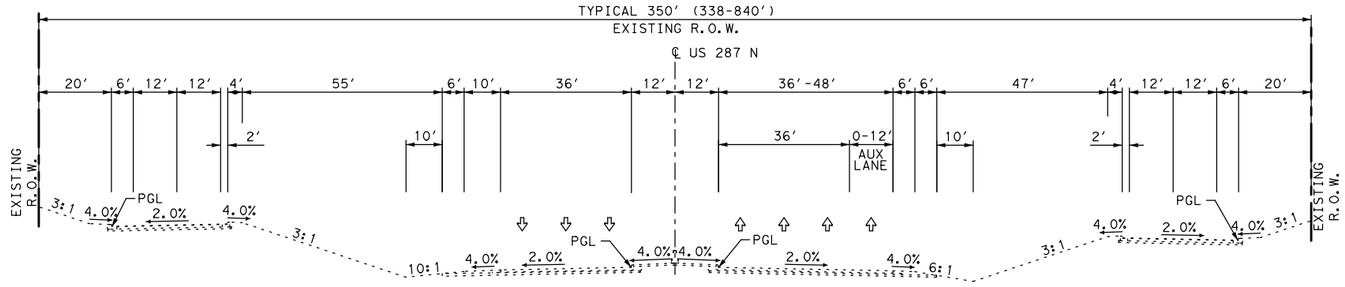


PROPOSED I820 TYPICAL SECTION UNDER UPRR

STA 504+00-524+00, 537+00-567+00

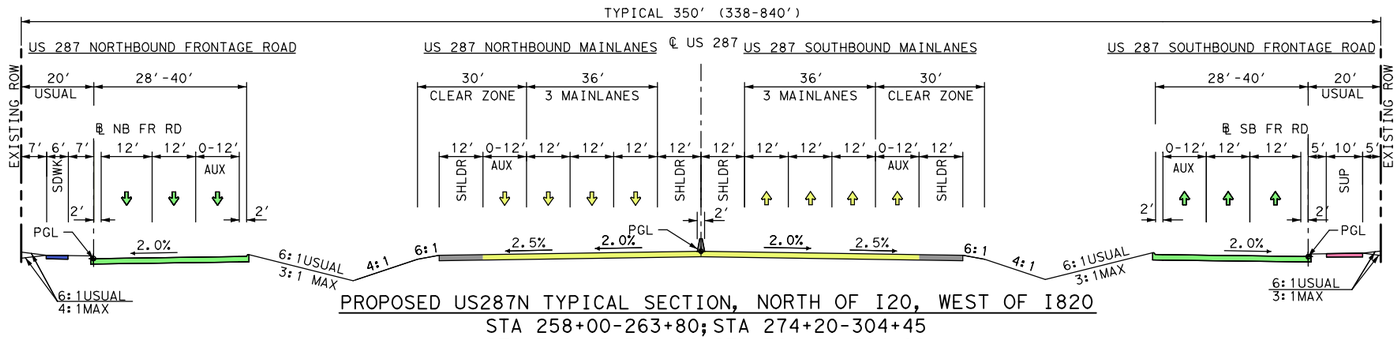
APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
I-20 FROM FOREST HILL DRIVE TO
PARK SPRINGS BOULEVARD
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD
US 287 FROM BISHOP STREET TO SUBLETT ROAD

MAINLANES



EXISTING US 287 TYPICAL SECTION, NORTH OF I20, WEST OF I820

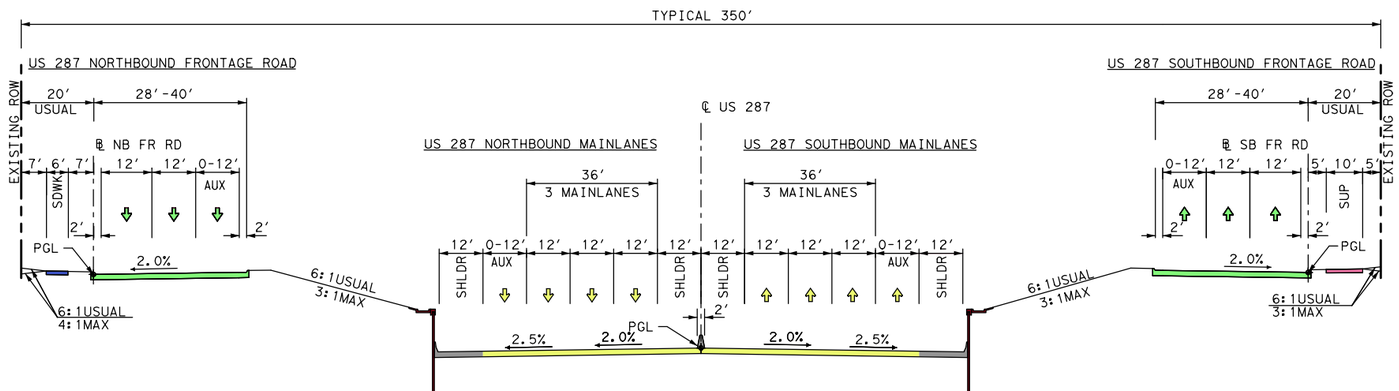
STA 258+00 - 364+00



PROPOSED US287N TYPICAL SECTION, NORTH OF I20, WEST OF I820

STA 258+00-263+80; STA 274+20-304+45

STA 318+45-349+90; STA 361+90-364+00



PROPOSED US287N TYPICAL SECTION, NORTH OF I-20, WEST OF I-820

@ ERATH STREET @ VILLAGE CREEK ROAD

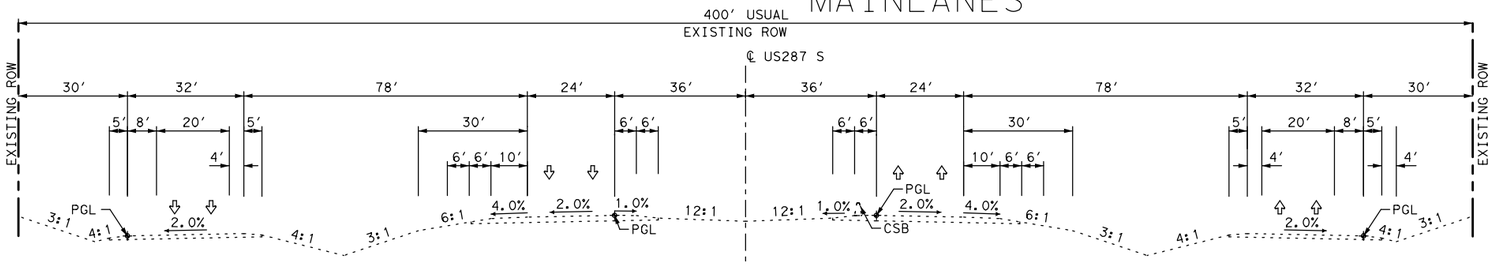
STA 263+80-274+20

STA 304+45-318+45

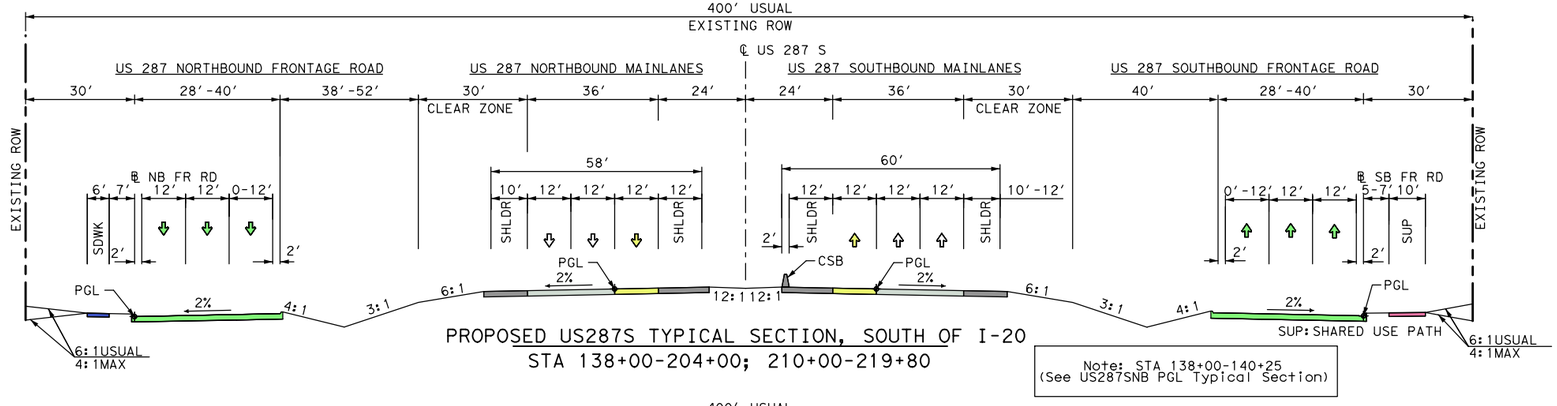
STA 349+90-361+90

APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
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

MAINLANES

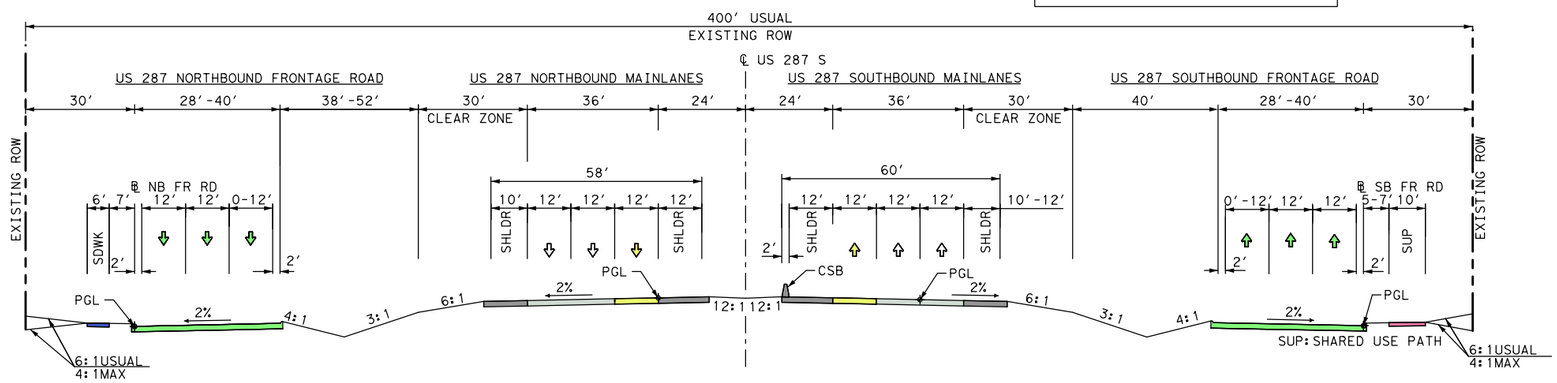


EXISTING US287 TYPICAL SECTION, SOUTH OF I-20
STA 136+00 - 219+80



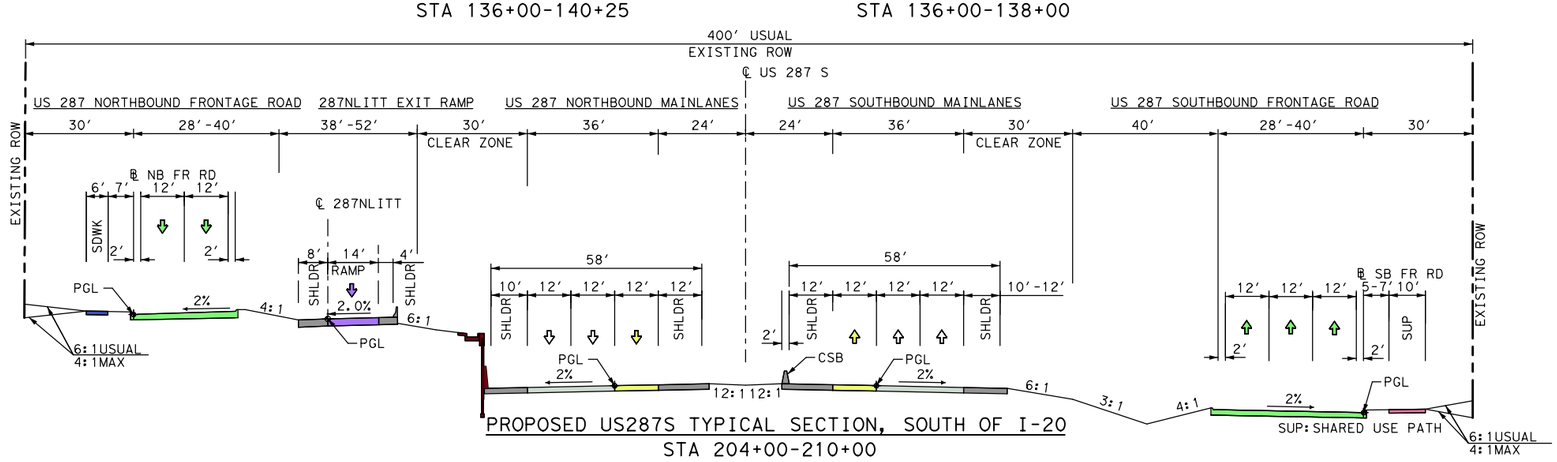
PROPOSED US287S TYPICAL SECTION, SOUTH OF I-20
STA 138+00-204+00; 210+00-219+80

Note: STA 138+00-140+25
(See US287SNB PGL Typical Section)



PROPOSED US287SNB TYPICAL SECTION, SOUTH OF I-20
STA 136+00-140+25

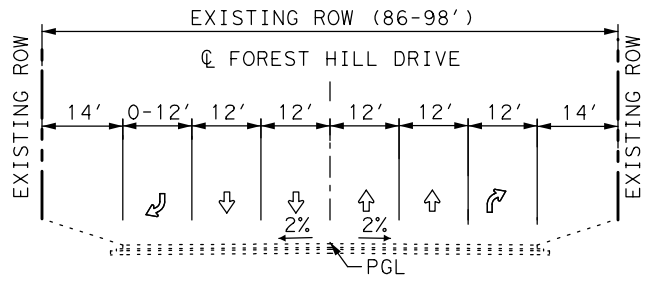
PROPOSED US287SSB TYPICAL SECTION, SOUTH OF I-20
STA 136+00-138+00



PROPOSED US287S TYPICAL SECTION, SOUTH OF I-20
STA 204+00-210+00

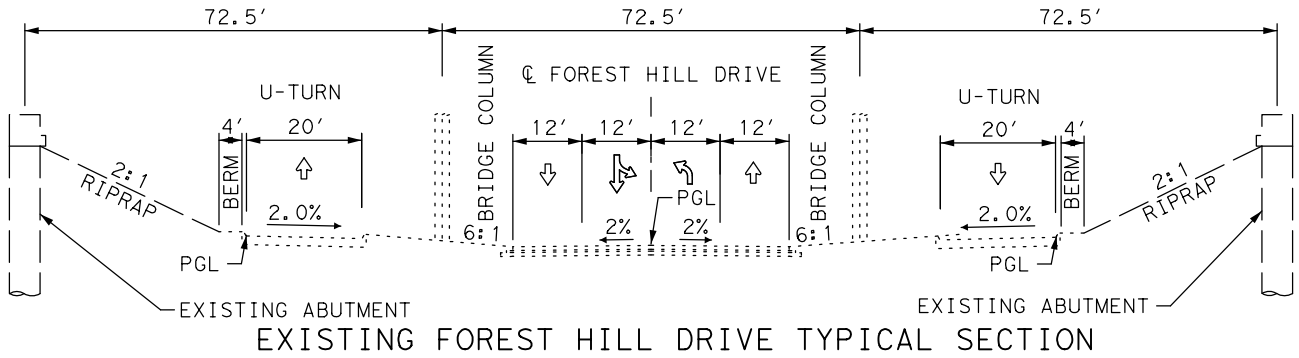
APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
I-20 FROM FOREST HILL DRIVE TO
PARK SPRINGS BOULEVARD
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD
US 287 FROM BISHOP STREET TO SUBLETT ROAD

CROSS STREETS



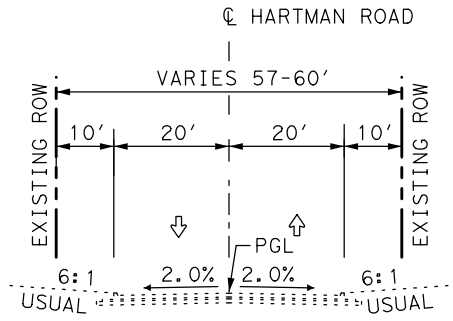
EXISTING FOREST HILL DRIVE TYPICAL SECTION

STA 2+00-4+00, 6+00-8+00



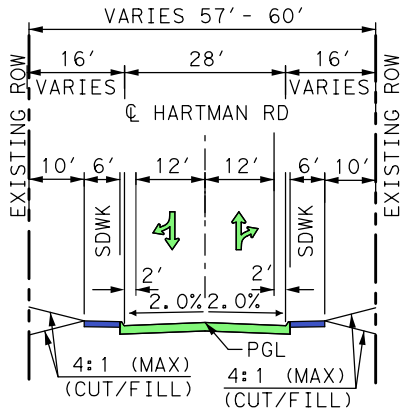
EXISTING FOREST HILL DRIVE TYPICAL SECTION

STA 4+00-6+00



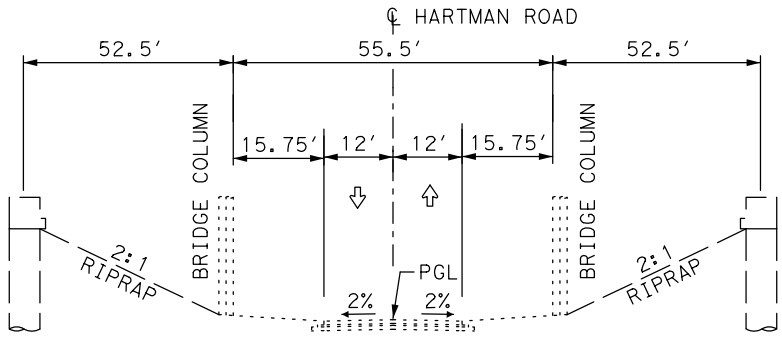
EXISTING HARTMAN ROAD TYPICAL SECTION

STA 6+00-8+73, 11+27-16+00



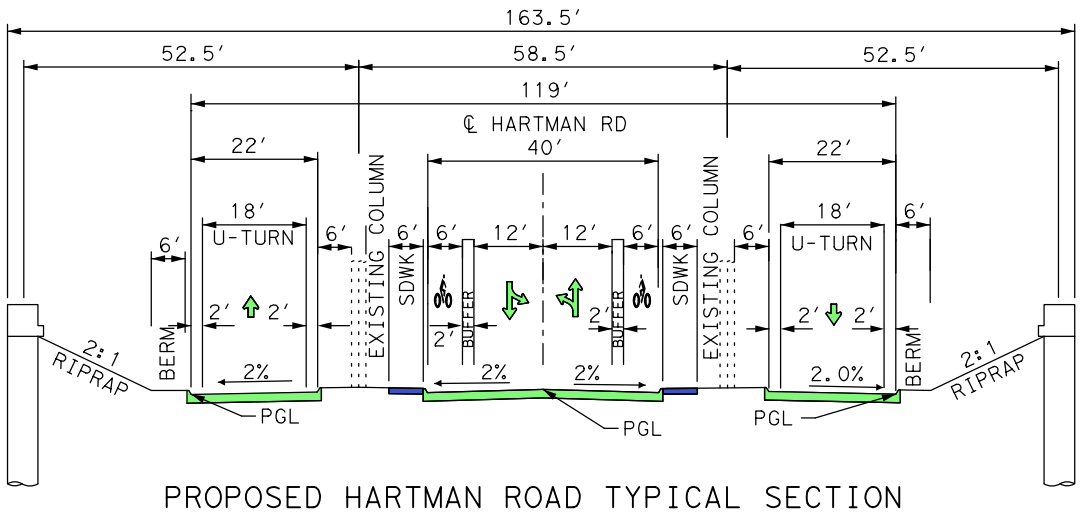
PROPOSED HARTMAN ROAD TYPICAL SECTION

STA 7+75-8+73, STA 11+27-12+25



EXISTING HARTMAN ROAD TYPICAL SECTION

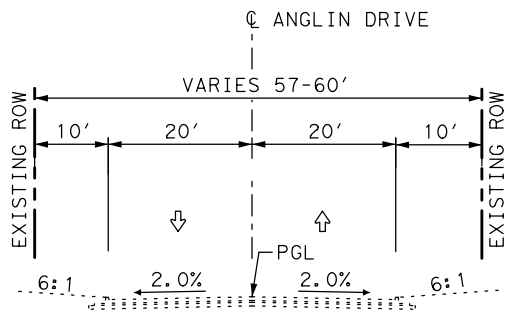
STA 8+73-11+27



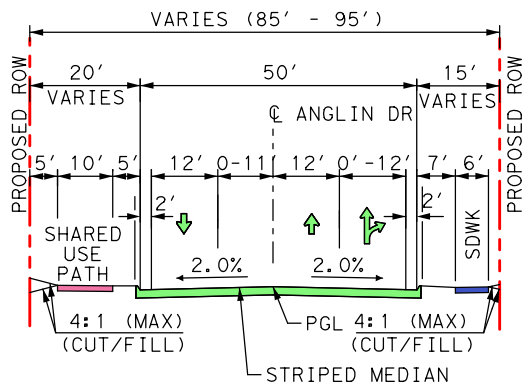
PROPOSED HARTMAN ROAD TYPICAL SECTION

STA 8+73-11+27

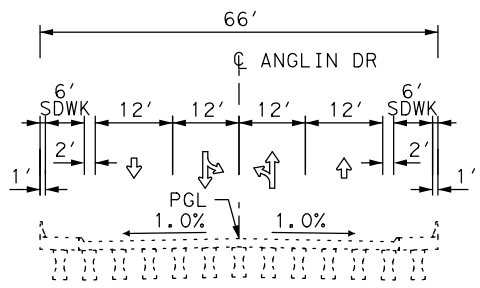
APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
I-20 FROM FOREST HILL DRIVE TO
PARK SPRINGS BOULEVARD
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD
US 287 FROM BISHOP STREET TO SUBLETT ROAD



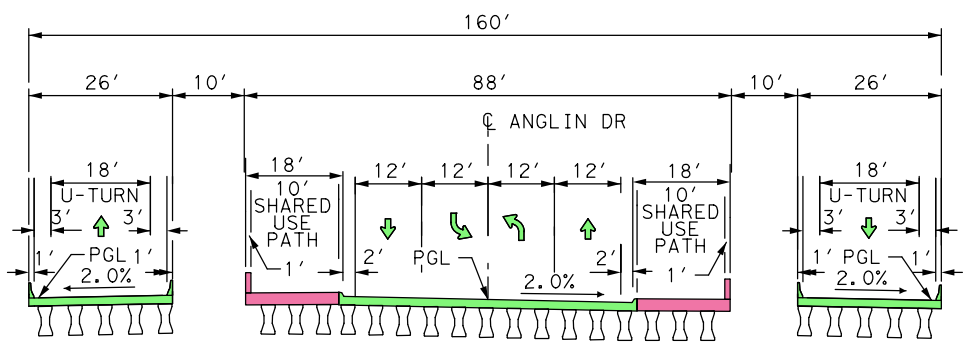
EXISTING ANGLIN DRIVE TYPICAL SECTION
STA 6+00-9+27



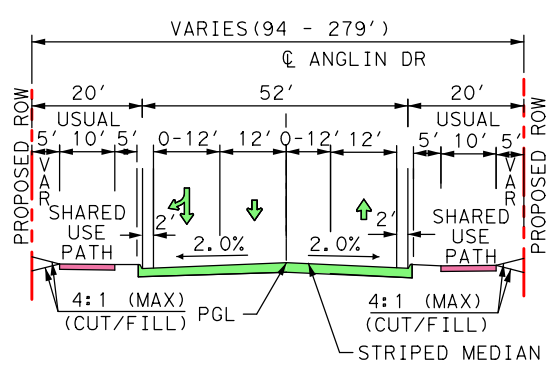
PROPOSED ANGLIN DRIVE TYPICAL SECTION
STA 5+43-9+01



EXISTING ANGLIN DRIVE TYPICAL SECTION
STA 9+27-10+84

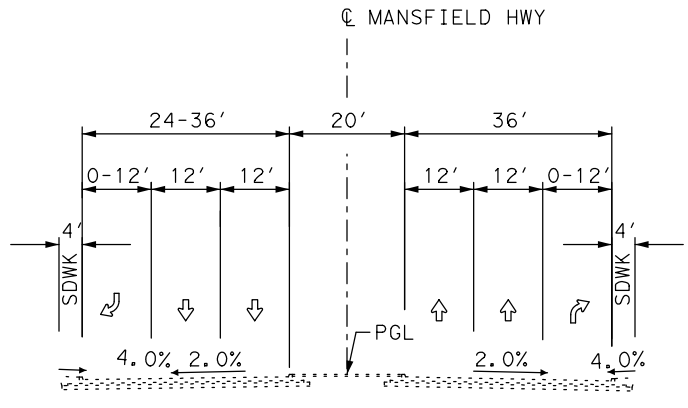


PROPOSED TYPICAL SECTION
PROPOSED ANGLIN BRIDGE
STA 9+01 - 11+11

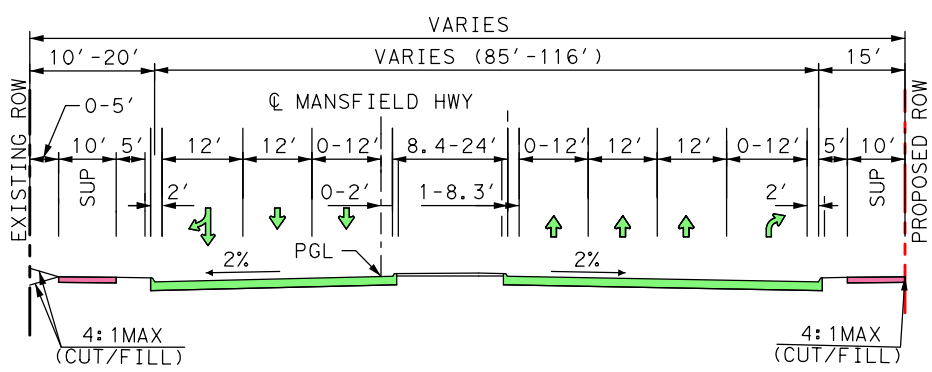


PROPOSED ANGLIN DRIVE TYPICAL SECTION
STA 11+11-18+25

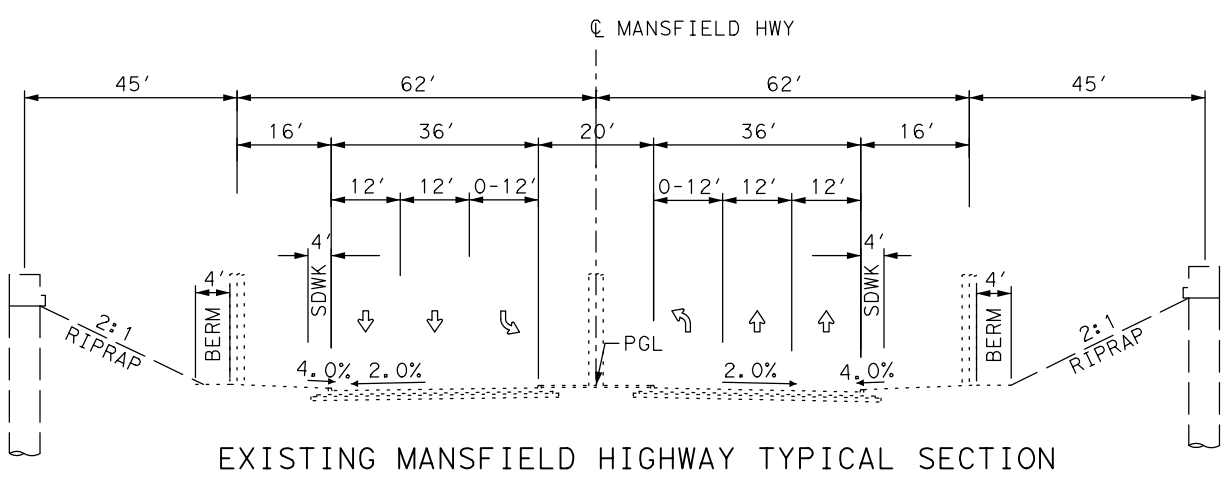
APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
I-20 FROM FOREST HILL DRIVE TO
PARK SPRINGS BOULEVARD
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD
US 287 FROM BISHOP STREET TO SUBLETT ROAD



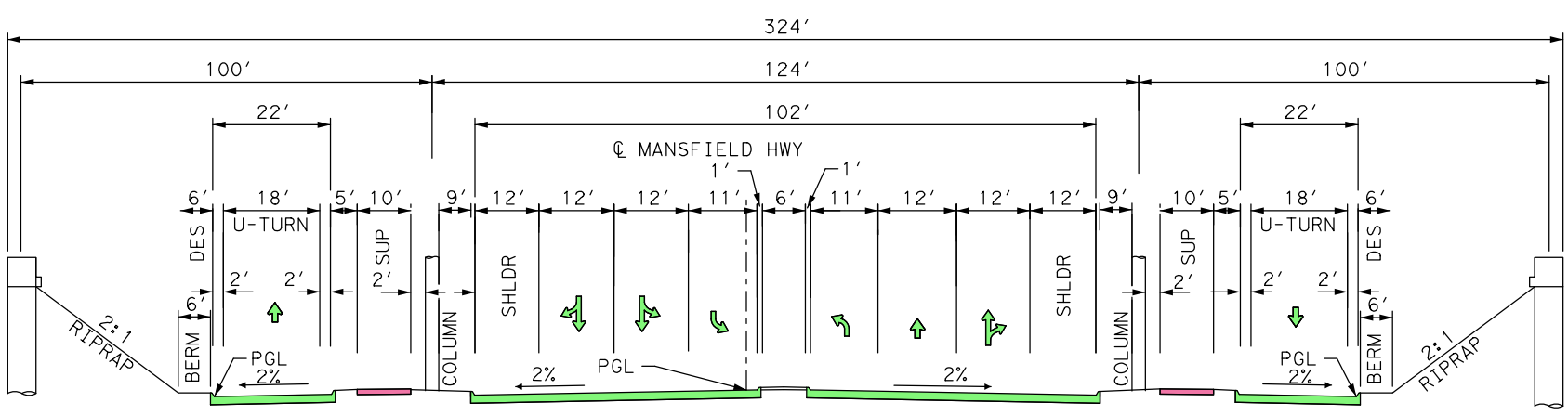
EXISTING MANSFIELD HIGHWAY TYPICAL SE
STA 534+38-539+00, 544+00-544+75



PROPOSED MANSFIELD HIGHWAY TYPICAL SECTION
STA 536+00-539+00, 544+00-544+75



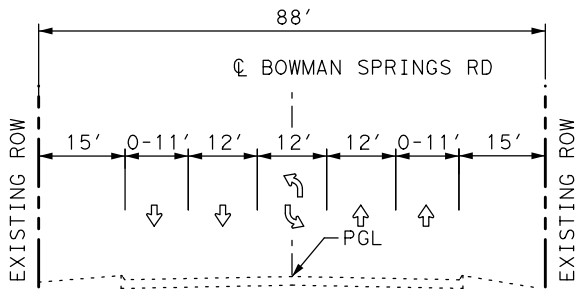
EXISTING MANSFIELD HIGHWAY TYPICAL SECTION
STA 539+00-544+00



PROPOSED MANSFIELD HIGHWAY TYPICAL SECTION
STA 539+00-544+00

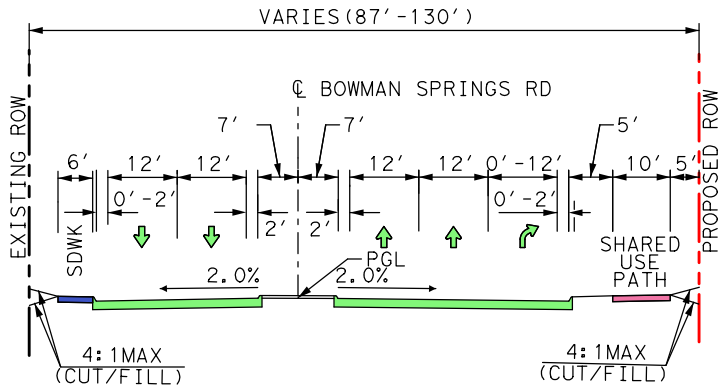
APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
I-20 FROM FOREST HILL DRIVE TO
PARK SPRINGS BOULEVARD
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD
US 287 FROM BISHOP STREET TO SUBLETT ROAD

CROSS STREETS



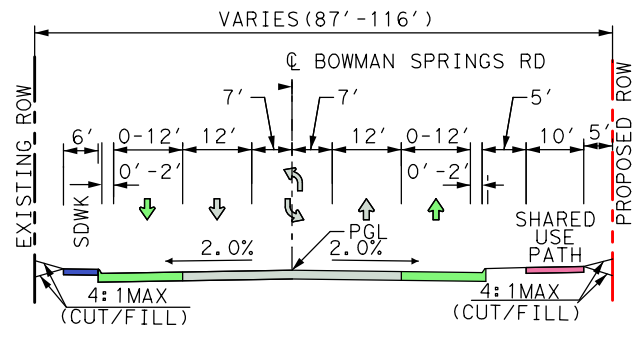
EXISTING BOWMAN SPRINGS ROAD TYPICAL SECTION

STA 93+20-97+00
102+00-108+87 R2



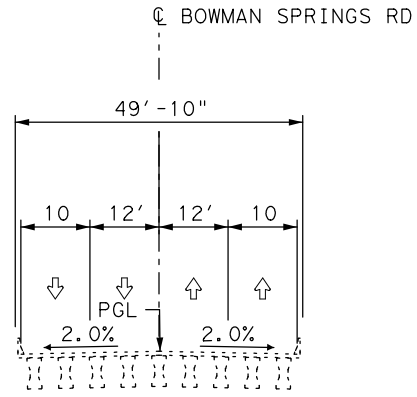
PROPOSED BOWMAN SPRINGS ROAD TYPICAL SECTION

STA 95+40-96+36 AND
STA 104+36-107+18 R2



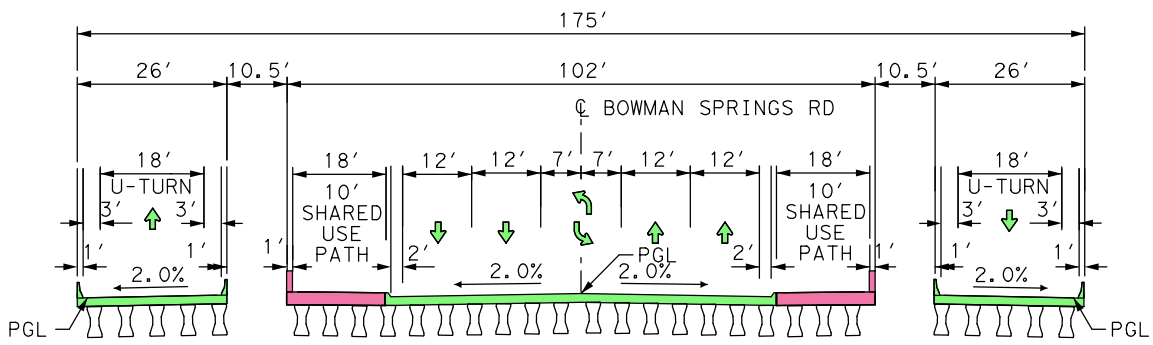
PROPOSED BOWMAN SPRINGS ROAD TYPICAL SECTION

STA 107+18 R2-108+87 R2



EXISTING BOWMAN SPRINGS ROAD TYPICAL SECTION

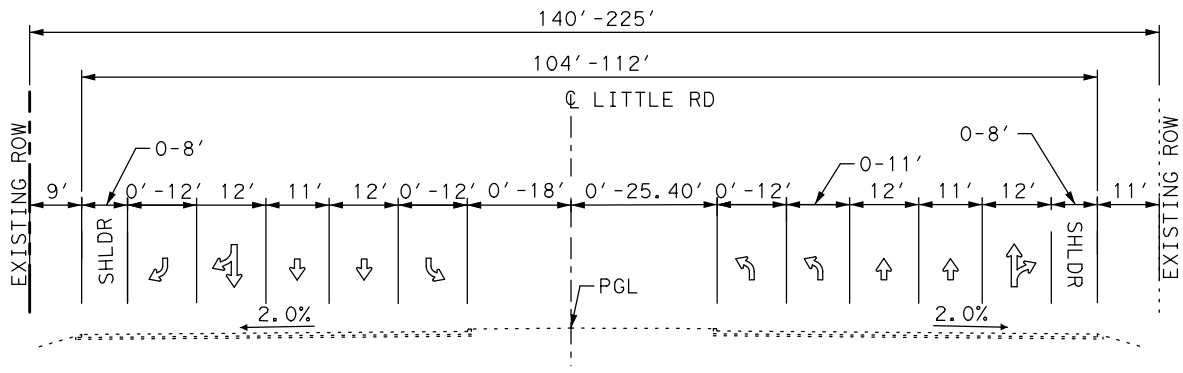
STA 97+00-102+00



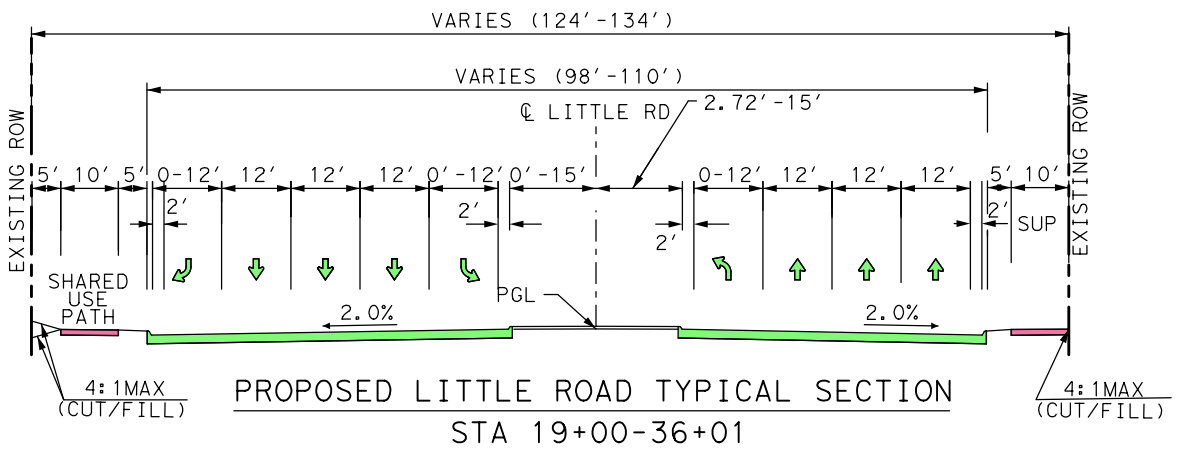
PROPOSED TYPICAL SECTION

PROPOSED BOWMAN SPRINGS ROAD
(ON BRIDGE STRUCTURE)
STA 96+36-104+36

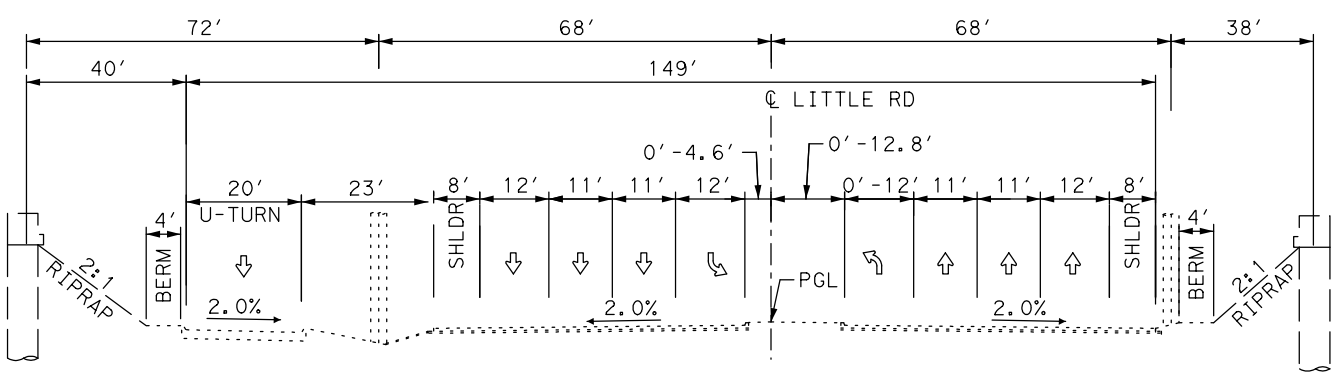
APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
I-20 FROM FOREST HILL DRIVE TO
PARK SPRINGS BOULEVARD
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD
US 287 FROM BISHOP STREET TO SUBLETT ROAD



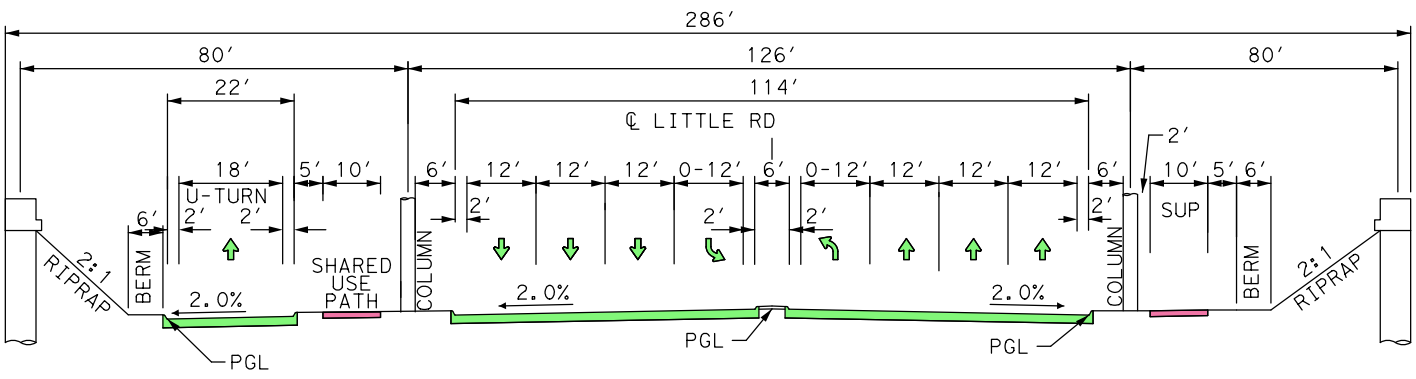
EXISTING LITTLE ROAD TYPICAL SECTION
STA 19+00-36+01



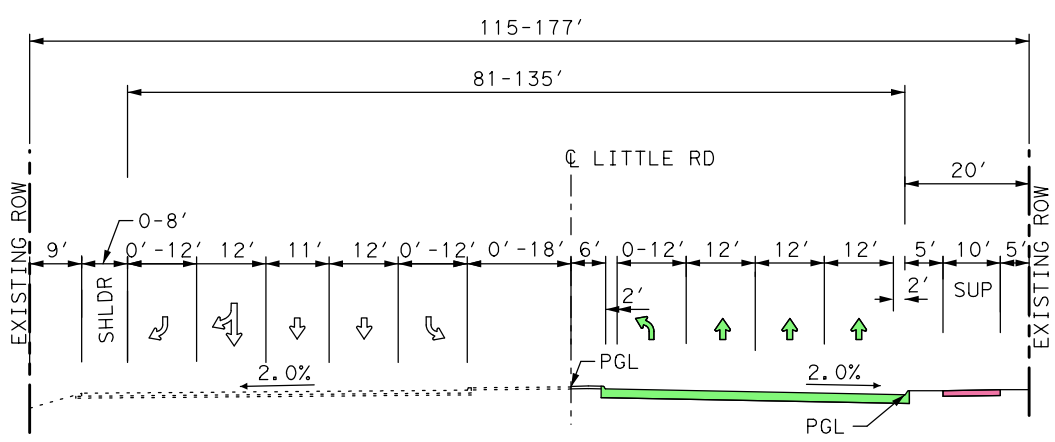
PROPOSED LITTLE ROAD TYPICAL SECTION
STA 19+00-36+01



EXISTING LITTLE ROAD TYPICAL SECTION
STA 36+01-44+09.83



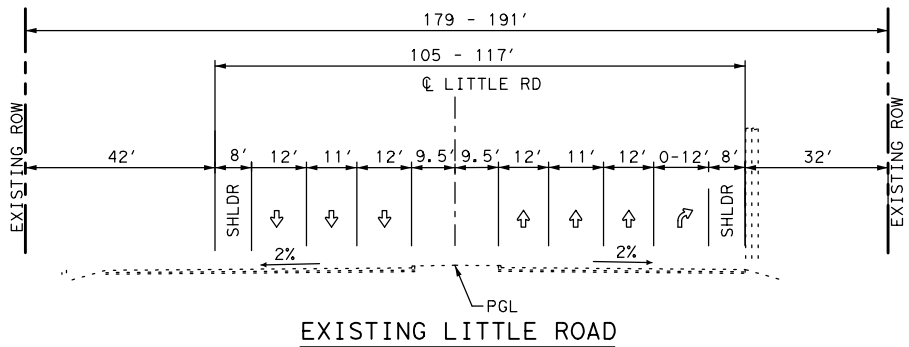
PROPOSED LITTLE ROAD TYPICAL SECTION
STA 36+01-44+09.83



PROPOSED LITTLE ROAD TYPICAL SECTION
STA 44+09.83-45+67

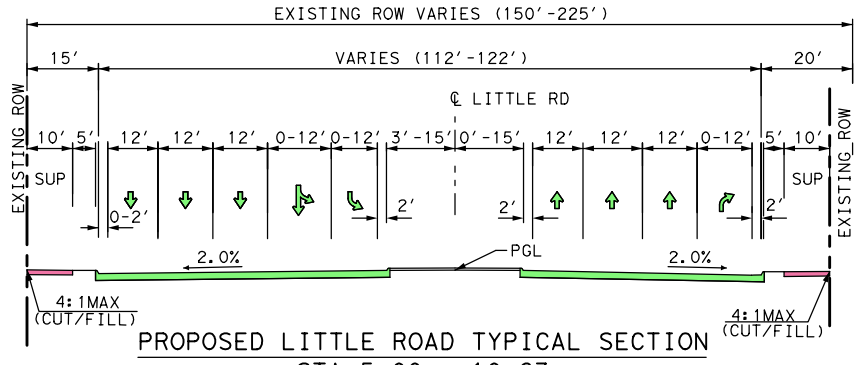
APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
I-20 FROM FOREST HILL DRIVE TO
PARK SPRINGS BOULEVARD
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD
US 287 FROM BISHOP STREET TO SUBLETT ROAD

CROSS STREETS



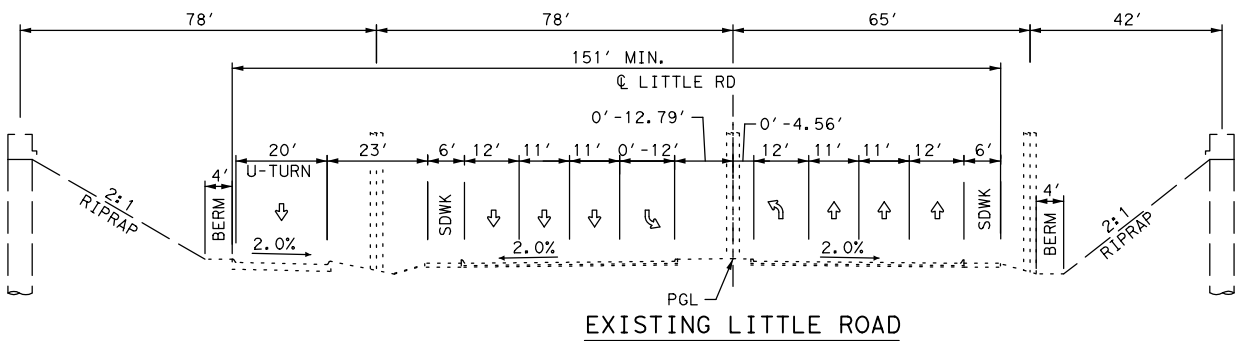
EXISTING LITTLE ROAD

STA 5+00 - 10+63



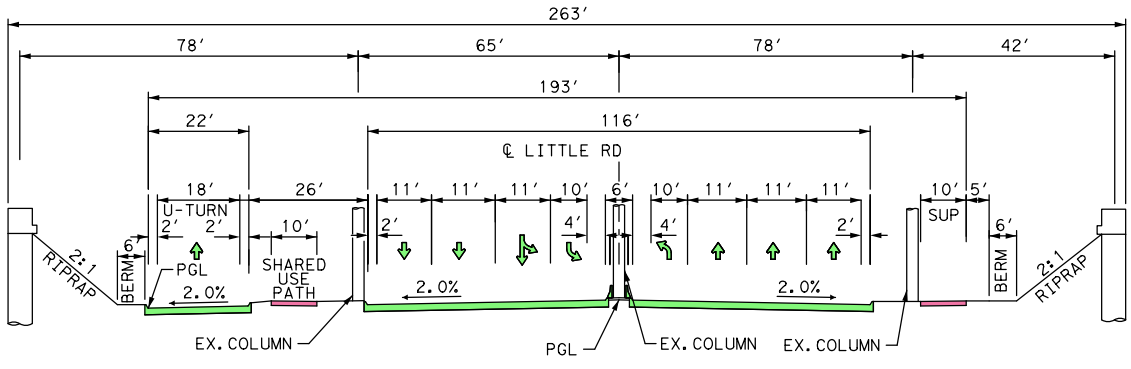
PROPOSED LITTLE ROAD TYPICAL SECTION

STA 5+00 - 10+63



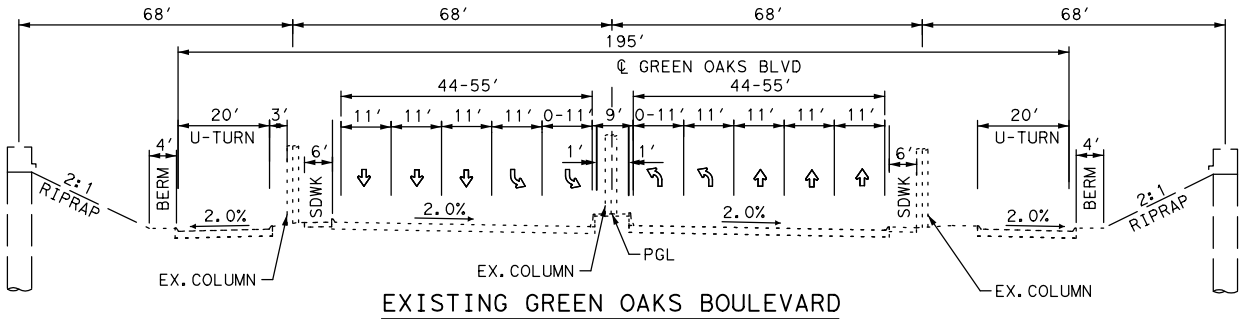
EXISTING LITTLE ROAD

STA 10+63 - 16+07



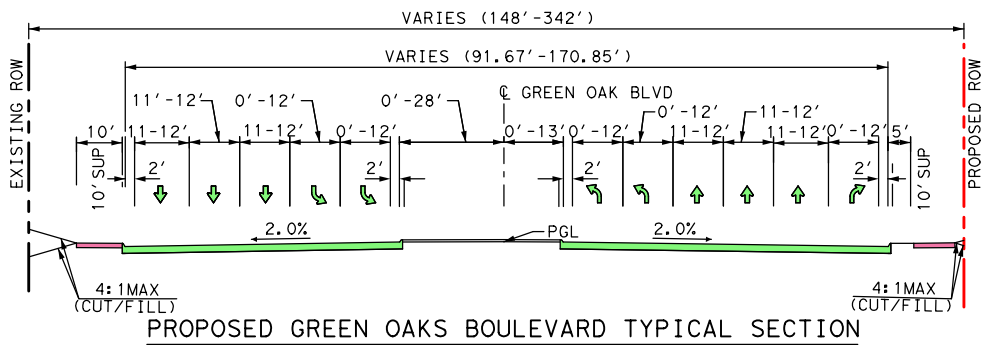
PROPOSED LITTLE ROAD TYPICAL SECTION

STA 13+60-17+20



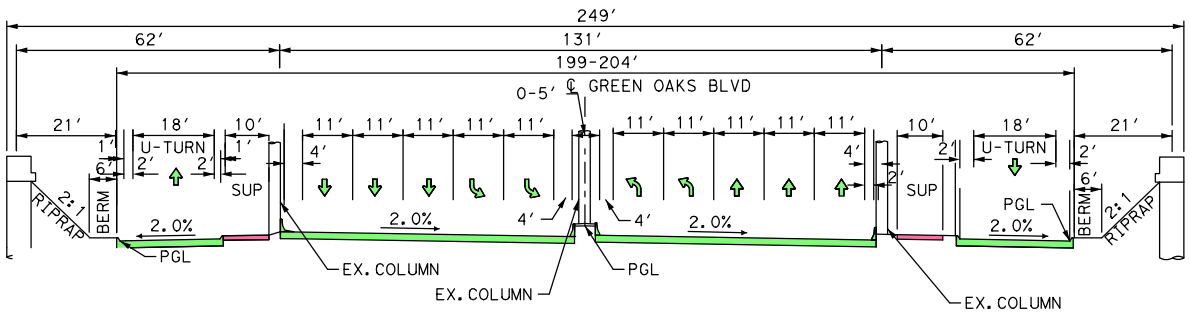
EXISTING GREEN OAKS BOULEVARD

STA 6+07 - 20+84



PROPOSED GREEN OAKS BOULEVARD TYPICAL SECTION

STA 6+07 - 12+47
STA 17+20 - 20+84

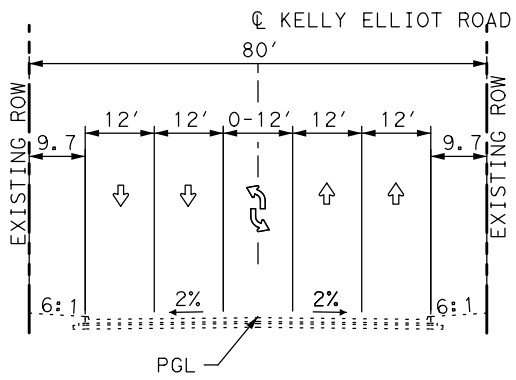


PROPOSED GREEN OAKS BOULEVARD TYPICAL SECTION

STA 13+40 - 17+20

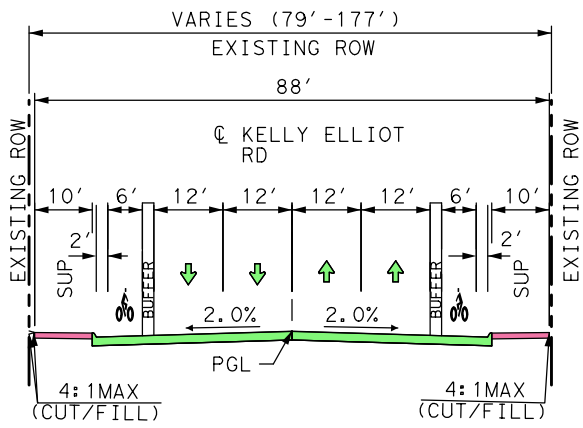
APPENDIX D
TYPICAL SECTIONS

SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
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



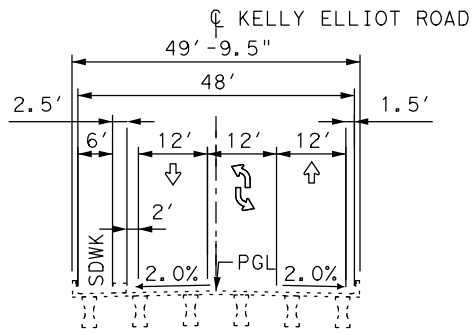
EXISTING KELLY ELLIOTT ROAD TYPICAL SECTION

STA 10+25 - 12+42
STA 17+39 - 20+99.44



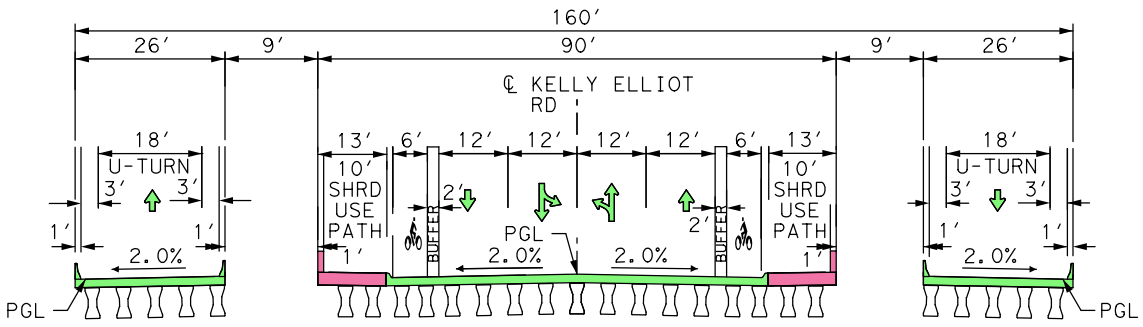
PROPOSED KELLY ELLIOTT ROAD TYPICAL SECTION

STA 10+25 - 12+42
STA 17+39 - 20+99.44



EXISTING KELLY ELLIOTT ROAD TYPICAL SECTION

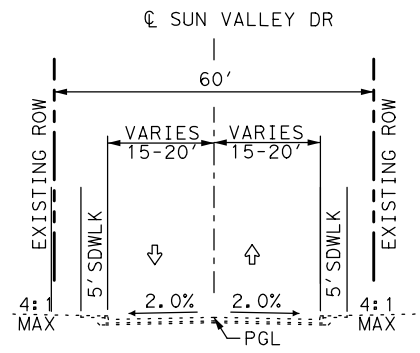
STA 12+42 - 17+39



PROPOSED KELLY ELLIOTT ROAD TYPICAL SECTION

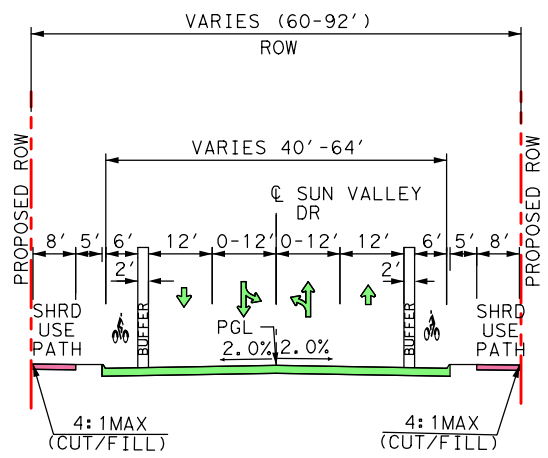
STA 12+42 - 17+39

APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
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



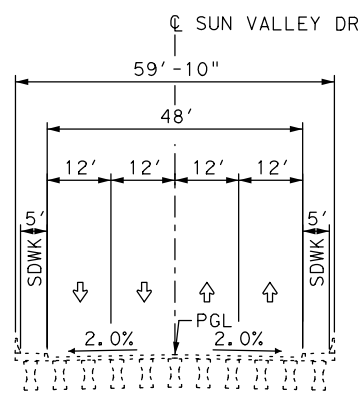
EXISTING SUN VALLEY DRIVE

STA 10+30-13+80, 16+20-19+83.71



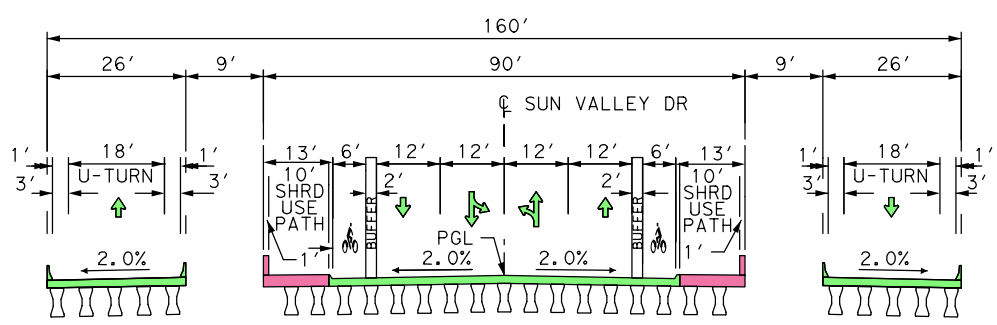
PROPOSED SUN VALLEY DRIVE TYPICAL SECTION

STA 10+30-13+90, 16+10-19+83.71



EXISTING SUN VALLEY DRIVE

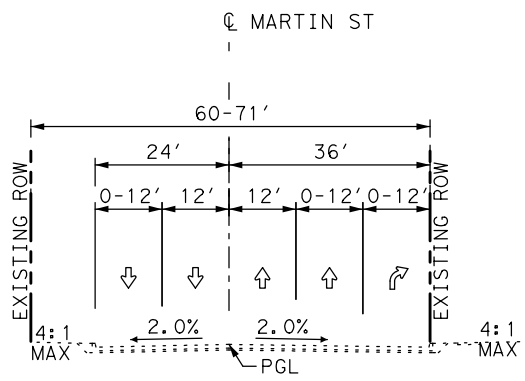
STA 13+80-16+20



PROPOSED SUN VALLEY DRIVE TYPICAL SECTION

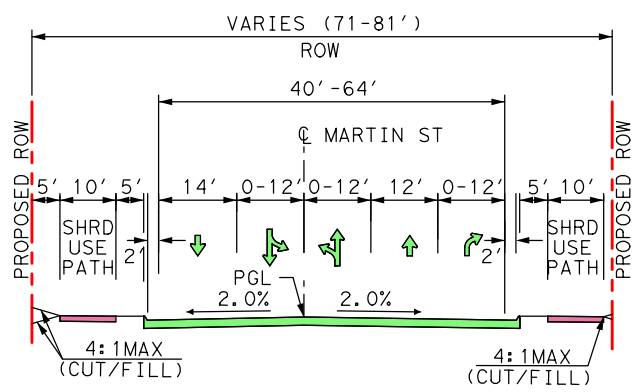
STA 13+90-16+10

APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
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



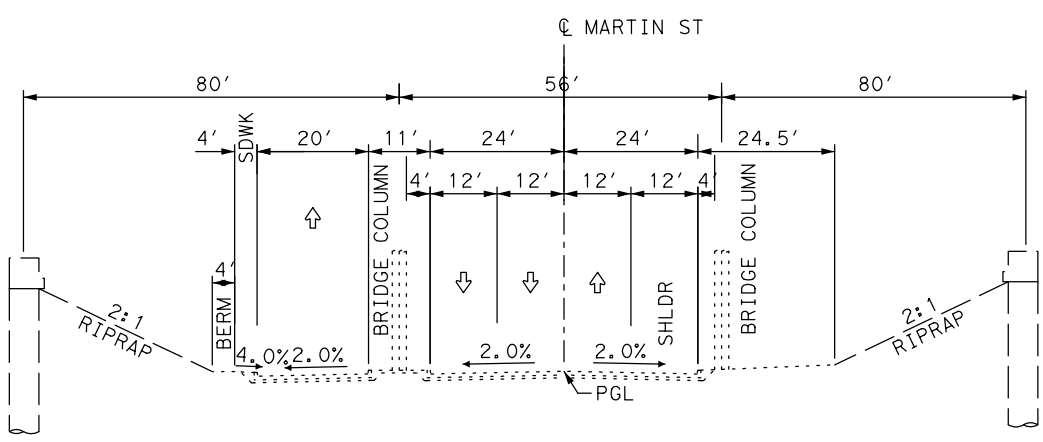
EXISTING MARTIN STREET

STA 10+42.11-13+18
16+20-19+86.99



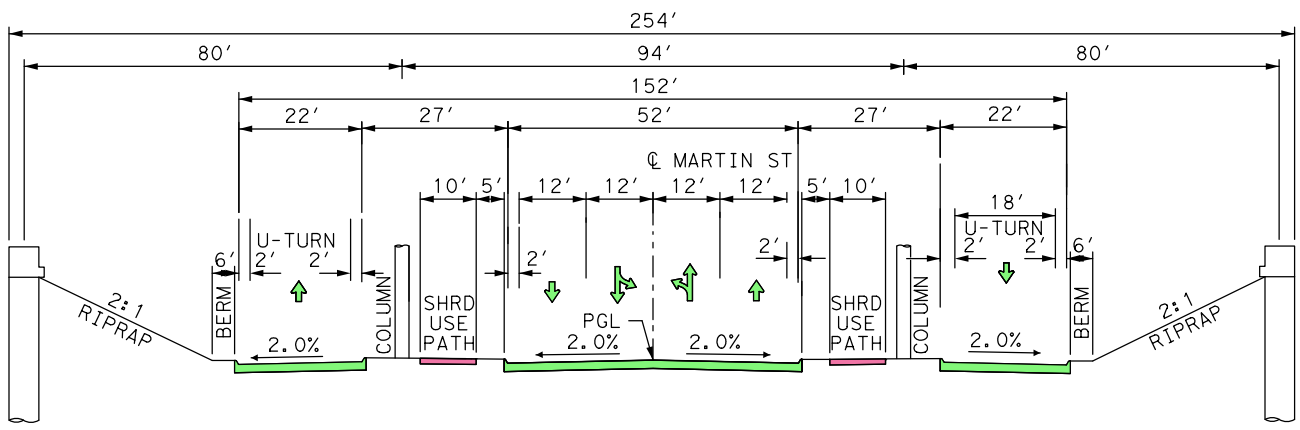
PROPOSED MARTIN STREET TYPICAL SECTION

STA 10+42.11-12+00, 16+27-19+86.99



EXISTING MARTIN STREET

STA 13+18-16+20

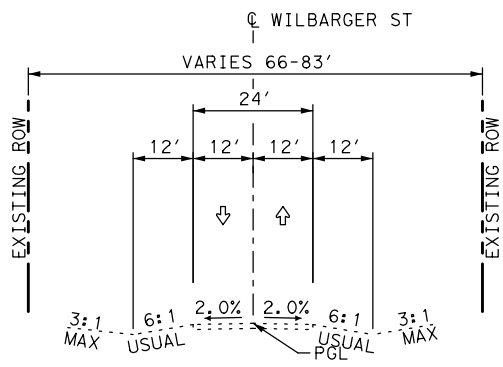


PROPOSED MARTIN STREET TYPICAL SECTION

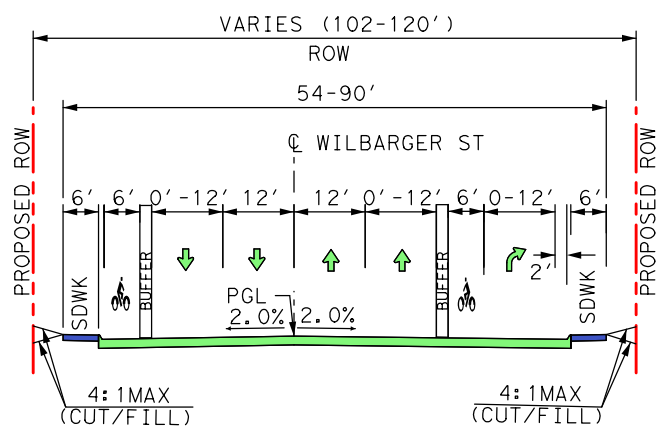
STA 12+00-16+27

APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
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

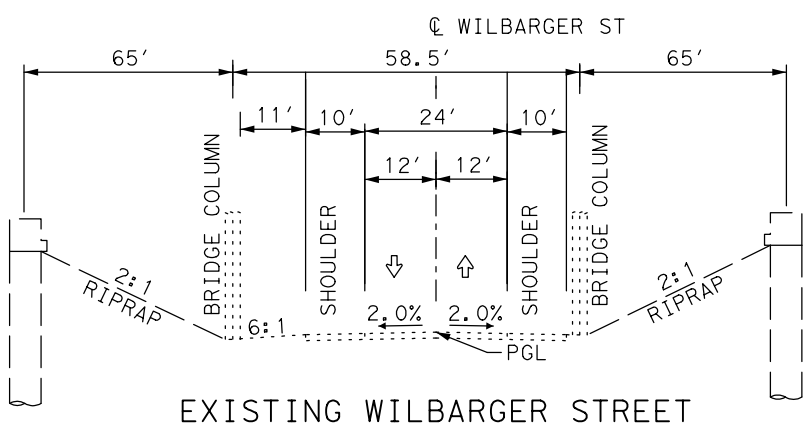
CROSS STREETS



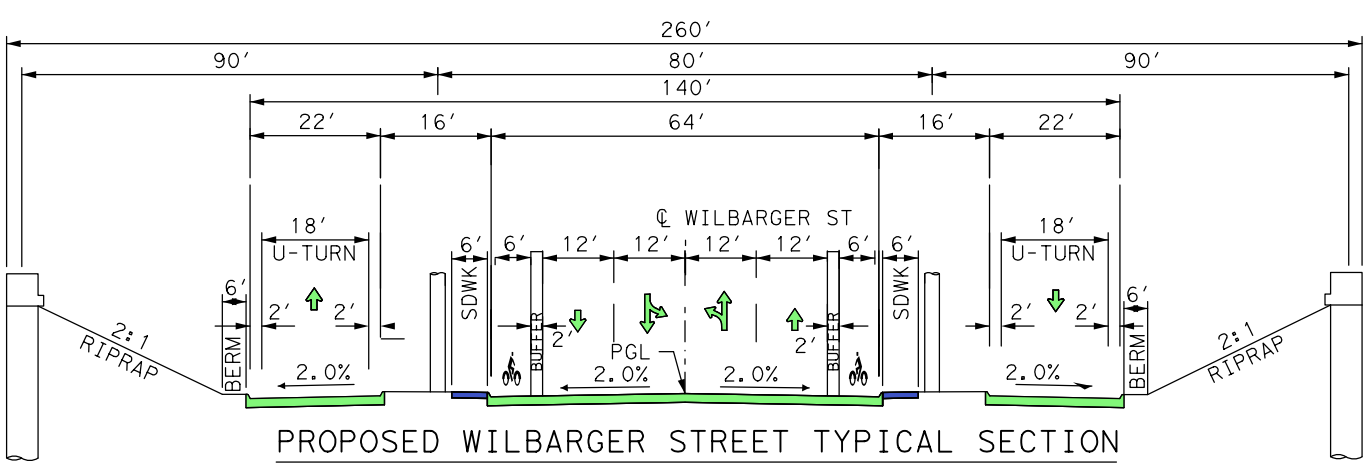
EXISTING WILBARGER STREET
STA 10+54.93-13+51, 16+80-19+00



PROPOSED WILBARGER STREET TYPICAL SECTION
STA 10+54.93-13+51, 16+80-19+00

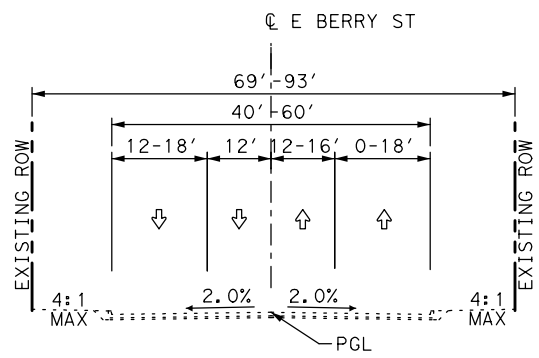


EXISTING WILBARGER STREET
STA 13+51-16+80

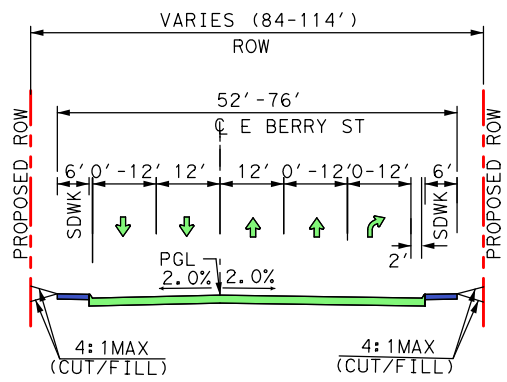


PROPOSED WILBARGER STREET TYPICAL SECTION
STA 13+51-16+80

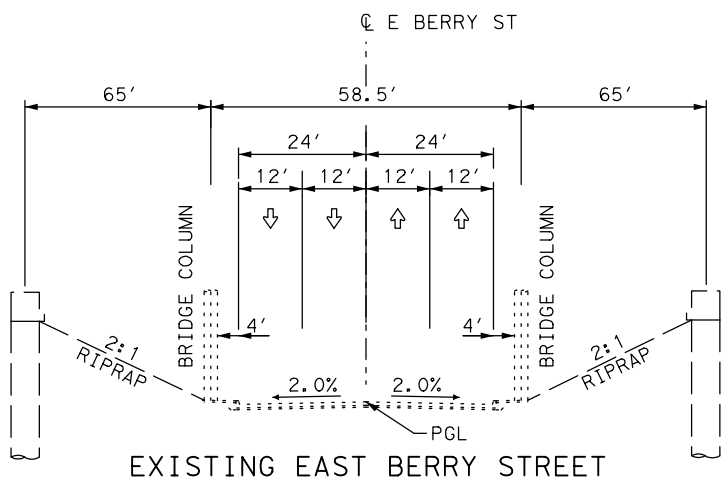
APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
I-20 FROM FOREST HILL DRIVE TO
PARK SPRINGS BOULEVARD
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD
US 287 FROM BISHOP STREET TO SUBLETT ROAD



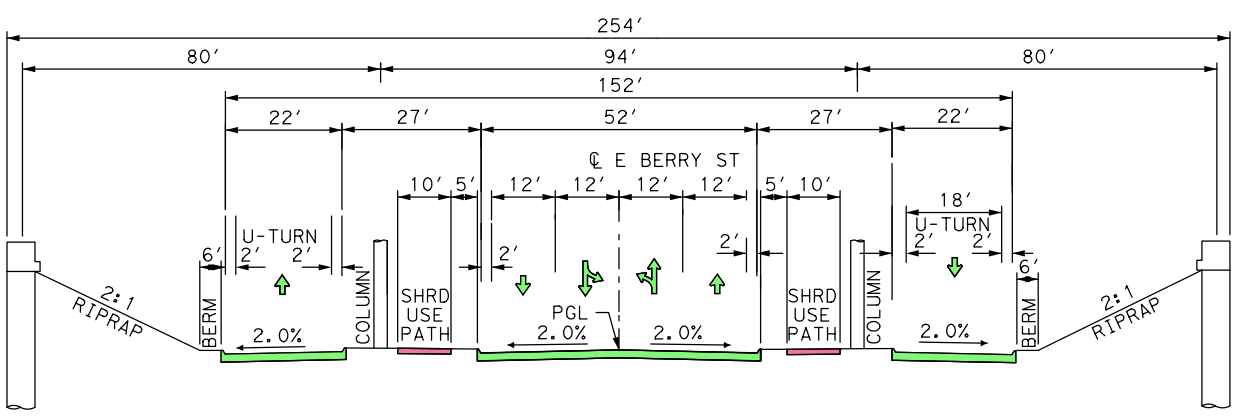
EXISTING EAST BERRY STREET
STA 8+64-14+50, 15+50-18+64.75



PROPOSED EAST BERRY STREET TYPICAL SECTION
STA 8+64-13+80, 16+27-18+64.75



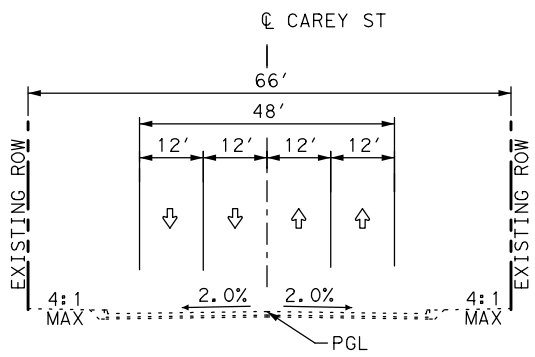
EXISTING EAST BERRY STREET
STA 14+50-15+50



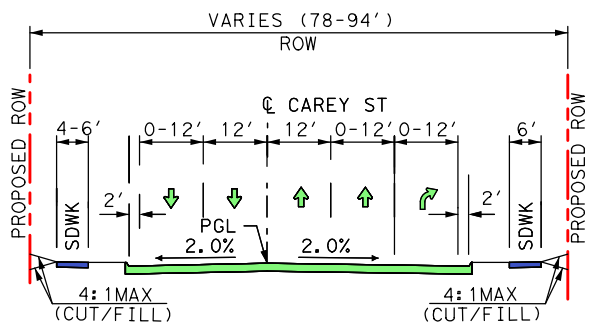
PROPOSED EAST BERRY STREET TYPICAL SECTION
STA 13+80-16+27

APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
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

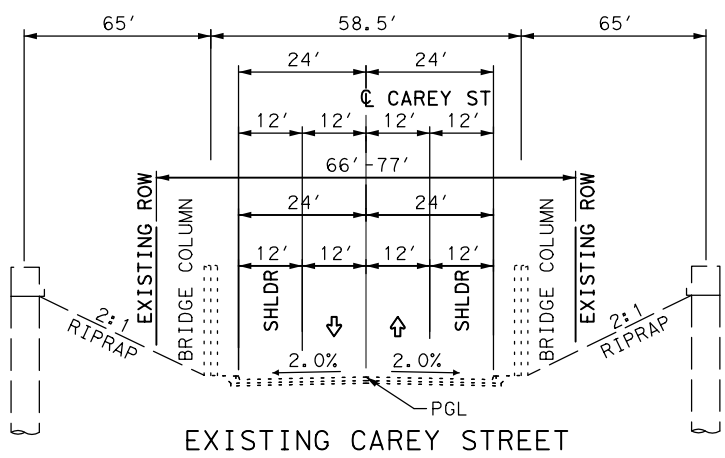
CROSS STREETS



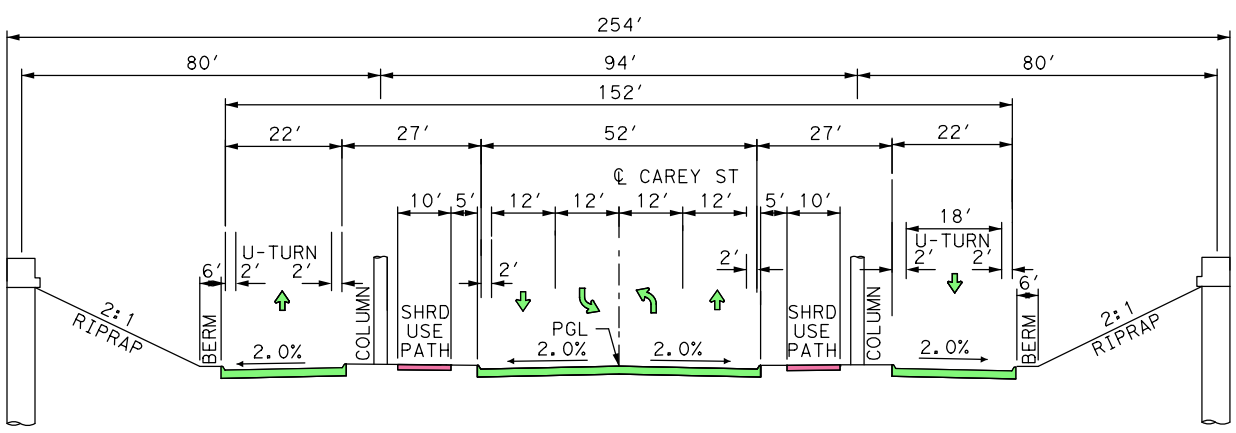
EXISTING CAREY STREET
STA 7+00-10+00, 16+00-19+00



PROPOSED CAREY STREET TYPICAL SECTION
STA 7+00-10+00,16+00-19+00

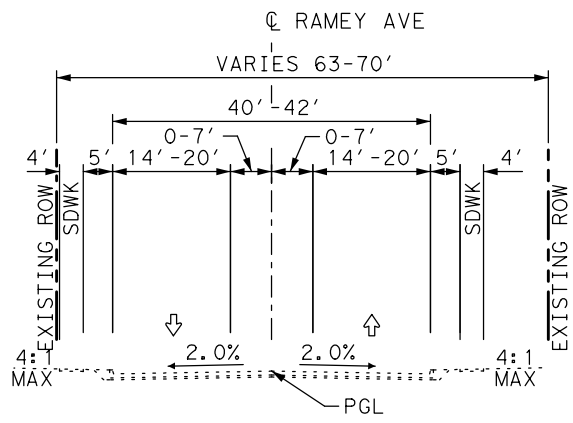


EXISTING CAREY STREET
STA 7+00-19+00



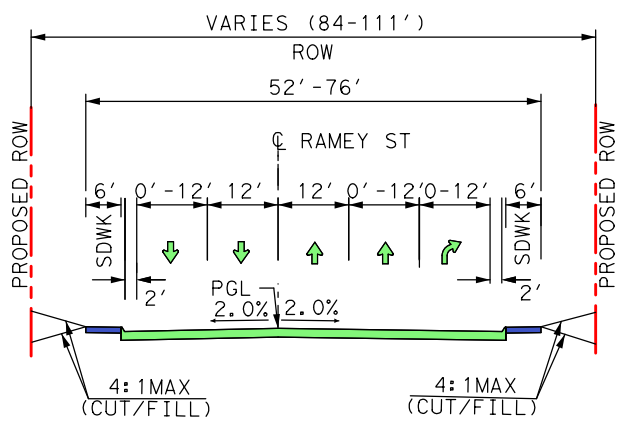
PROPOSED CAREY STREET TYPICAL SECTION
STA 10+00-16+00

APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
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



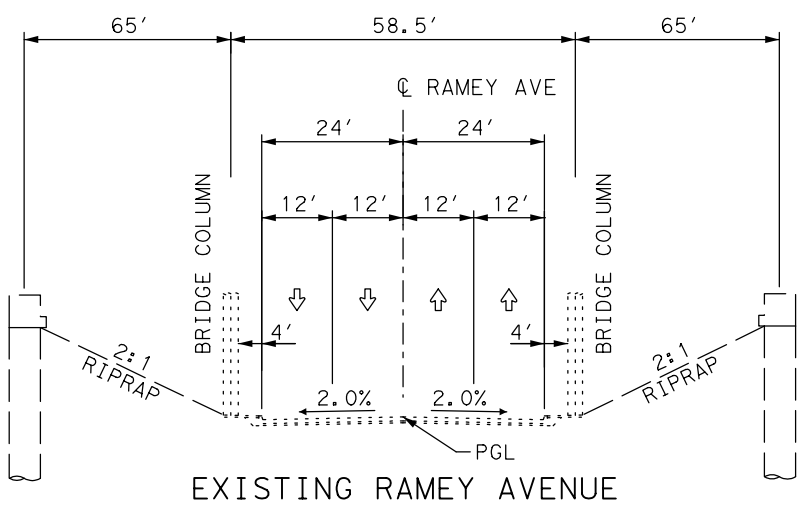
EXISTING RAMEY AVENUE

STA 10+00-14+00, 16+00-18+85



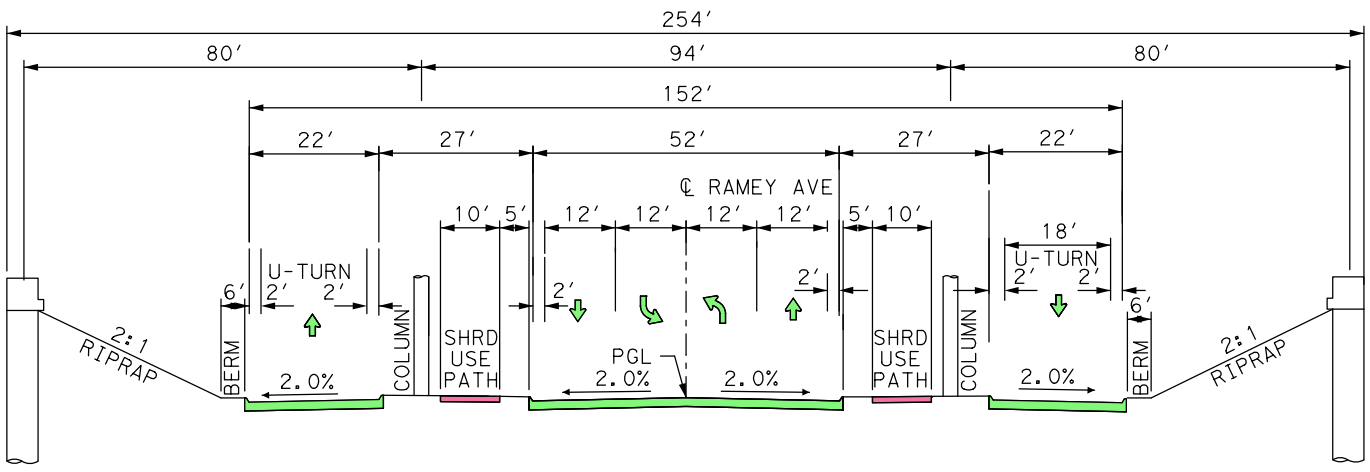
PROPOSED RAMEY STREET TYPICAL SECTION

STA 10+00-13+20, 16+27-18+85



EXISTING RAMEY AVENUE

STA 14+00-16+00

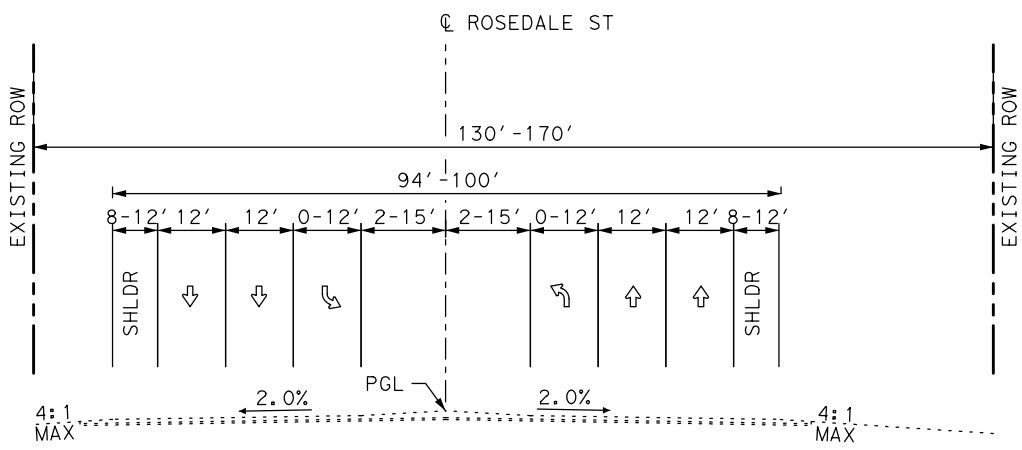


PROPOSED RAMEY AVENUE TYPICAL SECTION

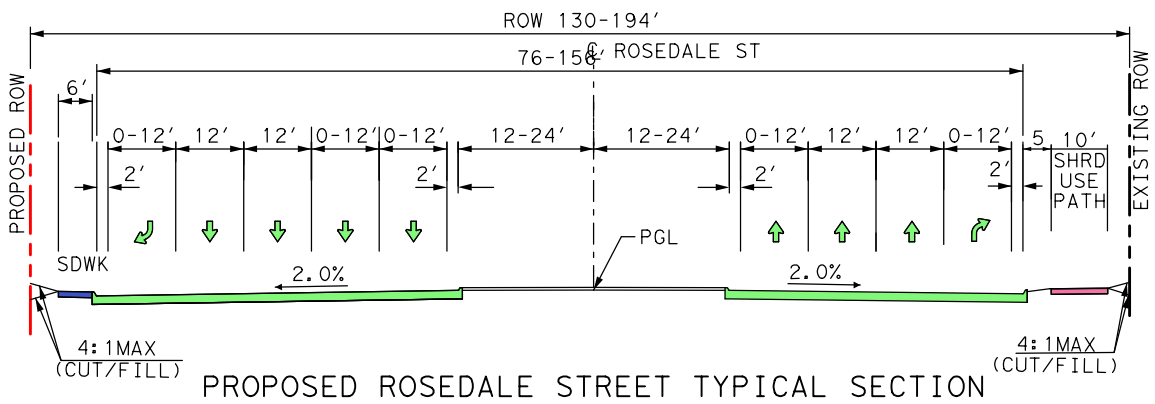
STA 13+20-16+27

APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
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

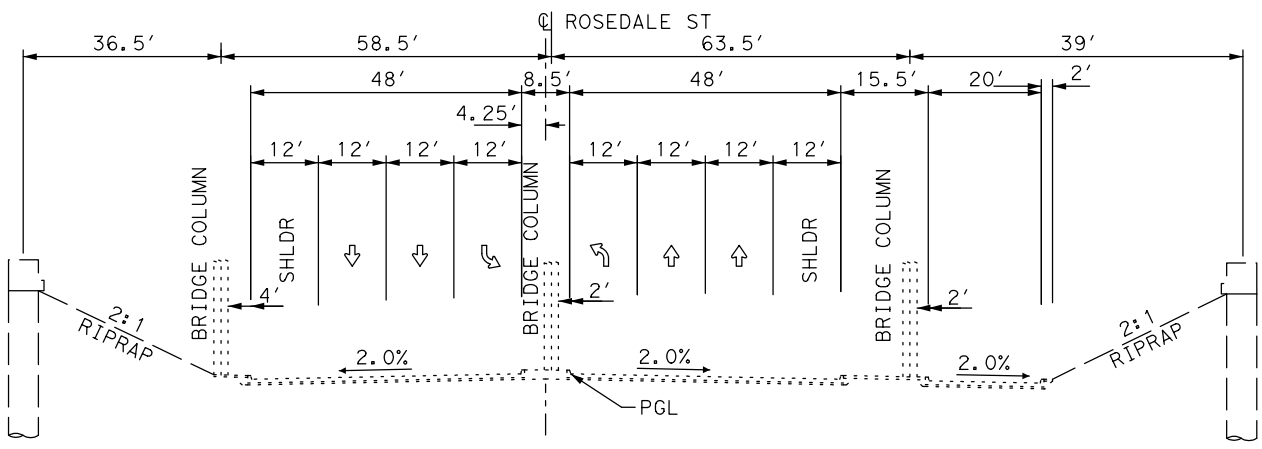
CROSS STREETS



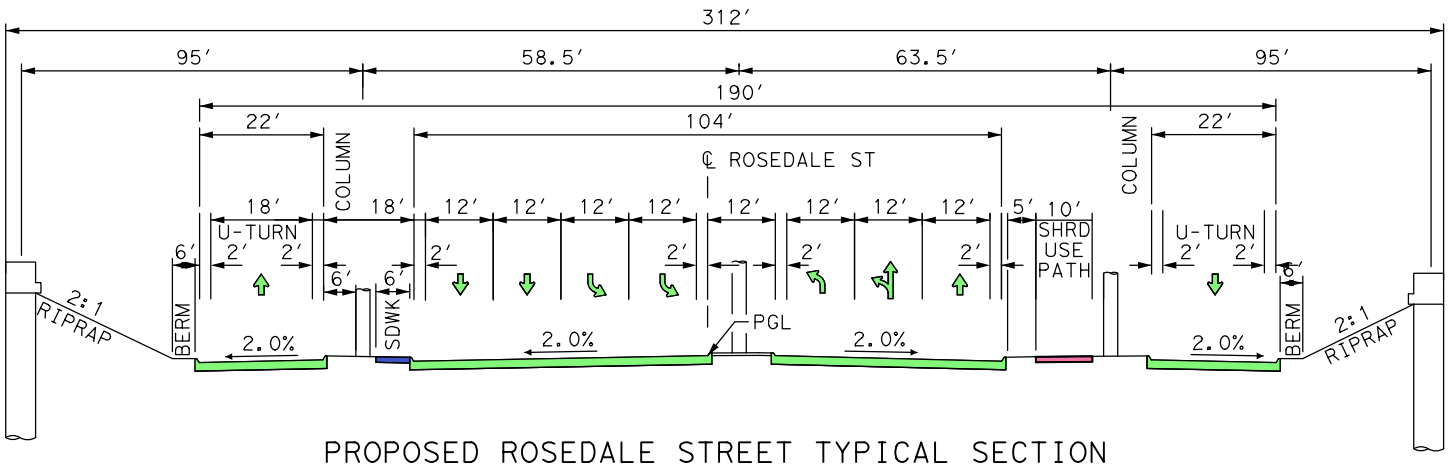
EXISTING ROSEDALE STREET
STA 9+00-14+00, 16+30-22+25



PROPOSED ROSEDALE STREET TYPICAL SECTION
STA 9+00-14+00, 16+30-22+25



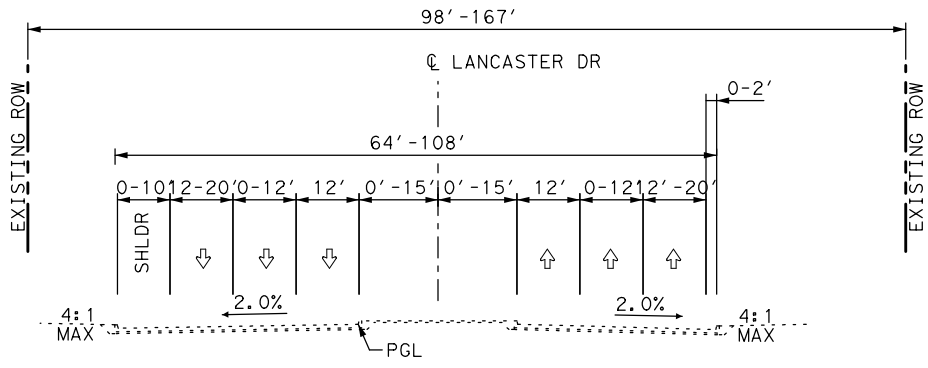
EXISTING ROSEDALE STREET
STA 14+00-16+30



PROPOSED ROSEDALE STREET TYPICAL SECTION
STA 14+00-16+30

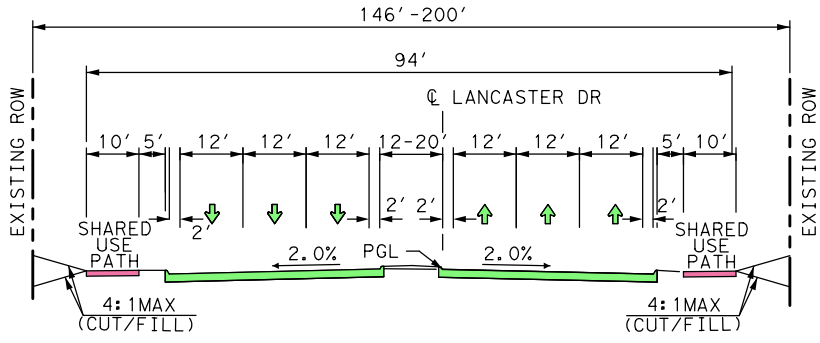
APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
I-20 FROM FOREST HILL DRIVE TO
PARK SPRINGS BOULEVARD
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD
US 287 FROM BISHOP STREET TO SUBLETT ROAD

CROSS STREETS



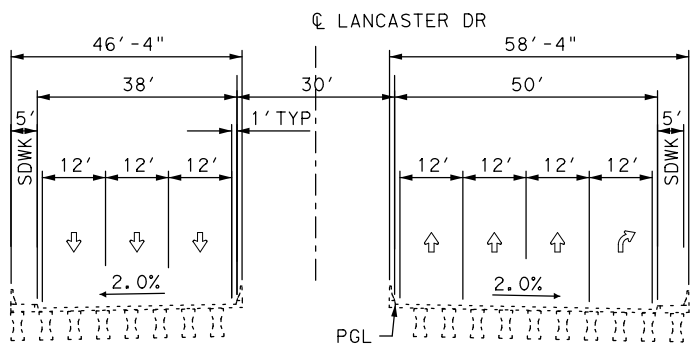
EXISTING LANCASTER DRIVE

STA 13+76-18+50, 21+08-27+00



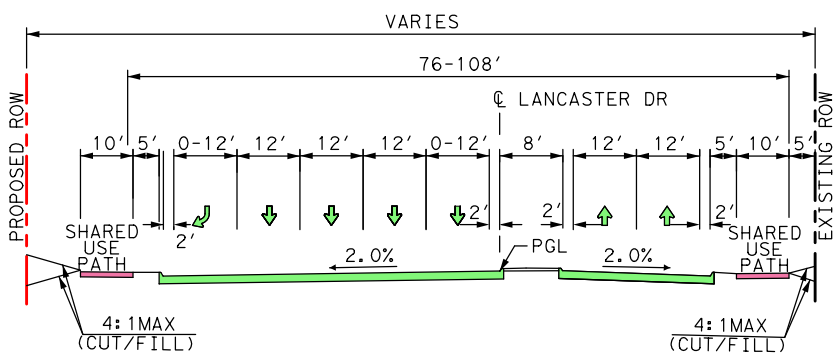
PROPOSED LANCASTER DRIVE TYPICAL SECTION

STA 13+76.28-16+30



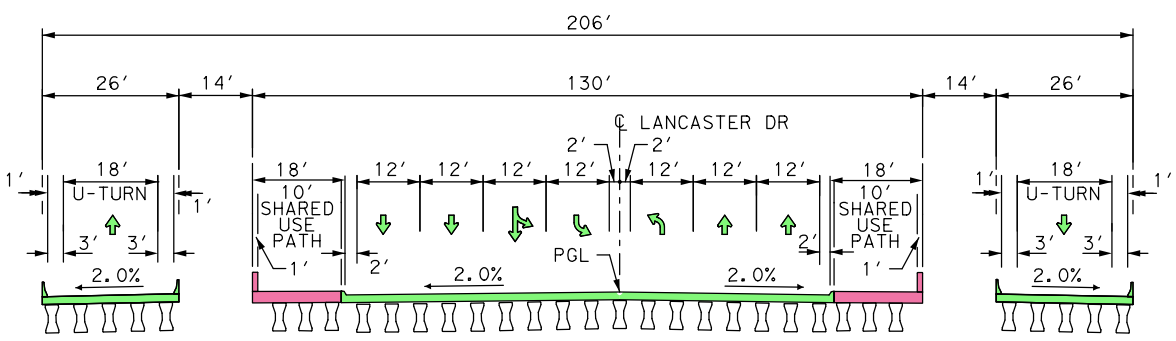
EXISTING LANCASTER DRIVE

STA 18+50-21+08



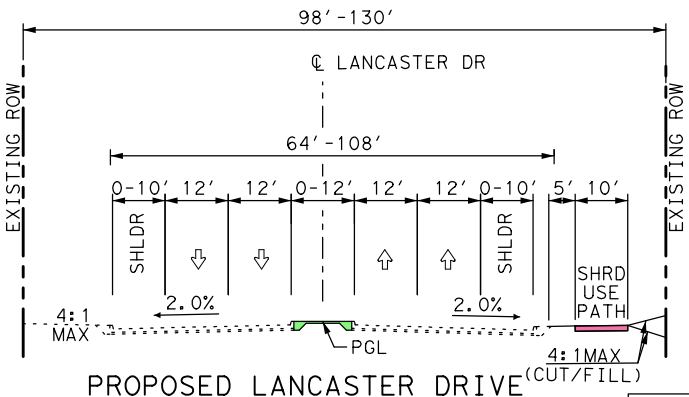
PROPOSED LANCASTER DRIVE TYPICAL SECTION

STA 21+50-27+00



PROPOSED LANCASTER DRIVE TYPICAL SECTION

STA 16+30-21+50

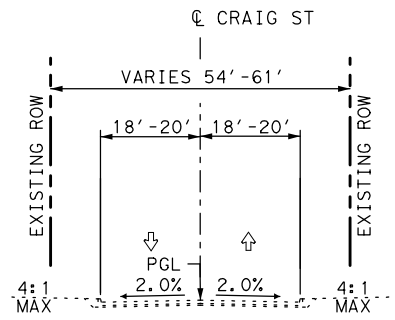


PROPOSED LANCASTER DRIVE

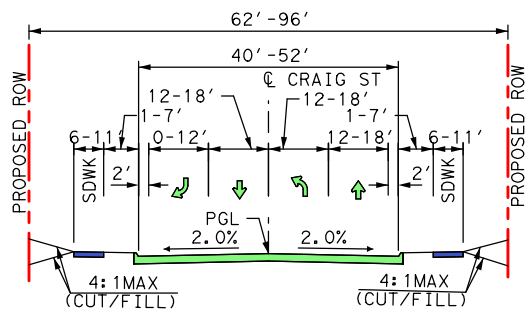
STA 27+00-38+28.55

APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
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

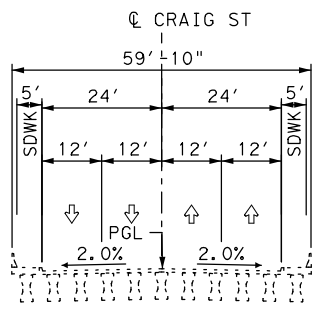
CROSS STREETS



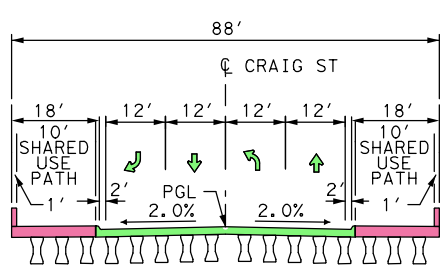
EXISTING CRAIG STREET
STA 9+00-13+56, 16+04-20+67



PROPOSED CRAIG STREET TYPICAL SECTION
STA 9+00-12+75, 17+25-20+67



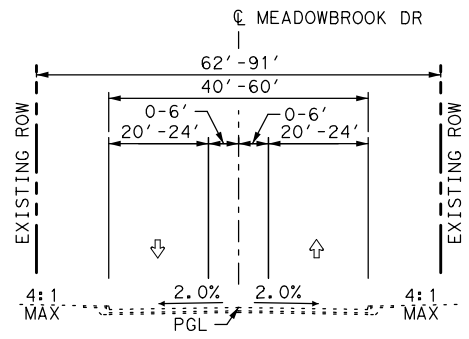
EXISTING CRAIG STREET
STA 13+56-16+04



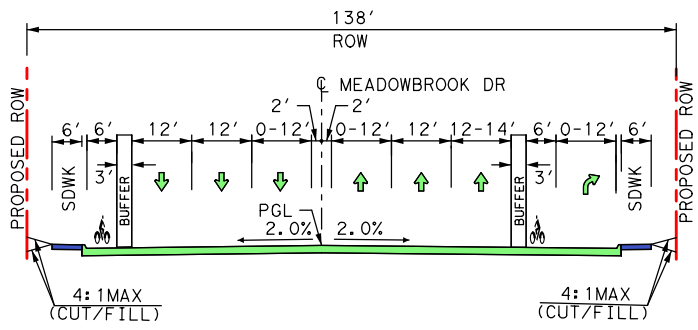
PROPOSED CRAIG STREET TYPICAL SECTION
STA 12+75-17+25

APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
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

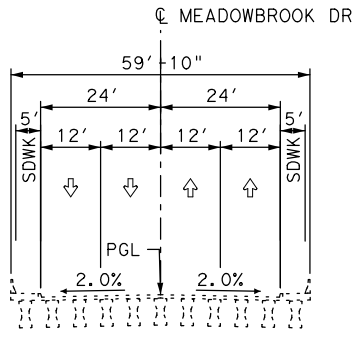
CROSS STREETS



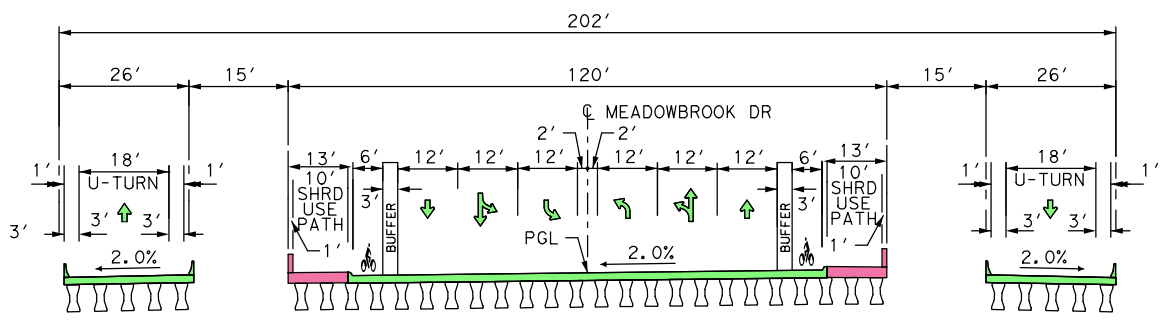
EXISTING MEADOWBROOK DRIVE
STA 8+00-13+79, 16+08-22+20



PROPOSED MEADOWBROOK DRIVE TYPICAL SECTION
STA 8+00-14+00, 16+00-22+20



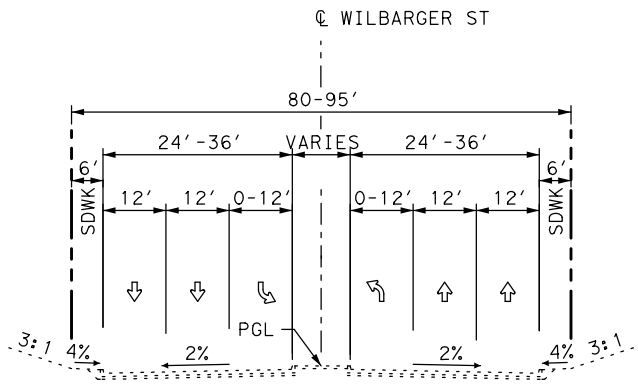
EXISTING MEADOWBROOK DRIVE
STA 13+79-16+08



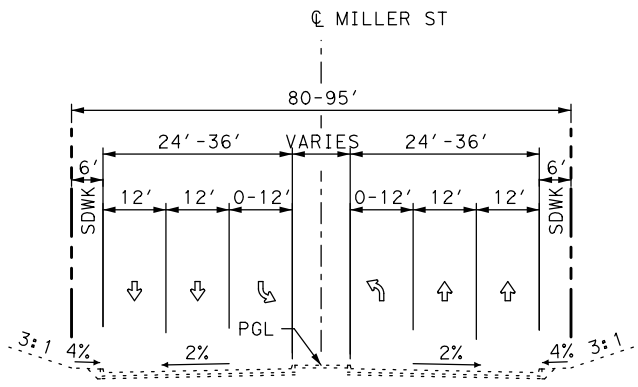
PROPOSED MEADOWBROOK DRIVE TYPICAL SECTION
STA 14+00-16+00

APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
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

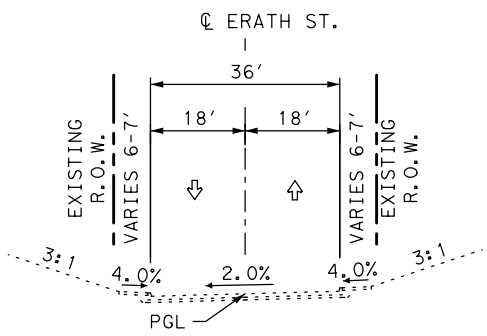
CROSS STREETS



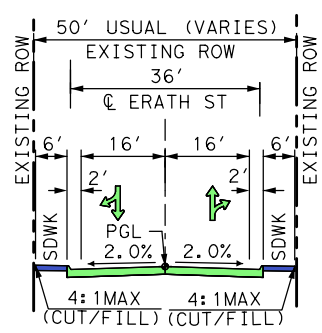
EXISTING WILBARGER STREET
STA 17+00-24+00



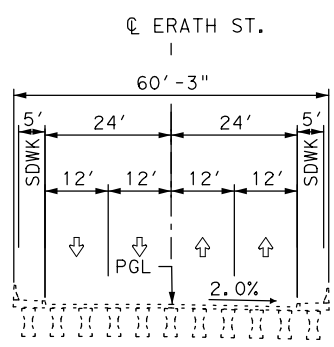
EXISTING MILLER STREET
STA 102+00-107+00
STA 202+00-207+00



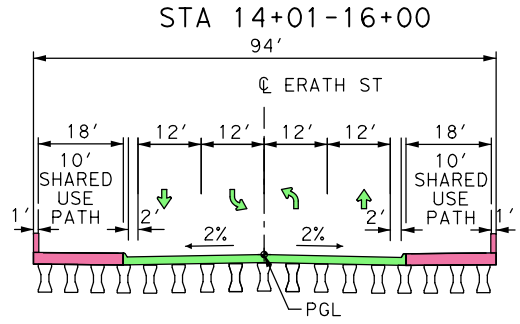
EXISTING ERATH STREET
STA 12+50-14+01, 16+00-17+45



PROPOSED ERATH STREET
STA 12+50-14+01, 16+00-17+45



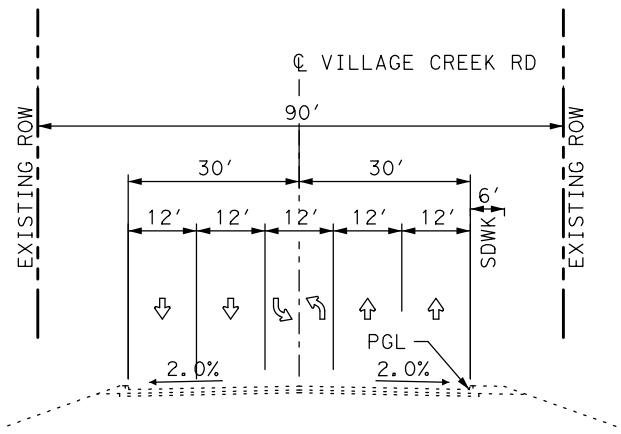
EXISTING ERATH STREET
STA 14+01-16+00



PROPOSED ERATH STREET
STA 14+01-16+00

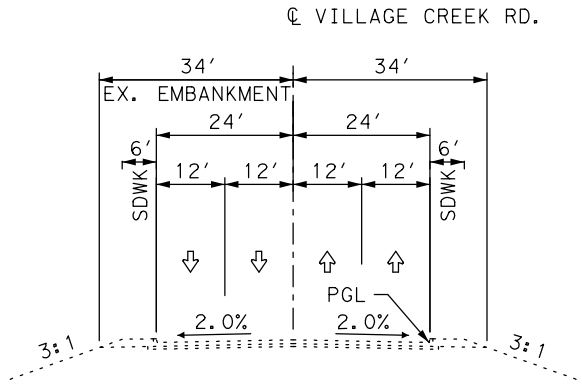
APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
I-20 FROM FOREST HILL DRIVE TO
PARK SPRINGS BOULEVARD
I-820 FROM I-20 TO BRENTWOOD STAIR ROAD
US 287 FROM BISHOP STREET TO SUBLETT ROAD

CROSS STREETS



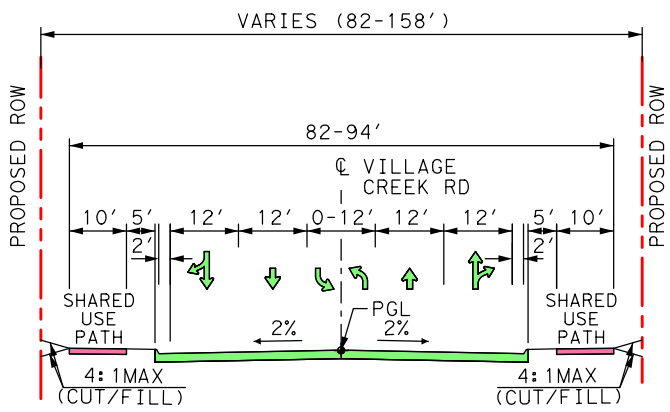
EXISTING VILLAGE CREEK ROAD

STA 6+00-10+00, 17+80-20+00



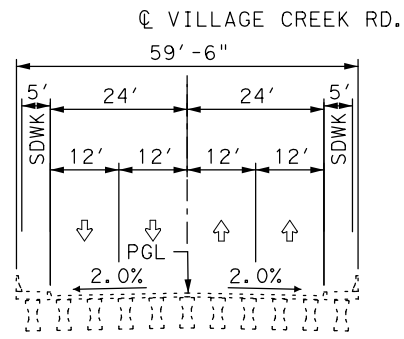
EXISTING VILLAGE CREEK ROAD

STA 10+00-13+45, 16+55-17+80



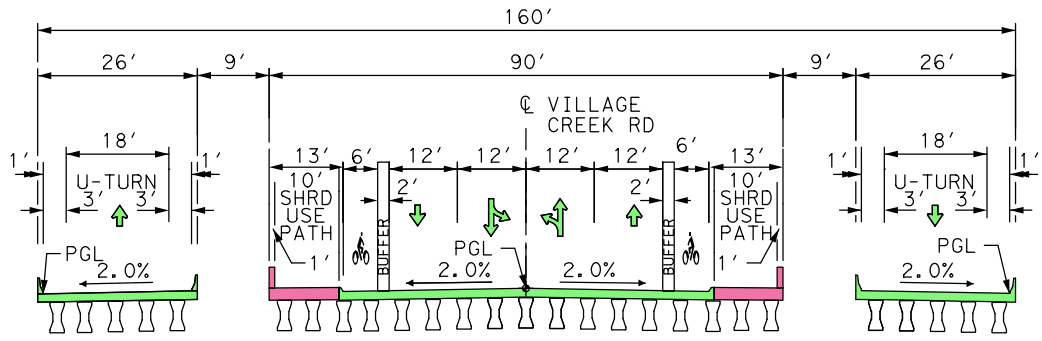
PROPOSED VILLAGE CREEK ROAD

STA 6+00-13+40, 17+80-20+00



EXISTING VILLAGE CREEK ROAD

STA 13+45-16+55

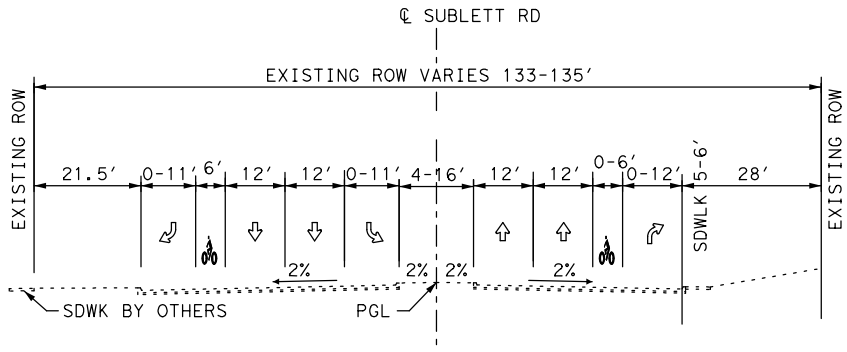


PROPOSED VILLAGE CREEK ROAD

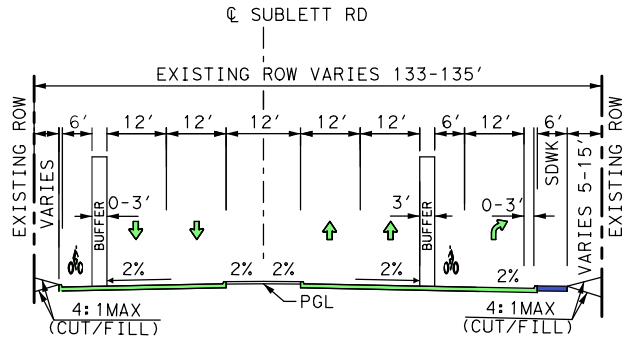
STA 13+40-16+60

APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
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

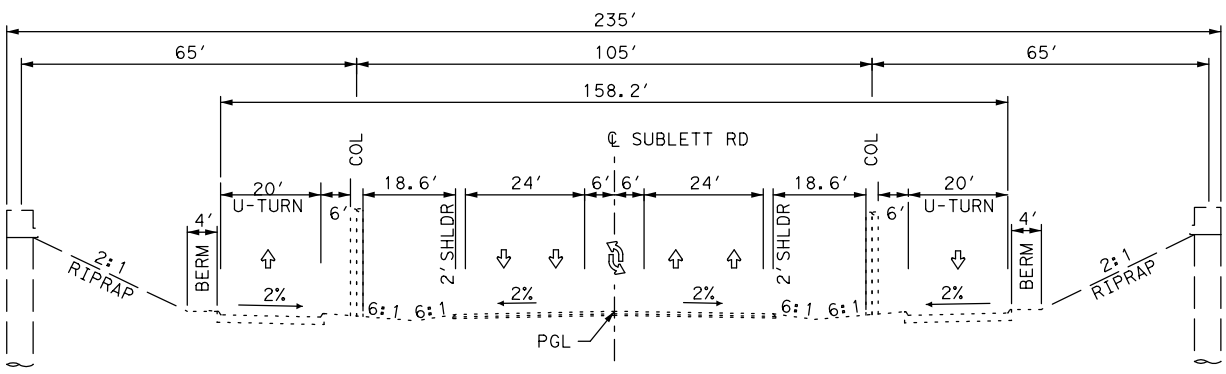
CROSS STREETS



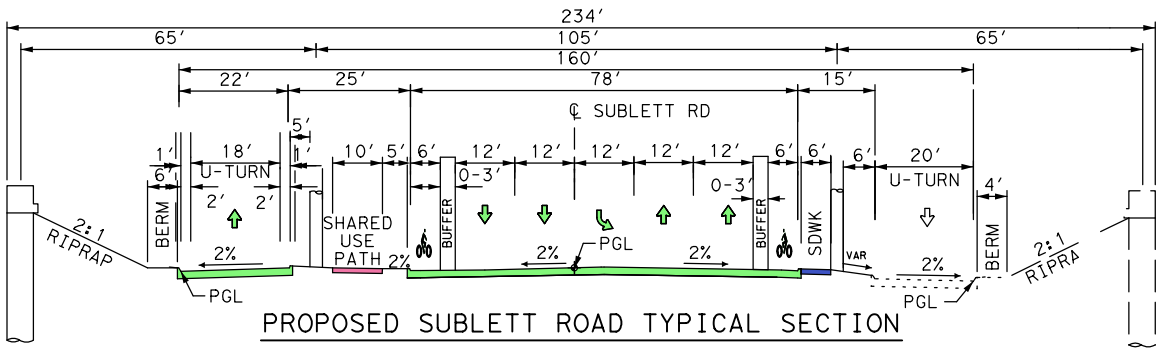
EXISTING SUBLETT ROAD TYPICAL SECTION
STA 9+57.36-12+70



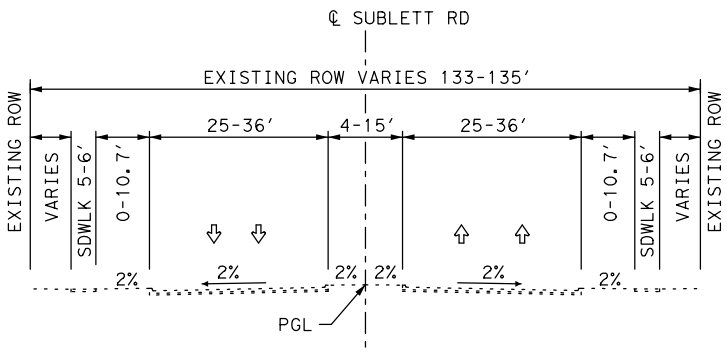
PROPOSED SUBLETT ROAD TYPICAL SECTION
STA 9+57.36-12+70



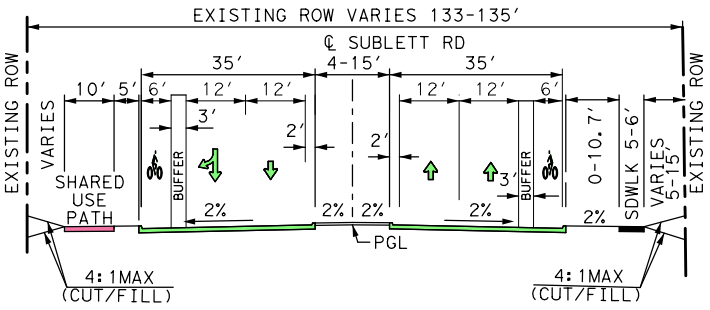
EXISTING SUBLETT ROAD TYPICAL SECTION
STA 12+70-17+20



PROPOSED SUBLETT ROAD TYPICAL SECTION
STA 12+70-17+20



EXISTING SUBLETT ROAD TYPICAL SECTION
17+20-20+00



PROPOSED SUBLETT ROAD TYPICAL SECTION
STA 17+20-20+00

APPENDIX D
TYPICAL SECTIONS
SOUTHEAST CONNECTOR
I-20/I-820/US287 INTERCHANGES
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

Appendix E – Plan and Program Excerpts

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
FORT WORTH	NCTCOG	TARRANT	0008-13-125	2019	IH 820	E,ENG	FORT WORTH	$ 25,872,726

LIMITS FROM IH 20
LIMITS TO BRENTWOOD STAIR ROAD
PROJECT DESCR RECONSTRUCT WIDEN FREEWAY FROM 4/8 TO 8/14 LANE FACILITY
REMARKS P7 ADVANCE ENGINEERING PHASE TO FY2019; REVISE LIMITS AND SCOPE
PROJECT HISTORY 10-YEAR PLAN PROJECT; PART OF SOUTHEAST CONNECTOR PROJECT

PROJECT SPONSOR TXDOT-FORT WORTH
REVISION DATE 11/2018
MPO PROJ NUM 55041
FUNDING CAT(S) SBPE

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 25,872,726
ROW PURCH	$ 53,000,000
CONSTR	$ 656,000,000
CONST ENG	$ 31,730,163
CONTING	$ 1,238,239
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 767,841,128

COST OF APPROVED PHASES $ 25,872,726

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW PE	$ 0	$ 25,872,726	$ 0	$ 0	$ 0	$ 25,872,726
TOTAL	$ 0	$ 25,872,726	$ 0	$ 0	$ 0	$ 25,872,726

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
FORT WORTH	NCTCOG	TARRANT	0008-13-125	2020	IH 820	E,ENG,R,ACQ,UTL	FORT WORTH	$ 187,329,473

LIMITS FROM IH 20
LIMITS TO BRENTWOOD STAIR ROAD
PROJECT SPONSOR TXDOT-FORT WORTH
REVISION DATE 02/2020
MPO PROJ NUM 55041
FUNDING CAT(S) SW PE,SW ROW

PROJECT DESCR RECONSTRUCT AND WIDEN FREEWAY FROM 4/8 TO 8/14 MAIN LANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 CONTINUOUS FRONTAGE ROAD LANES AND REMOVE 4 TO 0 CD L ANES; ADD SHARED-USE PATH AND SIDEWALKS

REMARKS P7 REVISE SCOPE; INCREASE ENGINEERING FUNDING AND DELA Y TO FY2020; ADD UTILITY PHASE IN FY2020

PROJECT HISTORY 10-YEAR PLAN PROJECT; PART OF SOUTHEAST CONNECTOR PROJECT ; DESIGN BUILD PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 64,467,825
ROW PURCH	$ 122,861,648
CONSTR	$ 819,422,670
CONST ENG	$ 20,185,175
CONTING	$ 844,961
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 1,027,782,279

COST OF APPROVED PHASES $ 187,329,473

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW PE	$ 51,574,260	$ 12,893,565	$ 0	$ 0	$ 0	$ 64,467,825
SW ROW	$ 98,289,318	$ 24,572,330	$ 0	$ 0	$ 0	$ 122,861,648
TOTAL	$ 149,863,578	$ 37,465,895	$ 0	$ 0	$ 0	$ 187,329,473

NCTCOG MPO - HIGHWAY PROJECTS

FY 2021

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
FORT WORTH	NCTCOG	TARRANT	0008-13-125	2021	IH 820	C	FORT WORTH	$ 819,422,670

LIMITS FROM IH 20
LIMITS TO BRENTWOOD STAIR ROAD
PROJECT SPONSOR TXDOT-FORT WORTH
REVISION DATE 02/2020
MPO PROJ NUM 55041
FUNDING CAT(S) 12,2M,3DB

PROJECT DESCR RECONSTRUCT AND WIDEN FREEWAY FROM 4/8 TO 8/14 MAIN LANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 CONTINUOUS FRONTAGE ROAD LANES AND REMOVE 4 TO 0 CD L ANES; ADD SHARED-USE PATH AND SIDEWALKS

REMARKS P7 REVISE SCOPE; REVISE CONSTRUCTION FUNDING AND ADD C ONSTRUCTION PHASE TO THE 2019-2022 TIP/STIP

PROJECT HISTORY 10 YEAR PLAN PROJECT; PART OF SOUTHEAST CONNECTOR CORRIDO R; DESIGN BUILD PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 64,467,825		
ROW PURCH	$ 122,861,648	**COST OF**	
CONSTR	$ 819,422,670	**APPROVED**	
CONST ENG	$ 20,185,175	**PHASES**	
CONTING	$ 844,961		$ 819,422,670
INDIRECT	$ 0		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 1,027,782,279		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
12	$ 343,681,600	$ 85,920,400	$ 0	$ 0	$ 0	$ 429,602,000
2M	$ 31,856,536	$ 7,964,134	$ 0	$ 0	$ 0	$ 39,820,670
3DB	$ 280,000,000	$ 70,000,000	$ 0	$ 0	$ 0	$ 350,000,000
TOTAL	$ 655,538,136	$ 163,884,534	$ 0	$ 0	$ 0	$ 819,422,670

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
FORT WORTH	NCTCOG	TARRANT	0008-13-206	2019	IH 20	E,ENG	FOREST HILL	$ 12,617,966

LIMITS FROM IH 820/IH 20 INTERCHANGE
LIMITS TO FOREST HILL DR
PROJECT SPONSOR TXDOT-FORT WORTH
REVISION DATE 02/2020
PROJECT DESCR RECONSTRUCT AND WIDEN 8 TO 12 MAINLANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANE S TO 4/8 CONTINUOUS FRONTAGE ROAD LANES, AND ADD SHARED-USE PATH AND SIDEWALKS
MPO PROJ NUM 55045
FUNDING CAT(S) SW PE
REMARKS P7 UPDATE SCOPE; INCREASE FUNDING
PROJECT HISTORY 10 YEAR PLAN PROJECT; SE CONNECTOR CORRIDOR; DESIGN-BUILD PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 12,617,966		
ROW PURCH	$ 69,561,000	**COST OF APPROVED PHASES**	
CONSTR	$ 115,402,715		
CONST ENG	$ 4,962,317		
CONTING	$ 207,725	$ 12,617,966	
INDIRECT	$ 0		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 202,751,723		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW PE	$ 10,094,373	$ 2,523,593	$ 0	$ 0	$ 0	$ 12,617,966
TOTAL	$ 10,094,373	$ 2,523,593	$ 0	$ 0	$ 0	$ 12,617,966

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
FORT WORTH	NCTCOG	TARRANT	0008-13-206	2020	IH 20	R,ACQ	FOREST HILL	$ 69,561,000

LIMITS FROM IH 820/IH 20 INTERCHANGE
LIMITS TO FOREST HILL DR
PROJECT SPONSOR TXDOT-FORT WORTH
REVISION DATE 02/2020
PROJECT DESCR RECONSTRUCT AND WIDEN 8 TO 12 MAINLANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANE S TO 4/8 CONTINUOUS FRONTAGE ROAD LANES, AND ADD SHARED-USE PATH AND SIDEWALKS
MPO PROJ NUM 55045
FUNDING CAT(S) SW ROW
REMARKS UPDATE SCOPE; INCREASE FUNDING
P7
PROJECT HISTORY 10 YEAR PLAN PROJECT; SE CONNECTOR CORRIDOR; DESIGN-BUILD PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 12,617,966
ROW PURCH	$ 69,561,000
CONSTR	$ 115,402,715
CONST ENG	$ 4,962,317
CONTING	$ 207,725
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 202,751,723

COST OF APPROVED PHASES
$ 69,561,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW ROW	$ 55,648,800	$ 13,912,200	$ 0	$ 0	$ 0	$ 69,561,000
TOTAL	$ 55,648,800	$ 13,912,200	$ 0	$ 0	$ 0	$ 69,561,000

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
FORT WORTH	NCTCOG	TARRANT	0008-13-206	2021	IH 20	C	FOREST HILL	$ 115,402,715

LIMITS FROM IH 820/IH 20 INTERCHANGE
LIMITS TO FOREST HILL DR
PROJECT SPONSOR TXDOT-FORT WORTH
REVISION DATE 02/2020
MPO PROJ NUM 55045
FUNDING CAT(S) 2M

PROJECT DESCR RECONSTRUCT AND WIDEN 8 TO 12 MAINLANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/8 CONTINUOUS FRONTAGE ROAD LANES, AND ADD SHARED-USE PATH AND SIDEWALKS

REMARKS UPDATE SCOPE; DECREASE CONSTRUCTION FUNDING P7

PROJECT HISTORY 10 YEAR PLAN PROJECT; SE CONNECTOR CORRIDOR; DESIGN-BUILD PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 12,617,966		
ROW PURCH	$ 69,561,000	**COST OF APPROVED PHASES**	
CONSTR	$ 115,402,715		
CONST ENG	$ 4,962,317		
CONTING	$ 207,725	$ 115,402,715	
INDIRECT	$ 0		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 202,751,723		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
2M	$ 92,322,172	$ 23,080,543	$ 0	$ 0	$ 0	$ 115,402,715
TOTAL	$ 92,322,172	$ 23,080,543	$ 0	$ 0	$ 0	$ 115,402,715

NCTCOG MPO - HIGHWAY PROJECTS

FY 2019

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
FORT WORTH	NCTCOG	TARRANT	0172-06-080	2019	US 287	E,ENG	FORT WORTH	$ 10,165,568

LIMITS FROM IH 820
LIMITS TO BERRY STREET
PROJECT SPONSOR TXDOT-FORT WORTH
REVISION DATE 02/2020
MPO PROJ NUM 55044
FUNDING CAT(S) SW PE

PROJECT DESCR RECONSTRUCT 6 TO 6 MAINLANES PLUS AUXILIARY LANES WITH 4 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES; ADD SHARED-USE PATH AND SID EWALKS

REMARKS P7 UPDATE SCOPE; INCREASE ENGINEERING FUNDING

PROJECT HISTORY 10 YEAR PLAN PROJECT; RELATED TO TIP 55041/CSJ 0008-13-12 5; SOUTHEAST CONNECTOR CORRIDOR; DESIGN-BUILD PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 10,165,568
ROW PURCH	$ 77,128,000
CONSTR	$ 89,874,140
CONST ENG	$ 3,864,588
CONTING	$ 161,773
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 181,194,069

COST OF APPROVED PHASES
$ 10,165,568

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW PE	$ 8,132,454	$ 2,033,114	$ 0	$ 0	$ 0	$ 10,165,568
TOTAL	$ 8,132,454	$ 2,033,114	$ 0	$ 0	$ 0	$ 10,165,568

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
FORT WORTH	NCTCOG	TARRANT	0172-06-080	2020	US 287	R,ACQ	FORT WORTH	$ 77,128,000

LIMITS FROM IH 820
LIMITS TO BERRY STREET
PROJECT SPONSOR TXDOT-FORT WORTH
REVISION DATE 02/2020
MPO PROJ NUM 55044
FUNDING CAT(S) SW ROW

PROJECT DESCR RECONSTRUCT 6 TO 6 MAINLANES PLUS AUXILIARY LANES WITH 4 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES; ADD SHARED-USE PATH AND SID EWALKS

REMARKS P7 UPDATE SCOPE; INCREASE ROW FUNDING

PROJECT HISTORY 10 YEAR PLAN PROJECT; RELATED TO TIP 55041/CSJ 0008-13-12 5; SOUTHEAST CONNECTOR CORRIDOR; DESIGN-BUILD PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 10,165,568
ROW PURCH	$ 77,128,000
CONSTR	$ 89,874,140
CONST ENG	$ 3,864,588
CONTING	$ 161,773
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 181,194,069

COST OF APPROVED PHASES
$ 77,128,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW ROW	$ 61,702,400	$ 15,425,600	$ 0	$ 0	$ 0	$ 77,128,000
TOTAL	$ 61,702,400	$ 15,425,600	$ 0	$ 0	$ 0	$ 77,128,000

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
FORT WORTH	NCTCOG	TARRANT	0172-06-080	2021	US 287	C	FORT WORTH	$ 89,874,140

LIMITS FROM IH 820
LIMITS TO BERRY STREET
PROJECT SPONSOR TXDOT-FORT WORTH
REVISION DATE 02/2020
MPO PROJ NUM 55044
FUNDING CAT(S) 2M,4

PROJECT DESCR RECONSTRUCT 6 TO 6 MAINLANES PLUS AUXILIARY LANES WITH 4 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES; ADD SHARED-USE PATH AND SID EWALKS

REMARKS P7 UPDATE SCOPE; INCREASE CONSTRUCTION FUNDING

PROJECT HISTORY 10 YEAR PLAN PROJECT; RELATED TO TIP 55041/CSJ 0008-13-12 5; SOUTHEAST CONNECTOR CORRIDOR; DESIGN-BUILD PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 10,165,568
ROW PURCH	$ 77,128,000
CONSTR	$ 89,874,140
CONST ENG	$ 3,864,588
CONTING	$ 161,773
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 181,194,069

COST OF APPROVED PHASES $ 89,874,140

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
2M	$ 39,899,312	$ 9,974,828	$ 0	$ 0	$ 0	$ 49,874,140
4	$ 32,000,000	$ 8,000,000	$ 0	$ 0	$ 0	$ 40,000,000
TOTAL	$ 71,899,312	$ 17,974,828	$ 0	$ 0	$ 0	$ 89,874,140

NCTCOG MPO - HIGHWAY PROJECTS

FY 2019

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
FORT WORTH	NCTCOG	TARRANT	0172-09-028	2019	US 287	E,ENG	ARLINGTON	$ 3,316,124

LIMITS FROM IH 20 INTERCHANGE
LIMITS TO SUBLETT ROAD
PROJECT SPONSOR TXDOT-FORT WORTH
REVISION DATE 02/2020
MPO PROJ NUM 55042
FUNDING CAT(S) SW PE

PROJECT DESCR RECONSTRUCT AND WIDEN 4 TO 6 GENERAL PURPOSE LANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES, AND ADD SHARED-USE PATH AND SIDEWALK

REMARKS UPDATE SCOPE; INCREASE ENGINEERING FUNDING
P7

PROJECT HISTORY 10 YEAR PLAN PROJECT; RELATED TO TIP 55042/CSJ 0008-13-12
5; SOUTHEAST CONNECTOR CORRIDOR; DESIGN-BUILD PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 3,316,124		
ROW PURCH	$ 163,000	**COST OF APPROVED PHASES**	
CONSTR	$ 30,000,000		
CONST ENG	$ 1,290,000		
CONTING	$ 54,000	$ 3,316,124	
INDIRECT	$ 0		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 34,823,124		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW PE	$ 2,652,899	$ 663,225	$ 0	$ 0	$ 0	$ 3,316,124
TOTAL	$ 2,652,899	$ 663,225	$ 0	$ 0	$ 0	$ 3,316,124

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

NCTCOG MPO - HIGHWAY PROJECTS

FY 2020

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
FORT WORTH	NCTCOG	TARRANT	0172-09-028	2020	US 287	R,ACQ	ARLINGTON	$ 163,000

LIMITS FROM IH 20 INTERCHANGE
LIMITS TO SUBLETT ROAD
PROJECT SPONSOR TXDOT-FORT WORTH
REVISION DATE 02/2020
MPO PROJ NUM 55042
FUNDING CAT(S) SW ROW

PROJECT DESCR RECONSTRUCT AND WIDEN 4 TO 6 GENERAL PURPOSE LANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES, AND ADD SHARED-USE PATH AND SIDEWALK

REMARKS UPDATE SCOPE; INCREASE ROW FUNDING
P7

PROJECT HISTORY 10 YEAR PLAN PROJECT; RELATED TO TIP 55042/CSJ 0008-13-12
5; SOUTHEAST CONNECTOR CORRIDOR; DESIGN-BUILD PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 3,316,124		
ROW PURCH	$ 163,000	**COST OF APPROVED PHASES**	
CONSTR	$ 30,000,000		
CONST ENG	$ 1,290,000		
CONTING	$ 54,000	$ 163,000	
INDIRECT	$ 0		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 34,823,124		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW ROW	$ 130,400	$ 32,600	$ 0	$ 0	$ 0	$ 163,000
TOTAL	$ 130,400	$ 32,600	$ 0	$ 0	$ 0	$ 163,000

NCTCOG MPO - HIGHWAY PROJECTS

FY 2021

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
FORT WORTH	NCTCOG	TARRANT	0172-09-028	2021	US 287	C	ARLINGTON	$ 30,000,000

LIMITS FROM IH 20 INTERCHANGE
LIMITS TO SUBLETT ROAD
PROJECT SPONSOR TXDOT-FORT WORTH
REVISION DATE 02/2020
MPO PROJ NUM 55042
FUNDING CAT(S) 4

PROJECT DESCR RECONSTRUCT AND WIDEN 4 TO 6 GENERAL PURPOSE LANES AND 4/6 DISCONTINUOUS FRONTAGE ROAD LANES TO 4/6 DISCONTINUOUS FRONTAGE ROAD LANES, AND ADD SHARED-USE PATH AND SIDEWALK

REMARKS P7 UPDATE SCOPE

PROJECT HISTORY 10 YEAR PLAN PROJECT; RELATED TO TIP 55042/CSJ 0008-13-12
5; SOUTHEAST CONNECTOR CORRIDOR; DESIGN-BUILD PROJECT

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 3,316,124	**COST OF APPROVED PHASES**	
ROW PURCH	$ 163,000		
CONSTR	$ 30,000,000		
CONST ENG	$ 1,290,000		
CONTING	$ 54,000		$ 30,000,000
INDIRECT	$ 0		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 34,823,124		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
4	$ 24,000,000	$ 6,000,000	$ 0	$ 0	$ 0	$ 30,000,000
TOTAL	$ 24,000,000	$ 6,000,000	$ 0	$ 0	$ 0	$ 30,000,000

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
FORT WORTH	NCTCOG	TARRANT	2374-05-066	2019	IH 20	E,ENG	ARLINGTON	$ 57,798,362

LIMITS FROM IH 820
LIMITS TO PARK SPRINGS
PROJECT SPONSOR TXDOT-FORT WORTH
REVISION DATE 02/2020
MPO PROJ NUM 55043
FUNDING CAT(S) SW PE

PROJECT DESCR RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, 0 TO 8 COLLECTOR DISTRIBUTOR LANES (FROM IH 820 TO US 287), AND ADD SHARED-USE PATH AND SIDEWALKS

REMARKS UPDATE SCOPE; INCREASE ENGINEERING FUNDING
P7

PROJECT HISTORY 10 YEAR PLAN PROJECT; SOUTHEAST CONNECTOR CORRIDOR; RELAT
ED TO CSJ 0008-13-125

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 57,798,362	**COST OF APPROVED PHASES**	
ROW PURCH	$ 26,137,000		
CONSTR	$ 536,545,645		
CONST ENG	$ 23,071,463		
CONTING	$ 965,782		$ 57,798,362
INDIRECT	$ 0		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 644,518,252		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW PE	$ 0	$ 57,798,362	$ 0	$ 0	$ 0	$ 57,798,362
TOTAL	$ 0	$ 57,798,362	$ 0	$ 0	$ 0	$ 57,798,362

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
FORT WORTH	NCTCOG	TARRANT	2374-05-066	2020	IH 20	R,ACQ	ARLINGTON	$ 26,137,000

LIMITS FROM IH 820
LIMITS TO PARK SPRINGS
PROJECT SPONSOR TXDOT-FORT WORTH
REVISION DATE 02/2020
MPO PROJ NUM 55043
FUNDING CAT(S) SW ROW

PROJECT DESCR RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, 0 TO 8 COLLECTOR DISTRIBUTOR LANES (FROM IH 820 TO US 287), AND ADD SHARED-USE PATH AND SIDEWALKS

REMARKS UPDATE SCOPE; INCREASE ROW FUNDING
P7

PROJECT HISTORY 10 YEAR PLAN PROJECT; SOUTHEAST CONNECTOR CORRIDOR; RELAT
ED TO CSJ 0008-13-125

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 57,798,362		
ROW PURCH	$ 26,137,000	**COST OF**	
CONSTR	$ 536,545,645	**APPROVED**	
CONST ENG	$ 23,071,463	**PHASES**	
CONTING	$ 965,782	$ 26,137,000	
INDIRECT	$ 0		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 644,518,252		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
SW ROW	$ 20,909,600	$ 5,227,400	$ 0	$ 0	$ 0	$ 26,137,000
TOTAL	$ 20,909,600	$ 5,227,400	$ 0	$ 0	$ 0	$ 26,137,000

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
FORT WORTH	NCTCOG	TARRANT	2374-05-066	2021	IH 20	C	ARLINGTON	$ 536,545,645

LIMITS FROM IH 820
LIMITS TO PARK SPRINGS

PROJECT SPONSOR TXDOT-FORT WORTH
REVISION DATE 02/2020
MPO PROJ NUM 55043
FUNDING CAT(S) 12,2M,4

PROJECT DESCR RECONSTRUCT AND WIDEN FROM 8/10 TO 10 GENERAL PURPOSE LANES, 4/6 DISCONTINUOUS LANES TO 4/8 DISCONTINUOUS FRONTAGE ROAD LANES, 0 TO 8 COLLECTOR DISTRIBUTOR LANES (FROM IH 820 TO US 287), AND ADD SHARED-USE PATH AND SIDEWALKS

REMARKS UPDATE SCOPE; INCREASE CONSTRUCTION FUNDING
P7

PROJECT HISTORY 10 YEAR PLAN PROJECT; SOUTHEAST CONNECTOR CORRIDOR; RELAT
ED TO CSJ 0008-13-125

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 57,798,362	**COST OF APPROVED PHASES**	$ 536,545,645
ROW PURCH	$ 26,137,000		
CONSTR	$ 536,545,645		
CONST ENG	$ 23,071,463		
CONTING	$ 965,782		
INDIRECT	$ 0		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 644,518,252		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
12	$ 42,664,000	$ 10,666,000	$ 0	$ 0	$ 0	$ 53,330,000
2M	$ 264,172,516	$ 66,043,129	$ 0	$ 0	$ 0	$ 330,215,645
4	$ 122,400,000	$ 30,600,000	$ 0	$ 0	$ 0	$ 153,000,000
TOTAL	$ 429,236,516	$ 107,309,129	$ 0	$ 0	$ 0	$ 536,545,645

FT Corridor	ID	Facility	From	To	2018 (Attainment Year)	2020 (Attainment Year)	2028	2037	2045	Type	YOE Cost
46 - Southeast Connector	1.50.3	US 287	Berry Street	Village Creek	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		included w/ 1.50.4
46 - Southeast Connector	1.50.4	US 287	Village Creek	IH 820 (US 287)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4 (Frtg-D)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)	6 (Frwy), 4/6 (Frtg-C)		$1,400,000,000
46 - Southeast Connector	1.60.1	US 287	IH 20	Sublett Road	4 (Frwy), 4/6 (Frtg-D)	4 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)	6 (Frwy), 4/6 (Frtg-D)		included w/ 1.50.4
46 - Southeast Connector	30.40.2	IH 20	Forest Hill Drive	IH 820	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	12 (Frwy), 4/8 (Frtg-C)	12 (Frwy), 4/8 (Frtg-C)	12 (Frwy), 4/8 (Frtg-C)		included w/ 1.50.4
46 - Southeast Connector	30.50.1	IH 20	IH 820	US 287	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy), 4/6 (Frtg-C)	10 (Frwy) + 8 CD, 4/8 (Frtg-C)	10 (Frwy) + 8 CD, 4/8 (Frtg-C)	10 (Frwy) + 8 CD, 4/8 (Frtg-C)		included w/ 1.50.4
46 - Southeast Connector	30.60.1	IH 20	US 287	Park Springs Blvd.	8 (Frwy), 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-D)	10 (Frwy), 4/8 (Frtg-D)	10 (Frwy), 4/8 (Frtg-D)	10 (Frwy), 4/8 (Frtg-D)		included w/ 1.50.4
46 - Southeast Connector	151.30.2	IH 820 (East)	Meadowbrook Drive	US 287	4 (Frwy) + 4 CD, 4/6 (Frtg-D)	4 (Frwy) + 4 CD, 4/6 (Frtg-D)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)	8 (Frwy), 4/6 (Frtg-C)		included w/ 1.50.4
46 - Southeast Connector	151.40.1	IH 820 (East)	US 287	IH 20	8 (Frwy), 4 (Frtg-C)	8 (Frwy), 4 (Frtg-C)	14 (Frwy), 4/8 (Frtg-C)	14 (Frwy), 4/8 (Frtg-C)	14 (Frwy), 4/8 (Frtg-C)		included w/ 1.50.4
47 - Southern Gateway	7.80.1	IH 35E	IH 30 (West)	IH 30 (East)	6 (Frwy) + 2 (HOV-R), 2 NB (Frtg-D)	6 (Frwy) + 2 (HOV-R), 2 NB (Frtg-D)	6 (Frwy) + 2 (ExL-R), 2 NB (Frtg-D)	6 (Frwy) + 2 (ExL-R), 2 NB (Frtg-D)	6 (Frwy) + 2 (ExL-R), 2 NB (Frtg-D)		included w/ 7.80.3
47 - Southern Gateway	7.80.2	IH 35E	IH 30 (East)	Colorado Blvd.	7 (Frwy) + 2 (HOV-R) + 9 CD	7 (Frwy) + 2 (HOV-R) + 9 CD	7 (Frwy) + 2 (ExL-R) + 9 CD	7 (Frwy) + 2 (ExL-R) + 9 CD	7 (Frwy) + 2 (ExL-R) + 9 CD		included w/ 7.80.3

*Interim Peak-Hour Lanes
**Technology Lanes

(HOV/ExL): HOV/Tolled Express Lanes; (HOV): HOV Lanes; (ExL): Express Lanes; (ML/T): Tolled Managed Lanes; (-C): Concurrent Lanes; (-R): Reversible Lanes

AO Corridor	ID	County	Facility	From	To	Type	YOE Cost
10 - IH 635 (East)	131.20.1	Dallas	IH 635 (East)	IH 30	US 80	Operational Improvements/ Bottleneck Removal	included w/ 30.90.2
10 - IH 635 (East)	131.20.2	Dallas	IH 635 (East)	US 80	IH 20	Operational Improvements/ Bottleneck Removal	included w/ 30.90.2
11 - IH 635 (West)	130.10.2	Dallas	IH 635 (West)	Royal Lane	Belt Line Road	Operational Improvements/ Bottleneck Removal	$53,000,000
11 - IH 635 (West)	130.10.3	Dallas	IH 635 (West)	Belt Line Road	PGBT	Operational Improvements/ Bottleneck Removal	included w/ 130.10.2
11 - IH 635 (West)	130.20.1	Dallas	IH 635 (West)	PGBT	Luna Road	Operational Improvements/ Bottleneck Removal	included w/ 130.10.2
11 - IH 635 (West)	130.20.2	Dallas	IH 635 (West)	Luna Road	IH 35E	Operational Improvements/ Bottleneck Removal	included w/ 130.10.2
12 - IH 820 (Eastside)	151.20.2	Tarrant	IH 820 (Eastside)	Randol Mill Road	IH 30	Operational Improvements/ Bottleneck Removal	$100,000,000
12 - IH 820 (Eastside)	151.30.1	Tarrant	IH 820 (Eastside)	IH 30	Meadowbrook Drive	Operational Improvements/ Bottleneck Removal	included w/ 151.20.2
13 - IH 820 (Northwest)	150.10.1	Tarrant	IH 820 (North)	SH 199	BU 287	Operational Improvements/ Bottleneck Removal	$100,000,000
13 - IH 820 (Northwest)	150.10.2	Tarrant	IH 820 (North)	BU 287	IH 35W	Add Frontage Lanes	included w/ 150.10.1
14 - IH 820 (West)	153.10.1	Tarrant	IH 820 (West)	IH 20	Camp Bowie Blvd.	Operational Improvements/ Bottleneck Removal	included w/ 153.20.1
14 - IH 820 (West)	153.10.2	Tarrant	IH 820 (West)	Camp Bowie Blvd.	IH 30	Operational Improvements/ Bottleneck Removal	included w/ 153.20.1
14 - IH 820 (West)	153.20.1	Tarrant	IH 820 (West)	IH 30	Las Vegas Trail	Operational Improvements/ Bottleneck Removal	$35,000,000
14 - IH 820 (West)	153.20.2	Tarrant	IH 820 (West)	Las Vegas Trail	SH 199	Operational Improvements/ Bottleneck Removal	included w/ 153.20.1
15 - SH 121 (Tarrant County)	11.100.2	Tarrant	SH 121	Handley-Ederville Road	Beach Street	Operational Improvements/ Bottleneck Removal	included w/ 5.60.1
15 - SH 121 (Tarrant County)	11.100.3	Tarrant	SH 121	Beach Street	IH 35W	Operational Improvements/ Bottleneck Removal	included w/ 5.60.1
16 - SH 360	9.20.1	Tarrant	SH 360	SH 183	Post N Paddock Road	Operational Improvements/ Bottleneck Removal	included w/ 9.30.1
16 - SH 360	9.20.2	Tarrant	SH 360	Post N Paddock Road	Brown Blvd./Avenue K Parkway	Operational Improvements/ Bottleneck Removal	included w/ 9.20.1
16 - SH 360	9.20.3	Tarrant	SH 360	Brown Blvd./Avenue K Parkway	IH 30	Operational Improvements/ Bottleneck Removal	included w/ 9.30.1

INT ID	Agency	Facility	Connection	Yr Open	Description	YOE Cost
2.100.1	TxDOT Dallas	US 380	State Loop 288	2037	Grade Separation	included w/ RSA - 2.190.250
2.526.1	TxDOT Dallas	US 380	SH 289 (Preston Road)	2028	Reconstruct	included w/ RSA - 2.225.525
2.536.1	TxDOT Dallas	US 380	FM 1570	2028	Direct Connectors	included w/ RSA - 2.260.225
38.17.1	TxDOT Dallas	US 67	State Loop 12	2028	Reconstruct	included w/ FT - 7.80.3
38.598.1	TxDOT Dallas	US 67	Lakeridge Parkway	2028	New Interchange	included w/ AO - 38.20.4
11.23.1	TxDOT Dallas	US 75	SH 121 (North)	2028	Reconstruct	included w/ FT - 23.20.1
11.23.2	TxDOT Dallas	US 75	Spur 399	2045	New Interchange	included w/ FT - 23.20.1
23.100.1	TxDOT Dallas	US 75	North of FM 455- CR 370	2023	Construct	included w/ FT - 23.10.1
23.120.1	TxDOT Dallas	US 75	President George Bush Turnpike	2028	Improvements	included w/ FT - 23.40.1
23.510.1	TxDOT Dallas	US 75	Ridgeview Drive	2028	Reconstruct	$41,400,000
32.563.1	TxDOT Dallas	US 80	Gross Road	2028	Improvements	included w/ FT - 32.10.1
32.578.1	TxDOT Dallas	US 80	Galloway Blvd.	2028	Improvements	included w/ FT - 32.10.1
30.31.1	TxDOT Fort Worth	Chisholm Trail Parkway (SH 121)	IH 20	2027	Improvements	included w/ FT - 30.30.1
31.38.1	TxDOT Fort Worth	Chisholm Trail Parkway (SH 121)	US 67	2025	New Interchange	$23,400,000
1.30.1	TxDOT Fort Worth	IH 20	US 287	2026	Reconstruct	included w/ FT - 1.50.4
30.151.1	TxDOT Fort Worth	IH 20	IH 820	2026	Reconstruct	included w/ FT - 1.50.4
30.161.1	TxDOT Fort Worth	IH 20	Walsh Ranch Parkway (Minor 2)	2037	New Interchange	included w/ AO - 30.20.2
30.568.1	TxDOT Fort Worth	IH 20	Walsh Ranch Parkway	2037	New Interchange	included w/ AO - 30.20.2
30.568.2	TxDOT Fort Worth	IH 20	Walsh Ranch Parkway (Minor 1)	2035	New Interchange	included w/ AO - 30.20.2
30.579.1	TxDOT Fort Worth	IH 20	FM 1187/FM 3325	2028	Reconstruct	included w/ AO - 30.20.2
30.584.1	TxDOT Fort Worth	IH 20	Centerpoint Drive	2020	Improvements	included w/ FT - 30.10.4
30.585.1	TxDOT Fort Worth	IH 20	Lakeshore Drive	2018	Reconstruct	included w/ FT - 30.10.4
28.30.1	TxDOT Fort Worth	IH 30	IH 20	2024	New Interchange	$34,194,000
28.515.1	TxDOT Fort Worth	IH 30	Spur 580	2028	Reconstruct	included w/ FT - 28.10.3
28.554.1	TxDOT Fort Worth	IH 30	Chapel Creek Blvd.	2021	Reconstruct	included w/ FT - 28.10.3
28.569.1	TxDOT Fort Worth	IH 30	Walsh Ranch Parkway (Minor 1)	2028	New Interchange	included w/ FT - 28.10.3
28.580.1	TxDOT Fort Worth	IH 30	Academy Blvd.	2028	Reconstruct	included w/ FT - 28.10.3
9.28.1	TxDOT Fort Worth	IH 30	SH 360	2020	New Interchange	included w/ FT - 9.30.1
1.28.1	TxDOT Fort Worth	IH 35W	US 287 (NTE)	2028	Reconstruct	included w/ FT - 5.60.1
5.10.1	TxDOT Fort Worth	IH 35W	SH 170	2022	Direct Connectors	$77,000,000
5.11.1	TxDOT Fort Worth	IH 35W	SH 121 (NTE)	2019	Direct Connectors	included w/ next line
5.11.1	TxDOT Fort Worth	IH 35W	SH 121 (NTE)	2037	Reconstruct	$27,000,000
5.150.1	TxDOT Fort Worth	IH 35W	IH 820 NE	2018	Direct Connectors	included w/ next line
5.150.1	TxDOT Fort Worth	IH 35W	IH 820 NE	2028	Reconstruct	$40,000,000

INT ID	Agency	Facility	Connection	Yr Open	Description	YOE Cost
5.160.1	TxDOT Fort Worth	IH 35W	FM 917	2023	Reconstruct	$28,200,000
5.28.1	TxDOT Fort Worth	IH 35W	IH 30	2018	Reconstruct	$41,000,000
5.536.1	TxDOT Fort Worth	IH 35W	McPherson/Garden Acres	2019	New WB Bridge	included w/ FT - 5.80.1
5.548.1	TxDOT Fort Worth	IH 35W	Westport Parkway	2022	Frontage Connections	$40,000,000
1.151.1	TxDOT Fort Worth	IH 820	US 287	2026	Reconstruct	included w/ FT - 1.50.4
11.151.1	TxDOT Fort Worth	IH 820	SH 121/Trinity Blvd.	2022	Reconstruct	included w/ FT - 151.10.1
11.12.1	TxDOT Fort Worth	SH 114	FM 1709	2028	Frontage Connections	included w/ FT - 9.10.1
11.12.2	TxDOT Fort Worth	SH 114	International Parkway and Texan Trail	2028	Direct Connectors	included w/ FT - 9.10.1
14.153.1	TxDOT Fort Worth	SH 199	IH 820	2028	New Interchange	included w/ FT - 14.20.4
14.160.1	TxDOT Fort Worth	SH 199	Azle Avenue	2021	Reconstruction	$2,401,100
14.161.1	TxDOT Fort Worth	SH 199	Hodgkins Road	2023	Reconstruction	$1,684,300
14.200.1	TxDOT Fort Worth	SH 199	Love Circle	2023	Reconstruction	$76,554,300
14.225.1	TxDOT Fort Worth	SH 199	Surfside Drive	2023	Reconstruction	$4,464,300
14.250.1	TxDOT Fort Worth	SH 199	Rankin Road	2023	Reconstruction	$4,238,000
14.571.1	TxDOT Fort Worth	SH 199	Hanger Cut-Off Road	2020	Grade Separation	included w/ FT - 14.20.4
14.572.1	TxDOT Fort Worth	SH 199	Nine Mile Azle Road	2020	Grade Separation	included w/ FT - 14.20.4
14.573.1	TxDOT Fort Worth	SH 199	Western Center	2018	Grade Separation	included w/ FT - 14.20.4
1.9.1	TxDOT Fort Worth	SH 360	US 287	2018	New Interchange	included w/ FT - 1.70.1
1.9.1	TxDOT Fort Worth	SH 360	US 287	2037	Improvements	included w/ FT - 1.70.1
48.143.1	TxDOT Fort Worth	US 180	Weatherford Loop	2028	Phased New Interchange	included w/ RSA - 1.190.225
1.540.1	TxDOT Fort Worth	US 287	Lone Star Road	2037	Reconstruction	included w/ FT - 1.70.1
37.46.1	TxDOT Fort Worth	US 377	Cresson Bypass	2021	New Interchange	included w/ RSA - 1.540.455
46.170.5	TxDOT Fort Worth	US 377	SH 144	2030	Reconstruct	included w/ RSA - 1.540.520
1.12.2	TxDOT Fort Worth	US 81/US 287	SH 114	2028	Direct Connectors	$43,400,000
1.536.1	TxDOT Fort Worth	US 81/US 287	North Tarrant Parkway/Harmon Road	2028	Reconstruct	$39,000,000
1.537.1	TxDOT Fort Worth	US 81/US 287	North Star Parkway	2030	Grade Separation	$18,300,000
1.538.1	TxDOT Fort Worth	US 81/US 287	CR 4840	2022	Grade Separation	$14,300,000
1.581.1	TxDOT Fort Worth	US 81/US 287	BU 81D (South Decatur)	2018	New Interchange	included w/ FT - 1.30.1
1.581.2	TxDOT Fort Worth	US 81/US 287	CR 4227/CR 4228	2022	New Interchange	$13,400,000
1.582.1	TxDOT Fort Worth	US 81/US 287	FM 1810 (Decatur)	2028	Grade Separation	included w/ FT - 1.30.1
1.587.1	TxDOT Fort Worth	US 81/US 287	Ramhorn Hill	2022	Grade Separation	$8,350,000
2.28.1	TxDOT Paris	IH 30	US 69	2040	Reconstruct	included w/ FT - 28.100.1
28.530.1	TxDOT Paris	IH 30	FM 2642	2028	Reconstruct	included w/ FT - 28.100.1
28.532.1	TxDOT Paris	IH 30	FM 1565 (North)	2037	Reconstruct	included w/ FT - 28.100.1

Appendix F – Resource-Specific Maps and Tables

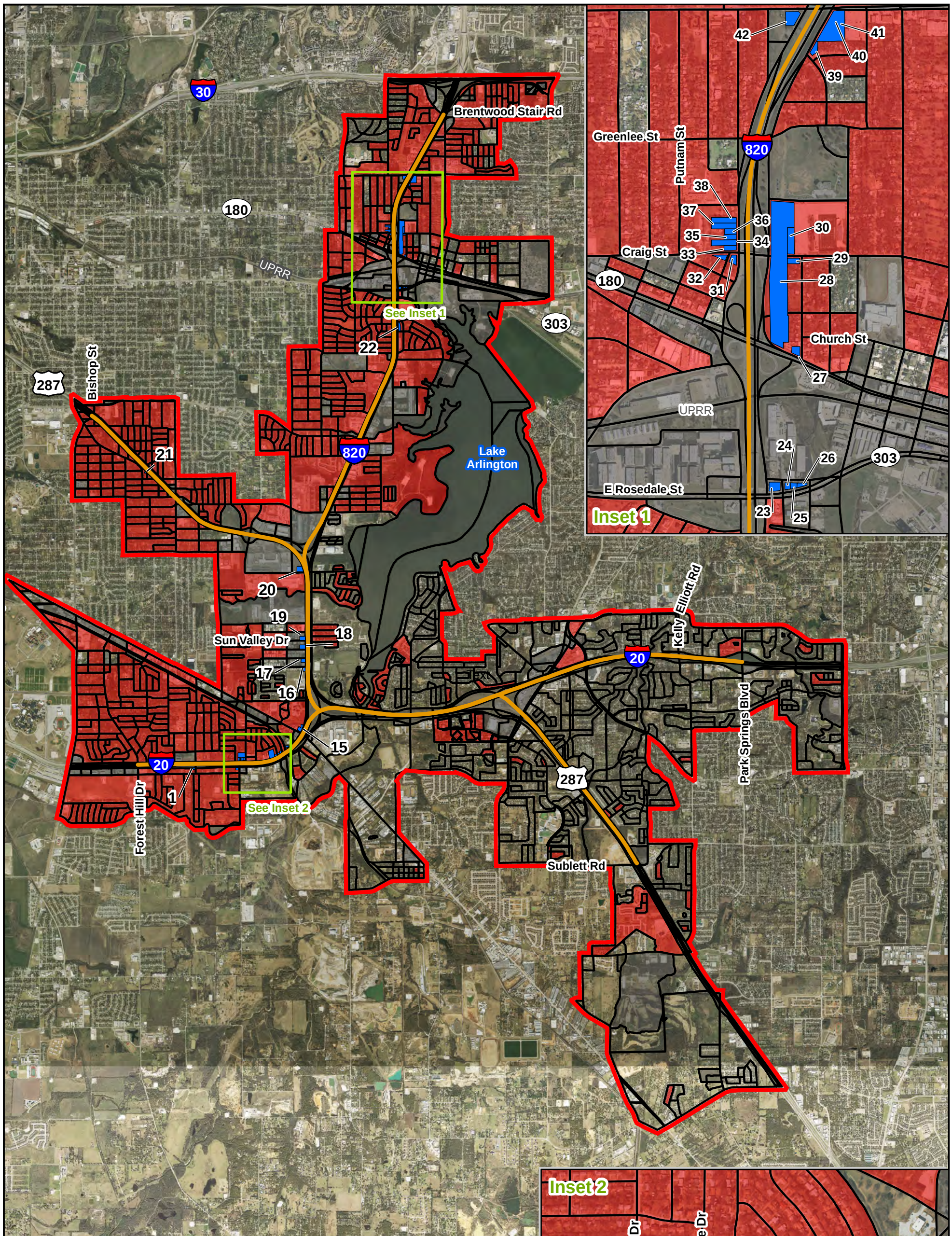
Census Geography Map – Minority Populations

Displacements Maps

Resource Map

Waters of the U.S. Section 404/10 Impacts Map and Table

Noise Receiver Location Map



0 0.5 1 Miles

N W E S

Base Map Sources: TxDOT (2018) and USCB (2010).

CENSUS GEOGRAPHY MAP (Minority Populations)

SOUTHEAST CONNECTOR

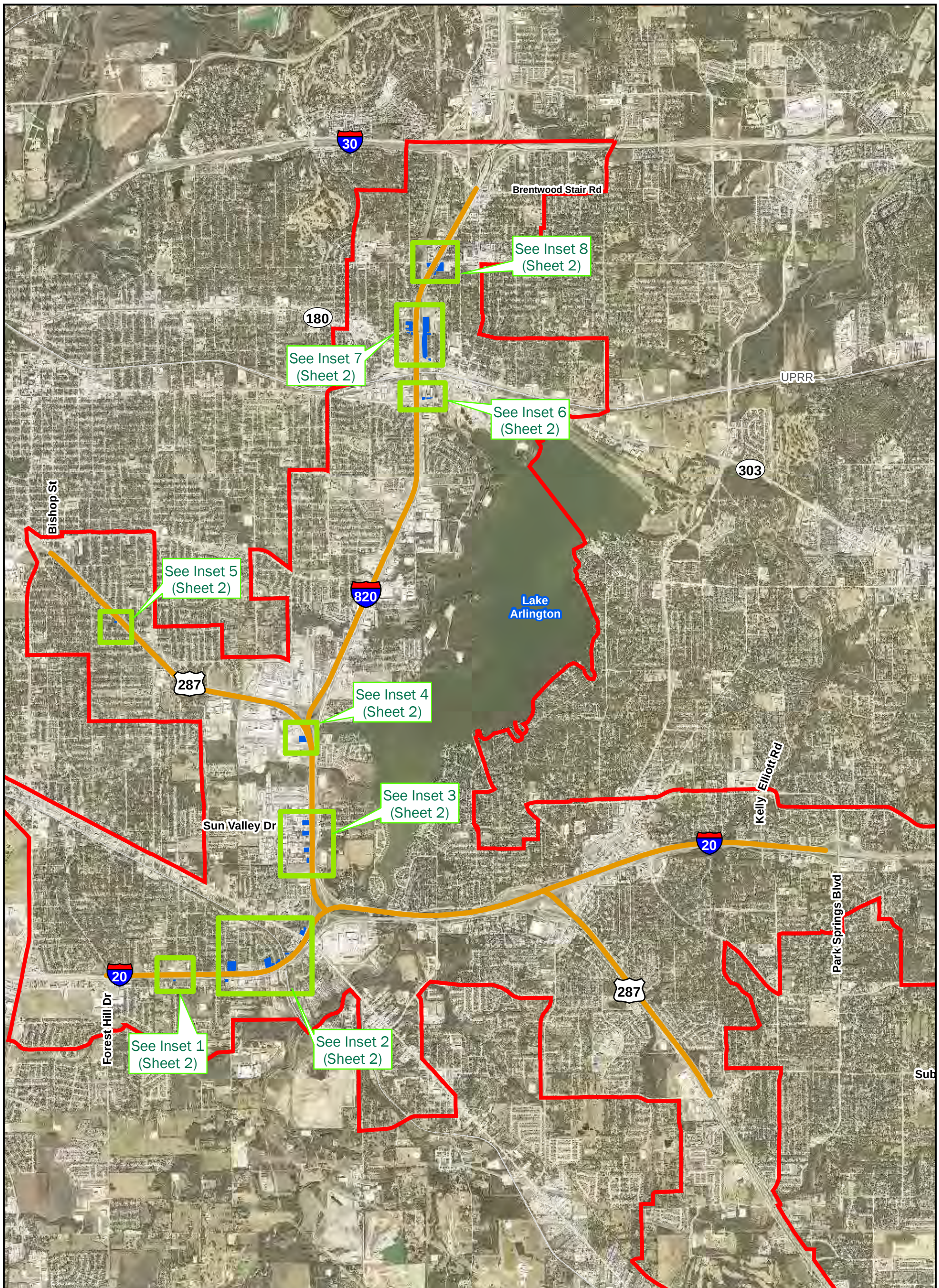
I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road
CSJ: 0008-13-125, etc.

SHEET 1 of 1

Legend

- Project Limits
- Non-EJ Census Block
- EJ Census Block
- No Population Census Block
- Potential Displacement (Parcel)
- Study Area

EJ - Environmental Justice (%Minority >50%)



Legend

- Project Limits
- Potential Displacement
- Study Area

Base Map Source: TNRIS (2018)

N
W E
S

0 0.5 1 Miles

DISPLACEMENT MAP

SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
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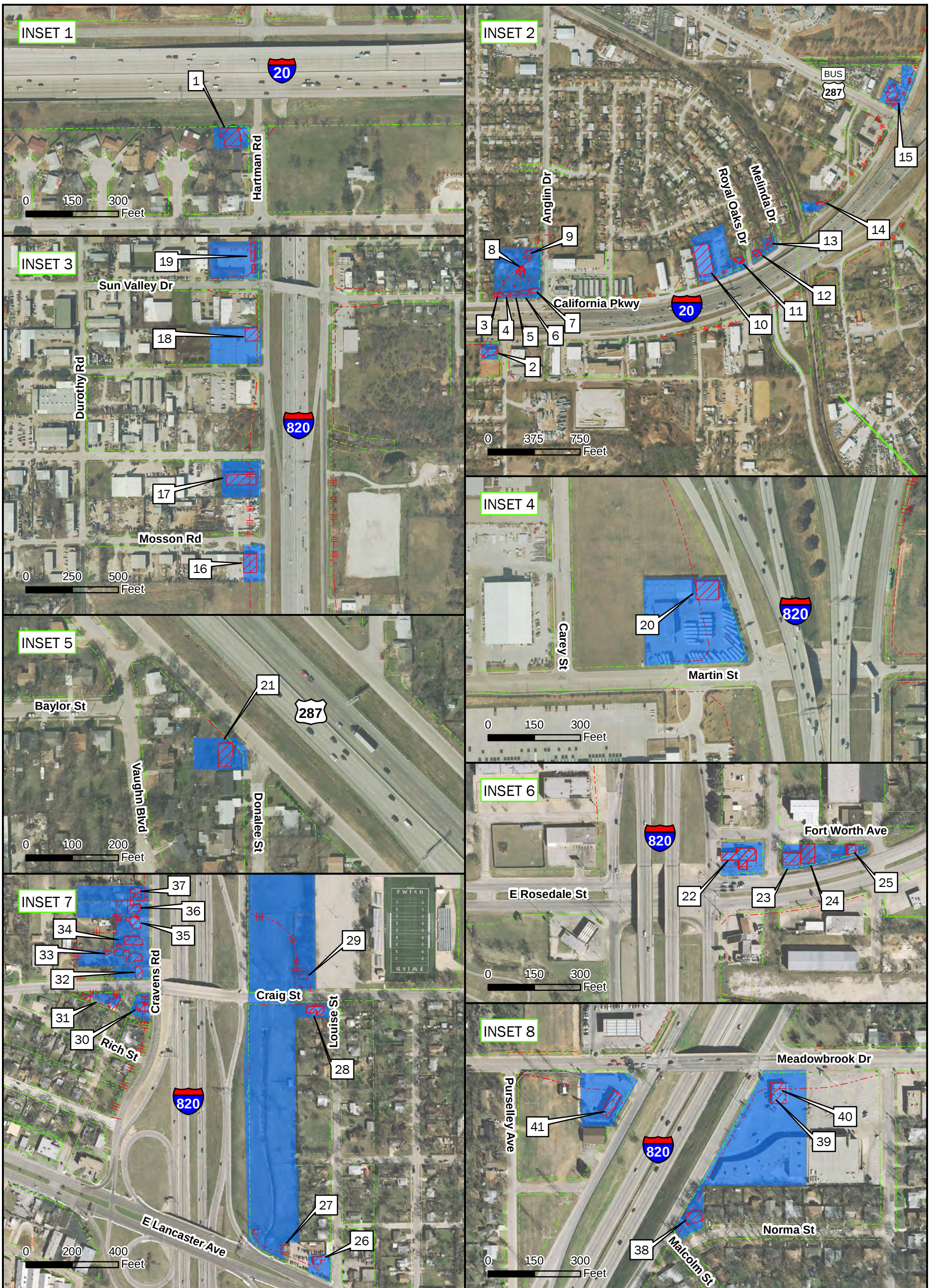
US 287 from Bishop Street
to Sublett Road
CSJ: 0008-13-125, etc.

SHEET 1 of 2



Legend

- Existing ROW
- Proposed ROW
- Proposed Denial-of-Access
- Potential Displacement
- Parcel

Base Map Sources: TxDOT (2018), Tarrant Appraisal District (2018)

N
W E
S

DISPLACEMENT MAP

SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
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
CSJ: 0008-13-125, etc.

SHEET 2 of 2

RESOURCE MAP
SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
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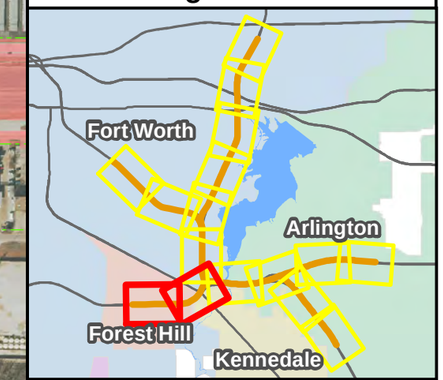
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road

CSJ: 0008-13-125, etc.



LEGEND

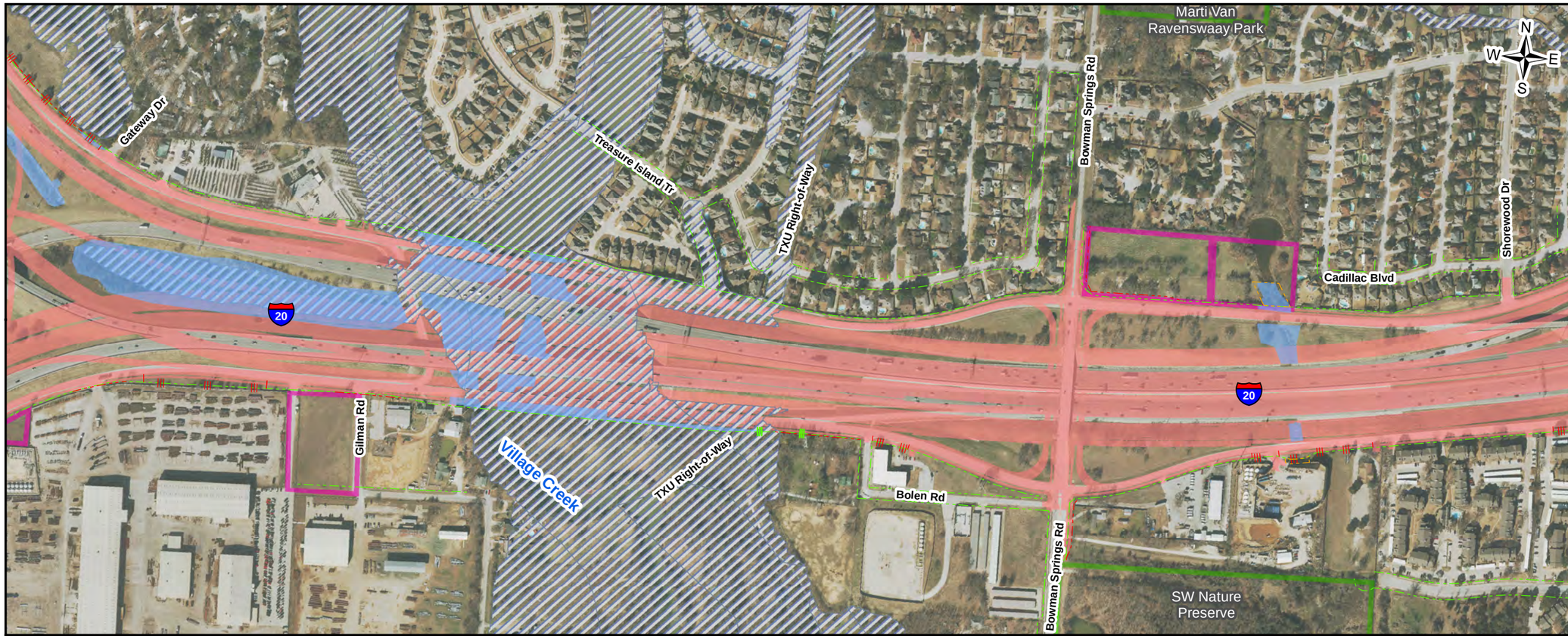
- Existing Right-of-Way (R.O.W.)
- Existing Denial-of-Access
- Proposed Right-of-Way (R.O.W.)
- Proposed Easements
- Proposed Denial-of-Access
- Potential Displacement
- Project Design
- Leaking Petroleum Storage Tank (LPST) Anticipated Project Impacts
- Leaking Petroleum Storage Tank (LPST) Possible Project Impacts
- NRHP District
- Park
- Cemetery
- Carver Heights Historic Neighborhood
- Potential Induced Growth
- Crosstimber Woodland and Forest
- Riparian Vegetation
- 100-Year Floodplain

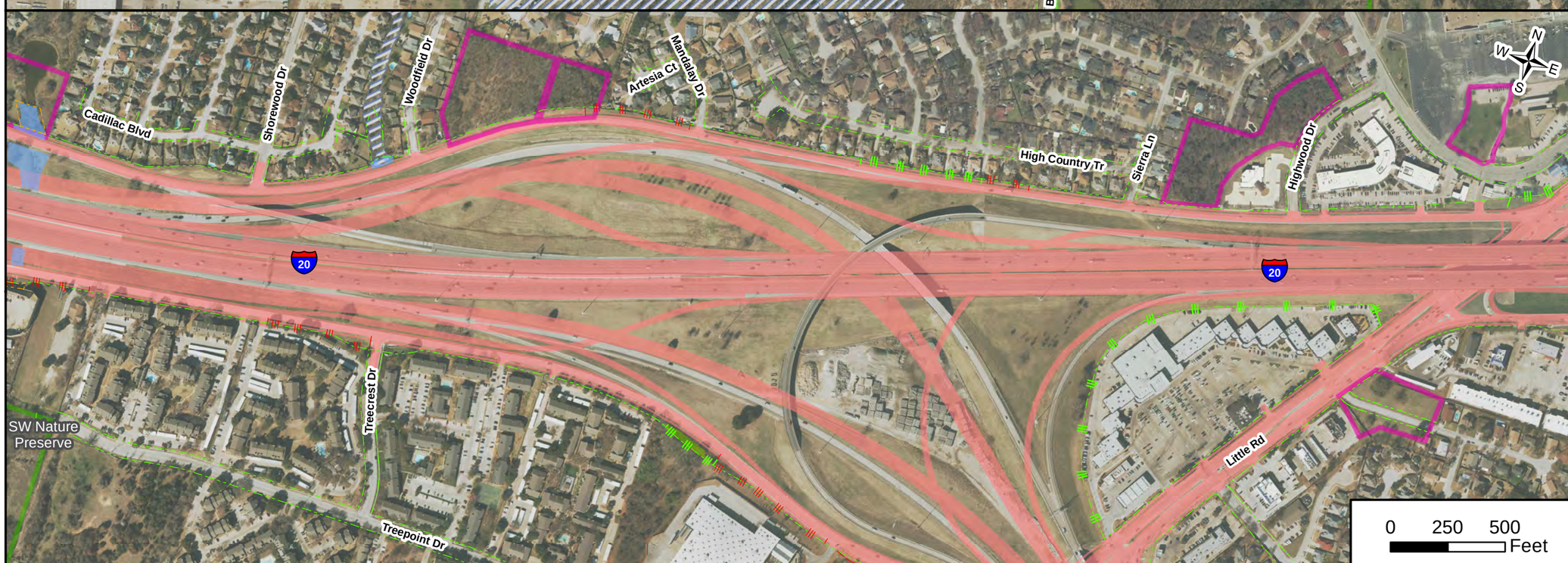
Based on 100% Design Submitted August 2020
Base Map Sources: FEMA (2014);
Study Team (2020); TCEQ (2019); THC (2020)

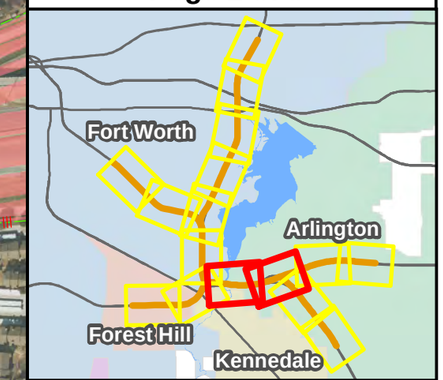
RESOURCE MAP
SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
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

CSJ: 0008-13-125, etc.







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- 100-Year Floodplain

Based on 100% Design Submitted August 2020
Base Map Sources: FEMA (2014);
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RESOURCE MAP
SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
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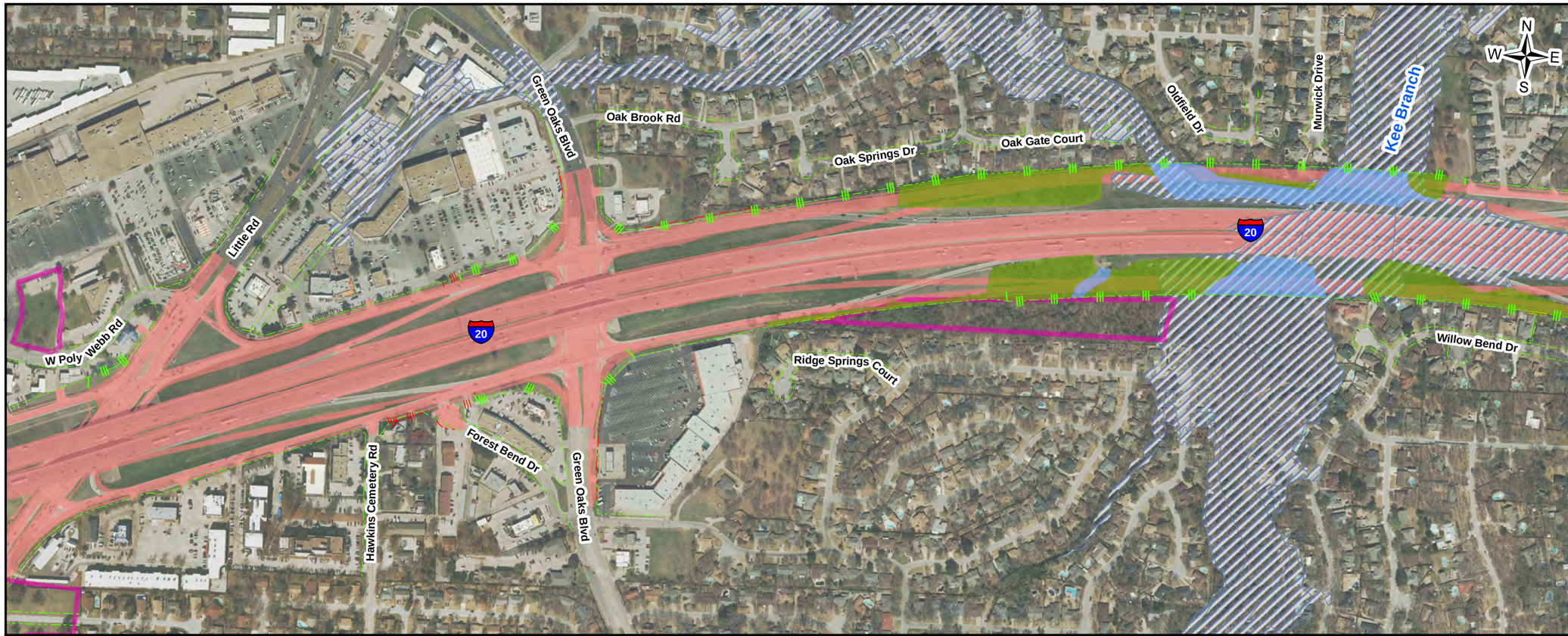
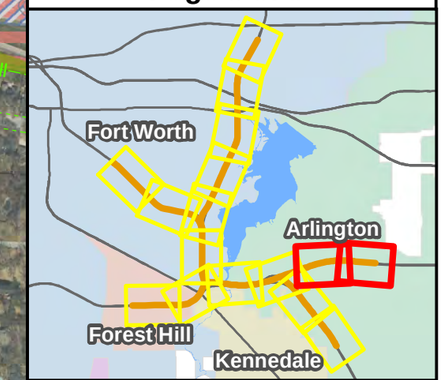
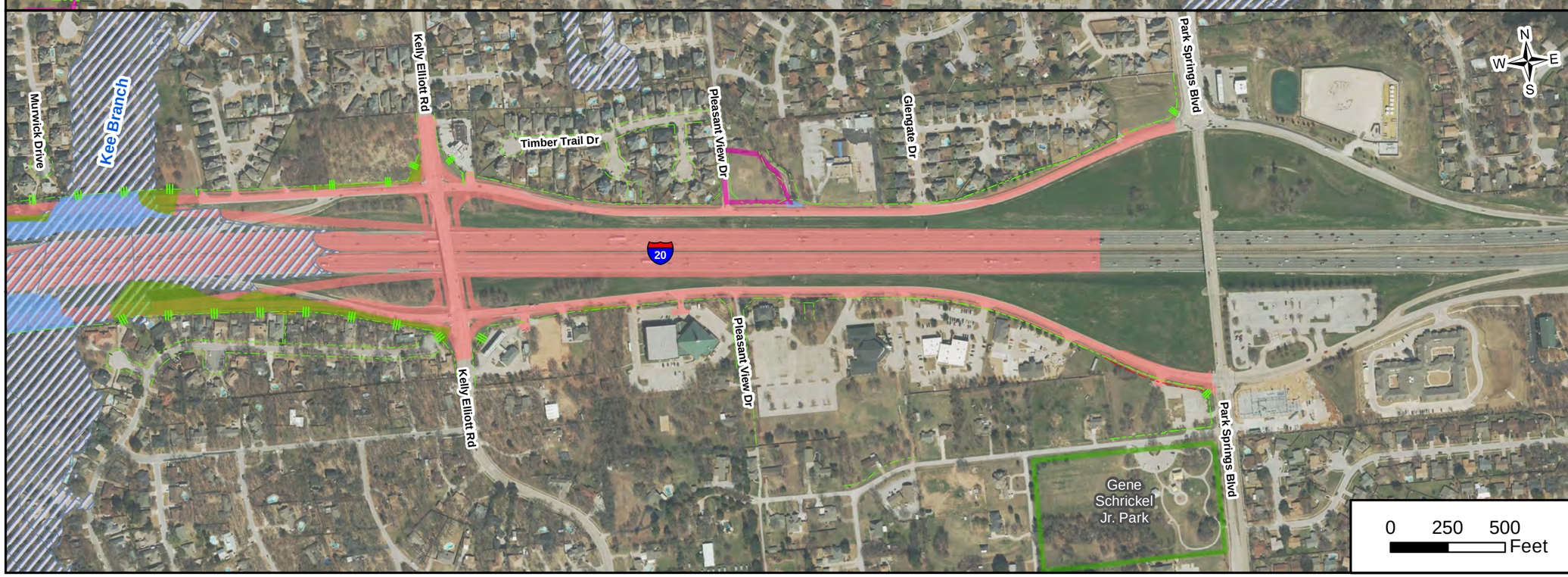
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road

CSJ: 0008-13-125, etc.







LEGEND

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RESOURCE MAP
SOUTHEAST CONNECTOR

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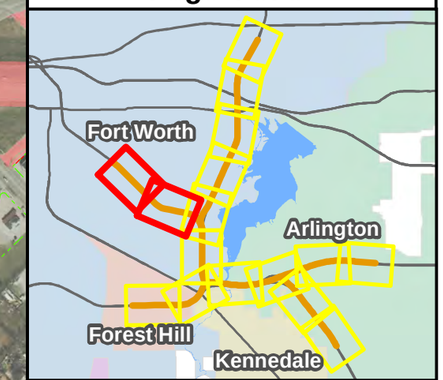
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road

CSJ: 0008-13-125, etc.



LEGEND

- Existing Right-of-Way (R.O.W.)
- Existing Denial-of-Access
- Proposed Right-of-Way (R.O.W.)
- Proposed Easements
- Proposed Denial-of-Access
- Potential Displacement
- Project Design
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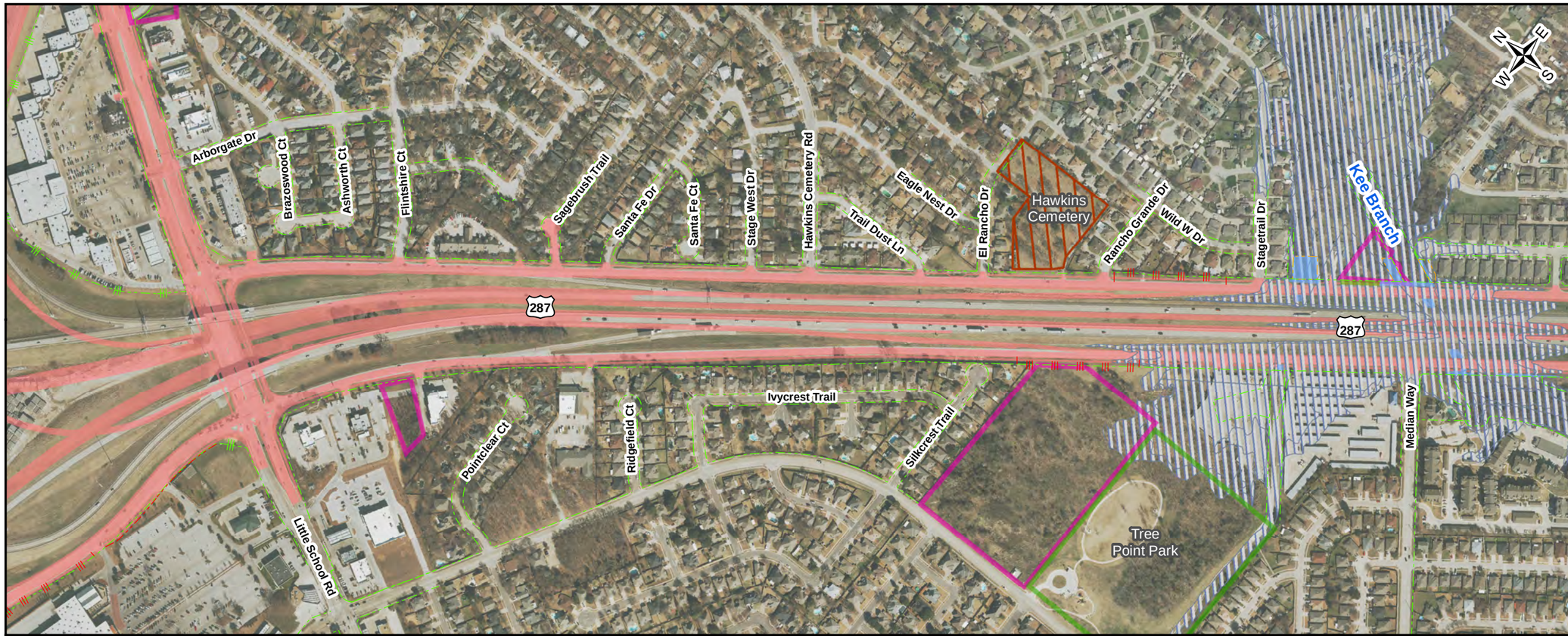
- Park
- Cemetery
- Carver Heights Historic Neighborhood
- Potential Induced Growth
- Crosstimber Woodland and Forest
- Riparian Vegetation
- 100-Year Floodplain

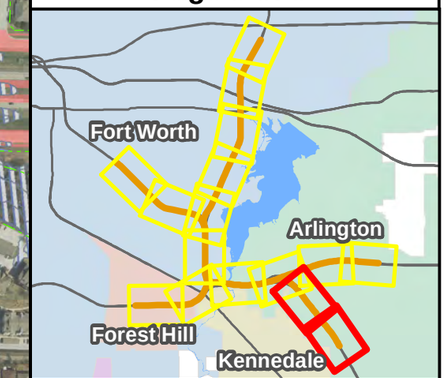
Based on 100% Design Submitted August 2020
Base Map Sources: FEMA (2014);
Study Team (2020); TCEQ (2019); THC (2020)

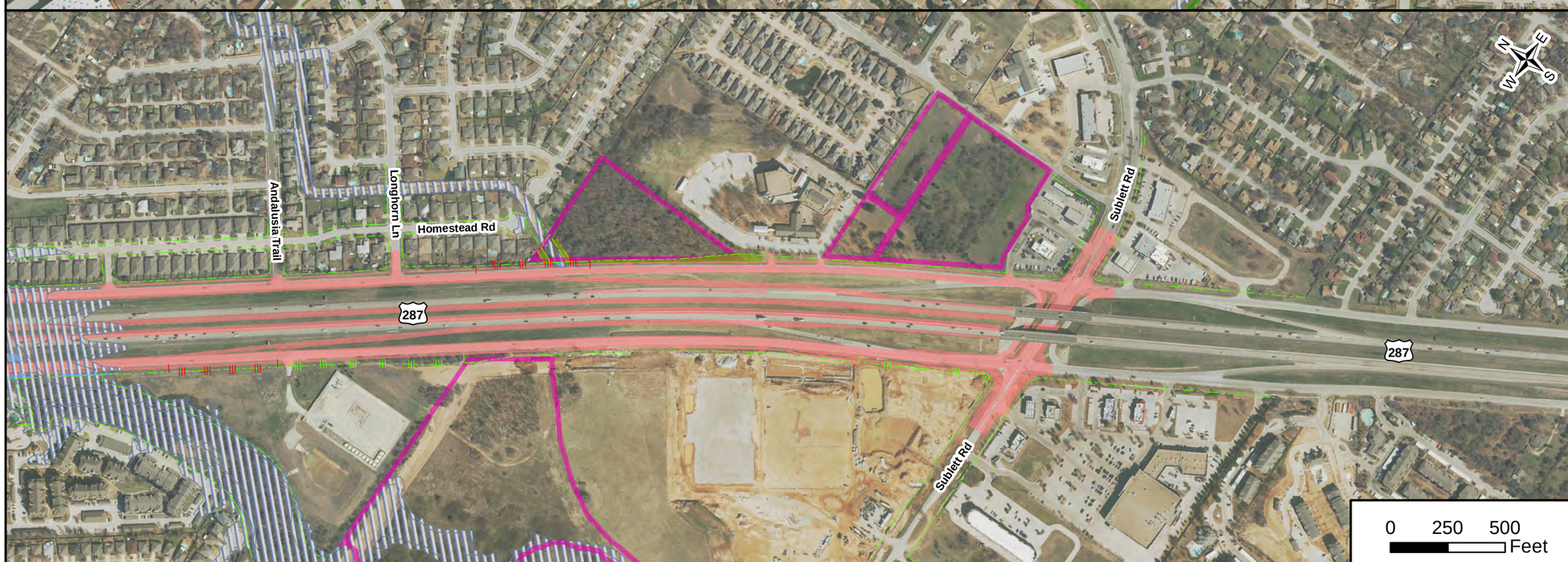
RESOURCE MAP
SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
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

CSJ: 0008-13-125, etc.







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RESOURCE MAP
SOUTHEAST CONNECTOR

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I-820 from I-20 to
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US 287 from Bishop Street
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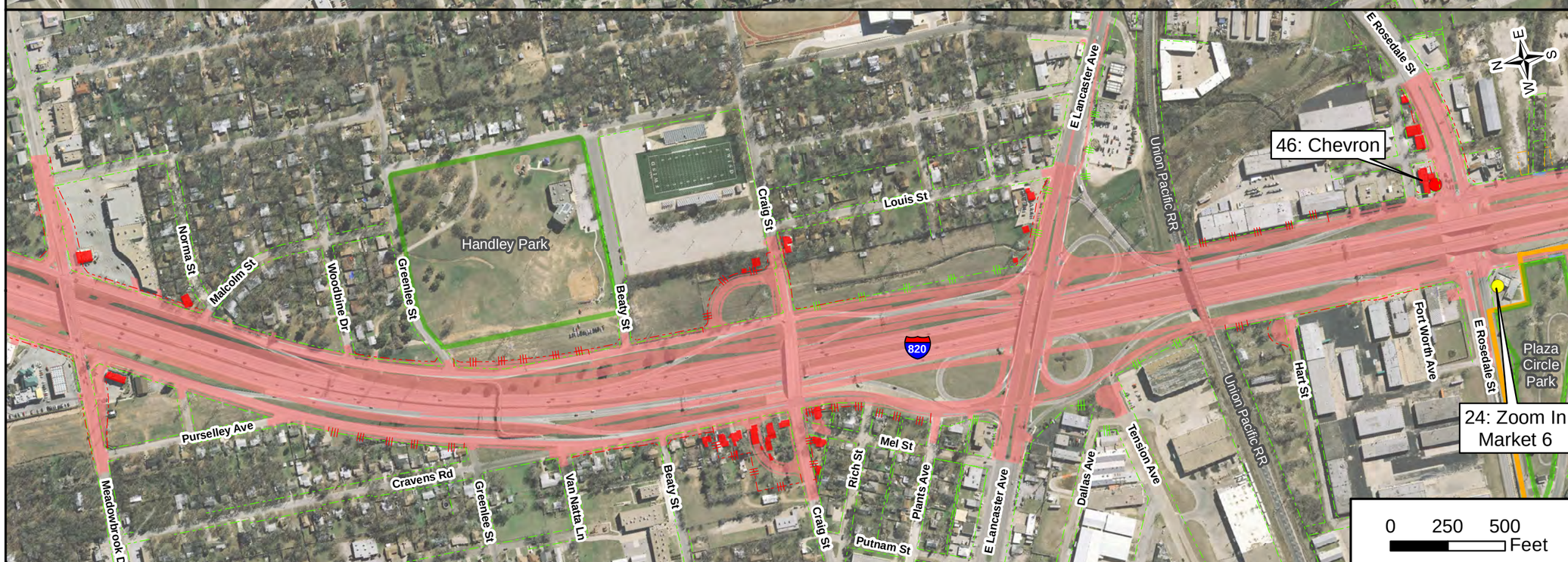
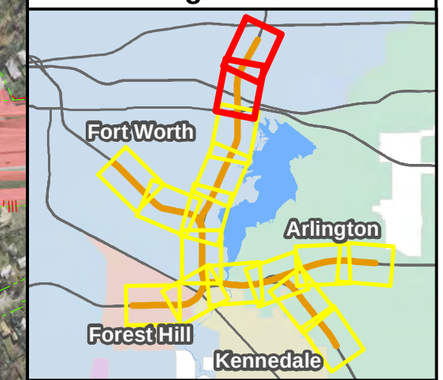
CSJ: 0008-13-125, etc.





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US 287 from Bishop Street
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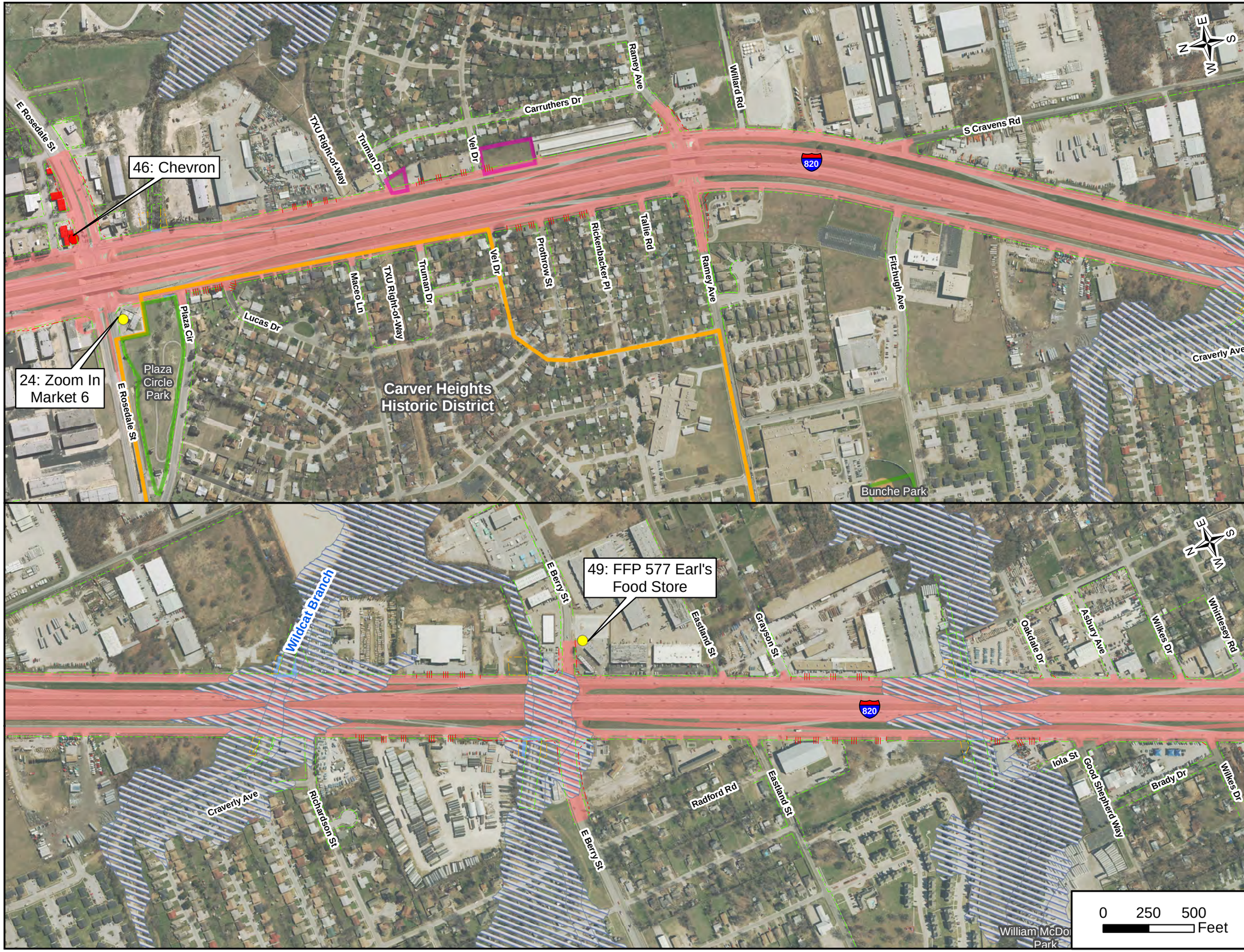
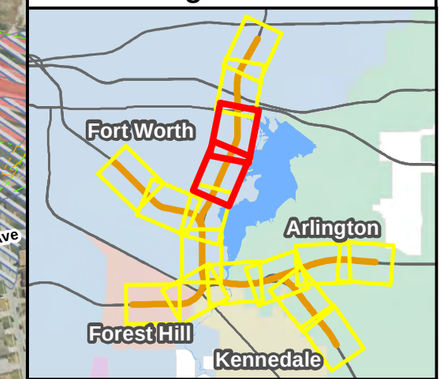
CSJ: 0008-13-125, etc.





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RESOURCE MAP
SOUTHEAST CONNECTOR

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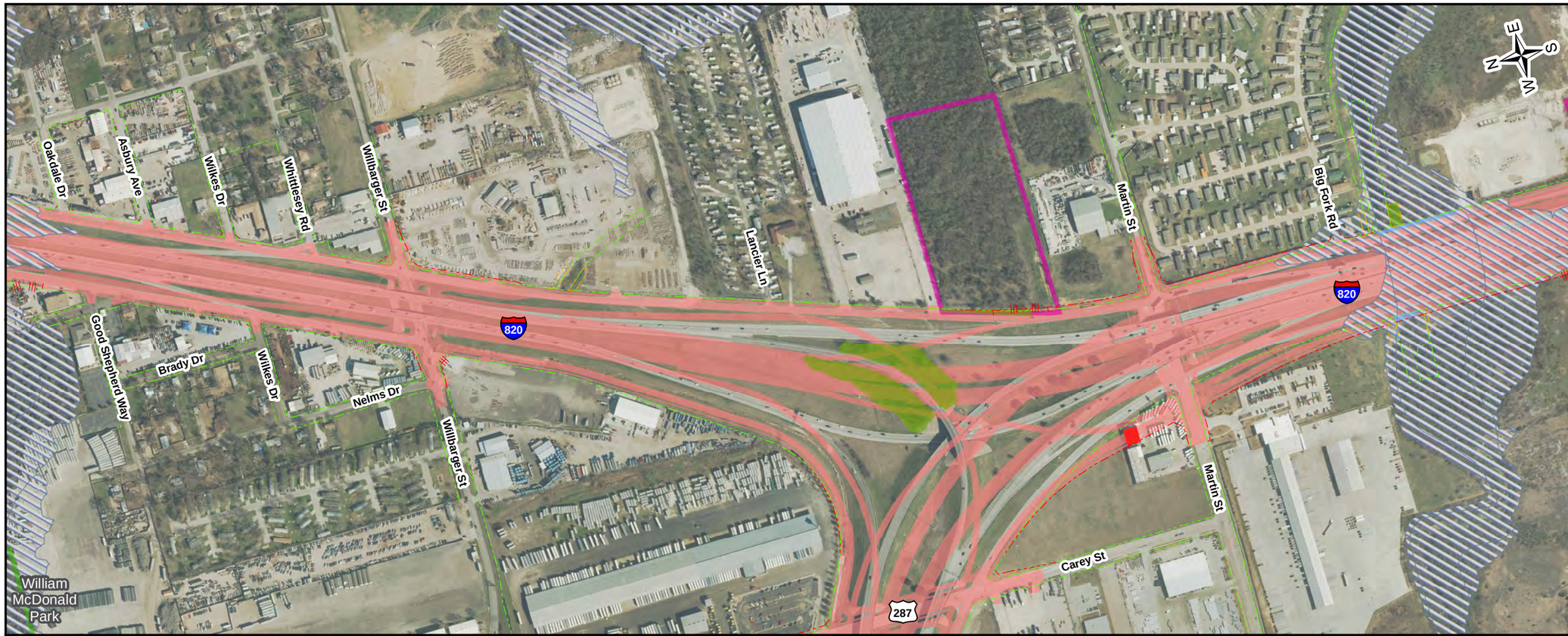

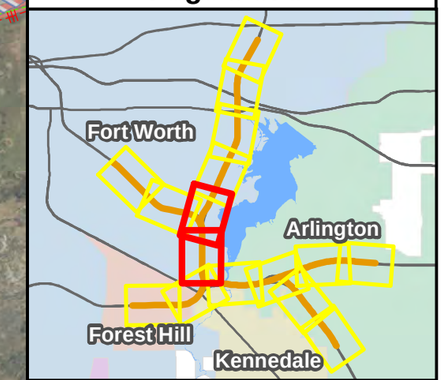

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Section 404/10 Impacts Table

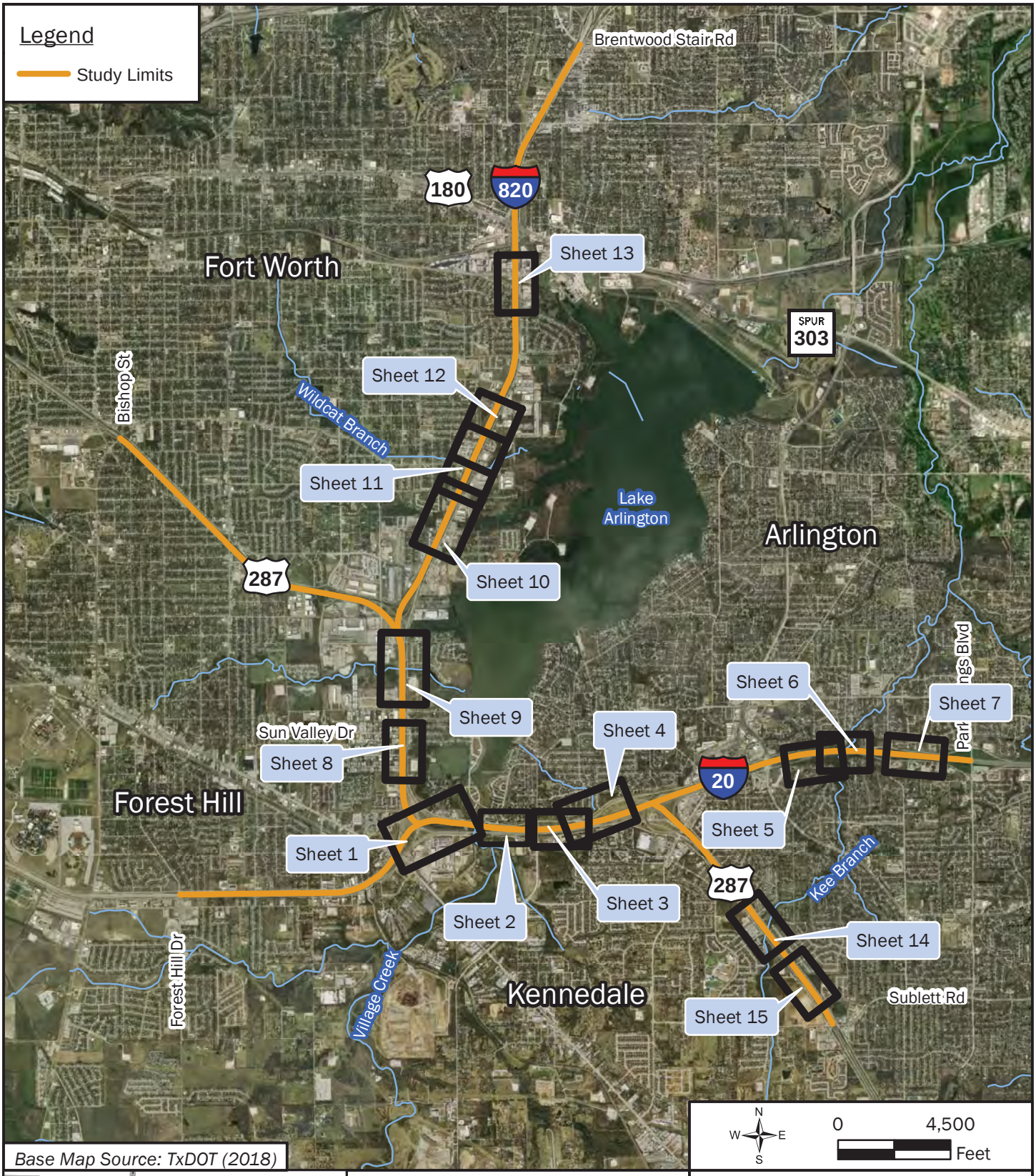
Version 2, April 2020

Southeast Connector

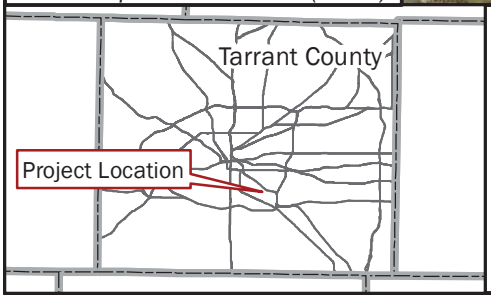
0008-13-125, etc.

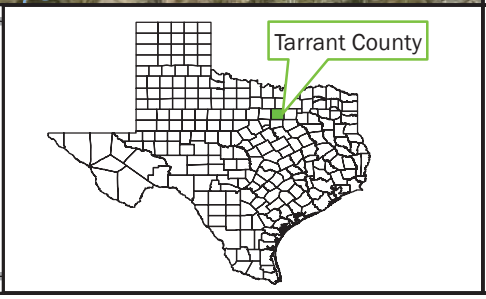
8/17/2020

Waterbody or wetland characteristics							Potentially Jurisdictional?		Total Section 404 impacts for WATERBODY OR WETLAND						Total section 404 impacts for CROSSING						Authorization			
									Temporary			Permanent			Temporary			Permanent						
Crossing number	Waterbody or wetland number	Name	Type	Latitude, Longitude	Acres within project area (all waterbodies and wetlands)	Linear feet within project area (streams only)	Section 404 (waters of the U.S.)	Section 10 (navigable waters)	Temporary waterbody or wetland impacts (acres)	Temporary stream impacts (linear feet/acres)	Cubic yards (CY) of fill material to be temporarily discharged	Permanent waterbody or wetland impacts (acres)	Permanent stream impacts (linear feet/acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary waterbody or wetland impacts (acres)	Temporary stream impacts (linear feet/acres)	Cubic yards (CY) of fill material to be temporarily discharged	Permanent waterbody or wetland impacts (acres)	Permanent stream impacts (linear feet/acres)	Cubic yards (CY) of fill material to be permanently discharged	Authorization Type	Number (NWP and RGP only)	Reason (PCN only)	Mitigation Required?
1	1	Tributary to Village Creek	Intermittent stream	32.6687569302639 -97.234953932866	6.21	4,179	Yes	No	N/A	2,557/4.26	10,302.99	N/A	41.5/0.01	22.28										
	2	Village Creek	Perennial stream	32.6685558064656 -97.231188538338	1.65	727	Yes	No	N/A	727/1.65	39,876.63	N/A	13/0.01	13.89										
	3	Wetland 1	Palustrine emergent	32.6691468326638 -97.2308970499183	0.03	N/A	Yes	No	0	N/A	N/A	0	N/A	N/A	0	3,284/5.91	50,179.62	0	54.5/0.02	36.17	NWP - Non-reporting	14	N/A	No
	4	Wetland 2	Palustrine emergent	32.6681814073624 -97.2308267645232	0.05	N/A	Yes	No	0	N/A	N/A	0	N/A	N/A										
2	5	Tributary to Lake Arlington	Intermittent stream	32.6682770999663 -97.220143859008	0.12	596	Yes	No	N/A	336/0.05	149.08	N/A	169/0.05	141.81	N/A	336/0.05	149.08	N/A	169/0.05	141.81	NWP - Non-reporting	14	N/A	No
3	6	Tributary to Lake Arlington	Intermittent stream	32.6702502564594 -97.2156200133679	0.02	31	Yes	No	N/A	0	0	N/A	11/0.01	25.1	N/A	0	0	N/A	11/0.01	25.1	NWP - Non-reporting	14	N/A	No
4	7	Tributary to Kee Branch	Ephemeral stream	32.6751061025023 -97.1879771289551	0.64	2,090	Yes	No	N/A	110/0.03	77.11	N/A	7/0.01	3.69	N/A	110/0.03	77.11	N/A	7/0.01	3.69	NWP - Non-reporting	14	N/A	No
5	8	Tributary to Kee Branch	Intermittent stream	32.6768072948188 -97.18401366479	0.43	705	Yes	No	N/A	142/0.09	558	N/A	0	0										
5	9	Kee Branch	Intermittent stream	32.6763835929006 -97.1830329493288	0.60	656	Yes	No	N/A	462/0.42	3,368	N/A	0	0	N/A	695/0.53	3,984	N/A	0	0	NWP - Non-reporting	14	N/A	No
5	10	Tributary to Kee Branch	Ephemeral stream	32.6759557838908 -97.1839484055894	0.10	425	Yes	No	N/A	91/0.02	58	N/A	0	0										
6	11	Tributary to Kee Branch	Ephemeral stream	32.6769422499788 -97.1817868636549	0.05	464	Yes	No	N/A	447/0.08	862.45	N/A	0.00	0	N/A	447/0.08	862.45	N/A	0	0	NWP - Non-reporting	14	N/A	No
7	12	Tributary to Kee Branch	Ephemeral stream	32.6762445578483 -97.1724916624189	0.01	20	Yes	No	N/A	20/0.01	4.42	N/A	0	0	N/A	20/0.01	4.42	N/A	0	0	NWP - Non-reporting	14	N/A	No
8	13	Tributary to Lake Arlington	Intermittent stream	32.6770533607106 -97.2405774798074	0.13	466	Yes	No	N/A	386/0.10	675.5	N/A	80/0.03	161.35	N/A	386/0.10	675.5	N/A	80/0.03	161.35	NWP - Non-reporting	14	N/A	No
9	14	Tributary to Lake Arlington	Intermittent stream	32.6861980252199 -97.2404785851182	0.35	403	Yes	No	N/A	386/0.33	1,610.80	N/A	17/0.02	92.66	N/A	386/0.33	1,610.80	N/A	17/0.02	92.66	NWP - Non-reporting	14	N/A	No
10	15	Tributary to Lake Arlington	Intermittent stream	32.7025592846011 -97.23451386131	0.31	358	Yes	No	N/A	0	0	N/A	18/0.02	50.11	N/A	0	0	N/A	18/0.02	50.11	NWP - Non-reporting	14	N/A	No
11	16	Tributary to Lake Arlington	Intermittent stream	32.7084882290371 -97.2311690024575	0.32	366	Yes	No	N/A	36/0.03	22.39	N/A	0	0	N/A	36/0.03	22.39	N/A	0	0	NWP - Non-reporting	14	N/A	No
12	17	Wildcat Branch	Intermittent stream	32.7120295576919 -97.2291939292885	0.23	363	Yes	No	N/A	4/0.01	4.95	N/A	8/0.01	13.12	N/A	4/0.01	4.95	N/A	8/0.01	13.12	NWP - Non-reporting	14	N/A	No
13	18	Tributary to Lake Arlington	Ephemeral stream	32.7285076018794 -97.2251001474141	0.15	380	Yes	No	N/A	360/0.14	337.27	N/A	20/0.01	20.18	N/A	360/0.14	337.27	N/A	20/0.01	20.18	NWP - Non-reporting	14	N/A	No
14	19	Tributary to Kee Branch	Intermittent stream	32.6580215847084 -97.1948925400775	0.26	410	Yes	No	N/A	14/0.01	37.89	N/A	41/0.03	100.09	N/A	14/0.01	37.89	N/A	41/0.03	100.09	NWP - Non-reporting	14	N/A	No
15	20	Kee Branch	Intermittent stream	32.6565607903704 -97.1935890041709	0.35	466	Yes	No	N/A	0	0	N/A	123/0.09	138.64	N/A	0	0	N/A	123/0.09	138.64	NWP - Non-reporting	14	N/A	No
16	21	Tributary to Kee Branch	Intermittent stream	32.6514862388208 -97.1883173648601	0.01	24	Yes	No	N/A	0	0	N/A	24/0.01	4.34	N/A	0	0	N/A	24/0.01	4.34	NWP - Non-reporting	14	N/A	No

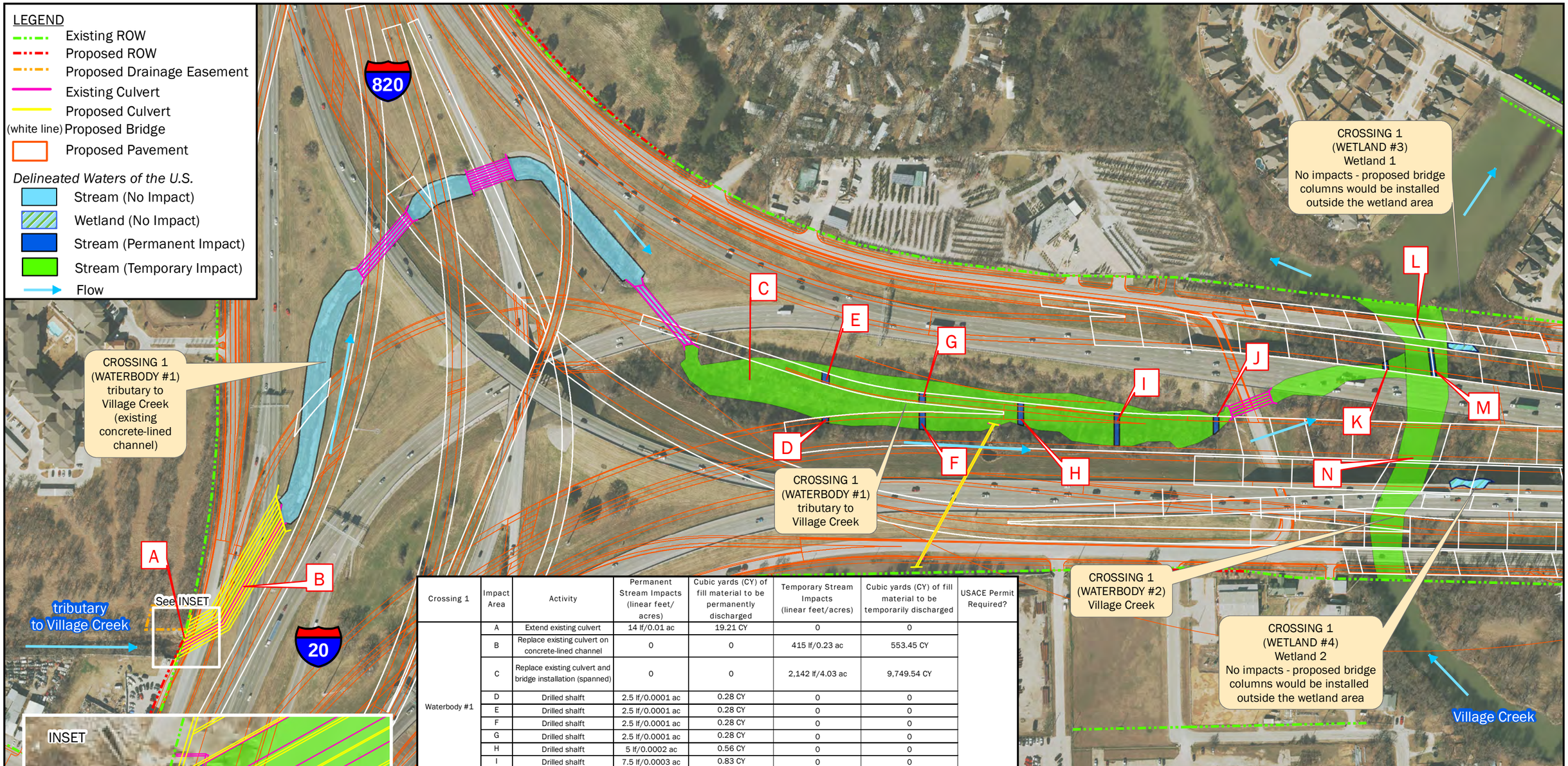


Base Map Source: TxDOT (2018)





Section 404/10 Impacts
KEY MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges
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
CSJs: 0008-13-125, etc.



Crossing 1	Impact Area	Activity	Permanent Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary Stream Impacts (linear feet/acres)	Cubic yards (CY) of fill material to be temporarily discharged	USACE Permit Required?
Waterbody #1	A	Extend existing culvert	14 lf/0.01 ac	19.21 CY	0	0	Yes, NWP 14 w/o PCN
	B	Replace existing culvert on concrete-lined channel	0	0	415 lf/0.23 ac	553.45 CY	
	C	Replace existing culvert and bridge installation (spanned)	0	0	2,142 lf/4.03 ac	9,749.54 CY	
	D	Drilled shaft	2.5 lf/0.0001 ac	0.28 CY	0	0	
	E	Drilled shaft	2.5 lf/0.0001 ac	0.28 CY	0	0	
	F	Drilled shaft	2.5 lf/0.0001 ac	0.28 CY	0	0	
	G	Drilled shaft	2.5 lf/0.0001 ac	0.28 CY	0	0	
	H	Drilled shaft	5 lf/0.0002 ac	0.56 CY	0	0	
	I	Drilled shaft	7.5 lf/0.0003 ac	0.83 CY	0	0	
	J	Drilled shaft	2.5 lf/0.0001 ac	0.28 CY	0	0	
	K	Drilled shaft	2.5 lf/0.0001 ac	0.28 CY	0	0	
		Waterbody 1 Total	*41.5 lf/0.01 ac*	22.28 CY	*2,557 lf/4.26 ac*	*10,302.99 CY*	
Waterbody #2	L	Drilled shaft	5lf/0.0002 ac	5.56 CY	0	0	
	N	Drilled shaft	8 lf/0.0003 ac	8.33 CY	0	0	
	O	Bridge installation (spanned)	0	0	727 lf/1.65 ac	39,876.63 CY	
		Waterbody 2 Total	*13 lf/0.01 ac*	*13.89 CY*	*727 lf/1.65 ac*	*39,876.63 CY*	
Wetland #3	None, no impact	Bridge installation (spanned)	0	0	0	0	
Wetland #4	None, no impact	Bridge installation (spanned)	0	0	0	0	
		TOTAL	54.5 lf/0.02 ac	36.17 CY	3,284 lf/5.91 ac	50,179.62 CY	

Base Map Source: TxDOT (2018) Design Based on: 100% Schematic (August 2020)

N

0 250 Feet

Section 404/10 Impacts
Crossing 1
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges
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
CSJs: 0008-13-125, etc.
Sheet 1 of 15

Crossing 2	Impact Area	Activity	Permanent Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be temporarily discharged	USACE Permit Required?
Waterbody #5	A	Extend existing culvert	15 lf/0.01 ac	7.03 CY	0	0	Yes, NWP 14 w/o PCN
	B	Replace existing culvert	0	0.00	76 lf/0.01 ac	33.68 CY	
	C	Extend existing culvert	80 lf/0.02 ac	74.73 CY	0	0	
	D	Replace existing culvert	0	0.00	260 lf/0.04 ac	115.40 CY	
	E	Extend existing culvert	74 lf/0.02 ac	60.05 CY	0	0	
		TOTAL	169 lf/0.05 ac	141.81 CY	336 lf/0.05 ac	149.08 CY	

Base Map Source: TxDOT (2018)
Design Based on: 100% Schematic (August 2020)

N

0 100 Feet

Section 404/10 Impacts
Crossing 2
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges
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
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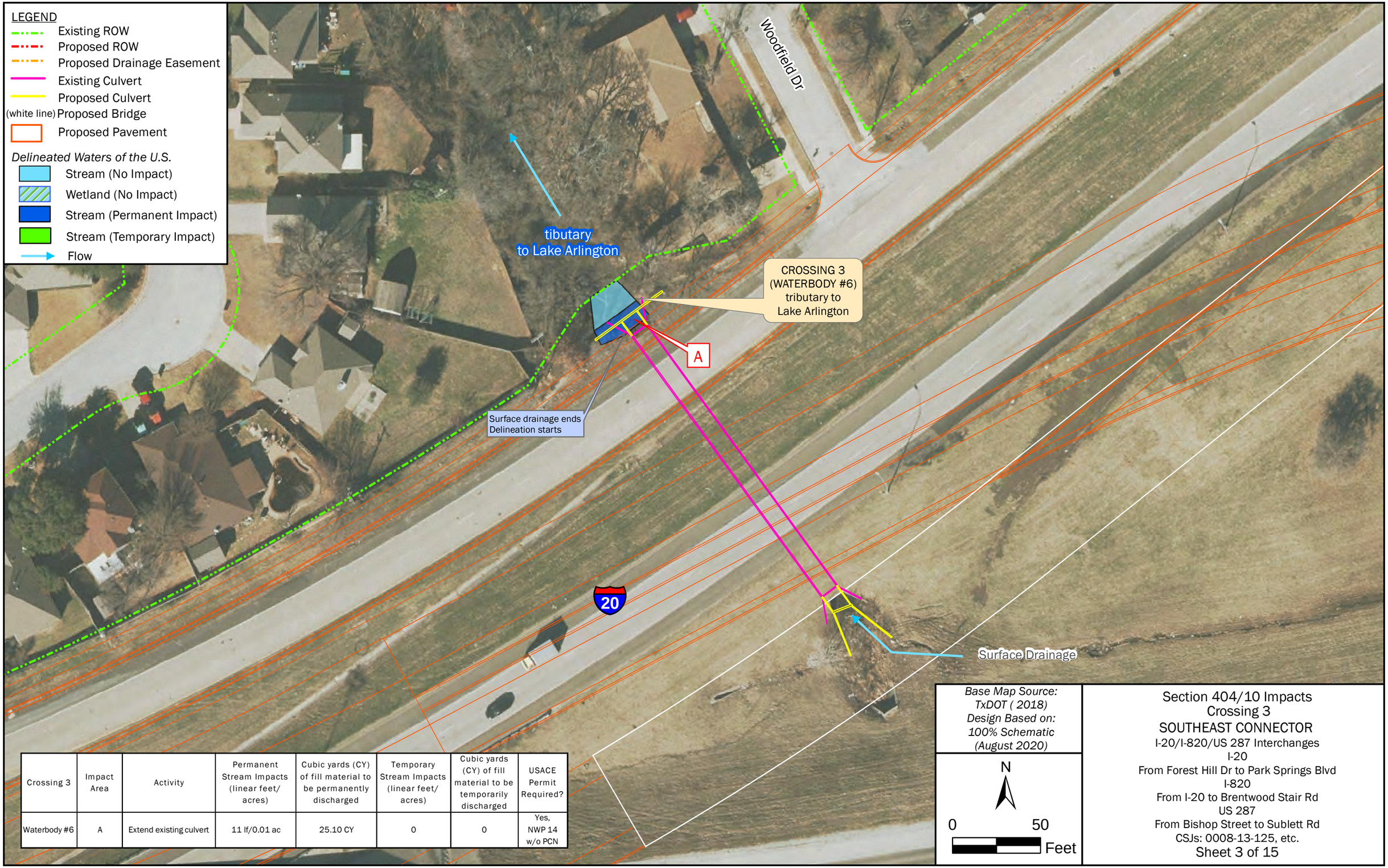
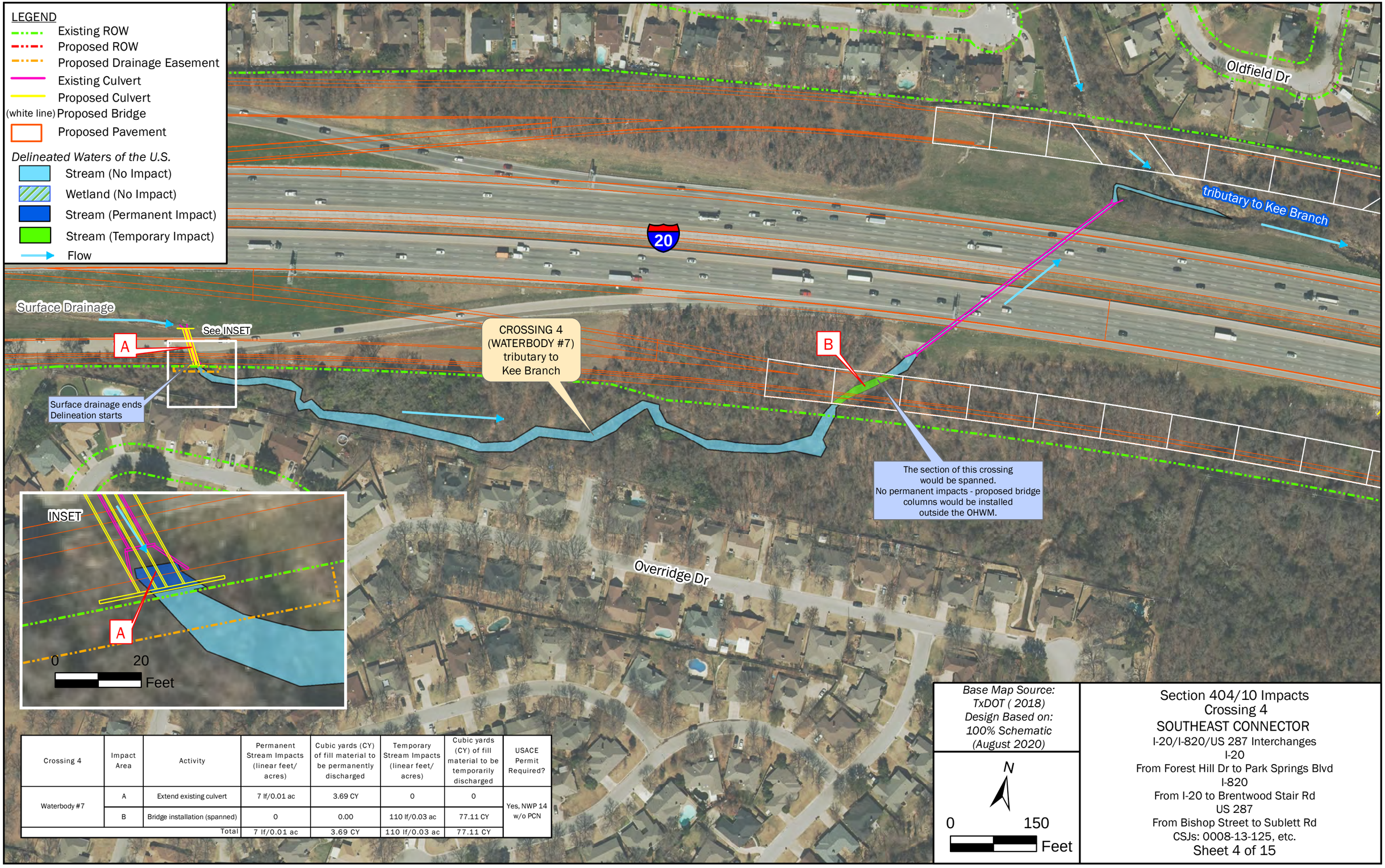
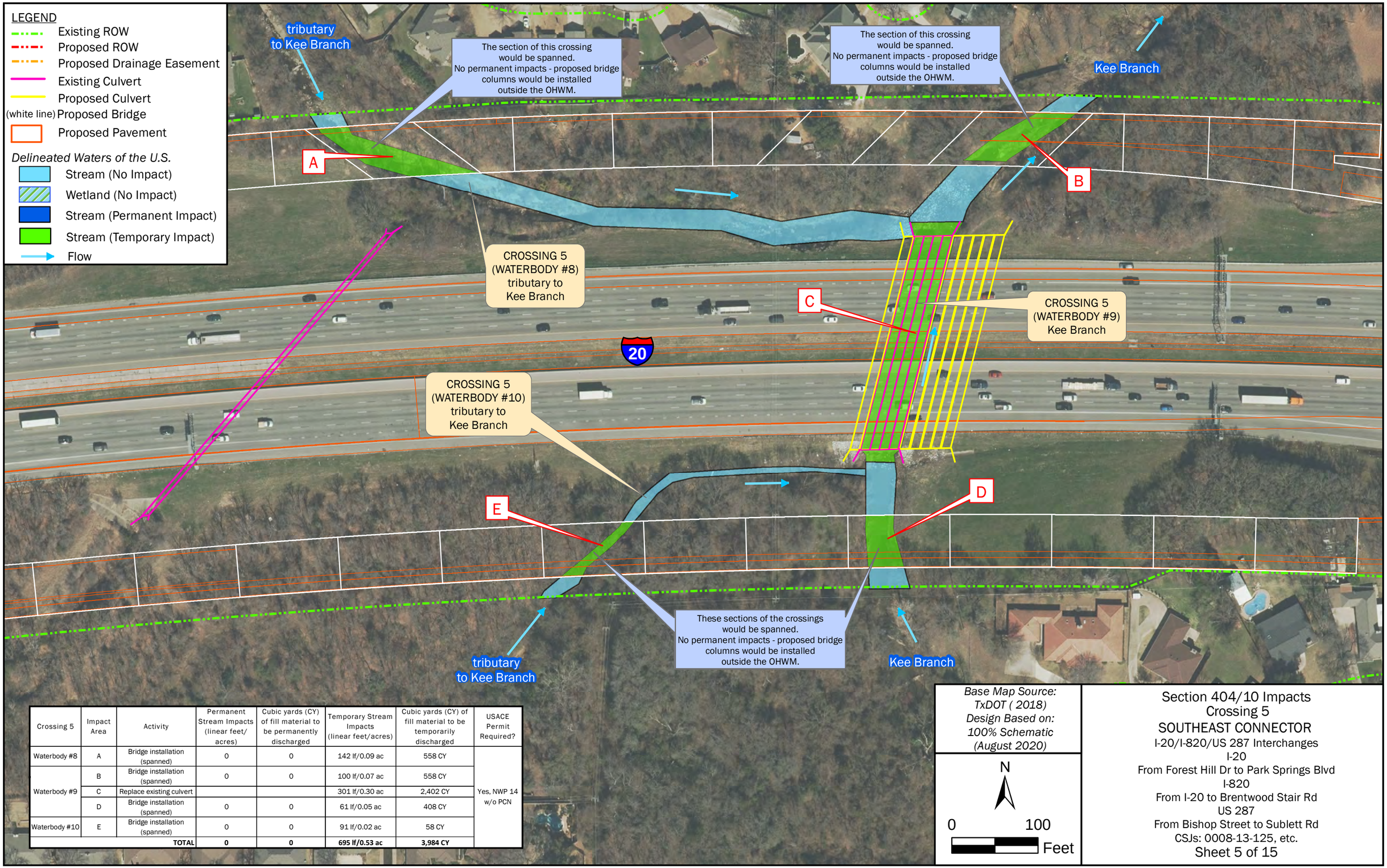
Sheet 2 of 15



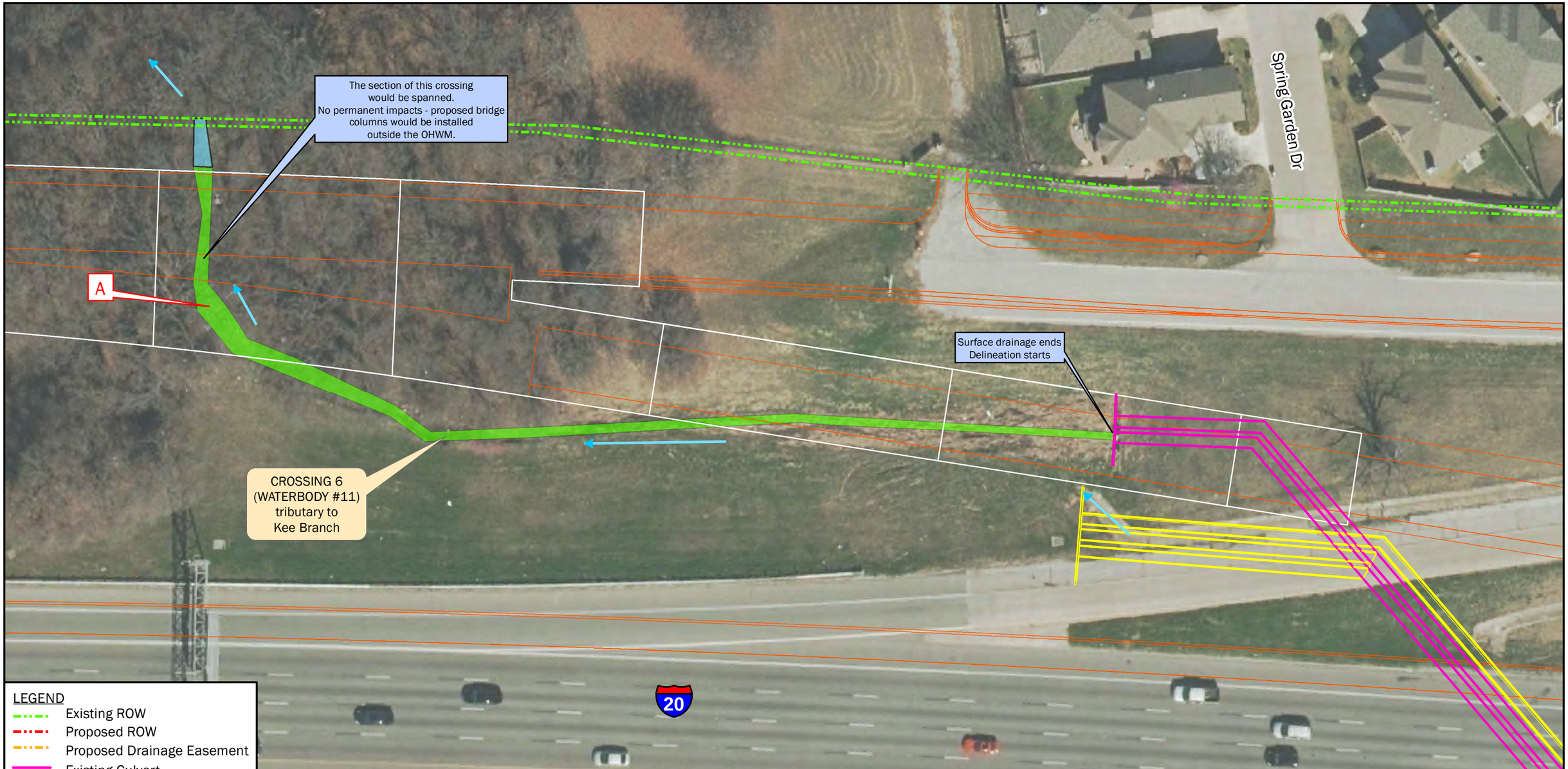
Crossing 3	Impact Area	Activity	Permanent Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be temporarily discharged	USACE Permit Required?
Waterbody #6	A	Extend existing culvert	11 lf/0.01 ac	25.10 CY	0	0	Yes, NWP 14 w/o PCN



Crossing 4	Impact Area	Activity	Permanent Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be temporarily discharged	USACE Permit Required?
Waterbody #7	A	Extend existing culvert	7 lf/0.01 ac	3.69 CY	0	0	Yes, NWP 14 w/o PCN
	B	Bridge installation (spanned)	0	0.00	110 lf/0.03 ac	77.11 CY	
		Total	7 lf/0.01 ac	3.69 CY	110 lf/0.03 ac	77.11 CY	



Crossing 5	Impact Area	Activity	Permanent Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary Stream Impacts (linear feet/acres)	Cubic yards (CY) of fill material to be temporarily discharged	USACE Permit Required?
Waterbody #8	A	Bridge installation (spanned)	0	0	142 lf/0.09 ac	558 CY	Yes, NWP 14 w/o PCN
Waterbody #9	B	Bridge installation (spanned)	0	0	100 lf/0.07 ac	558 CY	
	C	Replace existing culvert			301 lf/0.30 ac	2,402 CY	
	D	Bridge installation (spanned)	0	0	61 lf/0.05 ac	408 CY	
Waterbody #10	E	Bridge installation (spanned)	0	0	91 lf/0.02 ac	58 CY	
		TOTAL	**0**	**0**	**695 lf/0.53 ac**	**3,984 CY**	



LEGEND

- Existing ROW
- Proposed ROW
- Proposed Drainage Easement
- Existing Culvert
- Proposed Culvert
- (white line) Proposed Bridge
- Proposed Pavement

Delineated Waters of the U.S.

- Stream (No Impact)
- Wetland (No Impact)
- Stream (Permanent Impact)
- Stream (Temporary Impact)
- Flow

Crossing 6	Impact Area	Activity	Permanent Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be temporarily discharged	USACE Permit Required?
Waterbody #11	A	Bridge installation (spanned)	0	0	447 lf/0.08 ac	862.45 CY	Yes, NWP 14 w/o PCN

Base Map Source: TxDOT (2018) Design Based on: 100% Schematic (August 2020)

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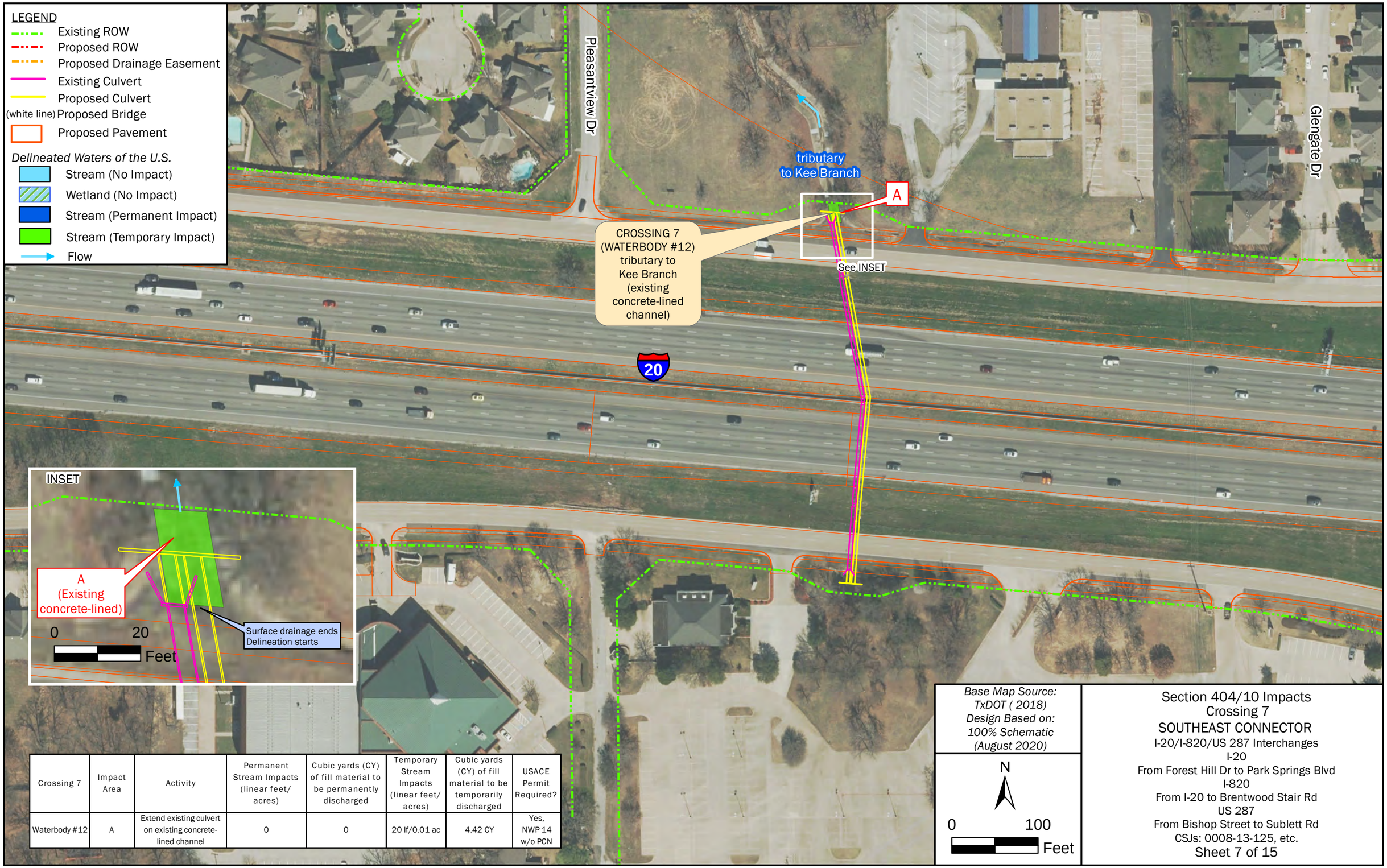
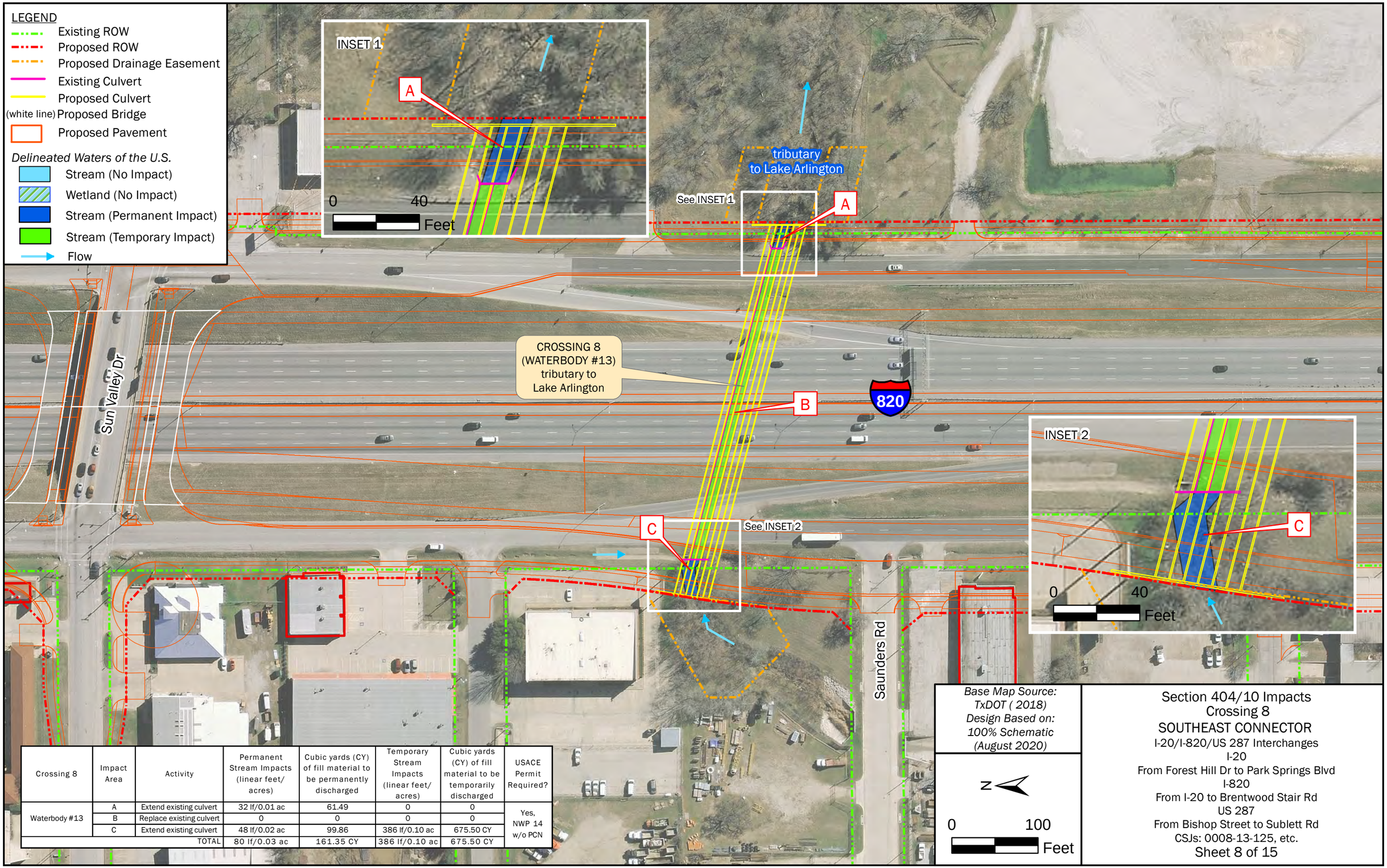
Section 404/10 Impacts
Crossing 6
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges
I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From I-20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.
Sheet 6 of 15

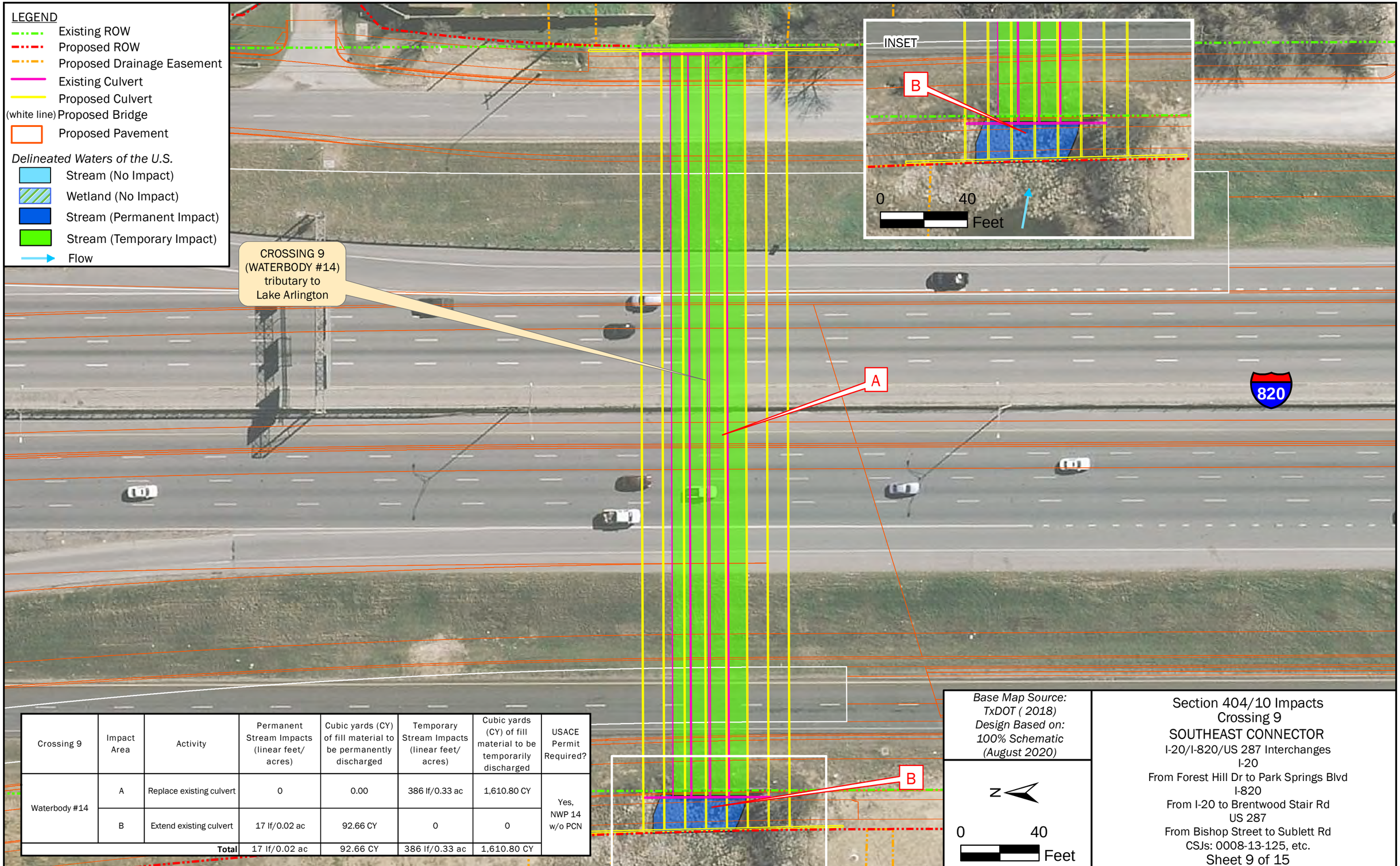


Crossing 7	Impact Area	Activity	Permanent Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be temporarily discharged	USACE Permit Required?
Waterbody #12	A	Extend existing culvert on existing concrete-lined channel	0	0	20 lf/0.01 ac	4.42 CY	Yes, NWP 14 w/o PCN

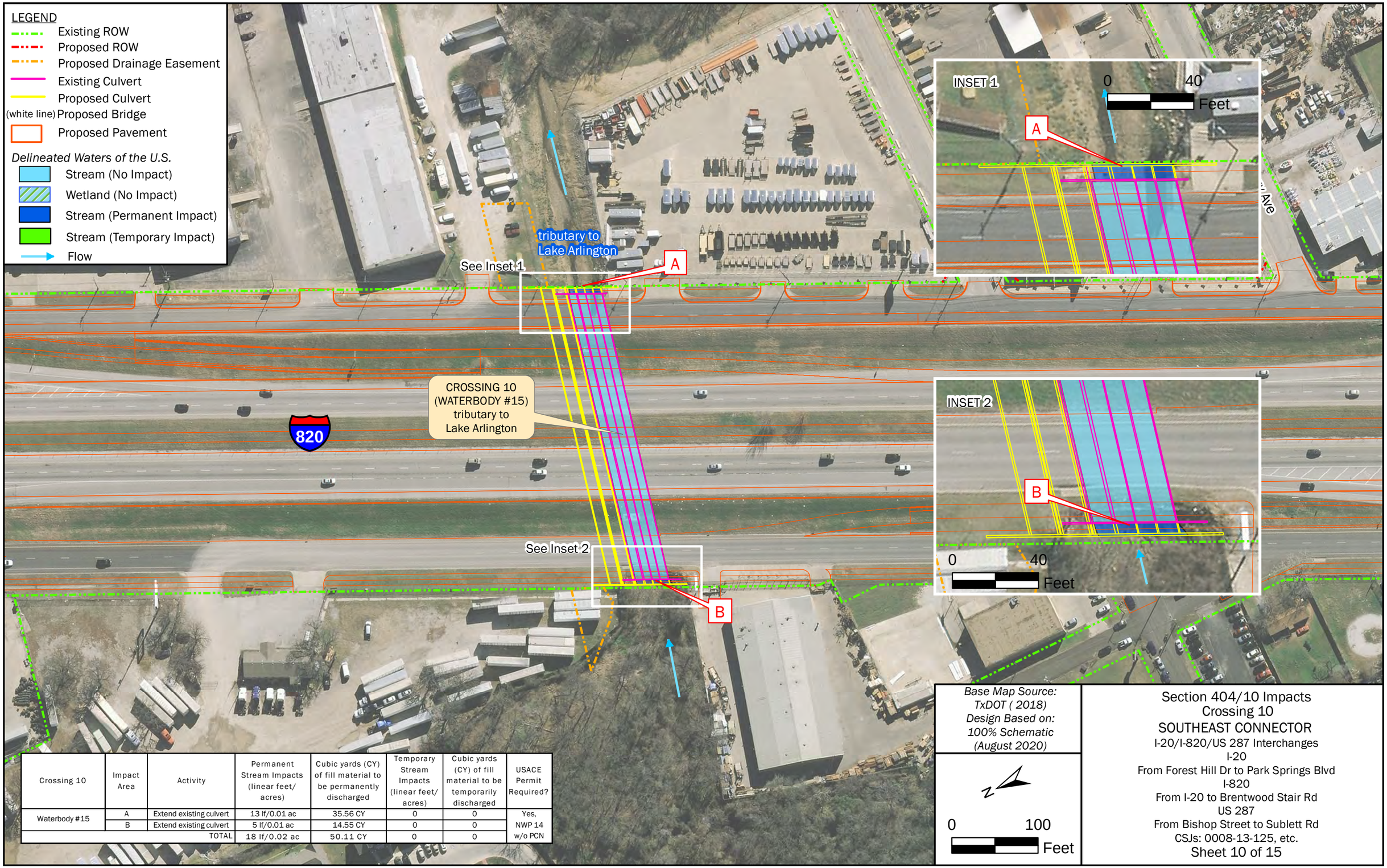
Section 404/10 Impacts
Crossing 7
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges
I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From I-20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.
Sheet 7 of 15



Crossing 8	Impact Area	Activity	Permanent Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be temporarily discharged	USACE Permit Required?
Waterbody #13	A	Extend existing culvert	32 lf/0.01 ac	61.49	0	0	Yes, NWP 14 w/o PCN
	B	Replace existing culvert	0	0	0	0	
	C	Extend existing culvert	48 lf/0.02 ac	99.86	386 lf/0.10 ac	675.50 CY	
		TOTAL	80 lf/0.03 ac	161.35 CY	386 lf/0.10 ac	675.50 CY	



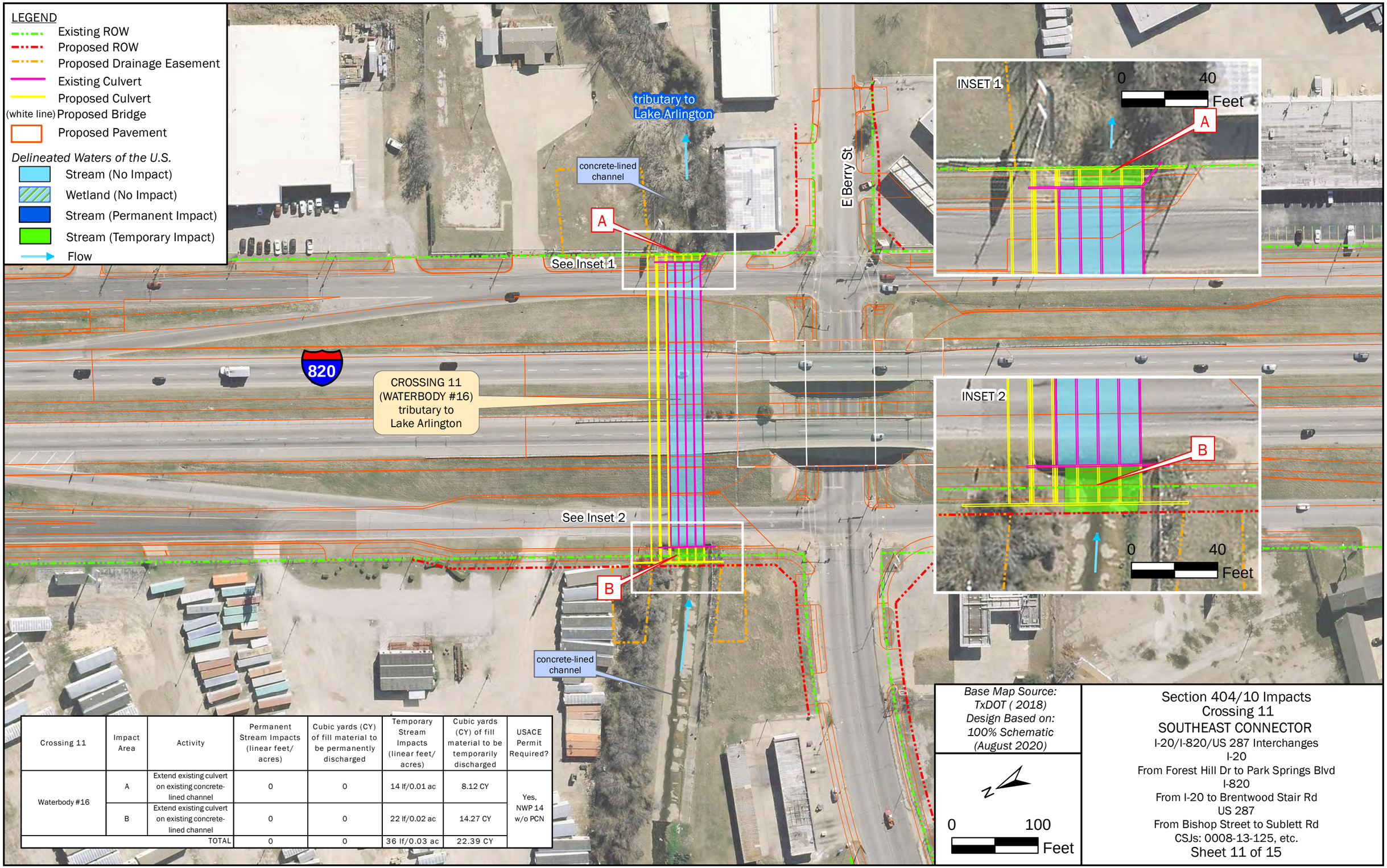
Crossing 9	Impact Area	Activity	Permanent Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be temporarily discharged	USACE Permit Required?
Waterbody #14	A	Replace existing culvert	0	0.00	386 lf/0.33 ac	1,610.80 CY	Yes, NWP 14 w/o PCN
	B	Extend existing culvert	17 lf/0.02 ac	92.66 CY	0	0	
		Total	17 lf/0.02 ac	92.66 CY	386 lf/0.33 ac	1,610.80 CY	



Crossing 10	Impact Area	Activity	Permanent Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be temporarily discharged	USACE Permit Required?
Waterbody #15	A	Extend existing culvert	13 lf/0.01 ac	35.56 CY	0	0	Yes, NWP 14 w/o PCN
	B	Extend existing culvert	5 lf/0.01 ac	14.55 CY	0	0	
		TOTAL	18 lf/0.02 ac	50.11 CY	0	0	

Base Map Source: TxDOT (2018) Design Based on: 100% Schematic (August 2020)

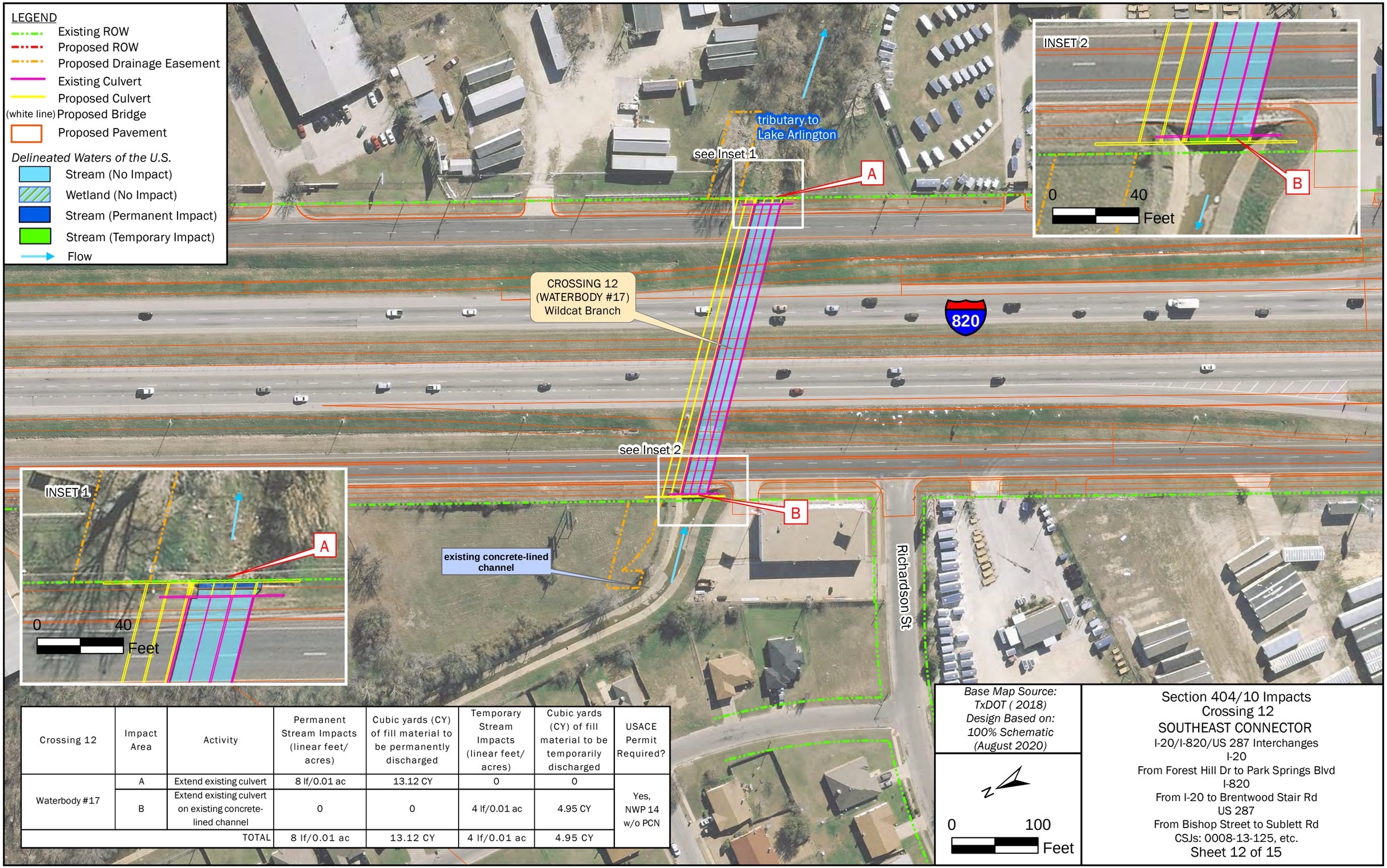
Section 404/10 Impacts
Crossing 10
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges
I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From I-20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.
Sheet 10 of 15



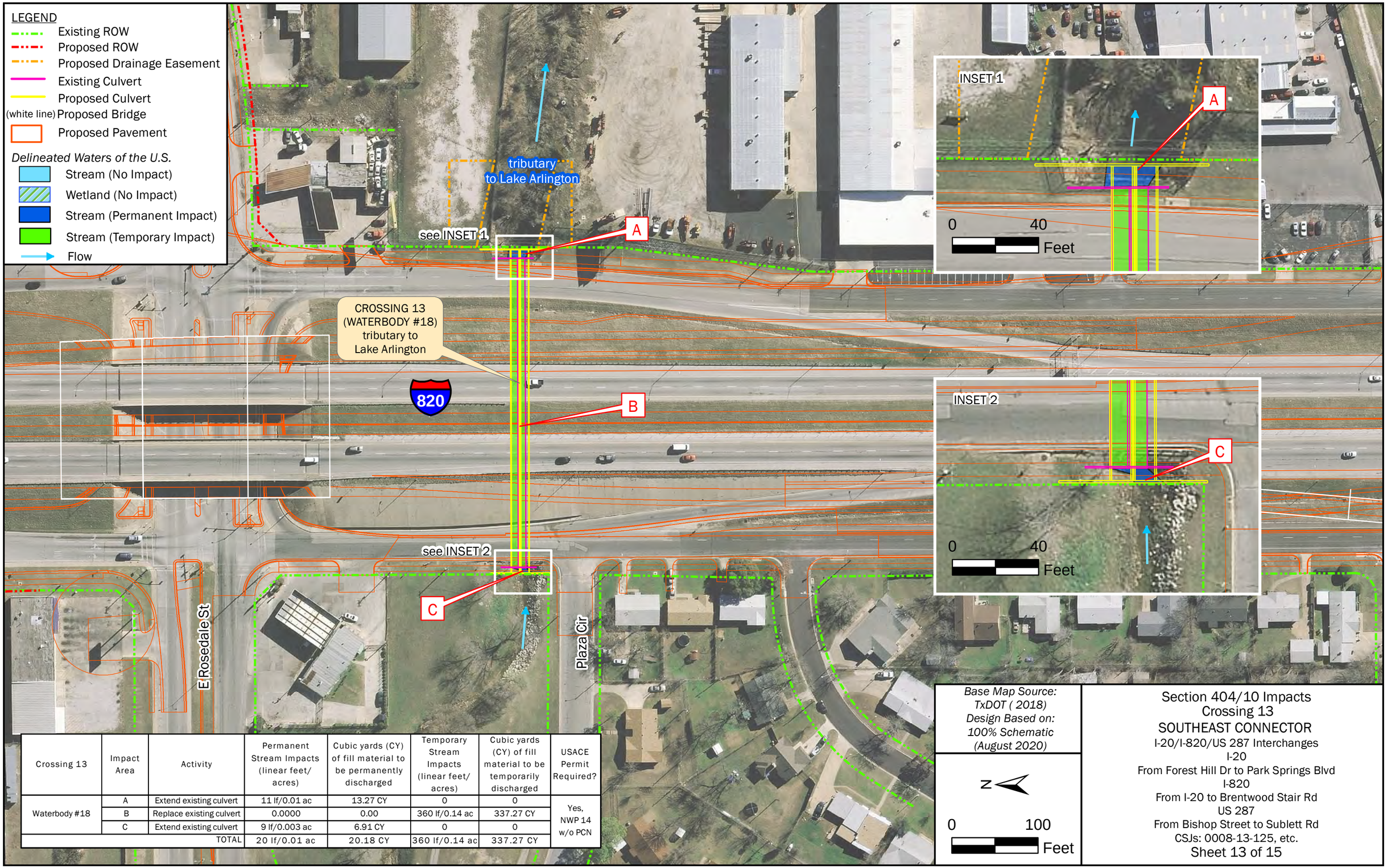
Crossing 11	Impact Area	Activity	Permanent Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be temporarily discharged	USACE Permit Required?
Waterbody #16	A	Extend existing culvert on existing concrete-lined channel	0	0	14 lf/0.01 ac	8.12 CY	Yes, NWP 14 w/o PCN
	B	Extend existing culvert on existing concrete-lined channel	0	0	22 lf/0.02 ac	14.27 CY	
		TOTAL	0	0	36 lf/0.03 ac	22.39 CY	

Base Map Source: TxDOT (2018) Design Based on: 100% Schematic (August 2020)

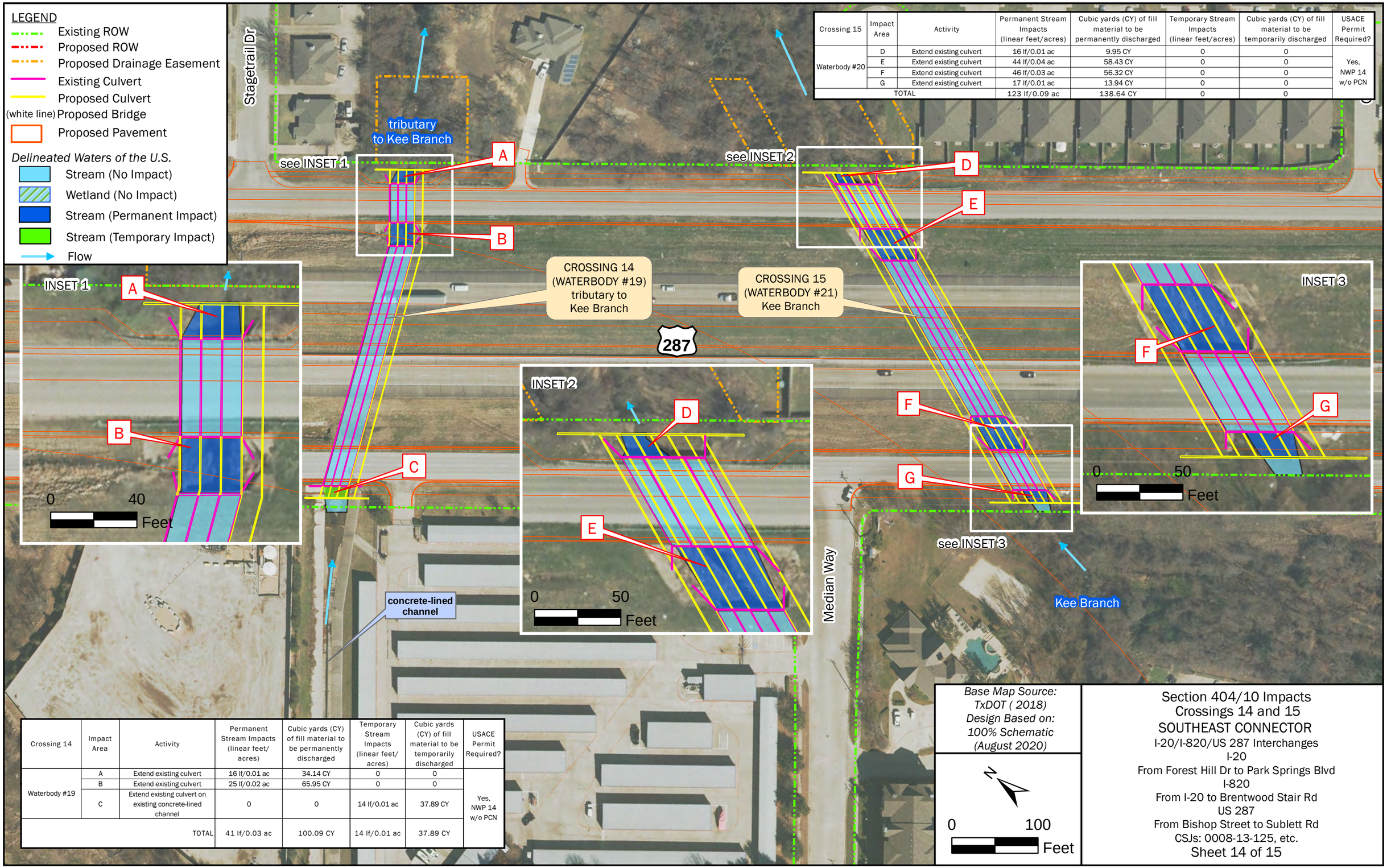
Section 404/10 Impacts
Crossing 11
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges
I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From I-20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.
Sheet 11 of 15



Crossing 12	Impact Area	Activity	Permanent Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be temporarily discharged	USACE Permit Required?
Waterbody #17	A	Extend existing culvert	8 lf/0.01 ac	13.12 CY	0	0	Yes, NWP 14 w/o PCN
	B	Extend existing culvert on existing concrete-lined channel	0	0	4 lf/0.01 ac	4.95 CY	
		TOTAL	8 lf/0.01 ac	13.12 CY	4 lf/0.01 ac	4.95 CY	



Crossing 13	Impact Area	Activity	Permanent Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be temporarily discharged	USACE Permit Required?
Waterbody #18	A	Extend existing culvert	11 lf/0.01 ac	13.27 CY	0	0	Yes, NWP 14 w/o PCN
	B	Replace existing culvert	0.0000	0.00	360 lf/0.14 ac	337.27 CY	
	C	Extend existing culvert	9 lf/0.003 ac	6.91 CY	0	0	
		TOTAL	20 lf/0.01 ac	20.18 CY	360 lf/0.14 ac	337.27 CY	

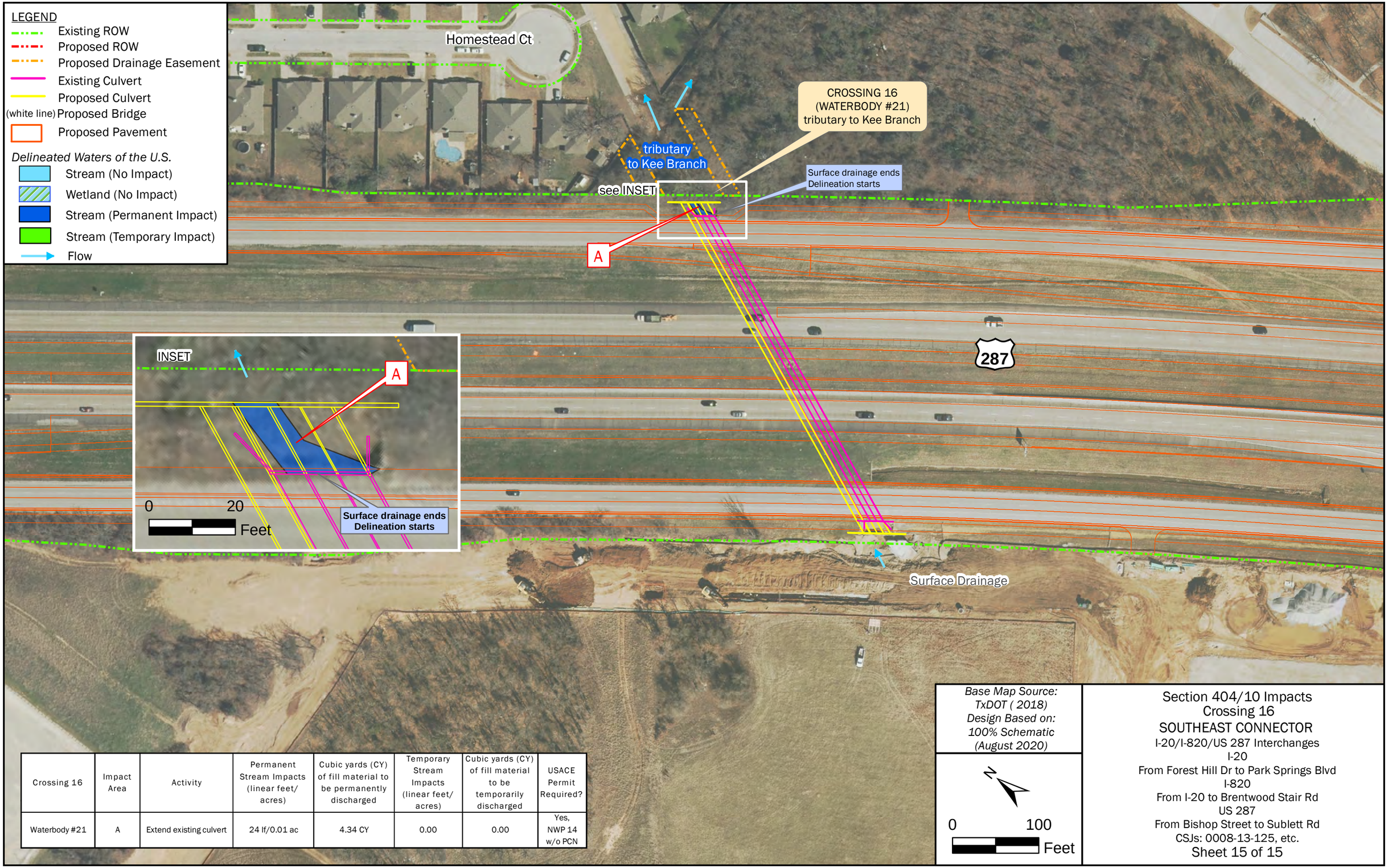


Crossing 15	Impact Area	Activity	Permanent Stream Impacts (linear feet/acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary Stream Impacts (linear feet/acres)	Cubic yards (CY) of fill material to be temporarily discharged	USACE Permit Required?
Waterbody #20	D	Extend existing culvert	16 lf/0.01 ac	9.95 CY	0	0	Yes, NWP 14 w/o PCN
	E	Extend existing culvert	44 lf/0.04 ac	58.43 CY	0	0	
	F	Extend existing culvert	46 lf/0.03 ac	56.32 CY	0	0	
	G	Extend existing culvert	17 lf/0.01 ac	13.94 CY	0	0	
TOTAL			123 lf/0.09 ac	138.64 CY	0	0	

Crossing 14	Impact Area	Activity	Permanent Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be temporarily discharged	USACE Permit Required?
Waterbody #19	A	Extend existing culvert	16 lf/0.01 ac	34.14 CY	0	0	Yes, NWP 14 w/o PCN
	B	Extend existing culvert	25 lf/0.02 ac	65.95 CY	0	0	
	C	Extend existing culvert on existing concrete-lined channel	0	0	14 lf/0.01 ac	37.89 CY	
TOTAL			41 lf/0.03 ac	100.09 CY	14 lf/0.01 ac	37.89 CY	

Base Map Source: TxDOT (2018) Design Based on: 100% Schematic (August 2020)

Section 404/10 Impacts
Crossings 14 and 15
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges
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
CSJs: 0008-13-125, etc.
Sheet 14 of 15



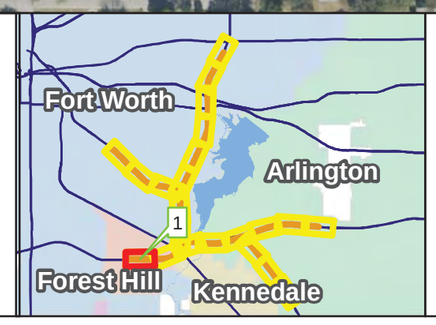
Crossing 16	Impact Area	Activity	Permanent Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be permanently discharged	Temporary Stream Impacts (linear feet/ acres)	Cubic yards (CY) of fill material to be temporarily discharged	USACE Permit Required?
Waterbody #21	A	Extend existing culvert	24 lf/0.01 ac	4.34 CY	0.00	0.00	Yes, NWP 14 w/o PCN

Proposed Noise Barrier 1
Proposed Noise Barrier 2
Project Limit
Yorkshire Drive
Evonshire Drive
Crawford Lane
Hartman Road
Forest Hill Drive
Forest Hill Circle
20
R1
R2
R3
R4
R5
R6
R7
R8
R9
R10
R11
R12
R13
R14
R15

Base Map Source: TNRIS (2018)

Legend

- Non-impacted Receiver
- Impacted Receiver
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall



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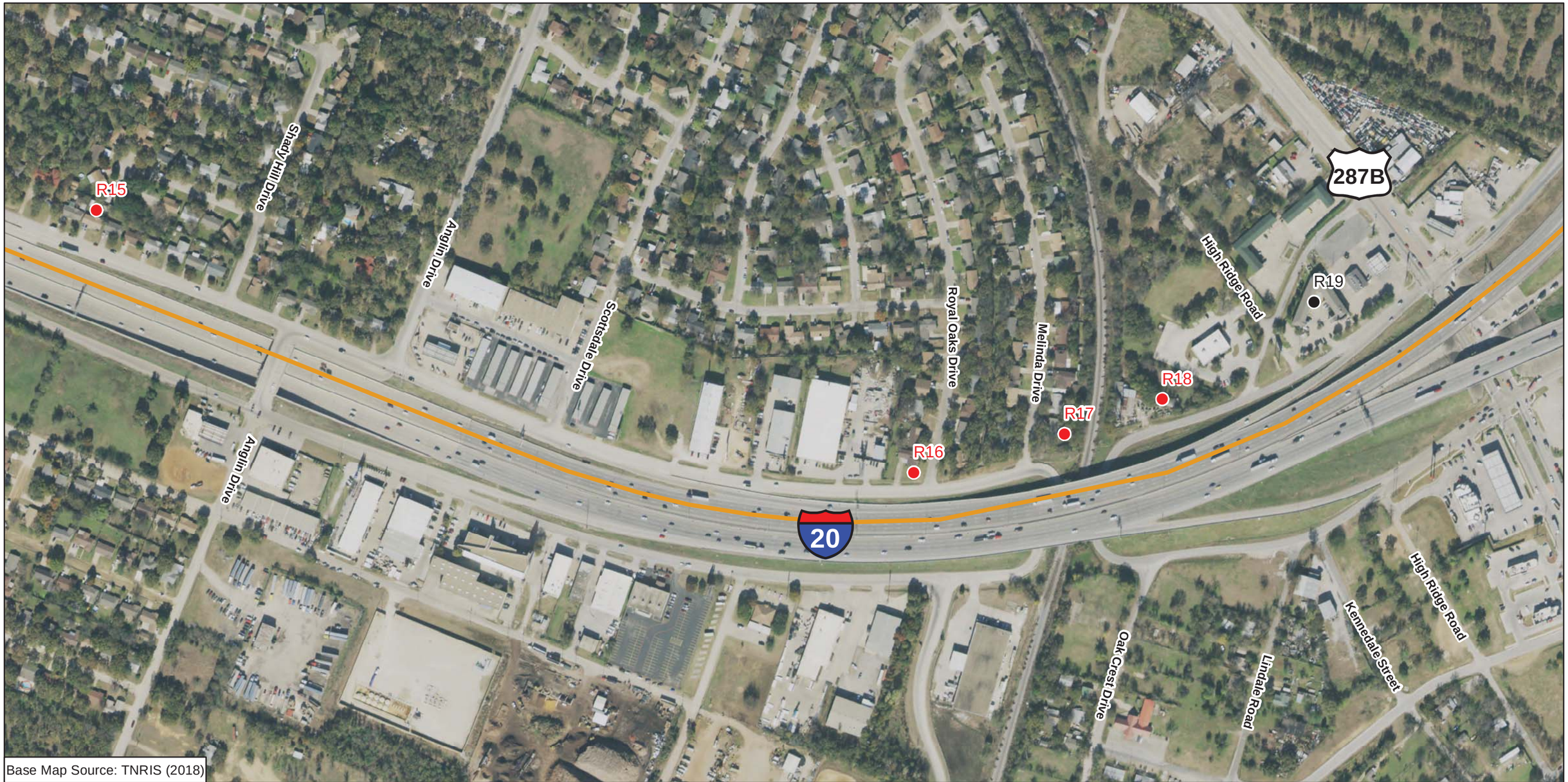
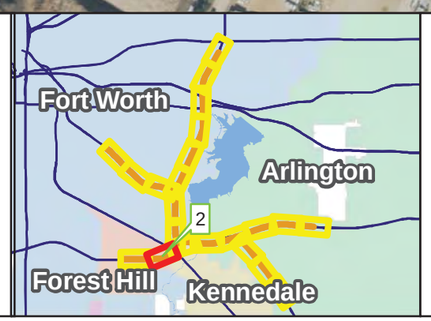
NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges
I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From IH 20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.



Base Map Source: TNRIS (2018)

Legend

- Non-impacted Receiver
- Impacted Receiver
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall



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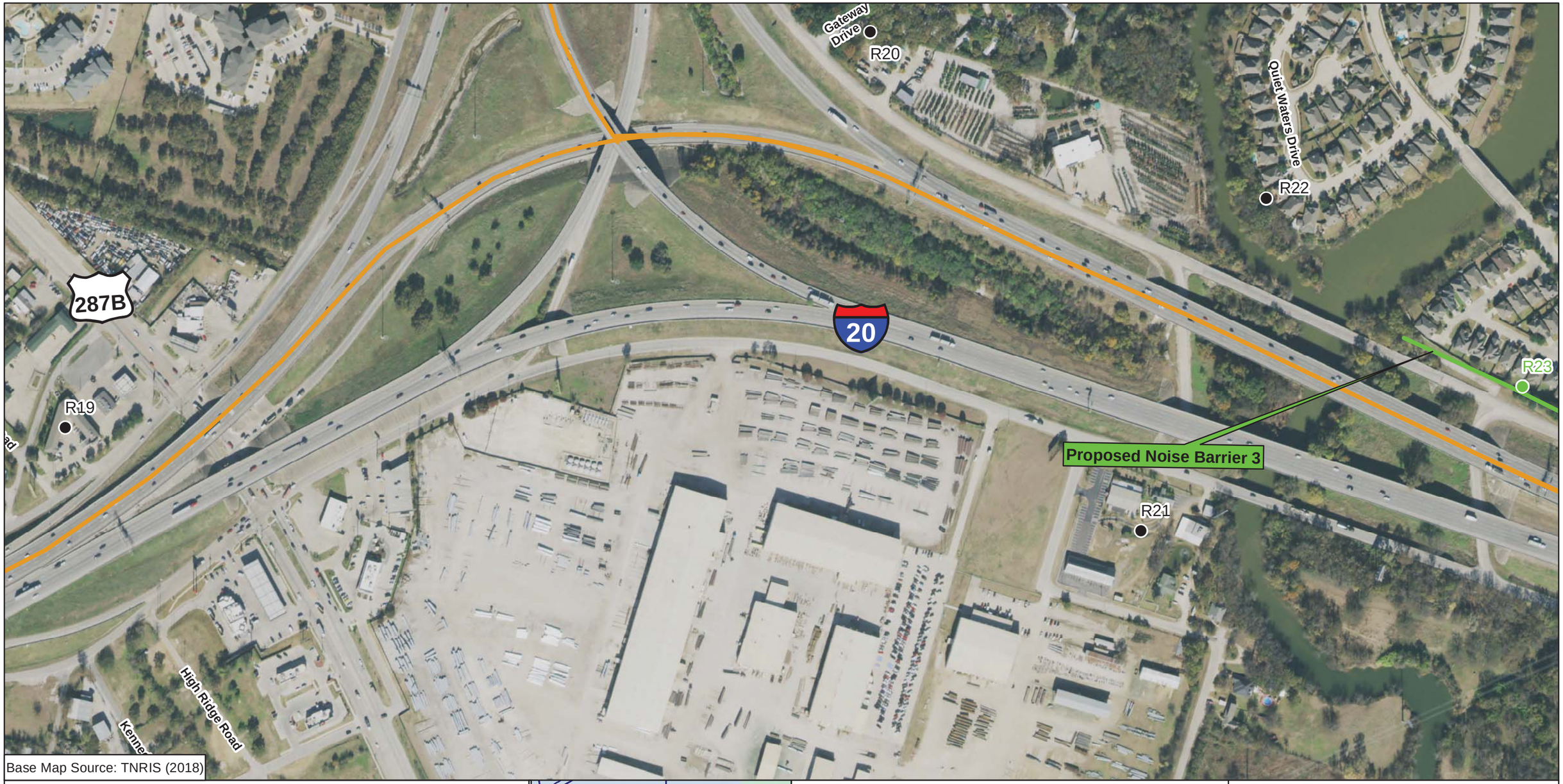
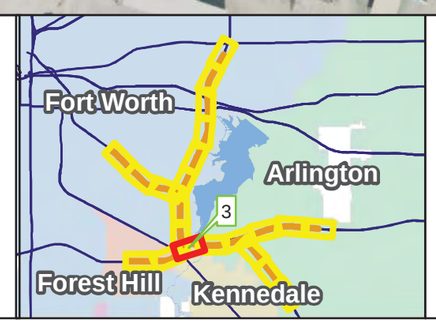
Page 2 of 22

NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges
I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From IH 20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.



Legend

- Non-impacted Receiver
- Impacted Receiver
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall



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NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges

I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From IH 20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.

Proposed Noise Barrier 3

Proposed Noise Barrier 4

Proposed Noise Barrier 5

Wonderview Way

Bowman Springs Rd

Shrewood Drive

Paces Trail

20

R23 R24 R25 R26 R27 R28 R29 R30 R31

Base Map Source: TNRIS (2018)

Legend

- Non-impacted Receiver
- Impacted Receiver
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall

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NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges

I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From IH 20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.

Proposed Noise Barrier 6

Proposed Noise Barrier 4

R35

R36

Mandalay Drive

Proposed Noise Barrier 6

Shrewood Drive

R31

Sierra Lane

R37

R38

20

Proposed Noise Barrier 5

R32

R33

R34

Treecrest Drive

Sigmond Drive

Little School Road

R40

Base Map Source: TNRIS (2018)

Legend

- Non-impacted Receiver
- Impacted Receiver
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall

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Page 5 of 22

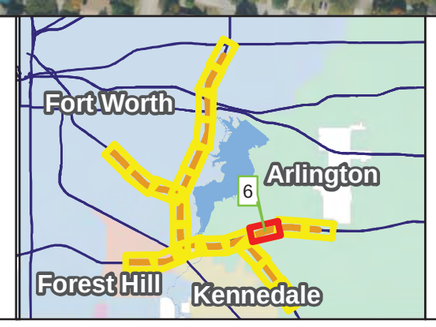
NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges

I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From IH 20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.

Base Map Source: TNRIS (2018)

Legend

- Non-impacted Receiver
- Impacted Receiver
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall



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NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges

I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From IH 20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.

Proposed Noise Barrier 7

Proposed Noise Barrier 7

Proposed Noise Barrier 7

Proposed Noise Barrier 8

R45

R46

R47

R48

R49

R50

R51

R52

R53

20

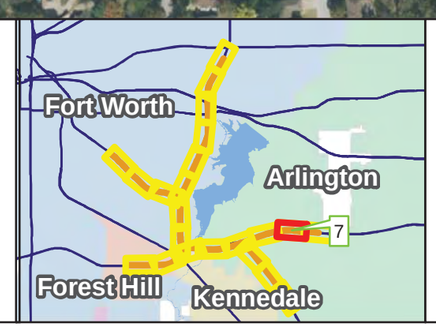
Kelly Elliot Road

Pleasant View Drive

Base Map Source: TNRIS (2018)

Legend

- Non-impacted Receiver
- Impacted Receiver
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall



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NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges

I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From IH 20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.

Proposed Noise Barrier 8

Pleasant View Drive

Glengate Drive

Park Springs Boulevard

Project Limit

R54

R55

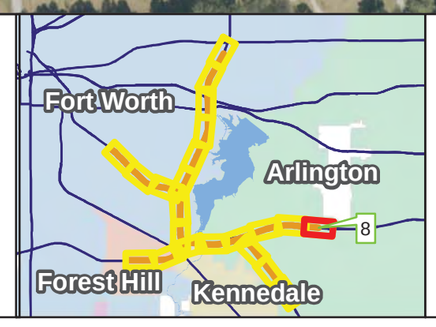
R53

20

Base Map Source: TNRIS (2018)

Legend

- Non-impacted Receiver
- Impacted Receiver
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall



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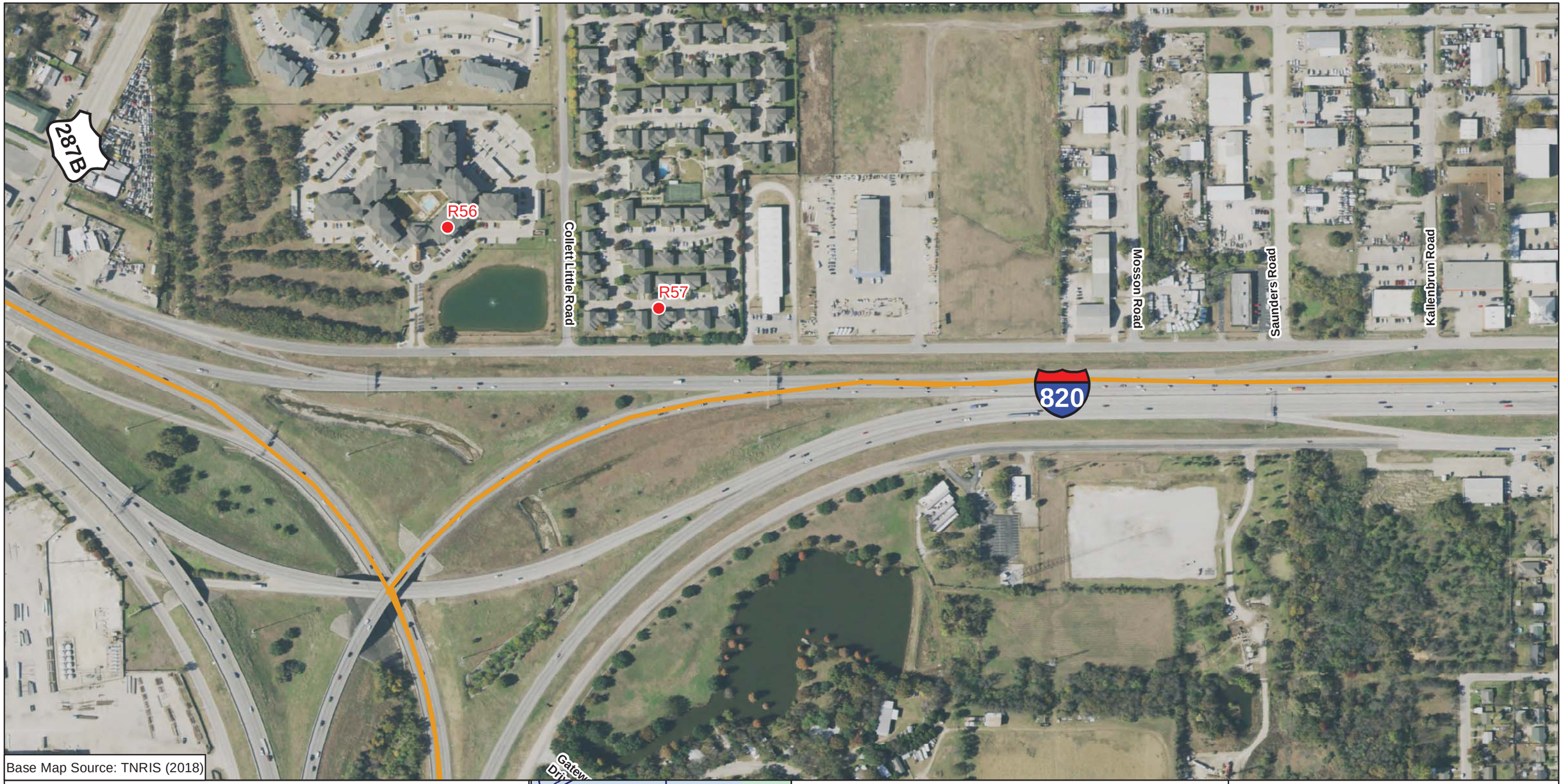
NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges

I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From IH 20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd

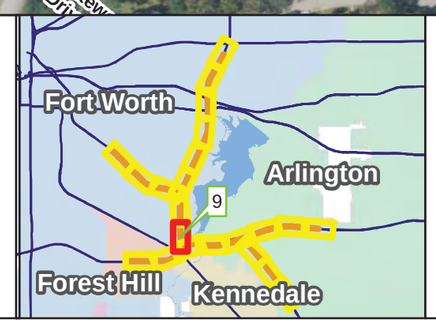
CSJs: 0008-13-125, etc.



Base Map Source: TNRIS (2018)

Legend

- Non-impacted Receiver
- Impacted Receiver
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall



W S N E

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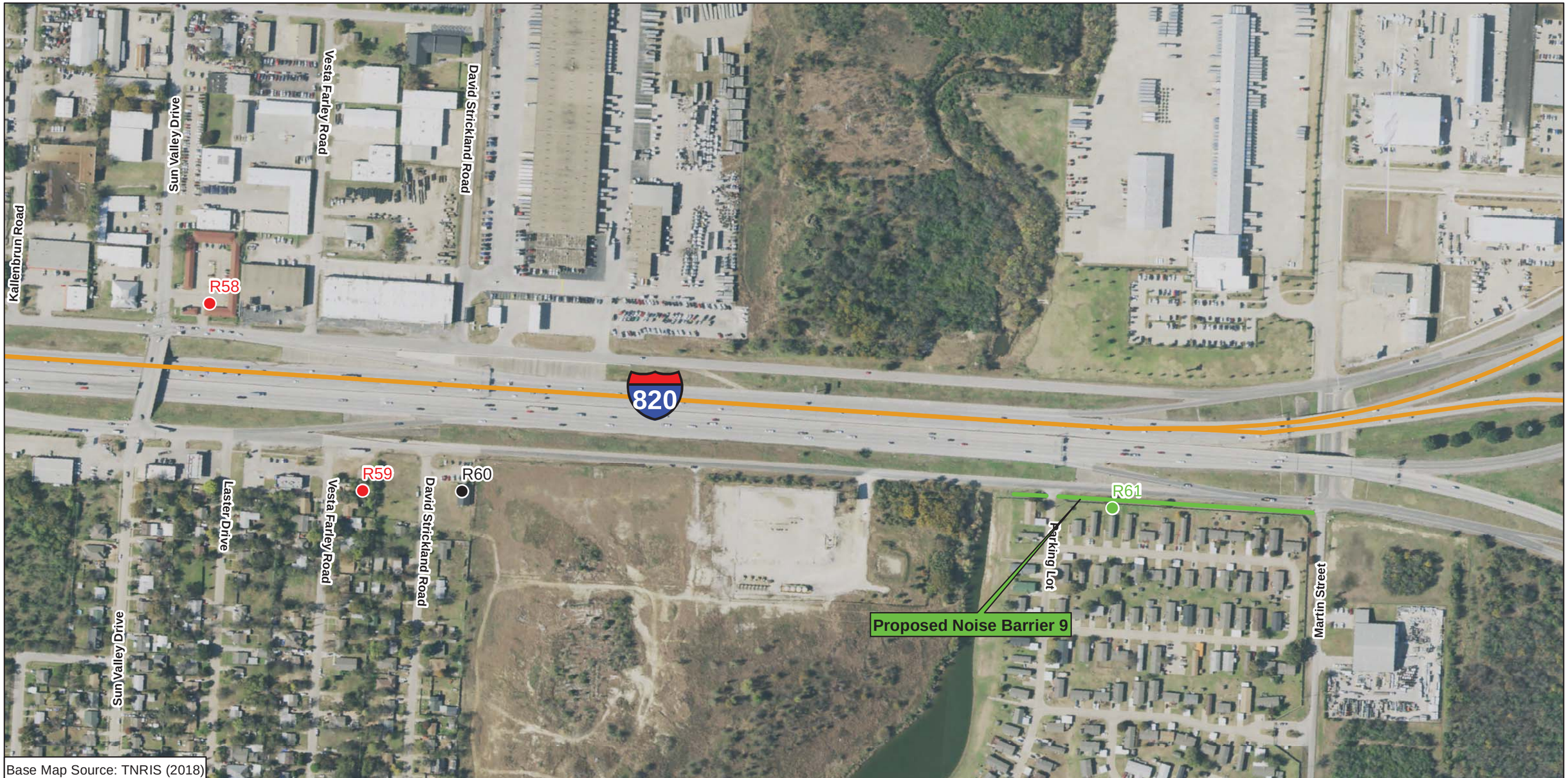
NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges

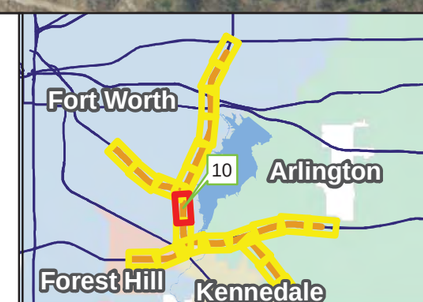
I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From IH 20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.



Base Map Source: TNRIS (2018)

Legend

- Non-impacted Receiver
- Impacted Receiver
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall



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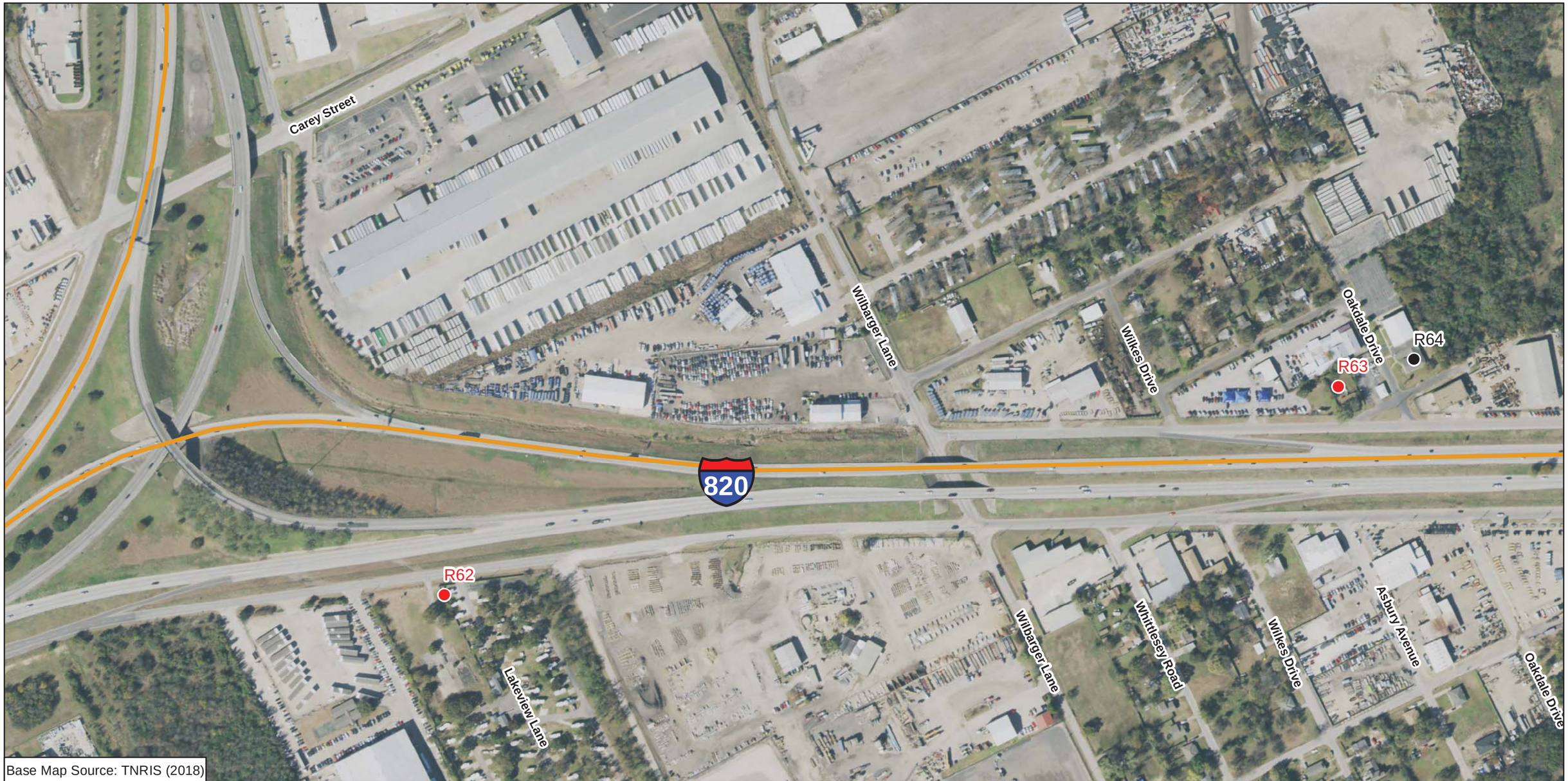
NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges

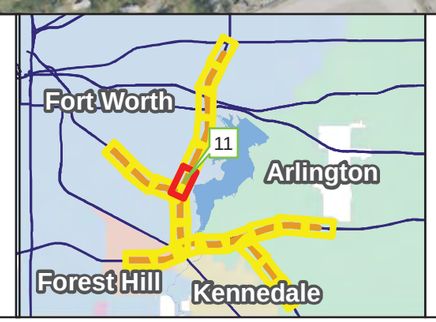
I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From IH 20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.



Base Map Source: TNRIS (2018)

Legend

- Non-impacted Receiver
- Impacted Receiver
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall



W N S E

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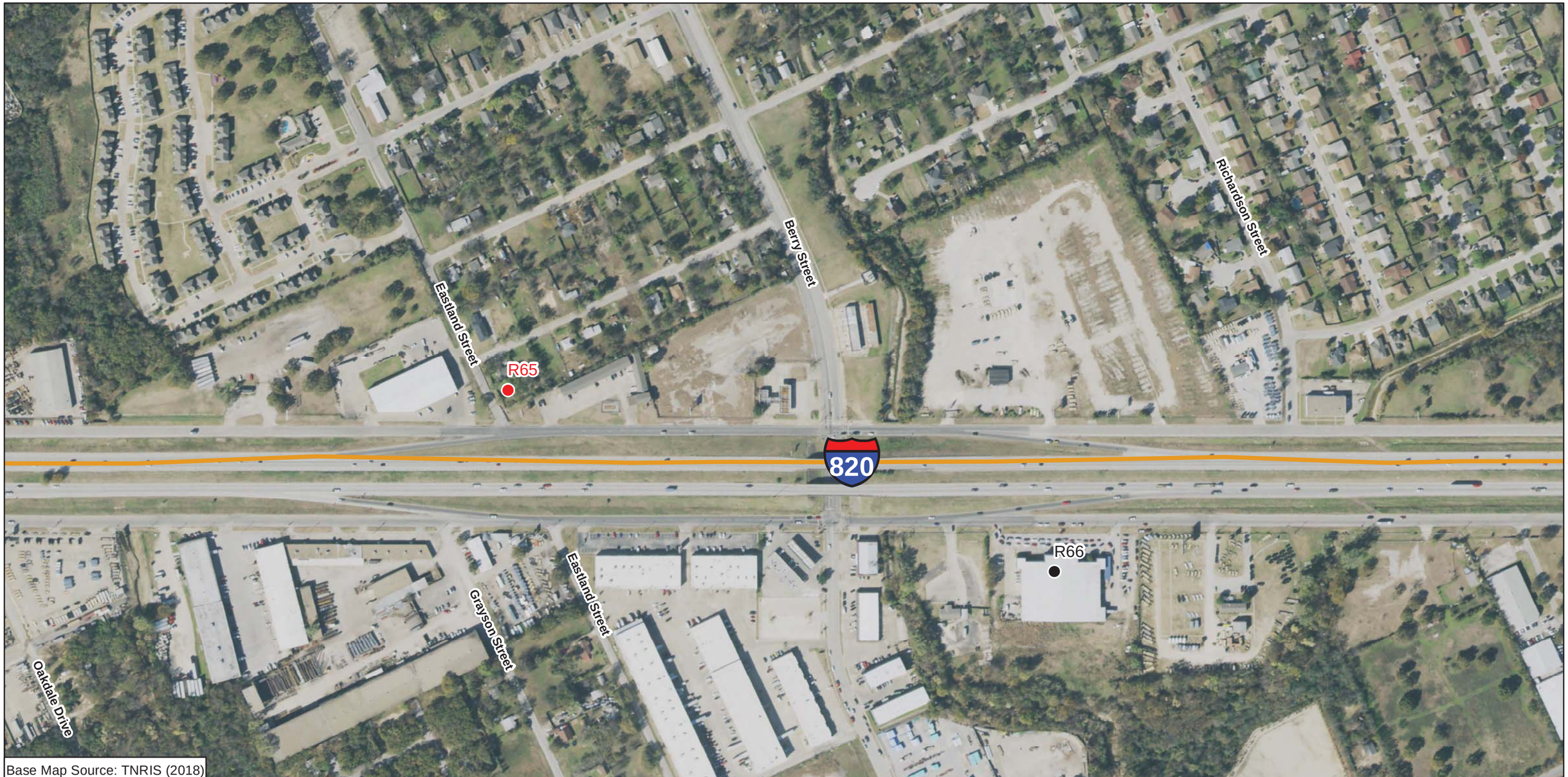
NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges

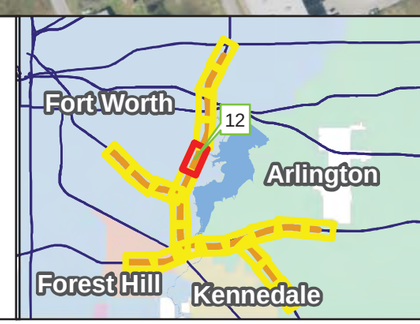
I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From IH 20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.



Base Map Source: TNRIS (2018)

Legend

- Non-impacted Receiver
- Impacted Receiver
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall



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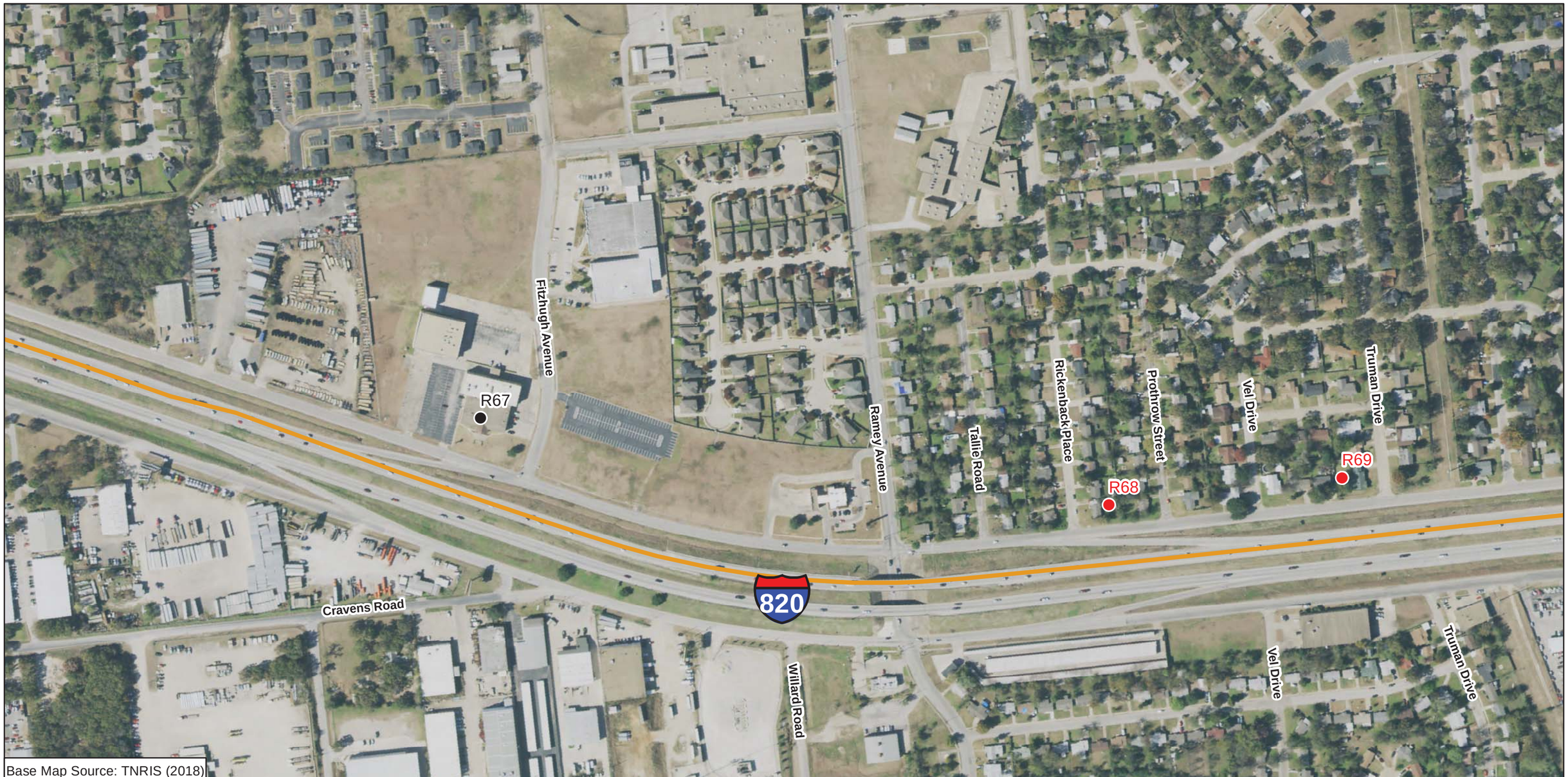
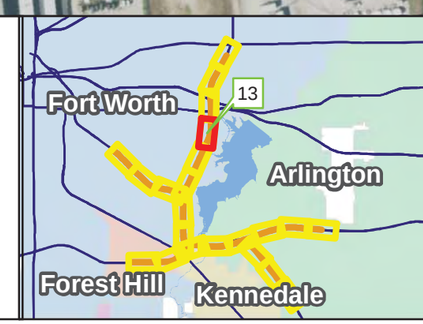
NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges
I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From IH 20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.



Base Map Source: TNRIS (2018)

Legend

- Non-impacted Receiver
- Impacted Receiver
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall



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NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges

I-20
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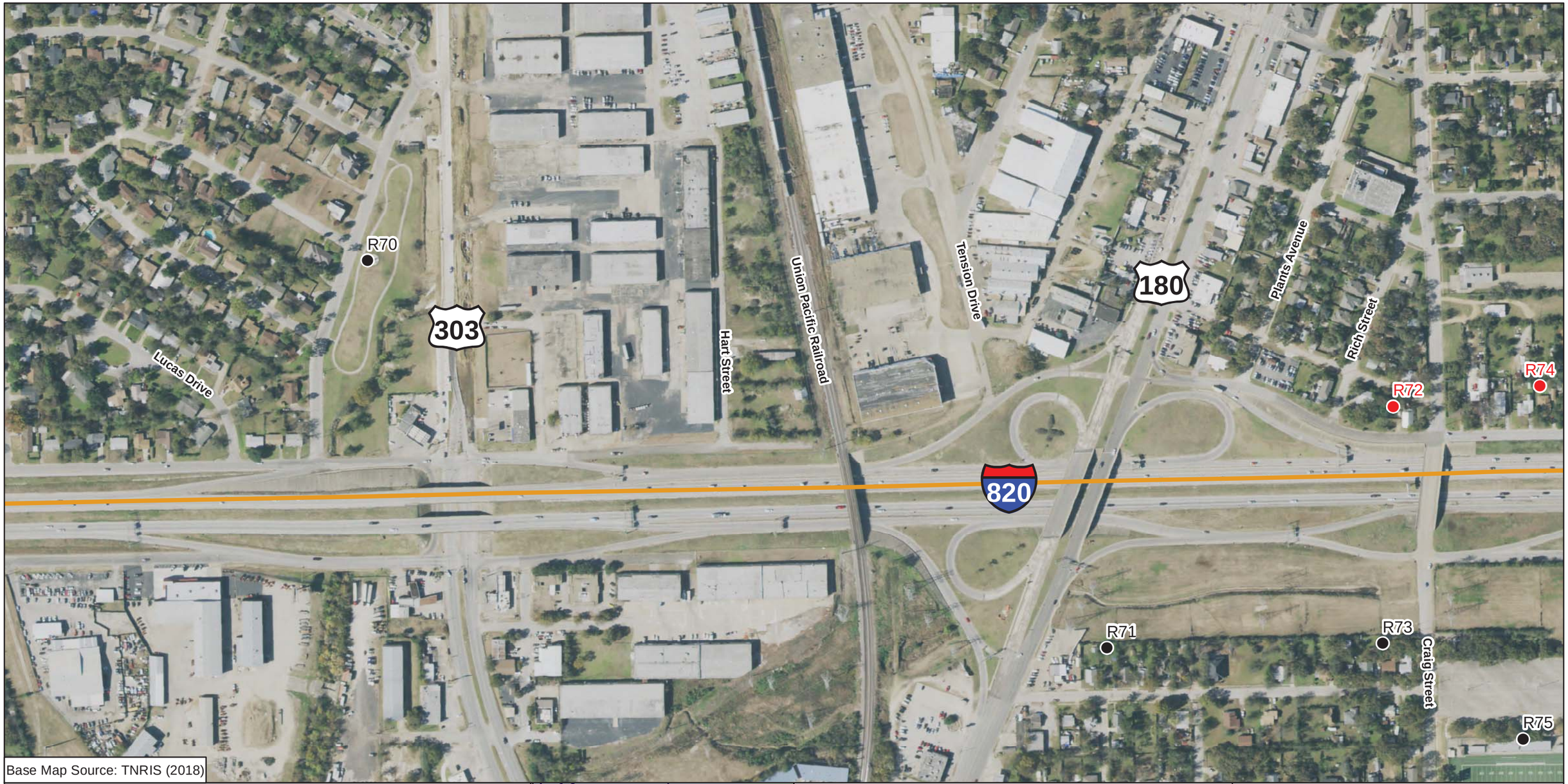

Base Map Source: TNRIS (2018)

Legend

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- Mitigated Receiver
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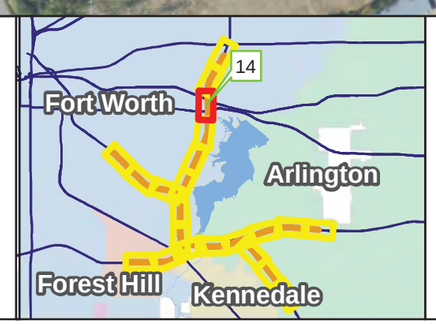
- Proposed Noise Wall



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NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges

I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From IH 20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.

Proposed Noise Barrier 10

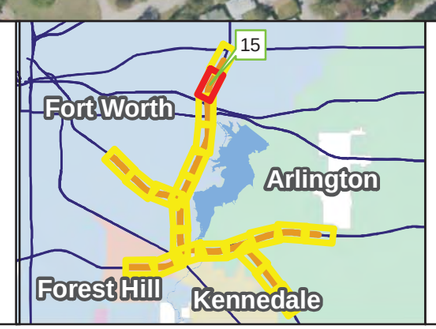
Greenlee Street
Cravens Road
Purselley Avenue
Meadowbrook Drive
Beaty Street
Malcome Street
Lambeth Lane
Martha Lane
Normandy Road
820

R74 R76 R77 R78 R79 R80 R81 R82 R83 R84

Base Map Source: TNRIS (2018)

Legend

- Non-impacted Receiver
- Impacted Receiver
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall



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NOISE RECEIVER LOCATION MAP
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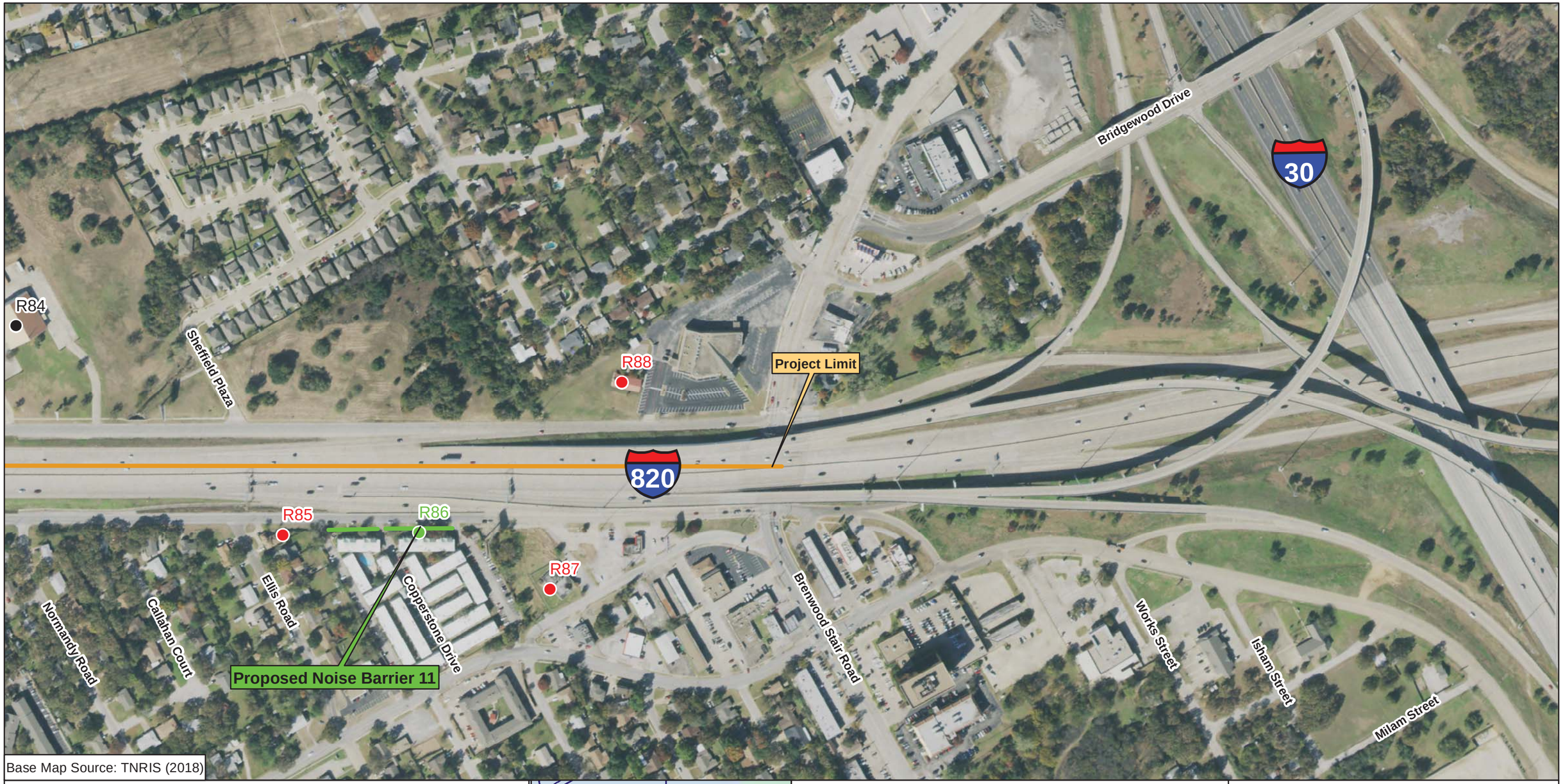

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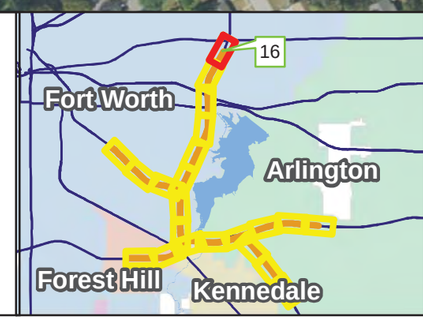
- Project Limits
- Proposed Noise Wall



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NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges

I-20
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I-820
From IH 20 to Brentwood Stair Rd
US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.

Proposed Noise Barrier 13
Proposed Noise Barrier 14
Proposed Noise Barrier 15
Proposed Noise Barrier 12
Project Limit
287
R89
R90
R91
R92
R93
R94
R95
R96
R97
R98
Berry Street
Bishop Street
Reed Street
Erath Street
Bright Street
Sydney Street
Comanche Street
Rufus Street
Grayson Street
Donalee Street
Castleman Street
Baylor Street
Vaughn Boulevard
Hardeman Street

Base Map Source: TNRIS (2018)

Legend

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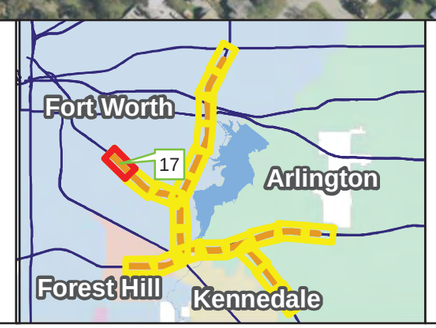
- Impacted Receiver
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall



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NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges

I-20
From Forest Hill Dr to Park Springs Blvd
I-820
From IH 20 to Brentwood Stair Rd
US 287
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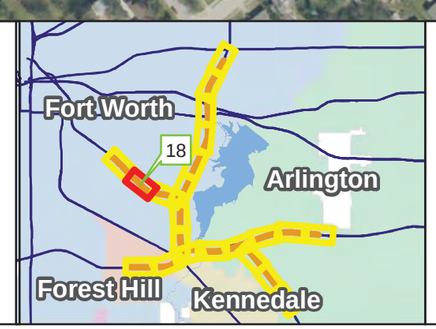

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Proposed Noise Barrier 16

Proposed Noise Barrier 17

R110

R111

Edgewood Terrace

Village Creek Road

Woodbridge Drive

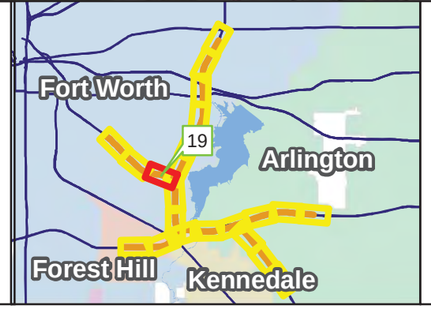
Cerky Street

287

Base Map Source: TNRIS (2018)

Legend

- Non-impacted Receiver
- Impacted Receiver
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall



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NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges

I-20
From Forest Hill Dr to Park Springs Blvd
I-820
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US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.

Proposed Noise Barrier 18
Flintshire Court
Sagebrush Trail
Santa Fe Drive
Stage West Drive
Hawkins Cemetery Road
El Rancho Drive
R112
R114
R115
R117
R119
287
Proposed Noise Barrier 19
R113
R116
R118
Little School Road
Ivycrest Trail
Proposed Noise Barrier 20
Silkcrest Trail
Treepoint Drive

Base Map Source: TNRIS (2018)

Legend

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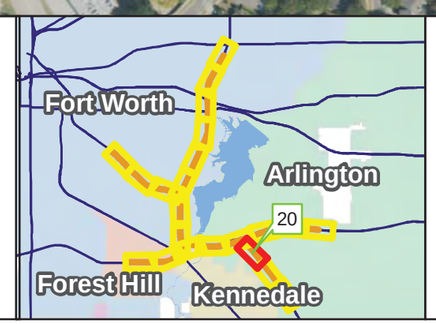

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US 287
From Bishop Street to Sublett Rd
CSJs: 0008-13-125, etc.

Stagetrail Drive
Andalusia Trail
Longhorn Lane
Homestead Road
Median Way
R119
R120
R121
R122
R123
R124
R125
R126
Proposed Noise Barrier 21
Proposed Noise Barrier 22
287

Base Map Source: TNRIS (2018)

Legend

- Non-impacted Receiver
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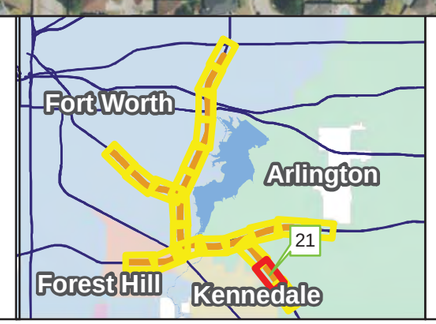
- Mitigated Receiver
- Project Limits
- Proposed Noise Wall



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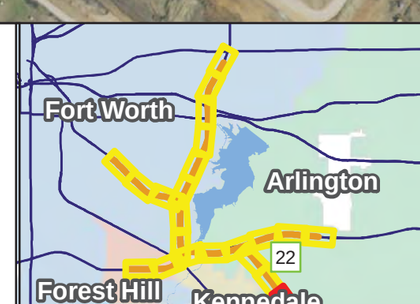

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Page 22 of 22

NOISE RECEIVER LOCATION MAP
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges

I-20
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CSJs: 0008-13-125, etc.

Appendix G – Resources Agency Coordination

Chad Putnam

From: NEPA <NEPA@tceq.texas.gov>
Sent: Thursday, August 13, 2020 1:12 PM
To: Chad Putnam
Subject: RE: Draft Environmental Assessment Available for Public Review - Southeast Connector Project (CSJ: 0008-13-125, etc.)
Attachments: NEPA Response TxDot 20-04.docx

Categories: 0008-13-125

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
Jeff.benavente@tceq.texas.gov
(512) 239-2619

From: Chad Putnam <Chad.Putnam@txdot.gov>
Sent: Wednesday, June 17, 2020 8:49 AM
To: NEPA <NEPA@tceq.texas.gov>
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

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

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.

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Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

April 13, 2020

SECTION 106 REVIEW: DETERMINATIONS OF ELIGIBILITY AND EFFECT
District: Fort Worth
County: Tarrant
CSJ#: 0008-13-125
Highway: IH20, US 287
Project Limits: IH 20: Forest Hill Dr. to Park Springs Blvd.; IH 820: IH 20 to Brentwood Stair Rd.; US 287: Bishop St to Sublett Rd.

Mr. Justin Kockritz
History Programs
Texas Historical Commission
Austin, Texas 78711

Dear Mr. Kockritz:

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. As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency. In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement for Transportation Undertakings (December 2015), this letter initiates Section 106 consultation on the National Register of Historic Places (NRHP) eligibility of properties within the proposed undertaking's Area of Potential Effect (APE) and undertaking's effect on historic properties within that APE.

Project Description

See the attachment from TxDOT's Environmental Compliance Oversight System (ECOS) that describes the project, setting, and amount of right-of-way (ROW) and easements necessary for the project, known as the Southeast Connector project. Additional project information can be found on the public-facing project page at https://www.txdot.gov/inside-txdot/projects/studies/fort-worth/southeast-connector.html.

Determinations of Eligibility

TxDOT historians established the project's Area of Potential Effect (APE) as 150 feet from the proposed new ROW or within the ROW when no new ROW is required, considering properties built in 1976 or earlier to be historic age. TxDOT conducted a reconnaissance-level historic resources survey of the entire APE and an intensive survey of the properties in the City of Forest Hill proposed to be displaced by the project. The resulting reconnaissance historic resources survey report (HRSR) and intensive report document the National Register of Historic Places (NRHP) eligibility of 456 properties, although changes to the design minimized the number

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within the project APE to 180. Additionally, TxDOT conducted previous surveys on the project with a March 2004 HRSR of the full project limits, as well as an intensive survey of the F.E. and Mamie Wolfe Addition. Note that references to HRSR page numbers in this letter refer to the electronic document page number. TxDOT identified three previously identified historic districts within or adjacent to the APE:

- **Carver Heights Historic District, Fort Worth**, locally designated landmark district for the City of Fort Worth; NRHP-eligible, Criterion A, local level of significance. Resources 075 through 099a–b represent properties within the project APE within the boundaries of the locally designated Carver Heights residential district. As noted on the official City of Fort Worth historic district map (Exhibit 1), the boundary for the designated area are roughly Rosedale to the north, Cravens (frontage road) to the east, Stalcup to the west, and Ramey to the south, with a section carved out from the southeast corner to exclude sections of streets east of Lucas and south of Vel. See page 585 of the HRSR for district boundary relative to project and page 598 for the map of Carver Heights properties that fall within the APE.
    - The historic resources survey report cites Resources 100 through 132 as also contributing to the district, although both the City of Fort Worth historic preservation resources and the neighborhood association treat those few blocks as outside the district boundary. These blocks, which do include historic-age properties, do not demonstrate the design and community-building aspirations reflected in the homes within the designated district.
        - These resources are part of the Jean Capers Addition developed by the Fort Worth Urban League and named for a prominent African American lawyer from Ohio who spoke in Fort Worth in 1952. The houses lack the architectural significance and historic integrity that might qualify them for NRHP designation.
        - The development of the Jean Capers Addition is not tied to that of Carver Heights. Its properties are similar to those across IH-820 in Carver Heights East and in other area neighborhoods. The layout and design of homes demonstrate no distinct significance of community planning.
        - Contrary to the HRSR recommendations, TxDOT determined Resources 100 through 132 as not eligible individually or as contributing to the Carver Heights District. TxDOT also determined the Jean Capers Addition not NRHP eligible due to the majority of homes lacking architectural integrity to the period of the neighborhood's development.
    - Of special note is Resource 132 at 2512 S. Cravens Road. This property is outside the designated district but determined eligible in the HRSR. TxDOT disagrees with the report's findings that it be considered contributing to Carver Heights. Because of the building's modest original design, alterations to its fenestration and materials (siding) diminish the property's integrity, even if the Jean Capers Addition had historic significance. Please see note about this property under the effects section.
- **Central Handley Historic District, Fort Worth**, NRHP and locally designated, outside of APE. See page 584 of the HRSR for district location relative to the project.

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- **Masonic Widows and Orphans Home Historic District, Fort Worth**, NRHP designated, outside of APE. See page 586 for district location relative to the project.
- **Hawkins Cemetery, Arlington,** the March 2004 HRSR also determined the Hawkins Cemetery eligible. The property was designated a Historic Texas Cemetery in 2015. The 2004 HRSR did not elaborate on whether the Hawkins Cemetery met Criteria Consideration D for cemeteries but that it was determined eligible for Criterion A: Exploration and Settlement for its association to the early settlers in the Arlington area. The Hawkins Cemetery is referenced as Site No. 161 in the 2004 HRSR and 452 in the current HRSR. It appears on pages 591 and 616 of the HRSR maps. The Hawkins Cemetery fence is immediately adjacent to ROW where a sidewalk is proposed as part of the project.
- **3001 Louise Street, Fort Worth,** also determined NRHP eligible in 2004 HRSR; no longer within the project APE.

In addition, the HRSR includes information about other neighborhoods and development within the study area. Maps and figures in the HRSR on pages 629 through 651 show subdivision boundaries and historic aerials of the APE. TxDOT evaluated other neighborhoods for Criterion A or Criterion C significance, but based on research and fieldwork, determined no other properties within the APE eligible individually or as part of potential historic districts. These included:

- Meadowbrook Terrace Addition properties, Fort Worth, Resources 017–032; potentially eligible based on integrity of resources, but no direct effects. TxDOT does not recommend additional survey work based on limited project effects on neighborhood and the characteristics that potentially contribute to its NRHP eligibility.
- F.E. and Mamie Wolfe Addition, Fort Worth, Resources 060 and 061; neighborhood determined not eligible under 2006 intensive study under the same project CSJ; see current HRSR page 596 for resources within APE.
- Carver Heights East, Fort Worth, Resources 133–169, not part of designated district although contemporary to it; low integrity; see HRSR page 598 for surveyed properties and APE.
- Edgewood Park Addition properties, Fort Worth, Resources 348–351, including Resource 349, Village Creek Park; as discussed on our field visit, this neighborhood, with homes on Wilbarger, Wilhelm, and S. Edgewood Terrace centered on a large green space, was on a short list of mid-century and later neighborhoods of interest to the local preservation office. Based on the lack of structures and objects from the historic period of significance within the park, the HRSR recommends the park and facing houses to be not eligible. The houses appear to have good integrity, though, as is the layout of the homes along a shared green space. Historic aerials also demonstrate the subdivision's development nearly contemporary to the US 287 construction along the southern edge of the neighborhood. Additional research might demonstrate sufficient significance and integrity to be determined eligible for NHRP listing. Per the roadway plans, these properties are no longer in the project APE, but there is a proposed sidewalk along the US 287 frontage road within existing ROW. The resource survey forms are in Appendix H. However, the project noise modeling recommends a noise barrier be constructed along the park, still with no new ROW required. A noise barrier will not change the orientation of the homes to the shared green space, which already features a number of non-historic

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components, such as a walking path, playground equipment, covered pavilion, and various other objects. Project plans do not yet include the recommended noise barrier, but TxDOT does not recommend additional survey work based on limited project effects on neighborhood and the characteristics that potentially contribute to its NRHP eligibility.

- Shady Wood and Forest Wood additions, Forest Hill, discussed in both the reconnaissance and intensive Historic Resources Survey Reports (HRSRs), specifically Resources 406, 407, 408, 409, 410, 411, 412A-B, 413A-D, 432, 435, and 438.
    - Through input received at the public meeting in Forest Hill on December 10, 2019, and follow-up at local repositories and with contacts made at the public meeting, TxDOT's consultant found no areas of significance that would qualify the neighborhoods affected by the proposed project for inclusion in the NRHP individually or as districts. Based on this information, TxDOT determined the properties to be not eligible.

Appendix A, on pages 38 through 72, is a table of the surveyed properties within the APE; TxDOT determined no other surveyed properties to be NRHP eligible.

Gaps in numbers in the survey forms and the table in Appendix A reflect properties moved into Appendix H, a section of survey forms for properties no longer in the project APE (pages 668 through 1318). Because the survey team initially surveyed them for this project, the HRSR numbering and maps include these properties. For purposes of future conversations related to this or other projects, we are sharing them for your files. One property in Appendix H, Resource 330 (pp. 1182–83) was noted as not eligible on its survey form. Although it is not within the project APE, TxDOT historians determined that additional information would be needed before determining the property's eligibility.

Determination of No Adverse Effect

- Carver Heights Historic District, Fort Worth:
    - The project poses **no direct effects and no adverse indirect effects**. Historic aerials show the construction of the highway during the development of the neighborhood, which originally had Cravens Road as its eastern boundary. The proposed project includes a sidewalk adjacent to Cravens Road, which serves as the frontage road for IH-820 between Rosedale and Ramey. This sidewalk, built within the ROW for IH-820, will connect the two existing bus stops and will provide connectivity and safety for pedestrians and cyclists. The sidewalk is a key component of the project overall, and not constructing it would pose mobility challenges and may create disparities in environmental justice communities.
    - The local designation for the district cites the lack of sidewalks as an original design feature. The proposed sidewalk is on the outer edge of the designated district and does not detract from the aesthetics of the neighborhood streets, residential scale, community history, or design principles from the district's period of significance. The proposed sidewalk will also be within the existing transportation corridor of IH-820. See Exhibit 2 of this letter and page 5 of the attached schematics.

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- The Noise Analysis for the project included two noise receivers in Carver Heights—one at the Plaza Circle Park (Receiver 70) and one near the southeastern edge of the district (Receiver 69). Additionally, Receiver 68 was just south of the Carver Heights district boundary. See Exhibit 3 for maps showing receiver locations. Noise modeling predicts no increase in noise at the Plaza Circle Park memorial feature. However, the noise modeling predicts that between existing noise conditions and those in 2045, there will be an increase in decibels (dB) at Receivers 68 and 69, going from 70 dB to 74 dB (+4) and 68 dB to 74 dB (+6) respectively. These amounts are noise impacts under the National Environmental Policy Act (NEPA). Because of where and how noise barriers would have to be placed in the project area adjacent to Carver Heights, and because the barriers would not sufficiently minimize the noise increase, project plans do not include building them. TxDOT determined that the noise impact under NEPA does not constitute an adverse effect under Section 106, though. The transportation corridor has been in place since the neighborhood's early development, and the quality of noise—or the lack thereof—is not a character-defining feature of the neighborhood or any of its contributing properties.
- For these reasons, TxDOT determined that the project's construction will have **no adverse effect** to the Carver Heights Historic District.
- There is a small ROW acquisition from Resource 132, identified erroneously in the HRSR as part of Carver Heights and determined to be not eligible by TxDOT historians. This is not an effect to a historic property, but we restate it here to avoid confusion with the HRSR's determinations.

- **Hawkins Cemetery, Arlington:**
  - The project includes a sidewalk in front of the Hawkins Cemetery fence within existing ROW. Since the 2004 HRSR, the gate of the Hawkins Cemetery has been changed and the fence replaced. A flower bed at the gate has also been added, displaying the property's Historic Texas Cemetery medallion. See Exhibit 5 of this letter and page 8 of the attached schematics. Because the project proposes a sidewalk within the ROW adjacent to the non-historic fence and gate, and because the sidewalk will not detract from the characteristics that qualify the cemetery for inclusion in the NRHP, TxDOT determined the project will have **no adverse effect** on the Hawkins Cemetery. See Exhibit 4 for images of the property, as well as pages 1307–1310 of the HRSR.

Consulting Parties

Concurrent to coordinating with your office, TxDOT will send a copy of this information to local consulting parties, comprised of the historic preservation officers for the cities of Fort Worth and Arlington and the chair of the Tarrant County Historical Commission, all of which are Certified Local Government contacts. TxDOT will also send information to the neighborhood association for the Carver Heights Historic District and Historic Fort Worth.

In addition to this formal Section 106 consultation, TxDOT conducted meetings with various groups, including driving some of the neighborhoods and properties with you and providing opportunities for the community of Forest Hill to give information about historic properties.

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CSJ#: 0008-13-125 "Southeast Connector"

TxDOT also met with the Carver Heights neighborhood leaders and has maintained communication with them about the proposed project components adjacent to their historic district.

Conclusion

In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement for Transportation Undertakings (December 2015), I hereby request your signed concurrence with TxDOT's finding of **no adverse effect** to the NRHP-listed/NRHP-eligible properties within the APE.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please contact me at (512) 416-2770 or linda.henderson@txdot.gov.

Sincerely,

DocuSigned by:
BCD2B2E1F7EF495...
Linda Henderson

thru: Rebekah Dobrasko, Environmental Program Manager Lead: DS RD

Bruce Jensen, Cultural Resources Management Section Director: DS BJ

Attachments: Reconnaissance and Intensive HRSRs (sent via Dropbox)
ECOS project description
100% Design Schematic Map

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS:

HISTORIC PROPERTIES PRESENT:
CARVER HEIGHTS HISTORIC DISTRICT
HAWKINS CEMETERY

NO ADVERSE EFFECT

NAME: Justin Kockritz Digitally signed by Justin Kockritz DN: cn=Justin Kockritz, o=Texas Historical Commission, ou=History Programs Division, email=justin.kockritz@thc.texas.gov, c=US Date: 2020.05.05 16:20:53 -05'00' DATE:_____

for Mark Wolfe, State Historic Preservation Officer

FORT WORTH®

August 30, 2019

Mr. Curtis Loftis, P.E.
2501 S.W. Loop 820
Fort Worth, TX 76133

Dear Mr. Loftis:

We appreciate the partnership between the Texas Department of Transportation (TxDOT) and the City of Fort Worth (City) to continually improve regional mobility, operations and safety through transportation projects. The Southeast (SE) Connector project is a perfect example of these improvements through project collaboration. Following the SE Connector project meeting at TxDOT offices on July 30, 2019, city staff has identified the following for TxDOT consideration as the project moves forward.

1. Review the proposed number of lanes for bridges and under-pass against projected traffic volumes to reduce the number of through lanes and left-turn lanes where possible to improve pedestrian safety, by reducing the walking distance across vehicle lanes.

   - **PROPOSED ERATH STREET BRIDGE** – Review options to remove the two 12' wide dedicated left-turn lanes, reduce the remaining two 14' wide through lanes to 11' widths, and increase the sidewalk width to 10' minimum for a buffered shared pedestrian/bicycle path on the bridge. On the southbound lane of Erath Street to the northwest bound frontage road, add a "pork chop" island splitting the through traffic movement and right-turn movement. This will improve pedestrian safety crossing at Earth Street and the north frontage road location by use of the proposed island.

   - **PROPOSED MILLER/WILBARGER INTERSECTION** – Review options to maintain the through movement connection for both Miller Avenue and Wilbarger Street. A proposed option is to bridge the continuous frontage roads over both Miller Avenue and Wilbarger Street. Look for opportunities to incorporate transit bus bays at stops on Miller Avenue to pull the buses out of the travel lanes. Once the final intersection configuration is determined for this location, the bicycle infrastructure will be identified using the City's level of comfort analysis based on speed and volume information. Sidewalks along both Miller Avenue and Wilbarger Street should be a minimum of 6'wide.

   - **PROPOSED LANCASTER AVENUE BRIDGE** - Review options to reduce the four westbound lanes with dual left-turn lanes to two westbound through lanes and a single dedicated left-turn lane. Second, reduce the outside lanes of Lancaster from 14' to 11' and increase the sidewalk width to 10' wide minimum for a buffered shared pedestrian and bicycle path over the bridge. This option will improve pedestrian and bicycle safety by reducing the walking distance across East Lancaster Avenue and by moving the bicyclist from street traffic to a buffered shared use path at this interchange.

- **CRAIG STREET BRIDGE** – Remove the Partial Cloverleaf Interchange (Jug-handles) that requires taking residential homes. Review a split level frontage road option that will maintain the existing frontage road connections to Craig Street Bridge and add a through movement connection under the Craig Street Bridge from Lancaster to IH 820. Reduce the bridge width by removing the two dedicated left-turn lanes on the bridge and reduce the through lane width from 14' to 11'. Maintain the 10' wide shared use paths for pedestrian and bicyclist use, but include a buffer to separate the shared use path from the traffic lanes.

2. Pedestrian and bicycle facilities are a transportation priority within the City of Fort Worth to create a non-motorized transportation system that provides a safe, accessible, comfortable, and equitable network of sidewalks, bike facilities and trails for people of all ages and abilities. This vision encourages a healthy lifestyle, economic development, and safety in a seamless network of transportation choices.

   - Sidewalks and shared use paths should be separated from the curb. This preference improves safety for pedestrians and bicyclist, especially young children walking and biking.

   - Review options to include a minimum 10' wide pedestrian and bicycle path adjacent to all frontage roads, arterials and bridges. The City recommends using buffers to separate bike lane or share use paths from vehicle traffic lanes on bridges to increase safety as indicated in the Active Transportation Plan.

   - Where on-street bicycle lanes are proposed, look for options that provided buffered or physically separated bike lanes, such as along Meadowbrook Drive, Ramey Street, Berry Street and Wilbarger Street in concurrence with the adopted Active Transportation Plan.

   - In the project schematics, show future trail connections to be "Built by Others" and ensure that the SE Connector project design accounts for all planned future pedestrian, bicycle, and trail connections.

3. Public transportation provides people with mobility and access to employment, education, community resources, medical care, and other opportunities within the community. The connections and accessibility to transit is a priority for the City. Current transit routes include Meadowbrook Drive, East Lancaster Avenue, East Rosedale Street, Ramey Street, and several segments of the IH 820 service roads within the project area.

   - Review all transit bus routes and stop location within the project with Trinity Metro planning staff to ensure that the current transit routes and stop locations best serves the community effectively and efficiently. Look for opportunities to enhance transit routes within the SE Connector project area.

   - Improve accessibility to bus stops with installation of bus landing pads and lighting within the public right-of-way. The size of the landing pad depends on the location of sidewalk to accommodate Americans with Disabilities Act (ADA) requirements and allow for the installation of either a bench or shelter. When the sidewalk is adjacent to curb, install a 14.5' x 10' bus landing pad at the transit stop location. When the sidewalk is off the curb, install an 18.5' x 10' bus landing pad at the transit stop location.

4. Railroad corridors support the movement of people and goods via trains and have a positive economic impact in North Central Texas.

   - Review the two existing Union Pacific Railroad (UPRR) corridors within the project area with UPRR officials to ensure the SE Connector project improvements does not prevent future railroad infrastructure capacity improvements. Below is a UPRR point of contact to your convenience.

     - **Mr. Douglas G. Woods**
       Sr. Mgr. Industry & Public Projects
       24125 Aldine Westfield Road
       Spring, Texas 77373
       Office: (281) 350-7679
       Cell: (832) 493-4556

If you have any questions pertaining to these comments, please contact me at Chad.Edwards@FortWorthTexas.gov or 817-392-7259.

Sincerely

Chad Edwards

Chad Edwards
Regional Mobility and Innovation Officer

C: Tonya Brooks, Assistant Director
Bob Baulsir, Trinity Metro
Douglas G. Woods, UPRR
Project File: SE Connector Project

Texas Department of Transportation
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

April 22, 2005

James E. Bruseth, Ph.D.
Department of Antiquities Protection
Texas Historical Commission
P.O. Box 12276
Austin, TX 78711

Dear Dr. Bruseth:

In accordance with Section 106 of the National Historic Preservation Act and the Antiquities Code of Texas, we are forwarding for your information review sheets and accompanying maps and other information for the attached projects reviewed since April 14, 2005.

The attached information includes projects that, in our opinion, do not warrant archeological surveys, projects that do not have the potential to affect historic properties, and/or projects where impact evaluations or surveys have been conducted and no archeological sites were found. We respectfully request your concurrence with our recommendations that these projects do not warrant further investigation and will not affect historic properties. Should any cultural remains be identified during construction, construction shall cease in that portion of the project and an archeologist from my staff will conduct an on-site evaluation of the find and consult further with your office.

Thank you for your attention to this matter. If you have any questions, please contact me at 416-2631.

Sincerely,

Nancy A. Kenmotsu, Ph. D
Director, Cultural Resources Section
Environmental Affairs Division

Attachments

cc: FHWA, Project Managers, CRM Archeologists, CRM file copy

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

January 6, 2017

RE: Early Coordination for Sec. 106 Consultation

To: 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 16, 2014, and executed by the Federal Highway Administration (FHWA) and TxDOT.

The purpose of this letter is to include more detailed information about TxDOT's consultation program. The documents include information on the **TxDOT Early Tribal Coordination Tool** and a table of the projects and nearby archeological sites, if any, that the **TxDOT Early Tribal Coordination Tool** map depicts. This letter provides more detail about both the **TxDOT Early Tribal Coordination Tool** and the table.

TxDOT Early Coordination Tool

The first attachment contains the link, log in information and directions for the **TxDOT Early Tribal Coordination Tool**. This web-based map depicts hundreds of both minor and major TxDOT projects within your area of interest and any known archeological sites within a kilometer of each project. Each project's provisional area of effects (APE) is defined in the tool as the area within 500 feet of a roadway segment. As TxDOT develops detailed plans for each project and finalizes the APE, this provisional APE in most cases will likely be refined to a smaller area. Archeological sites do occur in proximity to some of the projects, and new sites may be discovered through further investigations. Archeological sites that qualify for inclusion in the National Register of Historic Properties are, however, rare. TxDOT thus expects that most of these projects will have no effect on archeological historic properties. All of the depicted projects have been or will be reviewed by the Environmental Affairs' Archeology Branch to verify that the projects will have no effect.

****YOU MAY COMMENT AT ANY TIME DURING THIS EARLY COORDINATION PROCESS AND USE OF THE TOOL DOES NOT PRECLUDE THE ABSENTEE SHAWNEE TRIBE OF OKLAHOMA FROM ENTERING INTO CONSULTATION PER SEC. 106 OF THE NATIONAL HISTORIC PRESERVATION ACT (NHPA).**

We will continue to send you consultation letters on any project whose area of potential effects includes Native American sites and on all major projects. Major projects:

- include border crossing facility construction, conversion of non-freeways to freeways, new location non-freeways, new location freeways, widening non-freeways, and widening freeways; and
- Require new right-of-way.

Major projects would cause more than 100 cubic yards of ground disturbance to previously-undisturbed areas, and such projects may affect areas that have not been previously surveyed for cultural resources.

For minor projects, TxDOT will conduct investigations of the final APE. These investigations will comprise review of available background information and, in some cases, field studies. TxDOT will not provide further information about such minor projects unless these investigations reveal the presence of a site.

Table of Projects and Sites

The second attachment contains a table of the projects and any sites within the 500-foot APE of each project. As previously noted, sites may have already been identified within this provisional APE. The table lists, as a separate row, each site found within 500 feet of a project. For projects where multiple sites have been found within the provisional APE, the same project will be listed multiple times in the table. Projects for which no known sites occur within 500 feet will be listed only once. The table can be sorted in various ways, such as by County, project status, and let date.

If you have any questions about these tools or would like to consult on any of the projects listed, please contact Laura Cruzada at 512/416-2638, laura.cruzada@txdot.gov. When replying to this correspondence by US Mail, please ensure that the envelope address includes reference to the Archeological Studies Branch, Environmental Affairs Division.

Thank you for your attention to this matter.

Sincerely,

Scott Pletka, Deputy Section Director
Environmental Affairs Division

MEMO

May 29, 2019

To: ECOS, Various Road Projects, Various CSJs, Various Districts

From: Scott Pletka, Ph.D.

Subject: Internal review under the Programmatic Agreement Among the Federal Highway Administration, the Texas Department of Transportation, the Texas State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings (PA-TU), and internal review under the Memorandum of Understanding (MOU) Between the Texas Historical Commission and the Texas Department of Transportation

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Listed below are projects reviewed internally by qualified TxDOT archeologists. The projects will have no effect on archeological historic properties. As provided under the PA-TU, consultation with the Texas State Historic Preservation Officer is not necessary for these undertakings. As provided under the MOU, the proposed projects do not require individual coordination with the Texas Historical Commission.

CSJ	District	County	Roadway	Description	Work Performed	Consultation	Initial Consult Date
0008-13-125	FTW	Tarrant	IH 820 - SE Connector	Interchange	Background Study	ETCT	1/6/2017
0033-05-089	ABL	Jones	US 83	Intersection improvement	Background Study	ETCT	1/6/2017

Signature _____ Date: 05 / 29 / 2019
For TxDOT
cc: THC

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 16, 2014, and executed by FHWA and TxDOT.

From: Laura Cruzada
To: jason.nelson@ktttribe.org; kentcollier2000@yahoo.com; dpacheco@okkt.net; mooseanico@gmail.com; kellie@tribaladminservices.org; Ivy Smith; Holly Houghten; Gary.McAdams@wichitatribe.com; Terri.Parton@wichitatribe.com; dhill@caddo.xyz; Tamara Francis; david.cook@kialegeetribe.net; dkelly@delawarenation.com; lbrown@tonkawatribe.com; mallen@tonkawatribe.com; Haikey, Larry; nalligood@delawarenation.com; epa4apachetribeok@gmail.com; martinac@comanchenation.com; theodorev@comanchenation.com
Cc: Allen Bettis Jr
Subject: TxDOT Sec. 106 Consultation Request: CSJ: 0008-13-125; I 20/US 820/US 287 Interchanges: Construct Southeast Connector; Tarrant County; Ft. Worth District
Date: Friday, May 31, 2019 4:36:00 PM

This email is to continue consultation on the above referenced project. It was first evaluated in 2005 and then reevaluated by our team recently. Thank you.

Sec. 106 Consultation

MAY 31, 2019

Contacts:

Laura Cruzada
512-416-2638

We kindly request your comments on historic properties of cultural or religious significance to your Tribe that may be affected by the proposed project. Please see the following summary for project details and information. To access the associated reports, which include a detailed project description, APE definition and identification efforts, use the attached link. After 21 days, the link will expire. We will provide an updated link upon request. This project will also be included during our monthly Sec. 106 conference call every third Wednesday of the month at 2 p.m.

Summary:

Project ID (CSJ), County and TxDOT District	*0008-13-125, Tarrant, Fort Worth*
Project Sponsor:	*TxDOT Ft. Worth District*
Consultation Status:	☐*Initial Consultation* ☒*Continuation of Consultation* *Reason(s):Reevaluation*
Short Description:	*Widen Freeway*
New Right of Way:	*26.0*
Depth of Impacts:	*5 feet typical and 50 feet maximum*
Known Archeological Sites or Properties in project area:	*None*
Identification Efforts:	*Background Study (2005) and current for reevaluation*
Recommendations:	*No sites affected; proceed to construction*
Link to Detailed Report:	"https://ftp.dot.state.tx.us/dropbox/pickup.php?claimID=osvHKYBGHPQFTae1&claimPasscode=F62y7TceWSpFfuBS&emailAddr=allen.bettis%40txdot.gov"

Please provide any comments that you may have on the TxDOT findings and recommendations. Please provide your comments within 30 days of receipt of this letter. Any comments provided after that time will be addressed to the fullest extent possible.

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 16, 2014, and executed by FHWA and TxDOT.

Laura Cruzada
512-416-2638
laura.cruzada@txdot.gov
Public Involvement Specialist & Tribal Liaison
Environmental Affairs Division

Texas Department of Transportation
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

December 8, 2006

SECTION 106: NO ADVERSE EFFECT

Tarrant County / Fort Worth District
IH 820, IH 20, and US 287, Fort Worth and Arlington
CSJs# 0008-13-125, 0008-13-206, 2374-05-066, 0172-06-080, 0172-09-028

Ms. Adrienne Campbell
History Programs
Texas Historical Commission
Austin, Texas 78711

Dear Ms. Campbell:

In accordance with 36 CFR 800 and the First Amended Programmatic Agreement for Cultural Resources, we are continuing Section 106 consultations for the above referenced project, which will be carried out with federal funding, begun September 26, 2006. We request agency review regarding the determination of NRHP-eligibility to two properties and the finding of effects within the above referenced proposed project's area of potential effects (APE).

INTRODUCTION and **DESCRIPTION OF THE PROJECT**
The Texas Department of Transportation proposes to reconstruct and widen IH 820, IH 20, and US 287 in Tarrant County, Texas, for a total of 16.0 miles. The proposed improvements' limits are:

- IH 820 from Meadowbrook Drive south to IH 20,
- IH 20 from Forest Hill Drive east to east of Kelly Elliott Road,
- US 287 from south of Bishop Street southeast to just north of Sublett Road.

The proposed project encompasses all interconnecting cross-streets, associated direct connections, and access ramps, including the IH 820 interchanges with Lancaster Ave., Rosedale St., US 287, and IH 820. The proposed project would require 26.3 acres of new right-of-way.

The existing highways have avariety of cross-sections in the project area ranging from a minimum of eight to a maximum of 12 lanes (including both main and frontage lanes). The proposed project would add five lanes to the smallest cross-section and add twelve lanes to the largest cross-section. Feasibility studies underway are also considering tolling some of the lanes. See attached figures for project limits and cross-sections.

EFFORTS TO IDENTIFY HISTORIC PROPERTIES and STATEMENT OF SIGNIFICANCE
A review of the National Register of Historic Places (NRHP), the list of State Archeological Landmarks (SAL), and the list of Recorded Texas Historic Landmarks (RTHL) indicated that no historically significant resources have been previously documented within the area of potential effects (APE). It has been determined through consultation with the State Historic Preservation

Officer (SHPO) on September 26, 2003 that the Area of Potential Effects for the project should be 150 feet from the proposed or existing right-of-way (whichever is greater) and 500 feet from the existing or proposed right-of-way (whichever is greater) in the section east of IH 820 between Lancaster Ave and Meadowbrook Drive. See attached letter. A reconnaissance survey revealed that there are 202 historic-age resources (built prior to 1961), located within the project area of potential effects. In a memorandum, dated November 28, 2006 Hicks & Company, the authors of the Historical Resources Survey Report for this project, noted that while their report cites a survey cutoff date of 1955, they disclosed properties in the report that could date as late as the early 1960s. A copy of the memorandum is attached. Throughout the Historical Resources Survey Report, the authors use the term "historic" to refer to "historic-age" resources. While the graphics in the report has been manually edited to reflect the correct meaning, the text itself has not. The historic-age resources include one cemetery, two churches, one park, one road, and 197 residences. As noted on the first page of Appendix D of the Historical Resources Survey Report, "gaps in site numbers reflect resources initially identified but later removed because they lie outside of the APE."

Two hundred historic-age resources were determined not eligible for the National Register because they lost too much of their integrity through alterations and modern intrusions to the extent that they are unable to convey the feeling and association with their historic contexts. TxDOT determined that two of the historic-age resources, site ID#s 118 and 161, are NRHP eligible. The reconnaissance survey yielded enough information suggesting that the F. E. and Mamie Wolfe Addition, located east of IH 820 and north of Handley Park, might be a post-World War II suburban neighborhood historic district. An intensive-level survey of the Wolfe Addition, included with this letter, determined that neither the addition nor any individual resources in the addition were eligible for the National Register. Furthermore, there are no Official State Historical Markers in the APE.

National Register Eligible Properties
ID# 118, 3001 Louise Street
ID# 118 is a 1929 single-story, wood-frame, front-gabled bungalow with a hipped roof and an unusual eyebrow dormer. The house is relatively intact with only minor alterations to the porch and is determined eligible for the National Register under Criterion C: architecture at the local level as a good example of an elaborated catalog design.

ID# 161, Hawkins Cemetery
The Hawkins Cemetery was founded with the 1869 internment of Harvey Hawkins and has an eclectic mix of markers ranging from hand-carved to commercial designs. Hawkins Cemetery meets the requirements for Criteria Consideration C: Cemeteries because of its collection of rural folk headstones, its association with the early settlement of Tarrant County, and its age. TxDOT has determined that Site ID# 161 is eligible at the local level under Criterion A: Exploration and Settlement.

DETERMINATION OF EFFECTS
In accordance with the First Amended Programmatic Agreement and the Criteria for Assessing Adverse Effects per 36 CFR 800.5, and based on the schematics and project description in the March 2006 Environmental Assessment, TxDOT has determined that there will be **no direct effects** to Sites 118 and 161 because no right-of-way will be taken from either resource.

Further, the project poses **no indirect or cumulative adverse effects** to these resources.
- Site 118 is at least 150 feet from the right-of-way and it is screened from IH 820 by Louise Street, other residences, vegetation, and about 200 feet of open right-of-way. The proposed improvements will affect neither the physical features (materials, workmanship, and design),

nor the location, setting, feeling, or association of the building. Site 118 is one of a series of Bungalows and modest houses located on Louise Street (Sites 106- 130) dating from 1915 through the 1950s that are altered to the extent they do not qualify as a historic district. Aerial photography suggests that similar conditions prevail in the area east of Louise Street. If there is a district present east of Site 118, the minor amount of new ROW at the southeast quadrant of the intersection at IH 820 and Craig Street and the contruction of a wider northbound on ramp from Lancaster onto IH 820 is not close enough to have an effect.

- Site 161 Hawkins Cemetery, shares a common property and fence line with the US 287 northbound frontage road. Currently, this section of US 287 has eight lanes (four mainlanes and four frontage lanes) and this project proposes to construct a directional managed lane in the center median. Furthermore, the pavement edge will not move any closer towards the cemetery. The proposed improvements will affect neither the physical features (materials, workmanship, and design), nor the location of the site. A substantial amount of traffic currently passes adjacent to the cemetery. This construction will not add sufficient traffic to change the visual, auditory, or atmospheric aspects of the site to further impact its integrity of setting, feeling, and association.

CONCLUSION

In accordance with 36 CFR 800 and the First Amended Programmatic Agreement, I hereby request your signed concurrence with this determination of eligibility and **no effect**. We will reopen consultations with the SHPO should the project change.

Thank you for your assistance with the federal review process. If you need further information, please call me at 416-2600.

Sincerely,

Mark M. Brown, Ph.D.
Architectural Historian
Environmental Affairs Division

CONCUR
NO ADVERSE EFFECT

NAME: _____ DATE: _____
for F. Lawerence Oaks, State Historic Preservation Officer

Distribution
Signed original: Michelle Skinner, ENV-PM
Cc w/attachment: ENV-CRM file, THC
Cc w/o attachment: Judy Anderson, Fort Worth District; scan

TEXAS HISTORICAL COMMISSION

The State Agency for Historic Preservation

RICK PERRY, GOVERNOR

JOHN L. NAU, III, CHAIRMAN

F. LAWERENCE OAKS, EXECUTIVE DIRECTOR

TxDOT - ENV
DEC 28 2006
CRM

December 21, 2006

Mark M. Brown
Architectural Historian
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Re: Project review under Section 106 of the National Historic Preservation Act of 1966, IH 820, IH 20, and US 287, Fort Worth and Arlington, Tarrant County (FHWA) TxDOT CSJ # 0008-13-125, 0008-13-206, 2374-05-066, 0172-06-080, 0172-09-028

Dear Dr. Brown:

Thank you for your correspondence describing the above-referenced project. This letter serves as a comment on the proposed undertaking from the State Historic Preservation Officer (SHPO), the Executive Director of the Texas Historical Commission (THC).

Texas Historical Commission staff, led by Adrienne Campbell, has completed a review of the information submitted by applying state and federal criteria for eligibility and effect. Based on this review, we concur with your determination that 3001 Louise Street (site 118) and the Hawkins Cemetery (site 161) are eligible to the National Register of Historic Places (NRHP) and that the remainder of the resources are not eligible, including the F.E. and Mamie Wolfe Addition. In addition, we concur with the determination that the proposed project will have no adverse effect to the residence at 3001 Louise Street, as there is no direct taking and the minor amount of new right-of-way will not pose an indirect adverse effect.

However, we cannot concur with your determination of no adverse effect to the Hawkins Cemetery at this time and request more information regarding the proposed project design adjacent to this resource. Although we recognize that there will be no taking of right-of-way from the cemetery, we are concerned that there is the potential for an adverse effect due to visual impacts if the managed lane in the center median is designed as an elevated structure. Please provide more information regarding the project design at this location and an evaluation of visual efffects.

Thank you for your participation in this federal review process; we look forward to continued coordination with you on this project. If you have any questions concerning this review or if we can be of further assistance, please contact Brad Patterson at (512) 463-6167.

Sincerely,

Adrienne Vaughan Campbell
for: F. Lawerence Oaks
Executive Director, Texas Historical Commission

Texas Department of Transportation
DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

March 6, 2007

RECEIVED
MAR 07 2007
Texas Historical Commission

SECTION 106: NO ADVERSE EFFECT

Tarrant County / Fort Worth District
IH 820, IH 20, and US 287, Fort Worth and Arlington
CSJs# 0008-13-125, 0008-13-206, 2374-05-066, 0172-06-080, 0172-09-028

Ms. Adrienne Campbell
History Programs
Texas Historical Commission
Austin, Texas 78711

Dear Ms. Campbell:

In accordance with 36 CFR 800 and the First Amended Programmatic Agreement for Cultural Resources, we are responding to your December 21, 2006 letter requesting additional information regarding the proposed project design adjacent to the Hawkins Cemetery (Site 161).

Attached please find:
-schematics showing the proposed US 287 managed lanes from Flintshire Court to Stagetrail Drive (sheets 1 and 2).
-profile of the proposed US 287 managed lanes from Flintshire Court to Stagetrail Drive (sheets 3 and 4).
-cross sections showing the proposed construction on US 287 from stations 450+00 to the southeast project terminus (sheet 5).
-schematic showing proposed Little Rd Exit and portions of IH 20 - US 287 Interchange (sheet 6).

The following description was provided by Miguel Otero-Jimenez, P.E., from PB Engineering:

> After taking a detailed look at the schematic we have the following comments.
>
> In the vicinity of the cemetery [in yellow highlight] the mainlanes are not proposed to be modified, only the inclusion of the proposed managed lanes. These are proposed to be constructed at grade with the existing mainlane base line as can be seen on the [Preliminary Design Schematic Plan and Profile Sheets,

1-4]. The profile shown corresponds to the proposed managed lanes in solid and the existing ground in dotted lines [see sheets 3 and 4]. As can be seen from station 483+00 forward [sheet 4] the proposed profile matches natural ground. However from station 471+00 to 483+00 [sheet 3,] the proposed managed lanes [are] slightly higher than the natural ground with the largest difference being 3 feet in the vicinity of station 478+00. The cemetery is located at approximately station 485+00[, sheet 4].

With regards to the proposed construction at Little Rd. [, sheet 6,] the existing SB mainlanes have a maximum height of 697.98 at station 451+00 of alignment 20E287S [. . .]. The highest elevation at Little Rd. for the proposed NB mainlanes is 703.81 at station 449+50.00 or approximately 5 feet higher than the existing elevated mainlanes. In addition Direct Connector 20W287S Dc has an elevation of 703 over the Little Rd CL. This connector goes higher in elevation to pass over the SB mainlanes. The proposed Managed lanes have a maximum elevation of 693 over Little Rd. five feet lower that the existing SB main lanes. The proposed NB mainlanes have an elevation of 690 over the Little Rd CL, thus 8 feet lower than the existing SB mainlanes. Since Little Rd. is located on station 449+00 and the cemetery is located at station 485+00 the distance from Little Rd to the cemetery is over half a mile. I believe that a 5 foot difference half a mile a way would be difficult to appreciate; therefore it would not constitute a visual impact from the cemetery.

In regards to the sound walls, on [sheet 2] it can be seen that the proposed noise wall 7S is located to the north of the cemetery, and wall 6 is located to the south of the cemetery with no wall proposed immediately adjacent to the cemetery.

DETERMINATION OF EFFECTS

In accordance with the First Amended Programmatic Agreement and the Criteria for Assessing Adverse Effects per 36 CFR 800.5, and based on the attached schematics and project description in the March 2006 Environmental Assessment, TxDOT has determined that there will be **no direct effects** to Site 161 because no right-of-way will be taken from the resource.

Further, the project poses **no indirect or cumulative adverse effects** to this resource.

- Site 161 Hawkins Cemetery, shares a common property and fence line with the US 287 northbound frontage road. Currently, this section of US 287 has eight lanes (four mainlanes and four frontage lanes) and this project proposes to construct a directional managed lane in the center median. The proposed design would not block the current view from within the cemetery. Adjacent to the cemetery, the proposed lanes will be at, or virtually indistinguishable from, the current grade. Furthermore, the pavement edge will not move any closer towards the cemetery. The proposed improvements will affect neither the physical features (materials, workmanship, and design), nor the location of the site. A substantial amount of traffic currently passes adjacent to the cemetery. This

construction will not add sufficient traffic to change the visual, auditory, or atmospheric aspects of the site to further impact its integrity of setting, feeling, and association.

CONCLUSION
In accordance with 36 CFR 800 and the First Amended Programmatic Agreement, I hereby request your signed concurrence with this determination of **no effect**. We will reopen consultations with the SHPO should the project change.

Thank you for your assistance with the federal review process. If you need further information, please call me at 416-2600.

Sincerely,

Mark M. Brown, Ph.D.
Architectural Historian
Environmental Affairs Division

CONCUR
NO ADVERSE EFFECT

NAME: _____ DATE: 3/8/07
for F. Lawerence Oaks, State Historic Preservation Officer

Distribution
Signed original: Michelle Skinner, ENV-PM
Cc w/attachment: ENV-CRM file, THC
Cc w/o attachment: Judy Anderson, Fort Worth District; scan

Texas Department of Transportation

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

July 31, 2000

CONTACT: TPD-MOA

Proposed Improvements for IH 820 Corridor – Environmental Assessment

Ms. Celeste Brancel-Brown
Environmental Review Coordinator
Wildlife Diversity Program, Wildlife Division
Texas Park & Wildlife Department
4200 Smith School Rd.
Austin, TX 78744

Dear Ms. Brancel-Brown:

The Texas Department of Transportation (TxDOT) – Fort Worth District is planning improvements to IH 820 in Tarrant County from IH 20 to Meadowbrook Drive and IH 20 from IH 820 to US 287, a distance of approximately nine miles (see attached map). The project area is found on the Fort Worth and Kennedale, Texas USGS 7.5' topographic maps. These improvements are needed to enhance mobility and safety, as well as to facilitate the movement of current and projected traffic through the corridor. Corridor improvements may be accomplished within existing rights-of-way, although small amounts of additional right-of-way may be required in certain areas.

TxDOT – Fort Worth District has contracted with Parsons Brinckerhoff to prepare an Environmental Assessment (EA) of the proposed project. We would like to solicit input from your agency regarding pertinent issues that should be addressed by Parsons Brinckerhoff prior to the submission of a draft EA for regulatory review. Although it is early in the process, we are contacting your agency to learn of any relevant information and concerns that you may have regarding this project that should be addressed in the EA.

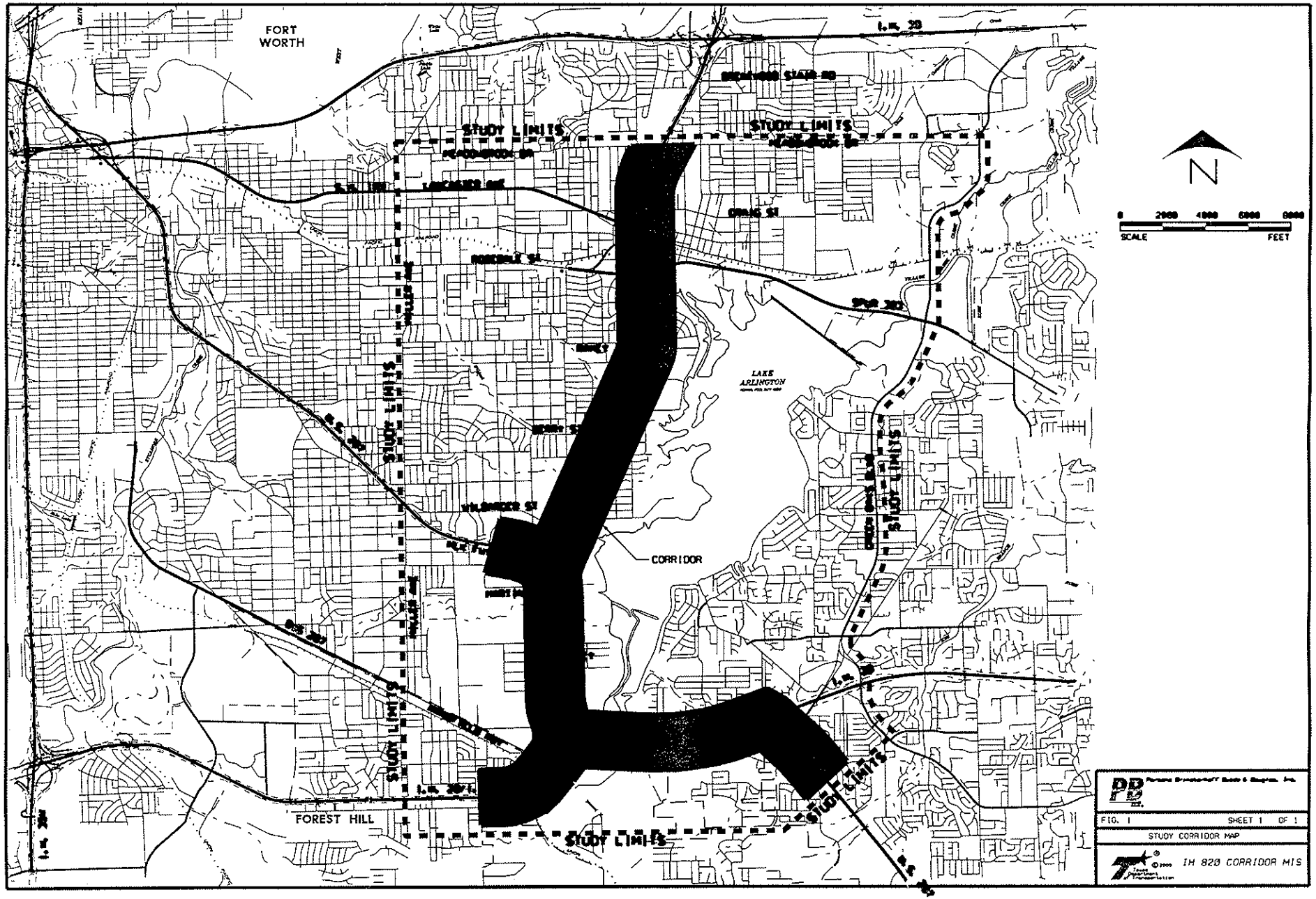
If you have any questions or would like additional information regarding this project, you may contact Mr. Matthew Asaolu, P.E., at (817) 370-6852.

Sincerely,

Charles L. Conrad, P.E.

Charles L. Conrad, P.E.
Director of Transportation
Planning and Development

Attachment: Project Map
cc: Naser Abusaad, P.E. - Parsons Brinckerhoff Project Manager
Elvia Gonzales – TxDOT Environmental Affairs Division
Jim Robertson, AICP - Hicks & Company
Dean Tesmer – TxDOT-Fort Worth District Design



d:/temp/820corrtotxdot.dgn Jul. 31, 2000 08:38:21

The attached letter was sent addressed to each of the following:

Ms. Celeste Brancel-Brown
Wildlife Diversity Program, Wildlife Division
Texas Park & Wildlife Department
4200 Smith School Rd.
Austin, TX 78744

Ms. Kathy Boydston
Wildlife Habitat Assessment Program
Texas Park & Wildlife Department.
4200 Smith School Rd.
Austin, TX 78744

Ms. Mary Lively
Office Of Environmental Policy
Analysis and Assessment
Texas Natural Resources Conservation Commission
P.O. Box 13087
Austin, TX 78711-3087

Mr. Mike Howard
Texas Natural Resources Conservation Commission
P.O. Box 13087
Austin, TX 78711-3087

Mr. Dale Hoff
Federal Emergency Management Agency
Insurance & Mitigation Division
Region VI Federal Regional Center
800 North Loop 288
Denton, TX 76201-3698

Mr. Wayne Lea, P.E.
Regulatory Branch
US Army, Corps of Engineers
P.O. Box 17300
Fort Worth, TX 76102-0300

Mr. Thomas Cloud
US Fish & Wildlife Service
711 Stadium Drive East #252
Arlington, TX 76011

Mr. Lawerence Oaks
Texas Historical Commission
1511 Colorado Street
PO Box 12276
Austin, TX 78711

Mr. Gregg Cooke
US Environmental Protection Agency
1445 Ross, 13th Floor
Dallas, TX 75202-2733

✓ .SCANNED ✓ .ETS

June 14, 2006

* look @ record of occurrence

TEXAS PARKS & WILDLIFE

Ms. Erin Foster
TxDOT-Environmental Affairs Division
125 East 11th Street
Austin, Texas 78701-2483

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ROBERT L. COOK
EXECUTIVE DIRECTOR

late due 6/9/06

Dear Ms. Foster:

This letter is in response to your review request, dated April 25, 2006, for potential impacts to rare, threatened, and endangered species from the proposed reconstruction and widening of IH 820 from Meadowbrook Drive to IH 20, IH 20 from Forest Hill Drive to east of Kelly Elliot Road, and US 287 from south of Bishop Street to north of Sublett Road in Tarrant County (CSJ 0008-13-125, -206, 2374-05-066, 0172-06-080, -09-028).

Given the small proportion of public versus private land in Texas, the TPWD Natural Diversity Database (NDD) (formerly Biological and Conservation Data System) does not include a representative inventory of rare resources in the state. Although it is based on the best data available to TPWD regarding rare species, the data from the NDD do not provide a definitive statement as to the presence, absence, or condition of special species, natural communities, or other significant features within your project area. These data cannot substitute for an on-site evaluation by your qualified biologists. The NDD information is intended to assist you in avoiding harm to species that may occur on your site.

Based on the project description and when suitable habitat is present, the following special feature could potentially be impacted by the proposed project:

Special Features
Colonial Waterbird Rookeries

A Colonial Waterbird Rookery has been documented adjacent to the project route. A printout for this occurrence record is included for your planning reference. **Please do not include this species occurrence printout in your draft or final documents.** Because some species are especially sensitive to collection or harassment, this record is for your reference only.

Please review the enclosed county list, as other rare species could be present depending upon habitat availability. If during clearing or construction, the project area is found to contain rare species, natural plant communities, or special features, TPWD recommends that precautions be taken to avoid impacts to them.

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To manage and conserve the natural and cultural resources of Texas and to provide hunting, fishing and outdoor recreation opportunities for the use and enjoyment of present and future generations.

TARR-0008-13-125.doc

The US Fish and Wildlife Service should be contacted for additional species occurrence data, guidance, permitting, survey protocols, and mitigation for federally listed species.

This letter does not include a review of habitat impacts for general fish and wildlife from this project. Such a review will be sent to you from the office of Kathy Boydston, TPWD Wildlife Habitat Assessment Program, Wildlife Division (512/389-4571).

Thank you for the opportunity to comment on this project. Please contact me if you have any questions or need additional assistance (512/912-7054).

Sincerely,

Julie C. Wicker

Julie C. Wicker, Environmental Review Assistant
Wildlife Habitat Assessment Program, Wildlife Division
Threatened and Endangered Species

Enclosures (2)

Element Occurrence Record

Scientific Name: Rookery
Occurrence #: 340
Eo Id: 549
Common Name:
TX Protection Status:
Global Rank: GNR
State Rank: SNR
Federal Status:

Location Information:

Watershed:

12030102 - Lower West Fork Trinity

County Name: Tarrant

State: TX

Mapsheet:
32097-F3, Fort Worth
32097-F2, Kennedale

Directions

WOODED LOT NEAR CITY; FOREST HILL SECTION - SOUTHEAST OF FORT WORTH; BETWEEN HIGHWAYS 820 AND 287

Survey Information:

First Observation: 1979
Survey Date:
Last Observation: 1989
Eo Type:
Eo Rank:
Eo Rank Date:
Observed Area:

Comments:

General Description: POST OAK TREES, 5 METERS

Comments: COLONY NUMBER 555-002

Protection Comments:

Management Comments:

Data:

EO Data: NESTING COLONY OF THE CATTLE EGRET, LITTLE BLUE HERON, GREAT EGRET

Site:

Site Name:

Managed Area:

Managed Area Name

5/24/2006

Reference:

Citation:

TEXAS COLONIAL WATERBIRD SOCIETY AND TEXAS PARKS & WILDLIFE DEPARTMENT. 1986-1989. TEXAS COLONIAL WATERBIRD CENSUS SUMMARY. SPECIAL ADMINISTRATIVE REPORTS.

MULLINS, L.M. ET.AL. 1982. ET.SEQ. ATLAS & CENSUS OF TEXAS WATERBIRD COLONIES, 1973-1980. TX COLONIAL WATERBIRD SOCIETY.

Specimen:

Code Key for Printouts from Texas Parks and Wildlife Department Natural Diversity Database (NDD)

This information is for your assistance only; due to continuing data updates, vulnerability of private land to trespass and of species to disturbance or collection, **please do not publish in public documents or otherwise reprint or redistribute the information, instead refer all requesters to our office to obtain the most current information available.** Also, please note, identification of a species in a given area does not necessarily mean the species currently exists at the point or area indicated.

LEGAL STATUS AND CONSERVATION RANKS

FEDERAL STATUS (as determined by the US Fish and Wildlife Service)

LE	Listed Endangered
LT	Listed Threatened
PE	Proposed to be listed Endangered
PT	Proposed to be listed Threatened
PDL	Proposed to be Delisted (Note: Listing status retained while proposed)
E/SA, T/SA	Listed Endangered on basis of Similarity of Appearance, Listed Threatened on basis of Similarity of Appearance
DL	Delisted Endangered/Threatened
C1	Candidate, Category 1. USFWS has substantial information on biological vulnerability and threats to support proposing to list as threatened or endangered. Data are being gathered on habitat needs and/or critical habitat designations.
C1*	C1, but lacking known occurrences
C1**	C1, but lacking known occurrences, except in captivity/cultivation
XE	Essential Experimental Population
XN	Non-essential Experimental Population
Blank	Species is not federally listed

TX PROTECTION (as determined by the Texas Parks and Wildlife Department)

E	Listed Endangered
T	Listed Threatened
Blank	Species not state-listed

GLOBAL RANK (as determined by NatureServe)

G1	Critically imperiled globally, extremely rare, typically 5 or fewer viable occurrences
G2	Imperiled globally, very rare, typically 6 to 20 viable occurrences
G3	Very rare and local throughout range or found locally in restricted range, typically 21 to 100 viable occurrences
G4	Apparently secure globally
G5	Demonstrably secure globally
GH	Of historical occurrence through its range
GU	Possibly in peril range-wide, but status uncertain
G#G#	Ranked within a range as status uncertain
GX	Apparently extinct throughout range
Q	Rank qualifier denoting taxonomic assignment is questionable
#?	Rank qualifier denoting uncertain rank
C	In captivity or cultivation only
G#T#	"G" refers to species rank; "T" refers to variety or subspecies rank

STATE (SUBNATIONAL) RANK (as determined by the Texas Parks and Wildlife Department)

S1	Critically imperiled in state, extremely rare, vulnerable to extirpation, typically 5 or fewer viable occurrences
S2	Imperiled in state, very rare, vulnerable to extirpation, typically 6 to 20 viable occurrences
S3	Rare or uncommon in state, typically 21 to 100 viable occurrences
S4	Apparently secure in State
S5	Demonstrably secure in State
S#S#	Ranked within a range as status uncertain
SH	Of historical occurrence in state and may be rediscovered
SU	Unrankable – due to lack of information or substantially conflicting information
SX	Apparently extirpated from State
SNR	Unranked – State status not yet assessed
SNA	Not applicable – species id not a suitable target for conservation activities
?	Rank qualifier denoting uncertain rank in State

Revised 17 Nov 2005

ELEMENT OCCURRENCE RECORD

Element Occurrence Record (EOR) Spatial and tabular record of an area of land and/or water in which a species, natural community, or other significant feature of natural diversity is, or was, present and associated information; may be a single contiguous area or may be comprised of discrete patches or subpopulations

Occurrence # Unique number assigned to each occurrence of each element when added to the NDD

LOCATION INFORMATION

Watershed Code Eight digit numerical code determined by US Geological Survey (USGS)

Watershed Name of watershed as determined by USGS

Quadrangle Name of USGS topographical map

Directions Directions to geographic location where occurrence was observed, as described by observer or in source

SURVEY INFORMATION

First/Last Observation Date a particular occurrence was first/last observed; refers only to species occurrence as noted in source and does not imply the first/last date the species was present

Survey Date If conducted, date of survey

EO Type State rank qualifiers:

- **M** Migrant – species occurring regularly on migration at staging areas, or concentration along particular corridors; status refers to the transient population in the State
- **B** Qualifier indicating basic rank refers to the breeding population in State
- **N** Qualifier indicating basic rank refers to the non-breeding population in State

EO Rank

A	Excellent	**AI**	Excellent, Introduced
B	Good	**BI**	Good, Introduced
C	Marginal	**CI**	Marginal, Introduced
D	Poor	**DI**	Poor, Introduced
E	Extant/Present	**EI**	Extant, Introduced
H	Historical/No Field Information	**HI**	Historical, Introduced
X	Destroyed/Extirpated	**XI**	Destroyed, Introduced
O	Obscure	**OI**	Obscure, Introduced

EO Rank Date Latest date EO rank was determined or revised

Observed Area Acres, unless indicated otherwise

COMMENTS

Description General physical description of area and habitat where occurrence is located, including associated species, soils, geology, and surrounding land use

Comments Comments concerning the quality or condition of the element occurrence at time of survey

Protection Comments Observer comments concerning legal protection of the occurrence

Management Comments Observer comments concerning management recommendations appropriate for occurrence conservation

DATA

EO Data Biological data; may include number of individuals, vigor, flowering/fruiting data, nest success, behaviors observed, or unusual characteristic, etc.

SITE

Site Name Title given to site by surveyor

MANAGED AREA INFORMATION

Managed Area Name Place name or (on EOR printout) name of area when the EO is located within or partially within an area identified for conservation, such as State or Federal lands, nature preserves, parks, etc.

Alias Additional names the property is known by

Acres Total acreage of property, including non-contiguous tracts

Manager Contact name, address, and telephone number for area or nearest area land steward

Please use the following citation to credit the source for the printout information:

Texas Parks and Wildlife Department, Wildlife Division, Science, Research, and Diversity Program, Natural Diversity Database [date(s) posted on printouts].

TARRANT COUNTY

	Federal Status	State Status
***** BIRDS *****		
Arctic Peregrine Falcon (*Falco peregrinus tundrius*) - potential migrant	DL	T
Bald Eagle (*Haliaeetus leucocephalus*) - found primarily near seacoasts, rivers, and large lakes; nests in tall trees or on cliffs near water; communally roosts, especially in winter; hunts live prey, scavenges, and pirates food from other birds	LT-PDL	T
Henslow's Sparrow (*Ammodramus henslowii*) - wintering individuals (not flocks) found in weedy fields or cut-over areas where lots of bunch grasses occur along with vines and brambles; a key component is bare ground for running/walking; likely to occur, but few records within this county		
Interior Least Tern (*Sterna antillarum athalassos*) – this subspecies is listed only when inland (more than 50 miles from a coastline); nests along sand and gravel bars within braided streams, rivers; also know to nest on man-made structures (inland beaches, wastewater treatment plants, gravel mines, etc); eats small fish & crustaceans, when breeding forages within a few hundred feet of colony	LE	E
Migrant Loggerhead Shrike (*Lanius ludovicianus migrans*) - open and semi-open grassy areas with scattered trees and brush; breeding March-late August		
Mountain Plover (*Charadrius montanus*) – breeding: nests on high plains or shortgrass prairie, on ground in shallow depression; nonbreeding: shortgrass plains and bare, dirt (plowed) fields; primarily insectivorous		
Western Burrowing Owl (*Athene cunicularia hypugaea*) - open grasslands, especially prairie, plains, and savanna, sometimes in open areas such as vacant lots near human habitation or airports; nests and roosts in abandoned burrows and man-made structures, such as culverts		
Whooping Crane (*Grus americana*) - potential migrant; winters in and around Aransas National Wildlife Refuge and migrates to Canada for breeding; only remaining natural breeding population of this species	LE	E
***** MAMMALS *****		
Plains Spotted Skunk (*Spilogale putorius interrupta*) – catholic in habitat; open fields, prairies, croplands, fence rows, farmyards, forest edges, and woodlands; prefers wooded, brushy areas and tallgrass prairie		
***** MOLLUSKS *****		
Fawnsfoot (Common) (*Truncilla donaciformis*) - small and large rivers especially on sand, mud, rocky mud, and sand and gravel, also silt and cobble bottoms in still to swiftly flowing waters; Red (historic), Cypress (historic), Sabine (historic), Neches, Trinity, and San Jacinto River basins.		
Little Spectaclecase (*Villosa lienosa*) - creeks, rivers, and reservoirs, sandy substrates in slight to moderate current, usually along the banks in slower currents; east Texas, Cypress through San Jacinto River basins		
Louisiana Pigtoe (*Pleurobema riddellii*) - streams and moderate-size rivers, usually flowing water on substrates of mud, sand, and gravel; not generally known from impoundments; Sabine, Neches, and Trinity (historic) River basins		
Pistolgrip (*Tritogonia verrucosa*) - stable substrate, rock, hard mud, silt, and soft bottoms, often buried deeply; east and central Texas, Red through San Antonio River basins		

	Federal Status	State Status
Rock-pocketbook (*Arcidens confragosus*) - mud, sand, and gravel substrates of medium to large rivers in standing or slow flowing water, may tolerate moderate currents and some reservoirs, east Texas, Red through Guadalupe River basins		
Sandbank Pocketbook (*Lampsilis satura*) - small to large rivers with moderate flows and swift current on gravel, gravel-sand, and sand bottoms; east Texas, Big Cypress Bayou south through San Jacinto River basins; Neches River		
Texas Heelsplitter (*Potamilus amphichaenus*) - quiet waters in mud or sand and also in reservoirs. Sabine, Neches, and Trinity River basins		
***** REPTILES *****		
Texas Garter Snake (*Thamnophis sirtalis annectens*) - wet or moist microhabitats are conducive to the species occurrence, but is not necessarily restricted to them; hibernates underground or in or under surface cover; breeds March-August		
Texas Horned Lizard (*Phrynosoma cornutum*) - open, arid and semi-arid regions with sparse vegetation, including grass, cactus, scattered brush or scrubby trees; soil may vary in texture from sandy to rocky; burrows into soil, enters rodent burrows, or hides under rock when inactive; breeds March-September		T
Timber/Canebrake Rattlesnake (*Crotalus horridus*) - swamps, floodplains, upland pine and deciduous woodlands, riparian zones, abandoned farmland, limestone bluffs; sandy soil or black clay; prefers dense ground cover, i.e. grapevines or palmetto		T
***** VASCULAR PLANTS *****		
Glen Rose yucca (*Yucca necopina*) – grasslands on sandy soils; flowering April-June(?), also found in limestone bedrock, clayey soil on top of limestone, and gravelly limestone alluvium		

Status Key:

LE, LT	- Federally Listed Endangered/Threatened
PE, PT	- Federally Proposed Endangered/Threatened
E/SA, T/SA	- Federally Listed Endangered/Threatened by Similarity of Appearance
C1	- Federal Candidate for Listing, Category 1; information supports proposing to list as Endangered/Threatened
DL, PDL	- Federally Delisted/Proposed for Delisting
NL	- Not Federally Listed
E, T	- State Listed Endangered/Threatened
"blank"	- Rare, but with no regulatory listing status

Species appearing on these lists do not all share the same probability of occurrence. Some species are migrants or wintering residents only, or may be historic or considered extirpated.

Notes for
County Lists of Texas' Special Species

The Texas Parks and Wildlife (TPWD) county lists **include**:

Vertebrates, Invertebrates, and Vascular Plants on the special species lists of the TPWD, Non-game and Rare Species Program, Natural Diversity Database (NDD) (formerly the Biological and Conservation Data System). These special species lists are comprised of all species, subspecies, and varieties that are federally listed; proposed to be federally listed; have federal candidate status; are state listed; or carry a global conservation status indicating a species is imperiled, very rare, vulnerable to extirpation; and some species ranked rare or uncommon.

Colonial Waterbird Nesting Areas and Migratory Songbird Fallout Areas are included on the county lists for coastal counties only.

The TPWD county lists **exclude**:

Natural Plant Communities such as Little Bluestem-Indiangrass Series (native prairie remnant), Water Oak-Willow Oak Series (bottomland hardwood community), Saltgrass-Cordgrass Series (salt or brackish marsh), Sphagnum-Beakrush Series (seepage bog).

Other Significant Features such as non-coastal bird rookeries, comprehensive migratory bird information, bat roosts, bat caves, invertebrate caves, and prairie dog towns.

These lists are not all inclusive for all rare species distributions. The lists were developed and are updated based on field guides, NDD occurrences data, staff expertise, and scientific publications. In order to keep the lists to a reasonable length, historic ranges for some state extirpated species, full historic distributions for some extant species, accidentals and irregularly appearing species, and portions of migratory routes for particular species are not included.

The **revised date** on each county list reflects the last date any changes or revisions were made for that county and reflects current listing statuses and taxonomy.

Species that appear on county lists do not all share the same probability of occurrence within a county. Some species are migrants or wintering residents only. Additionally, a few species may be historic or considered extirpated within a county. Species considered extirpated within the state are so flagged on each list.

This information is for your assistance only; due to continuing data updates, **please do not reprint or redistribute the information, instead refer all requesters to our office to obtain the most current information available.**

Last Revision : 17 Dec 2004

The Natural Diversity Database

The Texas Parks and Wildlife Department (TPWD), Natural Diversity Database (NDD) (formerly the Biological and Conservation Data System), established in 1983, is the Department's most comprehensive source of information on rare, threatened, and endangered plants and animals, exemplary natural communities, and other significant features. Though it is not all-inclusive, the NDD is constantly updated, providing current or additional information on statewide status and locations of these unique elements of natural diversity.

The NDD gathers biological information from museum and herbarium collection records, peer reviewed publications, experts in the scientific community, organizations, qualified individuals, and on-site field surveys conducted by TPWD staff on public lands or private lands with written permission. TPWD staff botanists, zoologists, and ecologists perform field surveys to locate and verify specific occurrences of high-priority biological elements and collect accurate information on their condition, quality, and management needs.

The NDD can be used to help evaluate the environmental impacts of routing and siting options for development projects. It also assists in impact assessment, environmental review, and permit review.

Given the small proportion of public versus private land in Texas, the NDD does not include a representative inventory of rare resources in the state. Although it is based on the best data publicly available to TPWD regarding rare species, these data cannot provide a definitive statement as to the presence, absence, or condition of special species, natural communities, or other significant features in any area. Nor can these data substitute for on-site evaluation by qualified biologists. The NDD information is intended to assist the user in avoiding harm to species that may occur.

Please use the following citation to credit the source for this county level information:

> Texas Parks and Wildlife Department, Wildlife Division, Non-game and Rare Species and Habitat Assessment programs. County Lists of Texas' Special Species. [county name(s) and revised date(s)].

For information on obtaining a project review form or a site-specific review of a project area for rare species, and for updated county lists, please call (512) 912-7011.

___.SCANNED ____.ETS

TEXAS PARKS & WILDLIFE

NATURAL
JUN 23 2006
RESOURCES

June 20, 2006

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EXECUTIVE DIRECTOR

Ms. Erin R. Foster
Ecological Resources Branch
Environmental Affairs Division
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701-2483

RE: Reconstruction and Widening IH 820: From Meadowbrook to IH 20
Reconstruction and Widening IH 20: From IH 820 to US 287
CSJ 0008-13-125, 0008-13-206, 2374-05-066, 0172-06-080, 0172-09-028
(Tarrant County)

Dear Ms. Foster:

Thank you for coordinating with the Texas Parks and Wildlife Department (TPWD) regarding the Environmental Assessment (EA) for the project referenced above. TPWD offers the following comments concerning the proposed project.

The proposed project involves reconstruction, widening, and associated improvements along approximately 15 miles of an interconnected urban freeway system within the cities of Fort Worth, Arlington, Kennedale, and Forest Hill in southeast Tarrant County. IH 820 from Meadowbrook to US 287 will be expanded from 4 main lanes and 4 frontage road lanes to 8 main lanes and 5 frontage road lanes. IH 820 from US 287 to IH 20 would be expanded from 8 main lanes and 4 frontage road lanes to 12 main lanes, 6 frontage road lanes, and a 2-lane reversible HOV/M or express facility in the median. IH 20 from IH 820 to US 287 would be expanded from 8 main lanes and 4 frontage road lanes to 14 main lanes, 6 frontage road lanes, and a 2-lane reversible HOV/M or express facility in the median. Approximately 26.3 acres of additional right-of-way (ROW) will be required for the proposed improvements. The project corridor is extensively urbanized including residential, commercial, and industrial land uses with urban landscaping and few undeveloped areas.

Total impacts to Waters of the U.S. are estimated at 0.031 acres at 3 of 13 tributary crossings within the project area. The EA indicates that approximately 157 acres of maintained grassy vegetation with few scattered trees within the existing ROW will be impacted. Of the proposed 26.3 acres of new ROW, much of the area is already paved, though urban landscaping consisting of small scattered amounts of Bradford pear (*Pyrus calleryana*), Pecan (*Carya*

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illinoinensis), Cedar elm (*Ulmus crassifolia*), Live oak (*Quercus virginiana*), and Mulberry (*Morus* spp.) trees will be impacted. Grassed areas within the proposed ROW consist primarily of introduced Bermuda grass (*Cynodon dactylon*) and Johnson grass (*Sorghum halepense*).

Per the Memorandum of Agreement (MOA) between TPWD and the Texas Department of Transportation (TxDOT), the TxDOT District should consider compensatory mitigation for loss to unusual vegetation or special habitat features that occur within the project area. For this project, the EA indicates that no unusual vegetation or special habitat features occur within the project area. TPWD feels as if the project area does contain unusual vegetation features specifically riparian vegetation, trees that are unusually larger than other trees in the area, and unusual stands or islands (isolated) of vegetation that should be considered for compensatory mitigation.

Riparian Vegetation

The EA states that although some riparian woodlands species were present within the freeway corridors, they were widely scattered and thus did not constitute true woodlands. The EA also states that the project would impact approximately 7 acres of woodlands associated with Kee Branch consisting of hackberry (*Celtis laevigata*), American elm (*Ulmus Americana*), Osage orange (*Maclura pomifera*), Cedar elm, giant ragweed (*Ambrosia trifida*), wood oats (*Chasmanthium latifolium*), green briar (*Smilax bona-nox*), and poison ivy (*Toxicodendron radicans*).

Aerial photography of the intersection of the project corridor with Kee Branch indicates a vegetated riparian corridor within the 100-yr floodplain of Kee Branch. Other tributary crossings on the aerial photography indicate sparse riparian corridors that will be impacted within the project area. Although the TxDOT-Fort Worth District does not consider impacts to the riparian crossings within the project area as significant or necessary for compensatory mitigation, there will be impact to what remains of important riparian corridors within a highly urban landscape. As determined by a site visit conducted by TPWD on June 9, 2006, there is well-established wooded riparian habitat adjacent to Kee Branch consisting of many large diameter trees and approximately 95% canopy cover. The riparian woodlands at this location did not exhibit scattered characteristics as described in the EA. Impacts associated with the proposed project will further fragment this high-quality riparian corridor because of freeway and ROW widening.

Riparian habitats include vegetation found along the banks and on the floodplains of rivers, creeks, and streams. Riparian areas provide important ecological functions in that the vegetation serves as an energy source for aquatic organisms while also providing travel corridors for terrestrial wildlife and foraging, nesting, and loafing cover for many wildlife species. Additionally, trees provide shade and prevent wide fluctuations in water temperature, protecting aquatic wildlife from the harmful effects of climatic extremes. The stems and roots of riparian vegetation stabilize soil by reducing water velocity and minimizing erosion. The TPWD Land and Water Resources Conservation and Recreation Plan (LWRCRP) established riparian habitats as one of the two highest priority habitat types for conservation across the state; therefore TPWD requests compensatory mitigation on an acre-to-acre basis for loss to riparian vegetation adjacent to tributaries that are crossed by the proposed freeway corridors, especially at the Kee Branch location.

Large Trees

The EA does not specify the number and size of trees to be removed from the existing and proposed ROW. As depicted from the project photographs and descriptions of the urban landscape contained within the EA, TPWD anticipates that large mature trees from within the existing and proposed ROW will be impacted. The EA did not provide enough information on the size of trees to be removed compared to the number and size of other trees in the area. Therefore, TPWD requests that TxDOT provide compensatory mitigation for replacement of large mature trees at a one-to-one ratio. A three to five year maintenance plan that ensures an 85% survival rate should be developed for the replacement trees. Removal of tree species that are not native to the Cross Timbers and Prairies Ecoregion of Texas do not necessitate mitigation. Please provide TPWD with an estimation of trees to be removed including species, diameter at breast height, and height, and prepare a mitigation plan and proposal for TPWD review and approval.

Unusual Stands of Vegetation

The aerial photography of the project depicts scattered undeveloped tracts of property within an area dominated by urban development in the vicinity of the freeway corridors of this project. These wooded/undeveloped tracts can be considered unusual vegetation because of the lack of similar habitat within the urban landscape. The EA needs to quantify the area of impact to undeveloped property and the District should consider non-regulatory compensation for loss to this habitat because of the scarcity of similar habitat in the area.

Urban wildlife including resident and migratory songbirds depends on greenspace within urban areas to provide foraging, roosting, and breeding habitat. Loss to riparian habitat and undeveloped woodlands within this project area would contribute to a net loss of available habitat within an urban area. There is a lack of similar habitat nearby that amplifies the need for replacement mitigation. TPWD suggests that TxDOT coordinate with federal, state, and local agencies to identify areas where compensatory mitigation could occur, such as protecting or enhancing tracts of undeveloped property near the project corridor, protecting or enhancing riparian corridors within the Cities of Fort Worth, Arlington, Kennedale, and Forest Hill, and use of native landscaping within the project area. TPWD also suggests donating trees for planting at nearby schools, churches, residential communities, parks, stadiums, or other recreational facilities as part of the mitigation efforts. Aid in restoration of nearby stream and riparian systems would also be an ideal form of mitigation.

As stated in the EA, an objective of the project is to protect and enhance social, economic and environmental resources. Of the available wildlife habitat within the existing and proposed ROW, TxDOT has offered little to no protection or enhancement of this environmental resource; therefore, TPWD would like to see more effort towards protection and enhancement of wildlife habitat in relation to the impacts associated with this project.

Please provide TPWD with a response to our requests for mitigation. If you have any questions, please contact me at (903) 675-4447.

Sincerely,

Karen B. Hardin

Karen B. Hardin
Wildlife Habitat Assessment Program
Wildlife Division

kbh/4434

Chad Putnam

From: Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Sent: Friday, August 09, 2019 6:33 PM
To: Chad Putnam
Cc: John Maresh; Jamye Sawey; Susan Shuffield
Subject: RE: Early Coordination Request - CSJ: 0008-13-125, etc.; Southeast Connector; Tarrant County

Categories: 0008-13-125

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,

Thank you for committing to the additional BMPs to minimize impacts from the project.

Thank you for submitting the following project for early coordination: Southeast Connector (CSJ: 0008-13-125) in Tarrant County. TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Site Assessment form submitted on July 18, 2019. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.

According to §2.204(g) of the 2013 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link: http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txndd/submit.phtml

Sincerely,

Suzanne Walsh
Transportation Conservation Coordinator
(512) 389-4579

From: Chad Putnam <Chad.Putnam@txdot.gov>
Sent: Tuesday, August 6, 2019 3:01 PM
To: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Cc: John Maresh <John.Maresh@txdot.gov>; Jamye Sawey <Jamye.Sawey@txdot.gov>; Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>; Susan Shuffield <Susan.Shuffield@txdot.gov>
Subject: RE: Early Coordination Request - CSJ: 0008-13-125, etc.; Southeast Connector; Tarrant County

Sue,

TxDOT will include the additional BMPs in the project as you have requested in the email below.

Thanks,

Chad Putnam
Environmental Specialist
TxDOT FTW District
Office: (817)370-6567

From: Sue Reilly [mailto:Sue.Reilly@tpwd.texas.gov]
Sent: Friday, August 02, 2019 4:31 PM
To: Chad Putnam
Cc: John Maresh; Jamye Sawey; Suzanne Walsh
Subject: RE: Early Coordination Request - CSJ: 0008-13-125, etc.; Southeast Connector; Tarrant County

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Chad,

Thank you for adding to the BMPs. I have a couple of additional requests in order to match up the BMPs with those in the PA:

For the Terrestrial Reptile BMP applied, one of the BMPs has been omitted. Please include the following BMP for those species:

- For open trenches and excavated pits, install escape ramps at an angle of less than 45 degrees (1:1) in areas left uncovered. Visually inspect excavation areas for trapped wildlife prior to backfilling.

For the Bat BMPs, please include the following parts of the BMP that were omitted:

- If feature(s) used by bats are removed as a result of construction, replacement structures should incorporate bat-friendly design or artificial roosts should be constructed to replace these features, as practicable.
- Large hollow trees, snags (dead standing trees), and trees with shaggy bark should be surveyed for colonies and, if found, should not be disturbed until the bats are no longer occupying these features. Post-occupancy surveys should be conducted by a qualified biologist prior to tree removal from the landscape.

Thank you for including the Bat BMPs from Section 2 that are optional, that is really helpful.

Sorry I missed the Mussel BMPs on the Tier I form! You guys put a lot of extra BMPs which is amazing! It might be helpful to organize them like they are in the PA with headers and bullets (e.g. Terrestrial Reptile BMPs, Bat BMPs with each bulleted item), then have the extra ones bulleted individually? Or discuss variations from the BMP PA versions?

I appreciate your responses to my other comments about Kee Branch.

Thank you,

Sue Reilly
Transportation Assessment Liaison
Texas Parks and Wildlife
Wildlife Division
512-389-8021

From: Chad Putnam <Chad.Putnam@txdot.gov>
Sent: Thursday, August 1, 2019 2:38 PM
To: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Cc: John Maresh <John.Maresh@txdot.gov>; Jamye Sawey <Jamye.Sawey@txdot.gov>; Suzanne Walsh <Suzanne.Walsh@tpwd.texas.gov>
Subject: RE: Early Coordination Request - CSJ: 0008-13-125, etc.; Southeast Connector; Tarrant County

Sue,

I have reviewed the species table and the Tier I form to identify the discrepancies that you identified below. The BMPs described in the species table and those described in the Tier I form are consistent with each other.

While the individual mussel species were not identified in the Tier I form, the Tier I form did include the commitment to survey streams within the project footprint for state listed and SGCN species where appropriate habitat exists and that state listed and SGCN mussels discovered during surveys shall be relocated under Texas Parks and Wildlife Department permit.

In addition to the BMPs that were previously identified in the Tier I form, TxDOT will revise the form to include informing the contractor of the potential for the Plains spotted skunk to occur within the project area and to avoid harming the species, if encountered, and to avoid unnecessary impacts. With regard to SGCN bat species, TxDOT will include the following BMPs:

- For activities that have the potential to impact structures, cliffs or caves, or trees; a qualified biologist will perform a habitat assessment and occupancy survey of the feature(s) with roost potential as early in the planning process as possible.
    - Bat surveys of structures should include visual inspections of structural fissures (cracked or spalled concrete, damaged or split beams, split or damaged timber railings), crevices (expansion joints, space between parallel beams, spaces above supports piers), and alternative structures (drainage pipes, bolt cavities, open sections between support beams, swallow nests) for the presence of bats.
- For roosts where occupancy is strongly suspected but unconfirmed during the initial survey, revisit feature(s) at most four weeks prior to scheduled disturbance to confirm absence of bats.
- If bats are present or recent signs of occupation (i.e., piles of guano, distinct musky odor, or staining and rub marks at potential entry points) are observed, take appropriate measures to ensure that bats are not harmed, such as implementing non-lethal exclusion activities or timing or phasing of construction.
    - Exclusion devices can be installed by a qualified individual between September l and March 31. Exclusion devices should be used for a minimum of seven days when minimum nighttime temperatures are above 50°F AND minimum daytime temperatures are above 70°F.
    - Before excluding bats from any occupied structure, bat species, weather, temperature, season, and geographic location must be incorporated into any exclusion plans to avoid unnecessary harm or death to bats. Winter exclusion must entail a survey to confirm either, I) bats are absent or 2) present but active (i.e. continuously active - not intermittently active due to arousals from hibernation).
- Avoid using materials that degrade quickly, like paper, steel wool or rags, to close holes.
- Avoid using chemical and ultrasonic repellents.
- Avoid the use of flexible netting attached with duct tape.
- In order to avoid entombing bats, exclusion activities should be only implemented by a qualified individual. A qualified individual or company should possess at least the following minimum qualifications:
    - Experience in bat exclusion (the individual, not just the company).
    - Proof of rabies pre-exposure vaccinations.
    - Demonstrated knowledge of the relevant bat species, including maternity season date range and habitat requirements.
    - Demonstrated knowledge of rabies and histoplasmosis in relation to bat roosts.

- Conversion of property containing cave or cliff features to transportation purposes should be avoided where feasible.
- Retain mature, large diameter hardwood forest species and native/ornamental palm trees where feasible.
- In all instances, avoid harm or death to bats. Bats should only be handled as a last resort and after communication with TPWD.

TxDOT has and will continue to consider and incorporate the spanning of waterways and their floodplains, where feasible as the project design progresses through the development process.

Regarding the frontage roads in the area of Kee Branch, TxDOT is currently proposing that the frontage roads be bridged over the Kee Branch steams. The existing I-20 mainlanes cross Kee Branch with culverts, at a lower elevation than the proposed frontage road bridges. TxDOT is proposing ramps to/from Green Oaks and Kelly Elliot to the proposed frontage roads. By bringing the frontage roads closer to the mainlanes, the ramp geometry would be difficult to implement. More importantly, there is a stream feeding Kee Branch that is between our 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.

As you stated below, the project is early in the design process and the design is subject to change as the project development process continues. TxDOT will continue efforts to minimize the project's impacts on the natural environment within the area of potential effect.

Thanks,

Chad Putnam
Environmental Specialist
TxDOT FTW District
Office: (817)370-6567

From: Sue Reilly [mailto:Sue.Reilly@tpwd.texas.gov]
Sent: Wednesday, July 31, 2019 1:46 PM
To: Chad Putnam; John Maresh; Jamye Sawey
Subject: RE: Early Coordination Request - CSJ: 0008-13-125, etc.; Southeast Connector; Tarrant County

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Chad,

I have a few questions about this project.

It looks like there are several BMPs listed in the species table that are not included in the Tier I form, e.g. Mussels, Bats, Plains Spotted Skunk. Can you please include all the BMPs in one document, preferably within the Tier I document?

I see that this project is early in the planning process and I just want to advocate for spanning waterways, particularly perennial streams and their floodplains, to minimize impacts to aquatic species and to provide crossing opportunities for terrestrial animals.

In that vein, I wanted to note that the new frontage roads on IH-20 across Kee Branch are impacting quite a bit of riparian habitat. Is it possible to place them closer to the mainlanes to reduce that impact?

I appreciate your help.

Thank you,

Sue Reilly
Transportation Assessment Liaison
Texas Parks and Wildlife
Wildlife Division
512-389-8021

From: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Sent: Thursday, July 18, 2019 1:43 PM
To: Chad Putnam <Chad.Putnam@txdot.gov>; John Maresh <John.Maresh@txdot.gov>; Jamye Sawey <Jamye.Sawey@txdot.gov>
Cc: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Subject: RE: Early Coordination Request - CSJ: 0008-13-125, etc.; Southeast Connector; Tarrant County

The TPWD Wildlife Habitat Assessment Program has received your request and has assigned it project ID # 42226. The Habitat Assessment Biologist who will complete your project review is copied on this email.

Thank you,

John Ney
Administrative Assistant
Texas Parks & Wildlife Department
Wildlife Diversity Program – Habitat Assessment Program
4200 Smith School Road
Austin, TX 78744
Office: (512) 389-4571

From: Chad Putnam <Chad.Putnam@txdot.gov>
Sent: Thursday, July 18, 2019 11:08 AM
To: WHAB_TxDOT <WHAB_TxDOT@tpwd.texas.gov>
Cc: John Maresh <John.Maresh@txdot.gov>; Jamye Sawey <Jamye.Sawey@txdot.gov>
Subject: Early Coordination Request - CSJ: 0008-13-125, etc.; Southeast Connector; Tarrant County

Good afternoon,

The TxDOT Fort Worth District would like to request early coordination for a roadway widening and reconstruction project located in Tarrant County. Previous coordination on this project was completed in June of 2006. Due to the

elapsed time since the previous coordination, modifications to the project design, and changes to the TXDOT/TPWD MOU, this project is being re-coordinated.

The project design that was evaluated in this document is based on the Draft 60% Interim Schematic dated May 29, 2019. The approximate 63 acres of proposed new right of way illustrated in the EMST maps represent the anticipated "worst-case" footprint. As the project design is refined, the impacts described herein are not anticipated to increase in magnitude.

The Tier I Site Assessment and other supporting documentation has been uploaded into TXECOS under CSJ: 0008-13-125. Alternatively, you can retrieve the files by clicking the following link (or copying and pasting it into your web browser) within 21 days:

"https://ftp.dot.state.tx.us/dropbox/pickup.php?claimID=fXCaHhMiht5J8cKT&claimPasscode=mUaZMB81GEwuitpb&emailAddr=chad.putnam%40txdot.gov"

Full information for the drop-off:

Claim ID: fXCaHhMiht5J8cKT
Claim Passcode: mUaZMB81GEwuitpb
Date of Drop-Off: 2019-07-18 11:06:09-0500

Thanks,

Chad Putnam
Environmental Specialist
TxDOT FTW District
Office : (817)370-6567
Email: Chad.Putnam@txdot.gov
Mailing Address: 2501 S.W. Loop 820, Fort Worth, TX 76133

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

Appendix H – Comment and Response Matrix from Public Meeting and Public Hearing

Public Meeting
Comment and Response Matrix

Southeast Connector

Thursday, July 18, 2018
6:00 p.m. to 8:00 p.m.
Dunbar High School (Cafeteria)
5700 Ramey Avenue
Fort Worth, Texas 76112

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 16, 2014, and executed by FHWA and TxDOT

#	Commenter Name	Commenter ID Num.	Comment Num.	Date Received	Comment Source	Comment	Comment Category	Response
1	Joyce Smith	1	1	6/30/2018	Email	Please do not make I–20, US 287, and I–820 an express or toll road when redone in 2020. We need more regular lanes. We pay for our roads through driver license renewal and utility bills and taxes. We don't need to pay again. North Fort Worth said they were adding lanes and didn't, only express. That doesn't help the ones that don't want to pay. No express.	Tolls	The recommended alternative would include general purpose, collector–distributor, and frontage road lanes. No toll, managed lanes, or High–Occupancy Vehicle lanes are included in the recommended alternative.
2	Danny Reed	2	1A	7/6/2018	Email	I understand that this project is to go from Sublett Road (south) to Meadowbrook Drive (north). I have two questions for now: Will there be any work at all immediately north of Meadowbrook Drive?	Project Impacts to Property–Meadowbrook Drive	TxDOT responded to the commenter via email. *There is proposed work along Meadowbrook Drive between Purselley Avenue and Forest Avenue, also north and south of Meadowbrook Drive along I–820. East of I–820 there are potential displacements along the westbound lanes of Meadowbrook Drive from Forest Avenue to the northbound I–820 frontage road.*
3	Danny Reed	2	1B	7/6/2018	Email	Are there any property acquisitions north of Meadowbrook Drive?	Project Impacts to Property–Meadowbrook Drive	TxDOT responded to the commenter by phone and email. *Address of Property* / *Property Appears on Roll* / *Effect of Project on Property* *1. 6308 Lambeth Lane Fort Worth, TX* / *Roll 4 of 6 Property #502–B* / *Currently not affected by the project* *2. 6313 Lambeth Lane Fort Worth, TX* / *Roll 4 of 6 Property #900* / *Currently not affected by the project* *3. 6316 Lambeth Lane Fort Worth, TX* / *Roll 4 of 6 No Property #* / *Not an Adjacent Property* *4. 6400 Lambeth Lane Fort Worth, TX* / *Roll 4 of 6 No Property #* / *Not an Adjacent Property* *5. 6413 Lambeth Lane Fort Worth, TX* / *Roll 4 of 6 No Property #* / *Not an Adjacent Property* *6. 6309 Meadowbrook Drive, Fort Worth, TX* / *Roll 4 of 6 Property #502–A* / *Potential Displacement* *7. 6317 Meadowbrook Drive, Fort Worth, TX* / *Roll 4 of 6 Property #502–D* / *Potential Displacement* *8. 6405 Meadowbrook Drive, Fort Worth, TX* / *Roll 4 of 6 Property #502–F* / *Potential Displacement* This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
4	Danny Reed	2	2	7/18/2018 (Follow–up to 7/6/2018 email)	Email	Thank you for getting back to me. I am a little bit confused, but I hope to have a better understanding of your plans after tomorrow night.	Public Involvement	According to the Public Sign–In Sheet at the July 19, 2018 Public Meeting, the commenter was present at the meeting.

#	Commenter Name	Commenter ID Num.	Comment Num.	Date Received	Comment Source	Comment	Comment Category	Response
5	Danny Reed and Terry Wolfgang	2	3	7/18/2018 7/19/2018	Verbal (Phone) Verbal (at Public Meeting)	TxDOT spoke with Mr. Reed via phone on July 18, 2018. He was upset his properties were being affected. Mr. Reed also invited a neighbor to the Public Meeting who would also be affected by the project. Mr. Reed's neighbor is Terry Wolfgang that lives at 6401 Meadowbrook Drive. Mr. Wolfgang's wife and son also attended the Public Meeting. They were both concerned about their property values possibly being diminished because their properties were being shown as potential displacements. Mr. Reed, Mr. Wolfgang, and Mr. Wolfgang's family were wondering if the widening could take place on the south side of Meadowbrook Drive leaving their properties intact.	Project Impacts to Property–Meadowbrook Drive	TxDOT discussed with Mr. Wolfgang that the widening needed would be to add additional turn lanes across the bridge. Mr. Wolfgang stated there was already a turn lane in front of his house. Although a continuous left turn lane exists in front of Mr. Wolfgang's house, it does not cross the bridge. The proposed recommended alternative would have separate left turn lanes to serve the opposing traffic volumes. TxDOT informed Mr. Wolfgang and Mr. Reed that TxDOT would look at the option (of widening on the south side of Meadowbrook Drive in order to avoid property impacts). However, there are no assurances that impacts can be entirely avoided. If the recommended alternative's project limits are revised to end south of Meadowbrook Drive, as Mr. Reed and Mr. Wolfgang suggested, their properties would still likely be impacted by the planned reconstruction of the I–30/I–820 interchange. Property values along the I–820 corridor are mostly impacted by national and local market conditions which are beyond TxDOT control. Uncertainty of project implementation in conjunction with the lengthy public involvement process for this project may contribute to a perceived loss in value.
6	Danny Reed	2	4	8/27/2018 (Follow–up to 7/18/2018 email)	Email	Because the Southeast Connector is going to affect me a lot more than I originally thought, I would like to participate in any planning or policy meetings that you will allow me to. Also, I would volunteer to serve on a Citizens Review Board if there is one, provided that my service is not deemed a conflict of interest. Of course, I am concerned with construction in the Meadowbrook area, but I travel this entire route several times per week. I know that this is a dangerous road in dire need of improvements.	Project Impacts to Property–Meadowbrook Drive	TxDOT responded to the commenter via email. *There is currently a meeting scheduled for Saturday September 15, 2018, 9:00 a.m. at Handley United Methodist Church, 2929 Forest Avenue. The meeting will be hosted by the City of Fort Worth and TxDOT to discuss the Southeast Connector* Project. There is no Citizens Review Board for the project; however, additional TxDOT public involvement meetings were held for the proposed project: • August 16, 2018: Nicole Collier State Representative District 95 Town Hall Meeting at Martin Luther King Community Center, 5565 Truman Drive, Fort Worth, Texas 76112 (sign–in sheets did show that Mr. Reed was in attendance). • September 15, 2018: TxDOT and City of Fort Worth's Transportation and Public Works Department, Handley United Methodist Church, 2929 Forest Avenue, Fort Worth, Texas 76112 • October 31, 2018: Lion's Club Meeting (sign–in sheets were not available). • November 8, 2018: Nicole Collier State Representative District 95 Town Hall Meeting at TCC Opportunity Center, Room 1440, 1901 Fitzhugh Avenue, Fort Worth, Texas 76119 (sign–in sheets were not made available to TxDOT). TxDOT would be holding additional community meetings and a Public Hearing for the project in the future.
7	Robert Hill	3	1A	7/16/2018	Email	I have lived on the east side of Fort Worth for 45 years and have watched the traffic become a nightmare on east Loop–820. When I travel on the west and south Loop–820 there are more lanes that allow the traffic to flow well. The just completed toll road system on the north side of Loop–820 just recently completed has not improved the flow of traffic when I am on it.	Traffic	TxDOT responded to the commenter via email. *There are no proposed tolls, toll lanes, managed lanes, or HOV lanes in the recommended alternative. I–820 will be designed to have a minimum of 8 lanes, 4 in each direction (northbound and southbound) from US 287 to I–30. We will be designing this project to accommodate 2045 traffic volumes. A traffic study will be prepared for this project.*

#	Commenter Name	Commenter ID Num.	Comment Num.	Date Received	Comment Source	Comment	Comment Category	Response
						When I do drive on north Loop–820 it looks like the road could have been about 8 lanes wide going in both directions. With all the ramps and wasted space, this road will be outdated within a few years and will not be able to handle future traffic. I thought we were supposed to improve the traffic problems, but north loop–820 did not help at all.		*We are having a Public Meeting tomorrow July 19, 2018 at Dunbar High School from 6 p.m. to 8 p.m. If you have time, please attend to see the recommended alternative for the project as well as other alternatives that were considered.* Sign–in sheets from the July 19, 2018 Public Meeting indicated that Mr. Hill was not present.
8	Robert Hill	3	1B	7/16/2018	Email	Many people cannot afford to pay a toll fee every day going to work. If you have money you can afford to pay the toll, if not you get two choices. Sit in the traffic on the free lanes or take the side roads like I do. I really hope that you do not make east Loop–820 another toll road. I would rather pay a higher gas tax in Texas to pay for the roads and make them wider to handle the traffic now and in the future.	Tolls	TxDOT responded to the commenter via email. *No tolls, managed lanes, or HOV lanes are currently proposed by the recommended alternative.*
9	Robert Hill	3	2	7/18/18 (follow–up to original email sent on 7/16/2018)	Email	Thank you for your reply. It is great news to hear this improvement will not have toll lanes. I have worried that when they widen the east side, they would do the same thing. I would much rather pay a higher gas tax to pay for the roads than have these toll systems. There is so much wasted space in the design on the north loop compared to the south and west loops. Thank you, thank you, thank you. I will not be able to attend because I volunteer my Thursday evenings to work in a Family History Center (Genealogy library).	Project Support	Thank you for your support on the proposed project.
10	Judy Taylor, President Handley Neighborhood Association VP Neighborhoods of East Fort Worth Alliance Board Handley Development Corporation	4	1	7/17/2018	Email	I am president of Handley Neighborhood Association and am hoping to get people to attend. Some of the first reports mentioned entrance from Craig Street and Meadowbrook Drive being omitted. Living and serving in the area I understand issues but feel lines on paper serve less than reality. Can you help me with information so I can better inform my community in need for attendance and addressing concerns?	Ramp Removal–Craig Street and Meadowbrook Drive	TxDOT responded to the commenter via email. *The current design does show the removal of the northbound entrance ramp from Meadowbrook Drive to I–820 and the removal of the northbound entrance ramp from Craig Street to I–820. Currently there are no new entrance ramps planned to replace these ramps. The intent of this design was to reduce the weaving on the mainlanes. Traffic from Meadowbrook Drive and Craig Street will still be able to get access onto I–820 north, I–30 east and I–30 west.* • *Traffic from Meadowbrook Drive and Craig Street wanting to go to I–820 north; could go north through the Brentwood Stair intersection and use the existing on ramp, continue on the collector distributor road and get onto I–820 north.* • *Traffic from Meadowbrook Drive and Craig Street wanting to go to I–30 east could go north through the Brentwood Stair intersection and go to Handley Drive, take a left and use the existing entrance ramp on Handley Road near Works Street to go to I–30 east.* • *Traffic from Meadowbrook Drive and Craig Street wanting to go to I–30 west could take a left (go west) at Brentwood Stair Road, then take a right (go north) at Bridgewood Drive, take a left at the access road (between Bridgewood Drive and Bridge Street) and take a left onto the existing on ramp to I–30 west.* *This proposed recommended design is not final. If public input is that they want the northbound entrance ramp at Meadowbrook Drive to remain, it is possible that it can or TxDOT can try to develop a different design where it can be retained.* *TxDOT's main goal would be to provide the safest design and reduce weaving on the mainlanes.*

#	Commenter Name	Commenter ID Num.	Comment Num.	Date Received	Comment Source	Comment	Comment Category	Response
								One potential design change could be too keep the existing northbound entrance ramp from Meadowbrook Drive near its current location and combine the northbound I–820 exit for Brentwood Stair with a new northbound exit to Meadowbrook Drive; that is proposed to be further south of the existing exit ramp today. If you plan to attend the Public Meeting tomorrow, I can try to explain this better with the layout. Northbound I–820 traffic wanting to go to Brentwood Stair would have to go through an additional signal. With any proposed new design, TxDOT would try to limit right–of–way impacts and potential displacements. *A traffic study will need to be performed for this project; it will help in determining the safest design for travelling public.* *Please try to attend the Public Meeting tomorrow. Please let others in your neighborhood know as well. Your input is needed on the recommended alternative.* Sign–in sheets from the July 19, 2018 Public Meeting indicated that Ms. Taylor attended.
11	Judy Taylor, President Handley Neighborhood Association VP Neighborhoods of East Fort Worth Alliance Board Handley Development Corporation	4	2	7/20/2018 (follow–up to the 7/18/2018 email)	Email	Is there a possibility of a meeting for those of us in East Fort Worth to have a meeting with an informed representative from TxDOT on issues of concern to the area between E. Lancaster Avenue and Brentwood Stair Road?	Public Involvement	TxDOT public involvement meetings were held for the proposed project: • August 16, 2018: Nicole Collier State Representative District 95 Town Hall Meeting at Martin Luther King Community Center, 5565 Truman Drive, Fort Worth, Texas 76112 (sign–in sheets did show that Ms. Taylor was in attendance). • September 15, 2018: TxDOT and City of Fort Worth's Transportation and Public Works Department, Handley United Methodist Church, 2929 Forest Avenue, Fort Worth, Texas 76112 • October 31, 2018: Lion's Club Meeting (sign–in sheets were not available). • November 8, 2018: Nicole Collier State Representative District 95 Town Hall Meeting at TCC Opportunity Center, Room 1440, 1901 Fitzhugh Avenue, Fort Worth, Texas 76119 (sign–in sheets were not available). TxDOT would be holding additional community meetings and a Public Hearing for the project in the future.
12	Judy Taylor, President Handley Neighborhood Association VP Neighborhoods of East Fort Worth Alliance Board Handley Development Corporation	4	3A	7/30/2018	Email	As a resident of Handley since 1958, I rode horses on the I–820 roadbed as it was being built, I know that growth of the area and traffic issues. I daily navigate the area from Rosedale to Randol Mill Road along I–820. I am aware of the difficulty all will have navigating the neighborhood, for business, community, family and friends. As president of Handley Neighborhood Association and Vice President of NEFWA, I often have contact with of leaders in the community and hear their needs. Station #24, Fire Station is in Handley that is bisected by I–820, they use the entrance and exit ramps 24x7x365 I have great concern as to how they will be able to keep up an acceptable response time. I live in the area and visit the station regularly, these men are dedicated to the safety of the community, their heaviest call log is from I–820, the trucks need to be able to safely and swiftly respond to calls for help. Please reconsider the closing of entrance and exit ramps in this area as unacceptable even if it means some redrawing of the planned I–820, with proper planning the Craig Street and Meadowbrook Drive ramps could be saved, I realize there is a	Ramp Removal–Brentwood Stair Road, Craig Street, Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. The recommended alternative would not remove access to I–820 for City of Fort Worth Fire Station #24 (located at 3101 Forest Avenue near Lancaster Avenue). Moreover, the Fire Station's access to Lancaster Avenue would remain unchanged. Reconfiguring the Lancaster Avenue/I–820 interchange as shown on the recommended alternative would actually provide more direct access to I–820 from Lancaster Avenue to all traffics (including emergency vehicles) than the existing loop ramp configuration currently allows. TxDOT would

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						concern for $$$ but lives and community safe travel are necessary, this will be the road of access for many years wise planning will save $$$ in the future. Anyone with a knowledge of the area of Brentwood Stair Road and I–820 realizes the traffic congestion that already exists is dangerous, adding all the traffic from Meadowbrook Drive and Craig Street will be a total nightmare. The magnitude of traffic congestion will only grow with the planned addition of homes to the community. Please respect life and people redraw the plans to have ramps on and off I–820 at Craig Street, Meadowbrook Drive, and Brentwood Stair Road. My access to I–30 will be extremely impacted, causing me to travel several miles through neighborhoods rather than just entering what I agree is a dangerous ramp but that can be addressed now on the drawing board. I understand mapping my husband supported our family in mapping with the government.		consult with the City of Fort Worth's Fire Department to review the recommended alternative and its impact to response times. Please note that although the recommended alternative alters ramping throughout the I–820 corridor, access to I–30 from I–820 (via Brentwood Stair Road, Meadowbrook Drive, and Craig Street) would still be available.
13	Judy Taylor, President Handley Neighborhood Association VP Neighborhoods of East Fort Worth Alliance Board Handley Development Corporation	4	3B	8/1/2018	Comment Form (Mailed)	Another issue that needs to be considered is the safety of children commuting to and from West Handley Elementary, and Jean McClung Middle School, I have no problem with the omission of the walking bridge since it is in an obscure location but please provide safe walk space for these school children.	Sidewalks	For public benefit, all frontage roads and cross streets to be reconstructed within the project limits would include safe pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way. The Craig Street bridge would have wider sidewalks than what currently exists on Craig Street to accommodate pedestrians.
14	Judy Taylor, President Handley Neighborhood Association VP Neighborhoods of East Fort Worth Alliance Board Handley Development Corporation	4	4A	8/1/2018	Comment Form (Mailed)	As a teenager in Handley since 1958 I rode horses on the newly places road bed for I–820. I understand growth issues with traffic. I navigate I–820 from Highway 121 to I–20 often. Closing ramps in the area from Brentwood Stair Road to Lancaster Avenue will be disastrous. Fire Station #24 is the busiest in Fort Worth. Their response time will be greatly impacted when they have to travel north a long distance navigate congested traffic signals to connect to I–820 increasing response time greatly. Please leave ramps available since with planned growth they are needed, to keep us from having to drive through neighborhoods to access I–30 especially with your plan our best option is to stay home always.	Ramp Removal–Brentwood Stair Road and Lancaster Avenue	The recommended alternative would not remove access to I–820 for City of Fort Worth Fire Station #24 (located at 3101 Forest Avenue near Lancaster Avenue). Moreover, the Fire Station's access to Lancaster Avenue would remain unchanged. Reconfiguring the Lancaster Avenue/I–820 interchange as shown on the recommended alternative would actually provide more direct access to I–820 from Lancaster Avenue to all users (including emergency vehicles) than the existing loop ramp configuration. TxDOT would consult with the City of Fort Worth's Fire Department to review the recommended alternative and its impact to response times. Please note that although the recommended alternative alters ramping throughout the I–820 corridor, access to I–30 from I–820 (via Brentwood Stair Road, Meadowbrook Drive, and Craig Street) would still be available. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. Local cross street traffic patterns would be considered during the evaluation of ramping alternatives.
15	Judy Taylor,	4	4B	8/1/2018	Comment Form	Please consider safe travel for our W. Handley Elementary and McClung Middle School children. Removing the walk bridge is	Sidewalks	For public benefit, all frontage roads and cross streets to be reconstructed within the project limits would include safe

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	President Handley Neighborhood Association VP Neighborhoods of East Fort Worth Alliance Board Handley Development Corporation				(Mailed)	acceptable since it is ill placed. Be sure there is ample walk space in the area.		pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way. The Craig Street bridge would have wider sidewalks to accommodate pedestrians. All signalized intersections would include crosswalks constructed to current design/safety standards.
16	Judy Taylor, President Handley Neighborhood Association VP Neighborhoods of East Fort Worth Alliance Board Handley Development Corporation	4	4C	8/1/2018	Comment Form (Mailed)	I have tried to email for days and it returns undeliverable.	Public Involvement	TxDOT received emails from Ms. Taylor on July 17, 20, and 30, 2018.
17	Daniel J. Haase	5	1	7/19/2018	Comment Form (at Public Meeting)	There is a very tall pine tree on the south side of Meadowbrook Drive (on the west side of I–820) that has managed to survive undisturbed for probably seventy years. It is in a triangle of land near a right turn to enter southbound I–820. You can clearly see it next to the Taco Bell. It would be nice if the construction and disturbance can be minimized to allow this tree to survive as a sentinel to progress. If the proper efforts to protect it are made, it will survive. If you only make a token effort, it won't.	Vegetation	Currently, the recommended alternative involves the widening of the Meadowbrook Drive bridge over I–820. Additional right–of–way would be needed at the intersection of Meadowbrook Drive and the southbound frontage road. This, along with grade changes on the new bridge and frontage road pavement, would require removal of the tree.
18	Clara Faulkner, Deputy Mayor Pro Tem City of Forest Hill	6	1A	7/19/2018	Comment Form (at Public Meeting)	First and foremost, I don't consider this a meeting nor a place to voice my concerns.	Public Involvement	The July 19, 2018 Public Meeting was conducted in accordance with TxDOT's March 2018 edition of the Public Involvement Environmental Handbook which outlines the public involvement process steps necessary to comply with state and federal requirements during the environmental analysis phase of project development. This open house public meeting format was intended to gather input from the public and to keep the public informed during this stage of the project. Because it is less formal, the meeting format allows participants to come and go at their convenience (2–hour advertised timeframe) and while doing so directly interact with the project exhibits and receive specific answers to individual attendee questions, as opposed to presentation meetings which limits what can be presented. A series of exhibits were staged at the venue and TxDOT and the project team/staff were located at various exhibits to answer individual questions. Project information, comment forms, and an email address to submit comments were also distributed at the registration table. The comment forms were also placed near a comment box for attendees to directly submit their written comments if lieu mailing their written comments to TxDOT. A Public Hearing for the proposed project is anticipated to be conducted. Toward the end of project development, Public Hearings are conducted for the public to provide additional public input and

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								comment on any further and ongoing identification of social, economic, and environmental impacts, as well impacts associated with the necessary, proposed acquisition of property needed for the project, and any involved relocation of property owners whose property may be acquired.
19	Clara Faulkner, City of Forest Hill Deputy Mayor Pro Tem	6	1B	7/19/18	Comment Form (at Public Meeting)	As for myself and many of the citizens that will be affected by this TxDOT project, our sentiments are aligned with (ALT 1) (No Build).	No Build Alternative	All alternatives would be evaluated including the No Build.
20	Loretta J. Muldrew	7	1A	7/19/2018	Comment Form (at Public Meeting)	I think this meeting is BS. This was not a meeting at all.	Public Involvement	The July 19, 2018 Public Meeting was conducted in accordance with TxDOT's March 2018 edition of the Public Involvement Environmental Handbook which outlines the public involvement process steps necessary to comply with state and federal requirements during the environmental analysis phase of project development. This open house public meeting format was intended to gather input from the public and to keep the public informed during this stage of the project. Because it is less formal, the meeting format allows participants to come and go at their convenience (2–hour advertised timeframe) and while doing so directly interact with the project exhibits and receive specific answers to individual attendee questions, as opposed to presentation meetings which limits what can be presented. A series of exhibits were staged at the venue and TxDOT and the project team/staff were located at various exhibits to answer individual questions. Project information, comment forms, and an email address to submit comments were also distributed at the registration table. The comment forms were also placed near a comment box for attendees to directly submit their written comments if lieu mailing their written comments to TxDOT. A Public Hearing for the proposed project is anticipated to be conducted. Toward the end of project development, Public Hearings are conducted for the public to provide additional public input and comment on any further and ongoing identification of social, economic, and environmental impacts, as well impacts associated with the necessary, proposed acquisition of property needed for the project any involved relocation of property owners whose property may be acquired.
21	Loretta J. Muldrew	7	1B	7/19/2018	Comment Form (at Public Meeting)	And if this is the way you are going to treat the people of Forest Hill and Fort Worth, you need to leave the freeway alone. TxDOT does not care about the people. No Build.	No Build Alternative	All alternatives would be evaluated including the No Build.
22	No Name Provided	8	1A	7/19/2018	Comment Form (at Public Meeting)	Alternative #6 only increase speed and create the same problem as now.	Alternatives	A traffic study would be performed for all project alternatives and would help to determine the best design for the travelling public. Therefore, the currently recommended alternative is subject to refinement to achieve an optimum, efficient design.
23	No Name Provided	8	1B	7/19/2018	Comment Form (at Public Meeting)	Alternatives #3 & 4 does help the US 287 & I– 820 merges.	Alternatives	Comment noted.
24	No Name Provided	8	1C	7/19/2018	Comment Form	Alternative #2 on I–20 lots of traffic going in both directions.	Alternatives	A traffic study would be performed for all project alternatives and would help to determine the best design for the travelling public.

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					(at Public Meeting)			Therefore, the currently recommended alternative is subject to refinement to achieve an optimum, efficient design.
25	No Name Provided	8	1D	7/19/2018	Comment Form (at Public Meeting)	Alternative #1 with clear separation of lanes is good.	Alternatives	Comment noted.
26	Phil Dupler	9	1	7/19/2019	Comment Form (at Public Meeting)	Removal of northbound entrance ramp from Meadowbrook Drive to Loop 820 will funnel all neighborhood traffic to Brentwood Stair Road and Bridgewood Drive. I–30 was built as turnpike and already has limited access. The City of Fort Worth has no plans to improve neighborhood streets to accommodate the increased traffic along alternative routes. Would be better to stop the project south of Meadowbrook Drive and wait for a future project to improve I–30 and the I–820 interchange.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
27	James Bennett, Jr., JDB Towing	10	1	7/19/2018	Comment Form (at Public Meeting)	Would like to know if they will raise the height of the bridge at Wilbarger Street. The sign that is there now is not the right one.	Bridge	The recommended alternative would increase vertical clearance over Wilbarger Street to a minimum of 16.5' at Wilbarger Street/I-820 and Wilbarger Street/US 287.
28	James Bennett, Jr., JDB Towing	10	2	7/19/2018	Comment Form (at Public Meeting)	East Loop 820 S and Wilbarger Street where the new service road definitely needs a "stop light" (not stop sign). I own a towing company at the intersection and we have a wrecker there one time a week. It is a fast–moving intersection, as of now it is not safe. I would like to see the stop light's survey done.	Project Design	A traffic study would be performed for all project alternatives and would help to determine the best design for the travelling public. Therefore, the currently recommended alternative is subject to refinement to achieve an optimum, efficient design. A traffic signal warrant study would be performed in accordance with the Texas Manual on Uniform Traffic Control Devices.
29	James Bennett, Jr., JDB Towing	10	3	7/19/2018	Comment Form (at Public Meeting)	I would like to know how the construction will affect my business. I am at the end of the service road where they plan on putting a new service road and part of my property is in the orange [referring to his property location–JDB Towing DBA at 4450 E. Loop 820 S., Fort Worth.	Project Impacts to Property–Commercial	The proposed new southbound frontage road in this location would provide a connection between Wilbarger Street and Carey Street, and would potentially improve access to both I–820 and US 287 for the subject property. One existing driveway to the property on Wilbarger Street would be restored or maintained. The driveway closest to the southbound intersection of the I–820 frontage road would be closed.
30	Fred Fernandez, NFFW Alliance	11	1	7/19/2018	Comment Form (at Public Meeting)	Will there be any monitoring of air quality throughout the construction phases to measure particulates in the air? New options of with the newest of low-cost monitors afford blanket overlay to pinpoint readings with affected areas.	Air Quality	Air quality analysis throughout the project limits would be 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 would be documented in the project's Environmental Assessment document. 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.
31	Susan Sansalone	12	1	7/19/2018	Comment Form (at Public Meeting)	Need WB access ramp at I– 20 from Bowman Springs Road.	Access	Design coordination with the City of Arlington is ongoing. This movement does not currently exist on the existing facility because it is too close to the I–820 direct connector. A westbound I–20 entrance ramp is not shown in the recommended alternative because it would conflict with the at–grade collector/distributor roadway for US 287. Access from Bowman Springs to I–20 would remain the same.

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32	Steve Dossin	13	1	7/19/2018	Comment Form (at Public Meeting)	I–20 frontage road west bound should continue through the I-820/US 287 interchange. It looks like it could go under various connectors to I–820/US 287. It could join with the exit from WB I–20 to Business 287.	Project Design	The recommended alternative does not show a westbound I–20 frontage road continuing through the I–20/I–820 interchange because it would conflict with the at–grade collector/distributor roadway for US 287. A U–turn would be provided at Sun Valley Drive.
33	Steve Dossin	13	2	7/19/2018	Comment Form (at Public Meeting)	Before the disruption of construction starts, please work with local authorities to encourage a local traffic reliever route south of I–20. This could be a thoroughfare type road connecting Sublett Road to, say, Altamesa Boulevard. Thanks.	Project Design	A new location road between Altamesa Boulevard and Sublett Road would be up to the local planning officials who have jurisdiction.
34	Kenneth Meisner, Chairman, Meadowbrook Drive Bridge Committee	14	1	7/19/2018	Comment Form (at Public Meeting)	Principal concern is loss of northbound on ramps from Meadowbrook Drive onto I–820. Also, from Craig Street directly onto I–820 going north. Best proposition: Bring northern boundary of project back from Brentwood Stair Road to Meadowbrook Drive. This was the original project boundary. This would leave existing roadway as is north of Meadowbrook Drive. Let the section north of Meadowbrook Drive be part of a future design study for the I–820/I–30 interchange. Most protests from the neighborhood would simply disappear if this were brought about. Second proposition: Allow access road weaving between Meadowbrook Drive and Brentwood Stair Road. Keeping the Meadowbrook Drive on–ramp.	Ramp Removal–Craig Street and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
35	Kenneth Meisner, Chairman, Meadowbrook Drive Bridge Committee	14	2A	08/01/2018	Email	In order to maintain the existing logical traffic patterns for ready access and provide for future traffic loads, the Texas Department of Transportation (TxDOT) must retain the northbound on–ramp from Meadowbrook Drive onto I–820. As can easily be seen on any map of the area, Meadowbrook Drive is the natural collector pathway and gateway for neighborhood traffic going westbound or eastbound toward the Meadowbrook Drive bridge to gain access to I–820. The logic of this was plainly recognized in the original I–820 design years ago. These existing traffic patterns are time–tested and very functional, and well–known to everyone in the area.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
36	Kenneth Meisner, Chairman, Meadowbrook Drive Bridge Committee	14	2B	08/01/2018	Email	The alternatives I am proposing to achieve this goal, in order of preference, are as follows: (1) Bring the northern boundary of the Southeast Connector project back from Brentwood Stair Road to Meadowbrook Drive (as in the project's original design, circa 2003), leaving the freeway road scape north of Meadowbrook Drive as it is. This would cause the great majority of the current neighborhood protests simply to go away. In the original 2003 final project review, our Craig Street on–ramp northbound was taken away, and we were assured that the Craig Street traffic could go north through the Meadowbrook Drive light and then gain immediate access to IH–820 northbound on the Meadowbrook Drive on–ramp. Now that Meadowbrook Drive on–ramp itself is threatened to be taken away, in the new project design. (2) Change the northbound "weaving" between Meadowbrook Drive and Brentwood Stair from the mainlanes of the freeway onto the northbound access road instead. This would still permit independent northbound off–ramp access to Brentwood Stair Road from the freeway. (3) Channel both the Meadowbrook Drive and Brentwood Stair Road northbound off–ramp traffic through the Meadowbrook Drive	Alternatives	(1) If the recommended alternative's project limits are revised to end south of Meadowbrook Drive, a northbound traffic bottleneck would occur between Meadowbrook Drive and I–30. This recommended alternative is preliminary and subject to change. Further options are being evaluated concerning the ramping near Meadowbrook Drive. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. (2) An alternative with this configuration was evaluated. Changing the vehicular "weaving" between Meadowbrook and Brentwood Stair Road, (i.e., reversing the northbound entrance and northbound exit ramps in this location) would cause a more serious traffic problem by introducing another weave on I–820 at the northbound I–30 direct connector. TxDOT design criteria requires minimum separation distances between ramps which could not be achieved with reversing the ramps. This alternative was dismissed from further evaluation. (3) The option of relocating the Brentwood Stair Road northbound exit ramp is being evaluated. A traffic analysis of the

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						signal light at the bridge, as you have already mentioned, thus enabling the Meadowbrook Drive northbound on–ramp to I–820 to remain as it is. The traffic on both these northbound off–ramps is relatively light, even at peak traffic hours, and thus would be conducive to a combination. Please consider these alternatives in your ongoing effort to find the best solution to our neighborhood concerns. I appreciated the opportunity to talk to both you and Naser Abusaad at the TxDOT meeting on July 19th at the Dunbar High School. Please send me a courtesy confirmation of your receipt of this email.		Meadowbrook Drive/northbound I–820 frontage road intersection would be completed. If the intersection can accommodate the additional traffic from the northbound Brentwood Stair Road exit, this may be a feasible option. TxDOT responded to commenter acknowledging receipt of email.
37	Daniel Burnham	15	1	7/19/2018	Comment Form (at Public Meeting)	Continue the eastbound Collector–Distributor road to Bowen Road.	Project Design	Comment noted. The collector–distributors extend from near the US 287 North/I–820 interchange to near the US 287 South/I–20 interchange. The purpose of these collector–distributor roads is to connect the two legs of US 287; therefore, they cannot be extended eastward along I–20 to Bowen Road. The recommended alternative's project limits along I–20 end at Park Springs Boulevard; however, Bowen Road is included in the limits of a separate planned project to widen I–20 (from Park Springs Boulevard to SH 161/President George Bush Turnpike).
38	Claire Harvey	16	1	7/19/2018	Comment Form (at Public Meeting)	I love the Forest Hill section of I–20. In particular the removal of the Anglin Drive on–ramp, and the removal of the odd jog that Anglin Drive takes over I–20 on the north side. The separation of the I–20 and US 287 corridors is the safest option. The vehicles merging currently on to I–20 will routinely cut across at least 3 lanes of traffic to get on to SH 287 NB. The Anglin Drive merging is exceedingly dangerous and has caused many wrecks and my household to move away from the corridor. We still drive through but take care to avoid the 20/287/820 section if possible. Please keep the Forest Hill section as it is shown in the recommended plans. The WB I–20 frontage road is dangerous with all of the I–20 speeding through the blended exit and entrance ramps.	Access	Comment noted.
39	Dr. Sandra De Los Santos	17	1A	7/19/2018	Comment Form (at Public Meeting)	No concerns. Dallas FTW Arlington has a realistic surge growth. The population growth is a positive not a negative.	Project Support	Thank you. Comment noted.
40	Dr. Sandra De Los Santos	17	1B	7/19/2018	Comment Form (at Public Meeting)	Create more tolls that circles a whole DFW, not small carved out areas.	Tolls	The recommended alternative would include general purpose, collector–distributor, and frontage road lanes. No toll, managed lanes, or high–occupancy vehicle lanes are included in the recommended alternative.
41	Dr. Sandra De Los Santos	17	1C	7/19/2018	Comment Form (at Public Meeting)	Develop in FTW off I–820 at the "Team Ranch" at West Loop 820 S and I–820 near US 377. There is a lot of space/land along this location that has room for more road space tollway. Keep making DFW grow with good road development. Aledo, TX is booming.	Project Design	Comment noted. Additional lanes along I–20 from I–820 to SH 183 are recommended in the Metropolitan Transportation Plan *Mobility 2045* and would be evaluated in a future study by TxDOT.
42	Derek Whisenand, Whiz–Q Stone	18	1A	7/19/2018	Comment Form (at Public Meeting)	Property #s 424 & 425–Whiz–Q Stone. From a business standpoint, while we are concerned about a portion of our visibility decreasing, we feel that this plan is well thought out and will increase traffic flow efficiently and safely.	Project Support	Thank you. Comment noted.
43	Derek Whisenand, Whiz–Q Stone	18	1B	7/19/2018	Comment Form	Our only main concern is with the deletion of some entrance and exit ramps. Currently we have an off ramp north bound I–820 at Martin Street that allows our large commercial, medium industrial,	Access–Martin Street and Wilbarger Street	Comment noted. Based on the public input and feedback received, the ramping system would continue to be evaluated alongside the project's traffic analysis. This would help TxDOT achieve a best fit

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					(at Public Meeting)	and consumer vehicles to access our location. We also currently have a southbound I–820 exit ramp to Wilbarger Street. In speaking of entrance ramps, we have an entrance ramp to northbound I–820 from Wilbarger Street. My concerns of the deletion of some of these exit & entrance ramps are the hinderance it will cause on our business. With large commercial trucks transporting material from every direction, as well as novice vehicle operators picking up heavy materials, I feel that having to navigate through Berry Street to get to northbound freeway creates undesired congestion and questions the safety of the route. I would like to see some consideration in adding back some entrance and possibly exit ramps.		solution within the limited right–of–way available to adjust and install ramps to serve the increasing travel demand and traffic volumes. The ramping would be designed to provide the best traffic operations possible and reduce main lane vehicular weaving, while still complying with current TxDOT design standards.
44	Mike Whisenand, Whiz–Q Stone	19	1A	7/13/2018	Verbal (Meeting)	On Friday July 13, 2018 at 11:00 a.m. TxDOT met with Mr. Mike Whisenand and his son at the Fort Worth District Office. Mr. Whisenand is the owner of Whiz–Q Stone, located at 4501 E Loop 820 S, Fort Worth, TX 76119. The Whisenand wanted to know how their property was going to be affected and how delivery trucks would get to his property with the recommended alternative.	Access–Martin Street and Wilbarger Street	TxDOT presented the recommended alternative layouts and stated the owner would still have the same current driveway access that currently exists. Regarding delivery truck traffic, TxDOT explained that vehicles coming from I–20 and US 287 south (Mansfield) would have to go through an additional signal at Sun Valley Drive to arrive at his business. TxDOT explained the existing exits and entrance ramps to Sun Valley Drive would need to be removed because they create unsafe vehicular weaving. Also, weaving is a major safety concern TxDOT is aiming to correct within the existing outdated and heavily congested interchange. Mr. Whisenand agreed that safety was important and that eliminating the left entrance ramp from southbound US 287 to northbound I–820 would be a good improvement. He and his son stated they observe accidents regularly due to the left–hand entrance ramp. Traffic from US 287 north (going south) would have to go through two signals to access his business. TxDOT explained the existing southbound US 287 exit to Martin Street would have to be removed so traffic would not back up onto the highway, primarily due to the exit ramp to Martin Street being too close to the signalized intersection. Traffic from southbound I–820 would remain the same except the exit ramp would be moved further north and away from the intersection at Wilbarger Street.
45	Mike Whisenand, Whiz–Q Stone	19	1B	7/13/2018	Verbal (Meeting)	Mr. Whisenand and his son expressed that they wanted TxDOT to try to provide a better direct access to their business.	Access	The ramping would be designed to provide the best traffic operations possible and reduce main lane vehicular weaving, while still complying with current TxDOT design standards.
46	Mike Whisenand, Whiz–Q Stone	19	2A	7/19/2018	Comment Form (at Public Meeting)	Property #s 424 & 425 –Location 370+00 1.) I–820 Northbound access road needs to add additional entrance ramp on northbound I–820 at Wilbarger Street due to amount of truck traffic. The concern is overloading Berry Street intersection north bound.	Access	The ramping would be designed to provide the best traffic operations possible and reduce main lane vehicular weaving, while still complying with current TxDOT design standards.
47	Mike Whisenand, Whiz–Q Stone	19	2B	7/19/2018	Comment Form (at Public Meeting)	2.) Add off ramp for northbound I–820 at Martin Street because of the truck traffic and also adding additional access to businesses in the northbound industrial businesses.	Access	The ramping would be designed to provide the best traffic operations possible and reduce main lane vehicular weaving, while still complying with current TxDOT design standards.
48	James Lawrence, Handley Neighborhood Association	20	1A	7/19/2018	Comment Form (at Public Meeting)	In addition to adding the median on E. Lancaster Avenue east of I–820…	Project Design	Comment noted.
49	James Lawrence, Handley Neighborhood Association	20	1B	7/19/2018	Comment Form (at Public Meeting)	…reducing the speed limit to 35 or 30 mph would be beneficial to the pedestrians in this area.	Project Design	Speed limits are set according to State law and functional classification of roadway; however, all frontage roads and intersecting streets to be reconstructed within the project limits would include pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way.

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50	James Lawrence, Handley Neighborhood Association	20	1C	7/19/2018	Comment Form (at Public Meeting)	Consider alternate access to Craig Street from southbound I-820 access road. Proposed design impacts several homes.	Access	This recommended alternative was 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 utilized then other local streets would have to be used to access Craig Street. Please note that additional right–of–way (property acquisition) would be necessary along the I–820 frontage roads and would include owner displacements. TxDOT would make every effort to avoid/minimize impacts.
51	Rita M. Vinson	21	1	7/19/2018	Comment Form (at Public Meeting)	I am concerned about the lack of an on–ramp to I–820 northbound from Meadowbrook Drive. That makes it difficult for many to get to westbound I–30.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT would make every effort to avoid/minimize impacts.
52	Stephen Webb	22	1A	7/19/2018	Comment Form (at Public Meeting)	1.) On the recommended layout–if you miss the entrance from Forest Hill to I–20 East, it is about 2 miles before another chance.	Access	Although the recommended alternative alters ramping throughout the I–20 corridor, access to and from Forest Hill Drive would still be available. The ramping would be designed to provide the best traffic operations possible, while still complying with current TxDOT design standards.
53	Stephen Webb	22	1B	7/19/2018	Comment Form (at Public Meeting)	2.) Toll lanes are a bad idea. Unless it reduces the timeline by 5 years or more.	Tolls	The recommended alternative would include general purpose, collector–distributor, and frontage road lanes. No toll, managed lanes, or HOV lanes are included in the recommended alternative.
54	Stephen Webb	22	1C	7/19/2018	Comment Form (at Public Meeting)	3.) Alternative 6 looks quick and easy, but you will just need to redo in 10 years.	Alternatives	Comment noted.
55	Stephen Webb	22	1D	7/19/2018	Comment Form (at Public Meeting)	4.) Do the numbers support toll or express lanes?	Tolls	The recommended alternative would include general purpose, collector–distributor, and frontage road lanes. No toll, managed lanes, or high–occupancy vehicle lanes are included in the recommended alternative.
56	Glenn R. Gibson	23	1	7/19/2018	Comment Form (at Public Meeting)	I support recommended concept Alternative. Thank you for the excellent poster boards of your ideas. Looks Great!	Project Support	Thank you. Comment noted.
57	Susan Au	24	1A	7/19/2018	Comment Form (at Public Meeting)	I like the recommended alternative & the clear division of lanes and limiting crossover and exchanges.	Project Support	Thank you. Comment noted.
58	Susan Au	24	1B	7/19/2018	Comment Form (at Public Meeting)	I would like to see more accommodations for bike ridership. I wouldn't ride on service road due to speed safety but would like to ride on sidewalks, but only 5 feet wide. 1.) Will cities give me a ticket for riding on the sidewalk?	Bicycling	All frontage roads and cross streets to be reconstructed within the project limits would include pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way. The proposed sidewalk widths would vary between 5–foot to 10–foot.

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								Please contact your local government for bicycle regulation.
59	Susan Au	24	1C	7/19/2018	Comment Form (at Public Meeting)	2.) Would there be some paint or signage to allow bikers to ride on the service road safely?	Bicycling	All frontage roads and cross streets to be reconstructed within the project limits would include pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way. The shared–use lanes would be 14 feet wide to allow extra space for bicycles.
60	Susan Au	24	1D	7/19/2018	Comment Form (at Public Meeting)	3.) Safely cross streets?	Bicycling	All signalized intersections would include crosswalks constructed to current design/safety standards.
61	Susan Au	24	1E	7/19/2018	Comment Form (at Public Meeting)	Only concern is confusion during construction.	Project Construction	Construction would only occur within the proposed right–of–way limits. Traffic control plans would be prepared and implemented in coordination with the cities and the county. Construction that may require temporary street closures would be scheduled so only one crossing in an area is affected at one time and adjacent property access is maintained. Where detours are required, clear and visible signage for an alternative route would be displayed. In residential areas, major activity would be limited to normal work hours whenever practicable to avoid noise and related impacts to the local population. Motorists may be inconvenienced during construction of the project due to lane closures; however, these closures would be planned to be the shortest duration as possible with alternate routes provided. Residents and businesses in the immediate construction zone would be notified in advance of proposed construction activity using a variety of techniques, including signage, electronic media, community newspapers, and other information outreach. The proposed project would not restrict access to any existing public or community services, businesses, commercial areas, or employment centers.
62	Stephen A. Myers	25	1A	7/19/2018	Comment Form (at Public Meeting)	The west I–20 exit to Sun Valley Drive should be moved west of the entrance to property #402 as proposed in Alternatives 2, 3, or 4.	Project Design	This ramp would be moved as far eastward as TxDOT design criteria allows to provide the maximum access to properties on the westbound/northbound frontage road.
63	Stephen A. Myers	25	1B	7/19/2018	Comment Form (at Public Meeting)	If the west I–20 exit is not moved to west of property #402, it will severely affect our ingress and egress. It will hurt property #402 exiting the property with too much traffic. Potentially dangerous.	Access	This ramp would be moved as far eastward as TxDOT design criteria allows to provide the maximum access to properties on the westbound/northbound frontage road.
64	Judith K. Gaylord	26	1	7/19/2018	Comment Form (at Public Meeting)	Property #402. Exit from I–20 going west would severely impact our only entrance/exit, as it would merge with the frontage road just east of where we are trying to get out. Some Alternatives show that exit west of #402. That would be better for us. Or move the exit back farther to the east.	Access	This ramp would be moved as far eastward as TxDOT design criteria allows to provide the maximum access to properties on the westbound/northbound frontage road.
65	No Name Provided	27	1	7/19/2018	Comment Form (at Public Meeting)	Please put sound barriers from Forest Hill Drive. The south side of I–20 where you plan to put frontage lanes.	Traffic Noise Analysis	Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
66	No Name Provided	28	1A	7/19/2018	Comment Form (at Public Meeting)	Sound barriers in Forest Hill Drive should be replaced and more noise barriers should be built along I–820/Forest Hill Drive and Anglin Drive.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties).

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								Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
67	No Name Provided	28	1B	7/19/2018	Comment Form (at Public Meeting)	Freeways should have as much shoulders as possible. There should be room to move between lines without hitting freeway wall if it becomes necessary.	Project Design	Please note that roadway shoulders are intended to: serve as emergency parking areas; provide maneuvering areas to avoid obstacles in the roadway increase sight distance through horizontal curves; and lend support to travel lane pavement structure. Per TxDOT design standards, shoulder widths for multi–lane freeways are 10–foot minimum. Wider shoulders would significantly increase construction and right–of–way costs.
68	No Name Provided	29	1A	7/19/2018	Comment Form (at Public Meeting)	I live right in the service road. And I notice that you are going to expand the road more but not too long to buy my house.	Project Design	No address was provided to determine if the recommended alternative would impact the property.
69	No Name Provided	29	1B	7/19/2018	Comment Form (at Public Meeting)	What I don't like is that my taxes are going to increase a lot.	Project Impacts to Property–Taxes	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 the 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. The property values are assessed by the Tarrant Appraisal District every three years.
70	No Name Provided	29	1C	7/19/2018	Comment Form (at Public Meeting)	Plus, I have 2 daughters and being right in the access road of the freeway is not and ideal option.	Access	Comment noted. Features along the proposed frontage road in the recommended alternative include sidewalks, curbs, curb offsets, striping, signage, and wider outside lanes for bicycle accommodation.
71	Bob Bryan	30	1	7/19/2018	Comment Form (at Public Meeting)	Properties# 800 & # 801 Bob Bryan "820 JEEP". Please send any info to 6628 Oak Crest Drive West Fort Worth, TX 76140. Not to T.A.D. address of 5201 S.E. Loop 820 76119.	Public Involvement	Comment noted. The TxDOT mailing list for the proposed project would be revised accordingly.
72	Alicia Winkelblech City of Arlington's Assistant Director of Planning	31	1	7/19/2018	Comment Form (at Public Meeting)	The City of Arlington strongly supports this project. It is a necessity for the health and continued growth of Arlington and its surrounding communities. This project should be a top priority for TxDOT in terms of design, engineering, funding strategy, and construction. The City encourages innovative approaches to advance the project as quickly as possible.	Project Support	Comment noted.
73	Monica L. Kuykendall	32	1	7/19/2018	Comment Form (at Public Meeting)	The meeting was in a cafeteria with very little circulation cool air, no water available and the walk from the parking lot to the meeting place was too far for the elderly. Please make sure when planning another meeting there is better accommodations for the elderly.	Public Involvement	Comment noted.
74	I. Sham	33	1	7/19/2018	Comment Forms (at Public Meeting)	[Two comment forms were received from I. Sham with similar comment.] We need to save the Meadowbrook Drive on–ramp northbound onto I–820.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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75	I. Sham	33	2	7/19/2018	Comment Form (at Public Meeting)	We need to save the Meadowbrook Drive on–ramp northbound onto I–820.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
76	Concerns voiced during the meeting	34	1	7/19/2018	Verbal (at Public Meeting)	The Meadowbrook Association and Save the Craig Street Group have entrance to Meadowbrook Drive southbound and northbound concerns.	Access	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
77	Concerns voiced during the meeting	34	2	7/19/2018	Verbal (at Public Meeting)	There is access concern at US 287 from Sun Valley.	Access	In order to provide a more effective connection between US 287 North and US 287 South on I–820, (a major area of congestion in the corridor), collector–distributor roads have been proposed in the recommended alternative to help channel and separate US 287 traffic from through–traffic on I–20 and I–820 and minimize vehicular weaving movements. Although this alters some of the ramp configuration, direct access to Sun Valley Drive would still be available from eastbound I–20, westbound I–20 and southbound I–820. Access to northbound I–820 from Sun Valley Drive would be moved to combine with the northbound entrance ramp from Martin Street. This would prevent conflicts with the northbound US 287 collector–distributor.
78	Concerns voiced during the meeting	34	3	7/19/2018	Verbal (at Public Meeting)	Questions from the Whiz Q property representatives –they are concerned about truck traffic on the frontage roads. They stated that slower traffic is good on frontage road. [Refer to Commenter ID Numbers 20 and 21 for further information.]	Traffic	Comment noted.
79	Concerns voiced during the meeting	34	4	7/19/2018	Verbal (at Public Meeting)	There is concern about displacements at Royal Oaks Drive in Forest Hill.	Displacements	The recommended alternative shows continuous frontage roads on I–20 bridging over the Union Pacific Railroad, east of Royal Oaks Drive (currently, the frontage roads do not cross the railroad). The proposed frontage road bridges over the railroad are needed to provide local access and restore the ramping to/from Mansfield Highway, which would be removed due to the redesign of the I–20/I–820 interchange. The additional right–of–way and displacements are due to the frontage road bridge. TxDOT will make every effort to avoid/minimize impacts.
80	Concerns voiced during the meeting	34	5	7/19/2018	Verbal (at Public Meeting)	There are general right–of–way questions on the proposed project.	Project Design	Comment noted. More information is needed to respond.
81	Concerns voiced during the meeting	34	6	7/19/2018	Verbal (at Public Meeting)	There is question on the I–20 frontage road southside and northside access.	Access	Comment noted. More information is needed to respond.
82	Concerns voiced during the meeting	34	7	7/19/2018	Verbal (at Public Meeting)	A resident at Shady Hill Drive presented an Anglin Drive access inquiry.	Access	The recommended alternative calls for realigning Anglin Drive north of I–20 to provide a direct route over I–20. This would require a section

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								of new location roadway north of I–20, connecting back to existing Anglin Drive north of Packard Court.
83	Concerns voiced during the meeting	34	8	7/19/2018	Verbal (at Public Meeting)	The property by U–turn at the railroad has a corner clip.	Project Impacts to Property	The recommended alternative shows continuous frontage roads on I–20 bridging over the Union Pacific Railroad, east of Royal Oaks Drive (currently, the frontage roads do not cross the railroad). The proposed frontage road bridges over the railroad are needed to provide local access and restore the ramping to/from Mansfield Highway, which would be removed due to the redesign of the I–20/I–820 interchange. The additional right–of–way and displacements are due to the frontage road bridge. TxDOT will make every effort to avoid/minimize impacts.
84	Concerns voiced during the meeting	34	9	7/19/2018	Verbal (at Public Meeting)	The City Manager of Mansfield is happy with the connector–distributor roadway design.	Project Support	Comment noted.
85	Concerns voiced during the meeting	34	10	7/19/2018	Verbal (at Public Meeting)	The City of Mansfield would like large guide signs to denote the destination of Mansfield not Waxahachie.	Project Design	Large guide signs denote destinations of county seats.
86	Concerns voiced during the meeting	34	11	7/19/2018	Verbal (at Public Meeting)	An attendee on Gateway Drive is concerned about access from the proposed project.	Access	The only access change for Gateway Drive (intersecting the I–20 westbound frontage road) would be the proposed addition of a westbound I–20 exit ramp to Sun Valley Drive. This ramp would merge with the westbound I–20 frontage prior to Gateway Drive, improving access to Gateway Drive from I–20.
87	Concerns voiced during the meeting	34	12	7/19/2018	Verbal (at Public Meeting)	An attendee from Anglin Drive is concerned about access from the proposed project.	Access	The recommended alternative calls for realigning Anglin Drive north of I–20 to provide a direct route over I–20. This would require a section of new location roadway north of I–20, connecting back to existing Anglin Drive north of Packard Court.
88	Concerns voiced during the meeting	34	13	7/19/2018	Verbal (at Public Meeting)	A meeting attendee was concerned about accidents at Craig Street.	Accidents	The recommended alternative was developed for local street circulation connecting neighborhoods on both sides of I–820. Bridging over the frontage roads would eliminate Craig Street through traffic intersecting with frontage roads. The recommended alternative also provides greater separation between the ramps and cross street for access between Craig Street and I–820.
89	Concerns voiced during the meeting	34	14	7/19/2018	Verbal (at Public Meeting)	Councilwoman wanted to know about project displacements to contact affected property owners along I–820 and US 287.	Displacements	The project representative assisted the councilmember in determining and recording potential displacements.
90	Concerns voiced during the meeting	34	15	7/19/2018	Verbal (at Public Meeting)	An attendee has concern on Meadowbrook Drive ramps.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
91	Concerns voiced during the meeting	34	16	7/19/2018	Verbal (at Public Meeting)	Will there be neighborhood displacements at Carver Heights?	Displacements	The recommended alternative shows one potential displacement along the southbound I–820 frontage road near Maceo Lane.
92	Concerns voiced during the meeting	34	17	7/19/2018	Verbal (at Public Meeting)	An attendee voiced concern to the proposed off ramp to the Gateway neighborhood.	Access	The only access change for Gateway Drive (intersecting the I–20 westbound frontage road) would be the proposed addition of a westbound I–20 exit ramp to Sun Valley Drive. This ramp would merge with the westbound I–20 frontage prior to Gateway Drive, improving access to Gateway Drive from westbound I–20.

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								The location of the ramp in relation to Gateway Drive is currently being refined.
93	Concerns voiced during the meeting	34	18	7/19/2018	Verbal (at Public Meeting)	An attendee is concerned over a potential increase in truck traffic building up at Berry Street.	Traffic	The recommended alternative included removing the northbound entrance ramp to I–820 from Wilbarger Street (south of Berry Street). Based on the public input and feedback received, the ramping system would continue to be evaluated alongside the project's traffic analysis. This would help TxDOT achieve a best fit solution within the limited right–of–way available to adjust and install ramps to serve the increasing travel demand and traffic volumes. The ramping would be designed to provide the best traffic operations possible and reduce main lane vehicular weaving, while still complying with current TxDOT design standards. In addition, frontage road intersections with cross streets are being evaluated to optimize traffic flow (addition of turning and through lanes).
94	Concerns voiced during the meeting	34	19	7/19/2018	Verbal (at Public Meeting)	An attendee requested braided ramps at Brentwood Stair Road.	Project Design	TxDOT evaluated this alternative and recommended it not be included in the recommended alternative because of potential right–of–way impacts and displacements.
95	Concerns voiced during the meeting	34	20	7/19/2018	Verbal (at Public Meeting)	An attendee asked why US 287, west of I–820, is shown as 3–lanes in the proposed schematic (The existing US 287 is a 3–lane roadway).	Project Design	The currently projected (future) US 287 west of I–820 traffic volumes do not support additional capacity (travel lanes) on US 287. Traffic operations are proposed to be improved via the addition of auxiliary lanes and reversing the ramping system, as well as replacing the eastbound US 287 to I–820 North left exit direct connector with a right exit direct connector.
96	Concerns voiced during the meeting	34	21	7/19/2018	Verbal (at Public Meeting)	There was a noise wall concern along I–820. Property owner is requesting for noise walls between Craig Street and Rosedale Avenue as part of the proposed project.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
97	Concerns voiced during the meeting	34	22	7/19/2018	Verbal (at Public Meeting)	An attendee referenced US 287 access at the end of the road.	Access	Access to frontage roads would be allowed in accordance with TxDOT *Access Management Guidelines.*
98	Concerns voiced during the meeting	34	23	7/19/2018	Verbal (at Public Meeting)	There is a comment on the managed lanes shown in the 500 scale exhibits. Commenter voiced concern against managed lanes.	Access	All alternatives were displayed at the public meeting. TxDOT evaluated the managed lane alternative and recommended it not be included in the recommended alternative because it does not accommodate future traffic patterns or operations. The recommended alternative would include general purpose, collector–distributor, and frontage road lanes. No managed lanes are included in the recommended alternative.
99	Concerns voiced during the meeting	34	24	7/19/2018	Verbal (at Public Meeting)	An attendee inquired if bicycle lane would be made available in the proposed project.	Bicycling	All frontage roads and cross streets to be reconstructed within the project limits would include pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way.
100	Concerns voiced during the meeting	34	25	7/19/2018	Verbal (at Public Meeting)	An attendee requested that a 75–year pine tree at Meadowbrook Drive be preserved. Refer to Commenter ID number 4 for additional information.	Vegetation	Currently, the project involves the widening of the Meadowbrook Drive bridge over I–820. Additional right–of–way would be needed at the intersection of Meadowbrook Drive and the southbound frontage

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								road. This, along with grade changes on the new bridge and frontage road pavement, would require removal of the tree.
101	Concerns voiced during the meeting	34	26	7/19/2018	Verbal (at Public Meeting)	An attendee had a question on access eastbound from Anglin Drive.	Access	The recommended alternative shows continuous frontage roads on I–20 bridging over the Union Pacific Railroad, east of Royal Oaks Drive (the existing frontage roads do not cross the railroad). The frontage road bridges over the railroad are needed to restore the ramping to/from Mansfield Highway, which would be removed due to the redesign of the I–20/I–820 interchange. However, there is insufficient room to replace the eastbound entrance ramp from Anglin at this location. The nearest opportunity for this ramp would be east of Bowman Springs Road.
102	Concerns voiced during the meeting	34	27	7/19/2018	Verbal (at Public Meeting)	An attendee inquired about the proposed schedule.	Public Involvement	The proposed project's anticipated timeline is currently as follows: • Spring 2020–Clearance/approval of the preferred alternative and Environmental Assessment pursuant to the National Environmental Policy Act • 2022–Begin phased construction of the project • 2027–Complete the construction
103	Concerns voiced during the meeting	34	28	7/19/2018	Verbal (at Public Meeting)	An attendee asked about the pedestrian bridge near Meadowbrook Drive that was labeled to be removed in the exhibits. The attendee asked to consider replacing the bridge.	Pedestrian Bridge	An alternative to replace the pedestrian bridge was evaluated and presented at a Town Hall Meeting. This alternative would be posted at txdot.gov, search keyword: Southeast Connector. This alternative was not recommended for implementation due to the need for additional right–of–way, proximity to major overhead utility, cost, and public input. Although the pedestrian bridge is shown as being displaced by the currently recommended alternative, bicycle and pedestrian access over I–820 would be provided through widening the nearby Craig Street bridge to accommodate a dedicated bicycle/pedestrian pathway that is safely separated from the Craig Street vehicular traffic.
104	Concerns voiced during the meeting	34	29	7/19/2018	Verbal (at Public Meeting)	An attendee is advocating the widening of Craig Street.	Project Support	Comment noted.
105	Concerns voiced during the meeting	34	30	7/19/2018	Verbal (at Public Meeting)	An attendee handed out a postcard of the 2018 9th Annual Tarrant County Harambee Festival to be held on October 6th at 1050 Evan Avenue at Rosedale in Fort Worth. The attendee would like TxDOT to set up a project outreach booth at the festival to inform the neighborhood of the proposed project.	Public Involvement	TxDOT did not attend the festival.
106	Concerns voiced during the meeting	34	31	7/19/2018	Verbal (at Public Meeting)	An attendee at the meeting inquired about the enforcement of sidewalk rules (Americans with Disability Act requirements).	Sidewalks	Any reconstructed intersection and sidewalk portion of the I–20, I–820 or US 287 corridor would include pedestrian design elements that adhere to Americans with Disability Act standards and requirements. All frontage roads and cross streets to be reconstructed within the project limits would include pedestrian facilities in the form of sidewalks located within the proposed right–of–way.
107	Concerns voiced during the meeting	34	32	7/19/2018	Verbal (at Public Meeting)	An attendee requested a reduction in the number of lanes along Bowman Springs bridge.	Project Design	TxDOT met with the City of Arlington to review the proposed number of lanes for Bowman Springs Road. TxDOT would accommodate the City of Arlington's Bowman Springs Road project.
108	Concerns voiced during the meeting	34	33	7/19/2018	Verbal (at Public Meeting)	An attendee has cross–street concerns at Little Road due to congestion in the adjacent city.	Project Design	The recommended alternative proposes the reconstruction of Little Road from US 287 to I–820. The local jurisdiction will be responsible for Little Road southwest of US 287 outside the project limit.
109	Concerns voiced during the meeting	34	34	7/19/2018	Verbal	The City of Arlington wants to extend the frontage road from Parks Springs Boulevard to Bowen Road.	Project Design	Additional frontage roads along I–20 from Parks Springs Boulevard to Bowen Road are recommended in the Metropolitan Transportation

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					(at Public Meeting)			Plan *Mobility 2045* and would be evaluated in a future I–20 corridor study by TxDOT.
110	Concerns voiced during the meeting	34	35	7/19/2018	Verbal (at Public Meeting)	An attendee has concern over the potential for high volumes of accidents on the proposed braided ramps at Meadowbrook Drive and Craig Street.	Accidents	Braided ramps generally enhance safety by reducing conflicting weave movements along the mainlanes. Ramp design for the recommended alternative is still in progress. All ramps to be reconstructed must comply with current design standards. Every effort would be made to increase safety along the entire project.
111	Monica Regina Hawkins	35	1	7/20/2018	Email	I am just now receiving information about this project on I–20 in my water bill. I miss the meeting on July 19, 2018. Really!! Why are you all messing with the community? You can't even get a Sex Offender out from over here. Now I know it is Environmental Science over here and there are some areas you cannot mess with Forest Hill TX. [Ms. Hawkins also provided an attachment of the sex offender flyer she received in her water bill].	Public Involvement	TxDOT responded to the commenter via email. *I work with the Texas Department of Transportation (TxDOT). Information concerning the July 19, 2018 Public Meeting for the Southeast Connector Project can be found online at the following link below:* *Here is a link to the posted materials. https://www.txdot.gov/inside–txdot/get–involved/about/hearings–meetings/fort–worth/071918.html* *Please see the Recommended Conceptual Alternative to see if your property is being affected by this project.* *If you have any comment concerning this project please send a comment by email or mail in your comment using the attached comment form.*
112	Mark Matson	36	1	7/19/2018	Verbal (Phone)	On July 19, 2018, TxDOT received a call from Mr. Matson: *I received a call from Mr. Mark Matson this morning in regards to his property at 5960 E Loop 820 S, property number 790, on the SE Connector project. In addition to some general questions about the meeting tonight that I was able to answer for him, he wanted to speak with you in regard to how his specific property was going to be impacted. He can be reached at 817–478–1800 or on his cell 817–319–5798. Please give him a call at your earliest convenience.*	Project Impacts to Property–Commercial	TxDOT responded with the commenter via phone. *I did tell him we were showing some proposed right–of–way being taken in the in the front of his property. He asked how much it would be and I said I would have to research it further. After scaling it off of the* *1" =200' roll it looks like the right–of–way take is approximately 25' on the northern part of his property and it tapers down to approximately 5' on the southern portion. I believe he has some additional questions for you but that is the answer I calculated to the specific question that he asked me this morning.*
113	Mark Matson	36	2A	7/19/2018	Verbal (Meeting)	TxDOT met with Mark Matson at the TxDOT District Office. He is the owner of ACF Tarp and Awning located at 5960 E Loop 820 S, Fort Worth, TX 76119. Mr. Matson would not be able to attend the Public Meeting due to a prior commitment. TxDOT would email him a comment form so he could make a comment.	Public Involvement	TxDOT provided the comment response form to the commenter via email.
114	Mark Matson	36	2B	7/19/2018	Verbal (Meeting)	Mr. Matson was concerned that if half of his parking would be taken, it may force him to shut down his business. He stated that when he platted this property with the City of Fort Worth that he was required to have a minimum number of parking spaces for his business.	Project Impacts to Property–Commercial	TxDOT informed Mr. Matson it may be possible to shift the ramp to the north to minimize or eliminate the need to acquire/purchase the property in order to install the proposed improvement.
115	Mark Matson	36	3	7/19/2018	Email	On July 19, 2018, Mark Matson sent an email: *Thank you for spending time with me this afternoon reviewing the Southeast Connector Project. It appears that a minor change in the curve of the feeder ramp #1 on the preliminary plans could eliminate the need to take any of my parking lot at 5960 East Loop 820 South. Also, an overpass at the intersection of 820 and the Mansfield Road (near the QT) could eliminate a traffic light, and prevent east bound vehicles from backing up the exit ramp for north bound traffic.*	Project Impacts to Property–Commercial	Revising the ramp (southbound I–820 entrance from Sun Valley Drive) to follow the proposed collector–distributor road alignment may avoid impacts to the property. The possible revisions would be determined as the design progresses. Since the property is located just north of the interchange, avoiding the property may create less flexibility to the overall design and create mobility and/or safety concerns. A final traffic operations analysis, main lane shoulder widths (10'–12'), roadway profiles, bridge span lengths and structure depths, traffic control, border width, etc. would also need to be considered in determining the ultimate impacts.

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116	Mark Matson	36	4	7/23/2018 (received via email)	Comment Form (Email)	[The following comments were received via email and mail. Mr. Matson also provided a marked–up copy of the project schematics in relation to his property.] As a property owner (ACF Tarp and Awning) at 5960 E. Loop 820 South for over 20 years I understand the need to improve traffic flow at the southeast connector. When my property was developed in 1997, we were required to maintain certain "setbacks", number of parking spaces, etc. in order to be in compliance with zoning ordinances. The current construction plan appears to "take" a row of parking spaces at the front of my property along the existing service road. Please consider changing the arc (curve) of the proposed feeder, labeled #1, going south to southeast in front of my property at 5960 E. Loop 820 South. By moving this feeder (labeled #1) closer to, and parallel to, the main road (labeled #4) you would eliminate the need to take any of my property. I assume the main road #4 was designed at the optimum arc for safe traffic flow. This slight (to road 1 change) would therefore optimize safe traffic flow on road #1. Taking any of my parking spaces would have a very negative effect on my business and could be avoided.	Project Impacts to Property–Commercial	Revising the ramp (southbound I–820 entrance from Sun Valley Drive) to follow the proposed collector–distributor road alignment may avoid impacts to the property. The possible revision would be determined as the design progresses and other options are considered. Since the property is located just north of the interchange, avoiding the property may create less flexibility to the overall design and could create mobility and/or safety concerns. Final traffic operations analysis, main lane shoulder widths (10'–12'), roadway profiles, bridge span lengths and structure depths, traffic control, border width, etc. would need to be considered in determined the ultimate impacts. TxDOT will make every effort to avoid/minimize impacts.
117	Roy Hopkins	37	1	7/23/2018	Email	My home will be affected by the proposed I–20 construction planned and request a noise study be completed and noise wall constructed. The current dB levels in my backyard are 70–75 and this will only get worse with the future traffic. I have some thoughts on where to build the wall when I see you in person.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
118	Roy Hopkins	37	2	7/27/2018	Letter (Mailed)	I request a noise study be accomplished. My house backs up to I–20 near Kelly Elliott Road and I have measured dB levels of 70–75. Its already noisy! The wall needs to be built near the freeway so as not to provide an air dam.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
119	Don Mocek	38	1	7/23/2018	Letter (Mailed)	I fully agree TxDOT needs to do a full field study to identify the increased noise pollution and background noise levels that have increased 95% from I–20.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public

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								involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
120	Paul Kerpoe	39	1	7/20/2018	Email	I attended the public meeting last evening and am preparing a comment sheet. Would you please send me the detailed map of the northernmost section of I– 820 (E. Lancaster Avenue to Brentwood Stair Road) and the traffic projections used in preparing this plan?	Public Involvement	No traffic projections were provided; TxDOT used the Draft *Mobility 2045* traffic projections developed by North Central Texas Council of Governments for preparing the Public Meeting layouts.
121	Paul Kerpoe	39	2	7/23/2018 7/24/2018	Verbal (Phone)	Requesting hard copy of a layout at the meeting, roll 4 of 6.	Public Involvement	TxDOT responded to the commenter by phone. An email providing the link to the requested information was provided to the commenter. *https://www.txdot.gov/inside–txdot/get–involved/about/hearings–meetings/fort–worth/071918.html* A hard copy maybe requested via open records request by contacting Donna Fowler at (817) 370–6537 or Donna.Fowler@txdot.gov.
122	Paul Kerpoe	39	3A	7/25/2018	Email	Would you please send me a copy of the proposed map for the section of I–820 from Brentwood Stair Road to E. Lancaster Avenue?	Public Involvement	TxDOT responded to the commenter via email with the link to the requested information. *https://www.txdot.gov/inside–txdot/get–involved/about/hearings–meetings/fort–worth/071918.html*
123	Paul Kerpoe	39	3B	7/25/2018	Email	Would you please send me…the traffic projections figures used in developing this plan?	Traffic	TxDOT used the Draft *Mobility 2045* traffic projections developed by North Central Texas Council of Governments for preparing the Public Meeting layouts. Projected traffic volumes are still being produced by TxDOT, and are not currently available. Once these figures have been generated, they would be shown on the project schematics as part of the recommended alternative.
124	Paul Kerpoe	39	4	8/1/2018	Letter (Mailed)	I am pleased to see the improvements being made at the E. Lancaster Avenue/I–820 interchange. This intersection has always been cumbersome. However, removal of the Meadowbrook Drive entrances and exits will significantly impact the community. Meadowbrook Drive is a major connector road in east Fort Worth with a significant amount of traffic feeding and being fed by I–820, particularly at the southbound exit. There are a large number of destination businesses immediately adjacent to the freeway which will be significantly impacted if this freeway access is taken away. The Brentwood Stair Road interchange is a poor alternative for it too is very busy, particularly in the northbound direction. Additionally, Brentwood Stair Road does not have access to I–30 in either direction and the nearest entrances or exits to that freeway require circuitous routing through numerous traffic signals. The removal of the entrances and exit ramps at Craig Street may not have a negative impact on the accessibility for the neighborhood (subject to comments above on Meadowbrook Drive) although it is disheartening to see more of the old Handley homes being removed to accommodate the service roads entrances. Years ago, hundreds of Handley homes were bulldozed to make way for I–820 and the community was split in two. We would like to retain as much of our heritage as possible so I would suggest that the two frontage road access routes off of Craig Street be omitted. The proposal as presented will deprive the neighborhoods of Handley, Ryanwood, East Meadowbrook and Central Meadowbrook	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. This recommended alternative was 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 utilized then other local streets would have to be used to access to Craig Street. Please note that additional right–of–way (property acquisition) would be necessary along the I–820 frontage roads and would include owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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						Drive be maintained to provide suitable access for these communities.		
125	John and Carolyn Alexander	40	1	7/25/2018	Letter (Mailed)	My family would appreciate a noise study as our home at 4321 Willow Bend Drive near I–20 and Kelly Elliott Road backs up to the freeway. I–20 is just behind our back yard.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
126	Denise Lunski	41	1A	7/25/2018	Comment Form (Visited District)	Please consider holding another Public Meeting at Martin High School in Arlington (4501 W. Pleasant Ridge, Arlington, TX 76012). I drive this area quite frequently and I'm sure there are many other Arlington residents that would be interested to look at these proposed improvements.	Public Involvement	Dunbar High School was selected as the venue for the July 19, 2019 because its location is centrally located within the proposed project's limits. TxDOT would consider proximity to the project area, close proximity to public transportation, adequate capacity, ample parking, ample room/space to display information, and venue availability for any future Public Involvement activities.
127	Denise Lunski	41	1B	7/25/2018	Comment Form (Visited District)	Please consider removing the eastbound I–20 exit ramp to Green Oaks Boulevard. The distance between the exit ramps and its intersection to Green Oaks Boulevard is too short. I believe it is very dangerous and is not safe. There are safer alternate routes to get to southbound Green Oaks Boulevard from I–20 east.	Project Design	The eastbound I–20 exit ramp to Green Oaks Boulevard is needed for local access and connectivity to the thoroughfare system. TxDOT presented an additional alternative at the Public Meeting moving the ramp further west. TxDOT met with the City of Arlington to provide feedback on the options. TxDOT is still evaluating which option to include in the preferred alternative. The final design of this ramp, and all ramping within the project limits, would comply with TxDOT design standards. This would include proper separation distances between ramps on freeway mainlanes, safe stopping sight distances on ramps, and desirable spacing between exit ramps and cross–street intersections. Ramp design for the Southeast Connector is still in progress. While all ramps to be reconstructed must comply with current design standards, every effort will be made to maintain access to adjacent businesses and homes.
128	Denise Lunski	41	1C	7/25/2018	Comment Form (Visited District)	Southbound US 287 frontage road at Sublett Road: How many through lanes will there be on the frontage road after this intersection? This info is not indicated on the current schematics?	Project Design	On July 25, 2018, TxDOT presented the currently recommended alternative to Ms. Lunski. Two lanes would go through the southbound frontage road at Sublett Road intersection.
129	Jeffrey Shelton	42	1	7/26/2018	Verbal (Phone)	On July 26, 2018 at 10:12 a.m. Jeffrey Shelton with Lamar Advertising Company called TxDOT and requested a comment form.	Public Involvement	TxDOT requested that the commenter email SoutheastConnector@txdot.gov and he would send him a comment form. Mr. Shelton sent an email that day and TxDOT sent him a form and link to the Public Meeting website.
130	Jeffrey Shelton	42	2	7/26/2018	Email	Is there an official comment form in order to submit written comments prior to Friday August 3, 2018 per the notice or can I submit comments via a letter?	Public Involvement	TxDOT responded to commenter via email and provided a link to the Public Meeting for the Southeast Connector Project website. https://www.txdot.gov/inside–txdot/get–involved/about/hearings–meetings/fort–worth/071918.html
131	Jeff Shelton	42	3	7/30/2018	Comment Form	Based on project maps I viewed of this project at the public meeting it appears LAMAR ADVERTISING has two (2) billboards that could be	Project Impacts to Property–Commercial	The recommended alternative calls for approximately 12 feet of additional right–of–way at the billboard near Mosson Road and the

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					(Mailed)	affected. The billboards are located at Lat: 32.6620444 Long: –97.2491888 and Lat: 32.6758056 Long: –97.24135. If there are any alternative routes in these areas that could limit the impact on our billboard business, we hope that TxDOT would take those alternatives into consideration. By limiting the amount of right of way being taken it could limit or remove possible exposure TxDOT may have if having to condemn these billboards. Consideration for notching out of the right–of–way near the billboards could be an option. [Mr. Shelton also provided aerial photographs of the billboards' locations].		southbound I–820 frontage road. This right–of–way is needed due to the additional mainlanes and collector–distributors for I–820, and is required on both the northbound and southbound sides of the existing freeway. It does not appear that this proposed right–of–way would encroach on the column supporting the billboard; therefore, the structure would not necessarily be displaced. The recommended alternative also calls for approximately 14 feet of additional right–of–way at the billboard near Scotsdale Drive and the westbound I–20 frontage road. This right–of–way is needed due to the extension of the eastbound and westbound frontage roads over the Union Pacific railroad. Again, it does not appear that the proposed right–of–way would encroach on the column supporting the billboard; therefore, the structure would not necessarily be displaced. More coordination would be required as the project design progresses.
132	Cindy and Mark Boling	43	1A	7/26/2018	Email	Please take notice that my husband and I (Mark and Cindy Boling) are completely opposed to the removal of the access roads/bridges to I–820 from Meadowbrook Drive and to the Craig Street bridge. These access ramps are essential to ease of travel and are major connectors in our neighborhood. I believe that only someone that does not use these access ramps/bridge would consider removing them.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. This recommended alternative was 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 utilized then other local streets would have to be used to access to Craig Street. Please note that additional right–of–way (property acquisition) would be necessary along the I–820 frontage roads and would include owner displacements. TxDOT will make every effort to avoid/minimize impacts.
133	Cindy and Mark Boling	43	1B	7/26/2018	Email	Please confirm that you have received my opposition comment and that my comment will be made part of the package on this project.	Project Opposition	On July 26, 2018, TxDOT responded to Mrs. Boling via email that the comment was received.
134	Cindy Boling	43	2	7/27/2018	Email	When is a final decision being made on this project? Thank you.	Public Involvement	The preferred alternative would be presented at the Public Hearing in 2020 for further public comment. The proposed project's anticipated timeline is currently as follows: • Spring 2020–Clearance/approval of the preferred alternative and Environmental Assessment pursuant to the National Environmental Policy Act • 2022–Begin phased construction of the project • 2027–Complete the construction
135	Craig Peak	44	1	7/26/2018	Verbal (Phone)	On July 26, 2018 TxDOT received a telephone call from Craig Peak who lives in the central Meadowbrook neighborhood. He was concerned about the ramp changes at the north end of the project on I–820. He requested an electronic copy of the comment form.	Public Involvement	TxDOT requested that the commenter email SoutheastConnector@txdot.gov. TxDOT subsequently emailed him a comment form and the link to the recommended alternative.
136	Craig Peak	44	2A	7/26/2018	Email	Thank you for taking my call earlier regarding the construction at E Loop 820. Please send me the comment form that maybe given to TxDOT. If there are multiple ways to comment that would also be great to know.	Public Involvement	On July 26, 2018, TxDOT responded to Mr. Peak's email that he can email them back or use the comment form provided.
137	Craig Peak	44	2B	7/26/2018	Email	I live in Central Meadowbrook and use I–820 off Meadowbrook Drive almost every day and am concerned how this will affect the east side and our neighborhood.	Project Impacts to Property–Meadowbrook Drive	TxDOT responded to commenter via email and provided a link to the Public Meeting for the Southeast Connector Project website.

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								https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/fort-worth/071918.html This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right-of-way (property acquisition) may be necessary along the I-820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
138	L. Clifford Davis	45	1	7/26/2018 7/30/2018	Letters (Mailed)	Let me first comment that the traffic pattern in Fort Worth is more convenient than it appears to be in Dallas, Austin, Houston, and San Antonio. I want to comment on the improvements you are considering in the above project and make the following statement: I am a resident of Carver Heights area of Fort Worth and concerned about how this will impact Cravens Road from Rosedale South. I have lived in this area before I-820 was constructed and have travelled along Cravens Road for sixty (60) years. It is my belief that the construction proposed should do everything possible to avoid changes in the traffic pattern along Cravens Road. I recognize that I-820 gets congested and probably needs more lanes. Please try to engineer the improvements to avoid any changes in the existing traffic patterns on Cravens Road or interfering with the houses constructed on Cravens Road.	Project Design	Cravens Road (southbound I-820 frontage road) would be reconstructed. The recommended alternative would alter traffic patterns to the cross streets of Prothrow Street and Truman Drive intersecting Cravens Road due to control of access being required for safety near proposed ramps. Truman Drive would be a right out onto southbound frontage road and Prothrow Street would be a right in from southbound frontage road. Please note that the recommended alternative shows one residential displacement along Cravens Road at Maceo Lane and another commercial displacement at the corner of E. Rosedale Street and Cravens Road in the Carver Heights Neighborhood.
139	Loren and Mary Beechner	46	1	7/27/2018	Letter (Mailed)	Thank you for the opportunity to provide comments on the Southeast Connector Project. We will be affected by the section of I-20 for Forest Hill to Park Springs Boulevard. Our house backs up to the I-20 service road on the southern side (eastbound) of I-20 at Green Oaks Boulevard. We certainly have road noise, which we anticipated when we both our house, but increased noise would be more difficult to tolerate. A noise study would be welcome and appreciated. If this project does bring increased noise levels, a noise-reducing barrier wall installed along the frontage road behind us would be helpful and very much appreciated.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
140	Julie Ponder	47	1	7/27/2018	Letter (Mailed)	Please regard this as my written request for a noise study to be conducted re: I-20/Green Oaks Boulevard to Park Springs Boulevard exit expansion. I live a few blocks south of I-20 and am already impacted by the freeway noise; therefore, a sound barrier of some kind would be a blessing if these were in fact widened or connected in some way. I live between them.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
141	Russell Hanson	48	1A	7/30/2018	Letter (Mailed)	Please install a noise-reducing barrier wall between the highway and our homes along to street of highway along the service road from east of Green Oaks Boulevard to Kelly Elliot Road. The noise has grown louder each year since 1988 that we have lived here.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties).

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								Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
142	Russell Hanson	48	1B	7/30/2018	Letter (Mailed)	Also, the water runoff from the culvert under the service road and highway has caused erosion problems for homeowners along this area.	Project Design	TxDOT is proposing a frontage road in the area. A drainage analysis would be conducted to determine if the runoff from the culvert under the existing ramp should be redirected to Kee Branch.
143	James T. and Margret E. Hughes	49	1	8/1/2018	Letter (Mailed)	With reference to the above Southeast Connector reconstruction. I am hereby requesting a noise study of my neighborhood be initiated and a noise reduction barrier wall constructed between the highway and affected homes.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
144	Paula Gore	50	1	07/29/2018	Email	This is a request for DECIBEL STUDY. We currently have a NATURAL BARRIER from plant material. The plan is to remove this barrier...What is your plan to reduce the noise from the freeway and a service road. It would be helpful if the freeway was below grade. Unfortunately, NOT THE CASE. SO, WHAT'S THE PLAN? I'm really concerned. Thanx.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise. The mainlanes cannot be considerably lowered below grade due to drainage to Kee Branch.
145	Robert and Paula Gore	50	2A	8/2/2018	Letter (Mailed)	We currently live at Green Oaks Boulevard I–20. It is already loud. I've wanted to do a decibel study to help make people aware how loud it is. The current proposed will take the natural barrier and clear it for more road. This will cause the noise levels to be worse. Also, with the natural barrier removed. What would be your plan to replace it? We already live on a heat island and with the removal of a substantial natural barrier. I find it hard to visualize a plan to reduce vehicle noise. Either way its loud and only will get even louder. I know when the winds come from the north you can't even be outside in the front yard. It's not pleasant due to the noise levels. Thank you. Please, the study does need to be performed. Noise levels are already too high. I don't even have to set an alarm based on noise increases. I can hear the increase in traffic.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise. Vegetative impacts would be evaluated and considered during the project development.
146	Robert and Paula Gore	50	2B	8/2/2018	Letter (Mailed)	I know there should be an easier solution but widening roads is NOT working. Look around drive to Dallas. Look at California–driving is NOT efficient. More companies need to look into flex hours, work from home projects, etc., rail...	Project Design	As part of *Mobility 2045* and TxDOT's Congestion Mitigation Strategies, travel demand management strategies are evaluated prior to widening of roads. However, additional capacity and operational improvements would be required for this project.
147	Robert and Paula Gore	50	2C	8/2/2018	Letter (Mailed)	Also, I can also feel the vibrations of the big rigs if the traffic is sitting.	Vibration	Comment noted.

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148	Rachel Piotrzkowski, On behalf of Texas House of Representatives Nicole Johnson Collier (House District 95, Fort Worth, Texas)	51	1A	07/05/2018	Email	I am reaching out on behalf of State Representative Nicole Collier to find out more information about the July 19th Public Hearing about the Southeast Connector and Proposed improvements for the interchange at I–820, I–20 and US 287. The representative would like to know more about the history/development of this project. Can you please share background information on this project with the office?	Public Involvement	On July 19, 2018, TxDOT responded to the commenter via email. *Below is a brief history of the project:* • *Began May 2000* • *April 19, 2001 Public Meeting #1 was held* • *May 2001 Value Engineering Report/Draft Preliminary Design* • *December 11, 2003 Public Meeting #2 was held* • *March 2005 Draft Environmental Assessment was developed* • *December 2005 Design included Reversible Managed Lanes* • *TxDOT had some funding issues, ran into some environmental constraints, and had some contract issues which caused the project to be delayed.* • *In April 2016 a new contract was awarded for the project* *Under the new contract the previous design and Environmental Assessment is being updated to match the North Central Texas Council of Government Mobility 2045 Plan and traffic for 2045; new alternatives were evaluated. The new recommended alternative would not have any tolls, toll lanes, managed lanes, reversible lanes or HOV lanes. The new recommended alternative has collector distributors that run along I–20 between US 287 and I–820. These collector distributor lanes would be free. The purpose of these lanes is to remove weaving from I–20 mainlanes. The current weaving on I–20 causes a lot of congestion today, the proposed plan would alleviate this problem.* *The recommended alternative does show the removal of the northbound entrance ramp from Meadowbrook Drive to Loop 820 and the removal of the northbound entrance ramp from Craig Street to Loop 820. Currently there are no new entrance ramps planned to replace these ramps.*
149	Rachel Piotrzkowski, On behalf of Texas House of Representatives Nicole Johnson Collier (House District 95, Fort Worth, Texas)	51	1B	07/05/2018	Email	Also, it has been brought to our attention that the plans show the removal of the northbound entrance ramp from Meadowbrook Drive to Loop 820 & remove the northbound entrance ramp from Craig Street. Will there be any new entrance opportunities for those losing their ramps? Thank you for your help!	Ramp Removal–Meadowbrook Drive	The intent of the recommended alternative is reducing the unsafe traffic vehicular weaving on the I–820 main travel lanes. Traffic from Meadowbrook Drive and Craig Street would still be able to access I–820 north, I–30 east and I–30 west. • Traffic from Meadowbrook Drive and Craig Street accessing I–820 north can go north through the Brentwood Stair intersection and use the existing entrance ramp continue on the proposed collector distributor road and access I–820 north. • Traffic from Meadowbrook Drive and Craig Street accessing I–30 east can go north through the Brentwood Stair intersection and to Handley Drive, take a left and use the existing entrance ramp on Handley Road near Works Street to access I–30 east. • Traffic from Meadowbrook Drive and Craig Street accessing I–30 west can take a left (go west) at Brentwood Stair Road, take a right (go north) at Bridgewood Drive, and take a left at the access road (between Bridgewood Drive and Bridge Street) and left onto the existing entrance ramp to I–30 west. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and

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								may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
150	Josselynn Thomas, On behalf of Texas House of Representatives Nicole Johnson Collier (House District 95, Fort Worth, Texas)	51	2	08/02/2018 08/06/2018	Email Mail	[The letter below was emailed on 08/02/2018 and sent to mail on 08/06/2018]. Please see attached hearing request letter from Representative Nicole Collier regarding the Southeast Connector Project. There is a hard copy on the way as well. Do not hesitate to let me know if you have any questions and or concerns. I want to thank you and your team's continued efforts to bring awareness about the progress of the Southwest Connector Project (hereinafter referred to as the "Project"), to the community. We in House District 95 are delighted to see expanded and improved infrastructure in the community as we know with that comes jobs and economic development. However, since the July 19, 2018, public meeting about the project I have been contacted by my constituents with concerns in the plans that indicate elimination of the northbound entrance ramp of Meadowbrook off Loop 820, and the removal of the north bound entrance ramp of Craig Street. It also is my understanding the next Phase of the project is the "Prepare Preliminary Design & Environmental Assessment" study for proposed improvements to the Project. Therefore, I am requesting a public hearing to provide my constituents with an opportunity to ask questions, receive additional information and express concerns about the Project, for the official public record and before any final decisions are made. My office and I are willing to assist in locating an appropriate venue if this will help facilitate the hearing process. If you have any questions, please call me at 817–332–1180.	Public Involvement	Since the July Public Meeting, Rep. Collier has hosted two Town Hall meetings with TxDOT and her constituents. TxDOT presented additional ramping options that are being evaluated. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. In 2020, a Public Hearing for the proposed project is anticipated to be conducted. This recommended alternative is preliminary and subject to change. Further options would be evaluated concerning the ramping near Craig Street. Additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include owner displacements.
151	Carson Krook	52	1	07/23/2018	Email	I live in the area that will be impacted by the Southeast Connector project. I am requesting that TxDOT conduct a noise study to assess the impact on residents.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise. .
152	Mark Reynolds	53	1	07/25/2018	Email	I would like to request a noise study for the Southeast Connector Reconstruct I–20/I–820/US 287 Interchanges.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public

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								involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
153	Pete Jensen, Jr.	54	1	07/25/2018	Email	The Southeast Connector project will significantly increase traffic noise with regards to the location of the back of my house. We already experience an enormous amount of noise from the center barrier installation a while back and even with the new replacement windows I installed, we hear constant traffic noise.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
154	Darlene E. Watkins	55	1	07/26/2018	Email	Please consider my credentials to represent TxDOT for current and future public involvement work, including the Southeast Connector. I strongly feel that my background as a public and community outreach specialist in Austin and Atlanta is a solid platform to partner with TxDOT on a range of projects. Reaching out to citizens about issues that concern their quality of life has been my calling for over 15 years. I now make Fort Worth my home and continue to be very interested in public and community involvement projects. I have previously worked for TxDOT at stakeholder meeting events in Austin. Currently I am a sub–subcontractor for a TxDOT statewide disparity study. I am HUB, MBE and WBE (Austin and Fort Worth) certified. Please find attached a matrix of my project work.	Solicitation	Comment noted. TxDOT career or business opportunities are available through TxDOT.gov.
155	Katie Morrissey	56	1	07/26/2018	Email	I'm requesting an evaluation of a noise barrier along the Southeast Connector and there be a sound barrier be built between my home and the freeway. I live about one block south of I–20 and can already hear a lot of road noise and the development of the Southeast Connector will make the problem immensely worse.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
156	Tim Shelfer	57	1	07/21/2018	Email	I live just south of I–20, off of Green Oaks Boulevard. Even 400 yards (as the crow flies) from I–20, I can hear freeway traffic noise at night. As this study is conducted, I would like to request a noise study be done, with consideration for installing noise barriers. Thanks in advance.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
157	Dee Warner	58	1	07/21/2018	Email	Requesting noise study on Southeast Connector project.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of*

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								Roadway Traffic Noise. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
158	Patrick Adams	59	1	07/22/2018	Email	I request that a sound study be completed for The Southeast Connector Project. Freeway noise is already too high for our neighborhood. This project will make it worse.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
159	Rick Higgins	60	1	07/23/2018	Email	I believe the homes in our area will be greatly affected by the additional noise levels with the planned southeast connector project. Please include a Noise study and a noise–reducing barrier in your project plans. My home backs up to I–20, and I know how extremely unpleasant the noise levels are today!	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
160	Kathryn Kroll, Resident & President of Brentwood Oak Hills Neighborhood Association	61	1	07/27/2018	Email	Please make the large map sections you had printed out on the tables for the "flyover" view available on your website for residents to more closely study.	Public Involvement	All handouts and exhibits presented at the July 19, 2018 Public Meeting are posted on TxDOT's website: *https://www.txdot.gov/inside–txdot/get–involved/about/hearings–meetings/fort–worth/071918.html*
161	Kathryn Kroll, Resident & President of Brentwood Oak Hills Neighborhood Association	61	2A	08/03/2018 08/06/2018	Email Mail	[Ms. Kroll submitted the following statements via Email (08/03/2018) and via mail (08/06/2018)] I attended the Public meeting for the expansion project. The best display you provided was the table "flyover" map. However, that map with all the new ramps and closing of existing ramps was NOT available on the website for further study. A flyover video for south of I– 30 was also not available on the website. I am glad I took as many photos as I did. I have multiple concerns about the proposed construction in my immediate neighborhood. 1. I STRONGLY OBJECT to the closing of the south bound I–820 entrance ramp at Brentwood Stair Road. • That access point is heavily used morning and evenings, and throughout the day. I have sat and counted: out of 25 cars coming from the eastside of Brentwood Stair Road, and turning left at the service road, 24 enter the freeway at that ramp. • This ramp is also a key access point for emergency vehicles responding to accidents in the hot spots on I–820. • Forcing the Ambulances, Police and Fire vehicles to drive a mile down the service road, barge thru the stopped traffic at	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	Individual layouts are available on our website. A flyover video of the total project would be provided at a future Public Hearing. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. Ramp design for the recommended alternative is still in progress. While all ramps to be reconstructed must comply with current design standards, every effort will be made to maintain access to adjacent businesses and homes. TxDOT would consult with the City of Fort Worth's emergency services to review the recommended alternative and its impact to response times.

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						Meadowbrook, to drive another half mile before entering the freeway will surely result in a fatality. • Delayed response time due to road flow and traffic congestion is unacceptable. • There are no indications of planned road improvements for Brentwood Stair between Bridgewood Drive and Handley Drive. 2. I STRONGLY OBJECT to the closing of the north bound 820 entrance ramps at Meadowbrook Drive. • That access point is crucial to accessing east or west bound Interstate 30 via the flyover ramps built in the 1990s. Your proposed plan to force traffic to Brentwood Stair and the access ramps on Bridgewood Drive is going to be a nightmare every morning and evening. • Residents of BOHN will not be able to easily enter or leave the neighborhood at Brentwood Stair Road, as the amount of traffic blocking the street at the intersections will become treacherous. • The 2 blocks of road between the light at Bridgewood Drive (at the Whataburger) and the light at the I–820 intersection is already crumbling, patched up and suffering from the increased traffic from I–30 and Loop 820. It is insufficient and not built for additional cars and heavy–duty construction trucks. • Residents of the Eastside have PAID for the construction that created the 1–30 access ramps, and it is wrong to deny residents access to a road they requested and paid for. • Forcing West bound I–30 traffic to use Brentwood Stair, Bridgewood Drive the "street with no name" to access the west I–30 entrance ramp will add almost 20 minutes to everyone's boring commute downtown due to the increased traffic and badly timed light. It will increase congestion in the BOHN area, block access to the businesses there and create further road degradation.		
162	Kathryn Kroll, Resident & President of Brentwood Oak Hills Neighborhood Association	61	2B	08/03/2018 08/06/2018	Email Mail	3. I STRONGLY OBJECT to the proposed design of the Craig Street bridge. It needs bicycle lanes and sidewalks. • Craig Street is the main access point to several community meeting places, including the Handley–Meadowbrook Lions Club on Craig Street which serves children with physical handicaps, and the soon to be upgraded Handley–Meadowbrook Recreation Center, and the football field owned by the FWISD. • Current design does NOT include any bicycle or pedestrian space on the bridge. This bad design will prevent school aged children residing on the west side of I–820 from accessing the Rec Center or football field, because most parents will not allow their children to walk or ride a bicycle across an interstate on cars–only roadway. • Residents of the Eastside have PAID for the construction that upgraded the Handley Recreation Center, and it is wrong to deny residents access to a public facility they requested and paid for.	Sidewalks/Bicycle Lanes	The Public Meeting layouts did not show sidewalks along the Craig St. bridge. Bicycle and pedestrian access over I–820 would be provided through widening the Craig Street bridge to accommodate a dedicated bicycle/pedestrian pathway that is safely separated from the Craig Street vehicular traffic. This alternative was presented at Town Hall community meetings and would be posted at txdot.gov, search keyword: Southeast Connector.
163	Kathryn Kroll, Resident & President of Brentwood Oak Hills Neighborhood Association	61	2C	08/03/2018 08/06/2018	Email Mail	4. I STRONGLY OBJECT to the removal of the Pedestrian Bridge for many of the same reasons. • The pedestrian bridge connects both sides of our neighborhoods, and is an access point to several community meeting places, including the Handley–Meadowbrook Lions Club, the Handley–Meadowbrook Recreation Center, and the FWISD football field. • Preventing children from accessing services or school activities designed for them is just wrong. Eastside residents requested and paid for the pedestrian bridge.	Pedestrian Bridge	An alternative to replace the pedestrian bridge was evaluated and presented at a Town Hall Meeting. This alternative would be posted at txdot.gov, search keyword: Southeast Connector. This alternative was not recommended for implementation due to the need for additional right–of–way, proximity to major overhead utility, cost, and public input.

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164	Mr. and Mrs. Kyle Kimball	62	1	07/28/2018	Email	As a resident of Handley, I know the traffic issues in this area. All residents will have great difficulty navigating the neighborhood if your proposed ramp closures happen. I do not see how the police and fireman will have adequate response times if area traffic is even more thoroughly congested. The ramps at Meadowbrook Drive–Brentwood Stair Road and I–820 is highly congested at certain times of the day, and if all of the traffic must go elsewhere, it will be even worse. Please reconsider the closing of these entrance and exit ramps in this area. The traffic congestion will only grow exponentially as the city grows. Please respect the lives and people of this area and redraw the plans to close ramps on and off I–820 at Craig Street, Meadowbrook Drive, and Brentwood Stair Road. Thank you for your consideration.	Ramp Removal – Brentwood Stair Road, Craig Street, Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. Ramp design for the recommended alternative is still in progress. While all ramps to be reconstructed must comply with current design standards, every effort will be made to maintain access to adjacent businesses and homes. Local cross street traffic patterns would be considered during the evaluation of ramping alternatives.
165	Craig Smesny	63	1	07/23/2018	Email	The noise is already bad so I have no doubt the planned southeast connector project it will make it worse. Please include a noise study and a noise–reducing barrier in your project plans.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
166	Ruby Westbrook	64	1	07/25/2018	Email	I am concerned about the plans for I–820 from I–20 to Brentwood Stair Road. I use the Craig St. access ramps on both side multiple times daily. I commute all over Fort Worth daily & the easy access to the highway was one of the determining factors when I purchased my home on Forest Avenue. Please reconsider eliminating Craig St. highway access.	Ramp Removal–Brentwood Stair Road and Craig Street	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. Ramp design for the recommended alternative is still in progress. While all ramps to be reconstructed must comply with current design standards, every effort will be made to maintain access to adjacent businesses and homes.
167	Ann Davenport	65	1	07/22/2018	Email	We deal with excessive noise since Green Oaks Boulevard runs right behind our home. Now with the Southeast Connector Reconstruct I–20/I–820/Hwy 287 Project we feel these changes will increase the noise we already hear from I–20. We understand the need for this project but would like to request a traffic noise study for possible sound barrier. Thank you.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
168	Lisa Bruce	66	1	07/21/2018	Email	I'd like to request that a sound study be conducted to evaluate the impact of the proposed Southeast Connector Project on my neighborhood. I understand that a new service road will run from	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to

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						Green Oaks Boulevard to Park Springs Boulevard and am concerned the traffic noise level will adversely affect my home in Overland Stage Estates.		potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
169	Deb Brown	67	1	07/21/2019	Email	I would like to request a that a noise study be completed and a noise–reducing barrier wall be installed between the highway and our homes near Green Oaks Boulevard and I–20.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
170	Carol Kudlaty	68	1	07/22/2018	Email	My home at 5003 Overridge Drive will be affected by the increased noise of an expanded I–20, I would request that a noise study be completed and a noise–reducing barrier wall be installed between the highway and the homes of my neighborhood.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
171	Stan Beal	69	1	07/27/2018	Email	I currently use the Meadowbrook Drive entrance ramp to 820 N, then I take the westbound I–30 flyover. This my daily commute. I understand there is a proposal to close the Meadowbrook ramp. I would then have to go to Brentwood Stair Road, then Bridgewood Drive, then to I–30 west. Brentwood Stair Road is already congested at I–820 because of neighborhood traffic heading to I–820 and I–30. In addition, there are numerous restaurants and a QuikTrip gas station there. To add traffic from Meadowbrook Drive trying to get to I–30 will create an even bigger mess. Thank you for your consideration.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
172	Randy Madden	70	1	07/28/2018	Email	I use the N & S Meadowbrook Drive entrance & exit ramps to I–820 often. I DO NOT want to see any of these entrances/exits eliminated in the new I–820. Also, the S entrance ramp at Bridgewood Drive to I–820 elimination would cause way too much traffic to then have to go through the Meadowbrook Drive intersection.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
173	Michael Jeter	71	1	07/29/2018	Email	Requesting sound barrier study, very concerned about noise level and traffic.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties).

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								Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
174	Michael and Lareta Jeter	71	2	07/29/2018	Email	Please do not connect it to our neighborhood as crime would increase.	Project Opposition	TxDOT is proposing a frontage road between Green Oaks Boulevard and Kelly Elliott St. Any future street connections to or from the frontage road would need to be approved through the City of Arlington and TxDOT.
175	Susan Batdorf	72	1	07/29/2018	Email	How can I obtain more detailed information on the Southeast Connector? From what I have read, I do not see how it will help. – Thank you.	Public Involvement	TxDOT responded to the commenter by email providing the link to the requested information: *https://www.txdot.gov/inside–txdot/get–involved/about/hearings–meetings/fort–worth/071918.html* The recommended alternative would provide additional capacity and operational improvements that would help reduce congestion.
176	Linda Estoll	73	1	07/29/2018	Email	We are requesting a sound study for the neighborhood bordered by HWY 287 service road and I–20 at Green Oaks Boulevard. With the additional lanes, this is going to adversely affect the noise level of our neighborhood. Thank You.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
177	Angela Linman	74	1	07/29/2018	Email	We live very near I–20. We would like to request that a noise study be completed and a noise–reducing barrier wall be installed between the highway and our homes.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
178	Sharon Warren	75	1	07/29/2018	Email	Requesting sound study as it relates to my home in relation to the southeast corridor project.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
179	Edward Casas	76	1	07/30/2018	Email	Southeast Connector Reconstruct I–20/I–820/US 287 Interchanges Noise Study needed.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties).

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								Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
180	Tracey Norris	77	1	07/30/2018	Email	We would like to request a noise study for Overland Stage and our home. Thank you!	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
181	Susan McDuff	78	1	07/30/2018	Email	Please conduct the noise survey to determine the noise factor for expansion if I–20 near the east bound Green Oaks Boulevard service road. My home backs up to the woods of I–20 at the end of the service road. Thank you very much. I have resided in my home for 35 years, original owner.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
182	Don Hay	79	1	07/30/2018	Email	For the Southeast Connector Reconstruct I–20/I–820/US 287 Interchanges Project, I request that a noise study be completed and a noise–reducing barrier wall be installed between the highway and our homes in the Overland Stage section of Arlington, TX. Thank you.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
183	Stephen Pimlott	80	1	07/30/2018	Email	RE: Southeast Connector Project; noise abatement request. Would you please perform a sound level analysis of existing noise levels along I–20 that will be affected by this project? I am confident the results will give credence to the need for some type of noise abatement construction between our homes and the I–20 traffic lanes.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
184	Ms. Elizabeth Sicks	81	1	07/30/2018	Email	Our home is between US 287 and I–20. We request a noise study in relation to the impact of the highway projects. We value that our house is in a quiet location. Thank you.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties).

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								Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
185	Betsy Parchem	82	1	07/30/2018	Comment Form (Emailed)	Please see my attached comments and concerns about the proposed construction of the Southeast Connector and the elimination of the on/off ramps for Meadowbrook Drive. If you could please reply and let me know that this was received, that would be much appreciated. Thank you. Dear TxDOT, If the ramp to and from I–820 from Meadowbrook Drive must be eliminated, the very least TxDOT can do is provide a direct ramp to/from I–30 east–and westbound in the same Meadowbrook Drive area from the I–820 service road. The very most TxDOT can do is not remove the ramps. My family uses these ramps daily to access I–820 and I–30. That being said, please do not remove the ramps, as removing those ramps and forcing traffic that goes to I–30 will cause unavoidable burden to the side streets along I–820. Thank you for taking time to read my comment.	Ramp Removal–Meadowbrook Drive	TxDOT responded to the commenter by email informing them that comment was received. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. Ramp design for the recommended alternative is still in progress. While all ramps to be reconstructed must comply with current design standards, every effort will be made to maintain access to adjacent businesses and homes.
186	Linda Coyle	83	1	07/30/2018	Email	I back up to I–20 just as your using the Green Oaks Boulevard feeder road about 150 feet before you hit I–20. The noise is getting to be horrible. I have lived there since 1989. How do I put my name on the list as a person interested in having the noise study done?	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
187	Linda Coyle	83	2	08/02/2018 (follow–up email to the 07/30/2018 email)	Email	"I sent in another Email but received nothing back that you received. I am very concerned about this new southeast corridor project and the impact on traffic and increased noise level. I have lived right by the highway since 1989 and the noise level continues to rise. Please, please, please put up a noise barrier so we don't have to listen to the noise. Please reply to my Email just letting me know you received. Thanks"	Traffic Noise Analysis	TxDOT responded to the commenter by email informing them that comment was received. A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
188	Heather Wilhoite	84	1	07/30/2018	Email	I'll get straight to it. Without permanently removing any ramps, I support adding general use (i.e. free) lanes to I–820 from Meadowbrook Drive to Brentwood Stair Road to alleviate commuter congestion. Does one of the proposed alternatives include this solution?	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	No, all the proposed alternatives include removing ramps to comply with current design standards and minimum required distances between entrance and exit ramps. The No Build and recommended alternatives are still being considered.

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						I'd like to make the existing ramps safer, sure. I'd be open to hear about what could improve or even replace the existing ramps. But eliminating these ramps without offering a permanent solution is a disservice to the people who reside, conduct business, or have relatives in Eastside communities, myself included. It will create an increased barrier to safety by impeding emergency services to local residents in favor of those passing through. Forgive me if I've misunderstood anything here. I am open to any clarifying information you may have.		This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
189	Elizabeth Bowers	85	1	07/30/2018	Email	I would like to request that a noise study be completed and a noise–reducing barrier wall be installed between the highway and our homes regarding the Southeast Connector Project. I live in Overland Stage Neighborhood in SW Arlington.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
190	Melissa Cunningham	86	1	07/30/2018	Email	I would like to request that a noise study be completed and a noise–reducing barrier wall be installed between the US 287. Please do not add to our noise level. Thank you.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
191	Jann Jackson	87	1	07/30/2018	Email	I am requesting a noise study concerning construction on I –20 and US 287. Thank you	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
192	Jerry Jackson	88	1	07/30/2018	Email	Requesting a noise study for the I–20/US 287 interchange projects.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.

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193	Tom and Cynthia Scott	89	1	07/30/2018	Email	Regarding the Southeast Connector project, we would like to request that a noise study be completed and a noise–reducing barrier wall be installed between the highway and our homes.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
194	Susi Babb	90	1	07/31/2018	Email	Our lives will be greatly impacted if TxDOT closes ramps along I–820. Please reconsider the closing of the entrance and exit ramps at Meadowbrook Drive and Craig St. These ramps are vital to our side of town. Meadowbrook Drive is a major thorough fare and the ramps should not be taken away. You will be cutting us off from I–820 and causing unbelievable congestion to our side of town. If you don't believe me, just take a drive down Meadowbrook Drive or Brentwood Stair Road and experience all of the traffic that currently use these intersections. I cannot fathom how or why you think that this is a good idea. The magnitude of traffic congestion will only grow with the planned addition of homes to the eastside. Please, Please, Please do not do this to our neighborhoods!!!	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
195	Richard North	91	1	07/31/2018	Email	In your expansion plans for I–20 re the above project, please include a noise abatement study and install a noise–reducing barrier between our Overland Stage homes and I–20.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
196	Heather Boggs	92	1	08/01/2018	Email	Regarding the Southeast Connector Project, I would like to request that a noise study be completed and a noise–reducing barrier wall be installed between the highway and our homes in the Overland Stage Subdivision. Thank you in advance.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
197	Mary Moss	93	1A	08/01/2018	Email	I would like to voice my opinion on the Southeast Connector project and the closure of certain on/off ramps here in the Handley area. I have been driving our Handley neighborhood for a long, long time and the proposed closures would be disastrous for us Handley Residents. We have very high traffic volume on our side roads as it is but your proposed closures would cause even a larger backlog of traffic. TxDOT spent millions of dollars building easy access to I–30 off of I–820 and now that will be taken away from.	Ramp Removal	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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								Local cross street traffic patterns would be considered during the evaluation of ramping alternatives.
198	Mary Moss	93	1B	08/01/2018	Email	Commute times to work school as well as response times for emergency vehicles could easily double or triple due to the traffic that will now have to be on the side streets.	Traffic	A traffic study would be performed to determine the number of through and turning lanes for an acceptable level of service along the cross streets. The recommended alternative would be updated to include the required number of lanes, contingent upon available right–of–way limitations.
199	Mary Moss	93	1C	08/01/2018	Email	Our Station 24 is the busiest in the city and I would hate for people to lose their lives because of decisions that TxDOT made without carefully reviewing the severity this project has the potential to cause. A cookie–cutter approach does not always work. I am strongly opposed to the current plans and feel that TxDOT needs to perform more research before finalizing this project. Thank you.	Project Opposition	The recommended alternative would not remove access to I–820 for City of Fort Worth Fire Station #24 (located at 3101 Forest Avenue near Lancaster Avenue). Moreover, the Fire Station's access to Lancaster Avenue would remain unchanged. Reconfiguring the Lancaster Avenue/I–820 interchange as shown on the recommended alternative would actually provide more direct access to I–820 from Lancaster Avenue to all users (including emergency vehicles) than the existing loop ramp configuration. TxDOT would consult with the City of Fort Worth's Fire Department to review the recommended alternative and its impact to response times.
200	David Oliver	94	1	08/01/2018	Email	Requesting a noise study on the proposed work on I–20 and Green Oaks Boulevard area.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
201	Richard Pullen	95	1	08/01/2018	Email	We need to keep the Meadowbrook Drive on Ramp going northbound on the Loop 820....This is needed to preserve sensible traffic patterns in our neighborhood and avoid future congestion.... Your attention in this matter will certainly be appreciated.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. Local cross street traffic patterns would be considered during the evaluation of ramping alternatives.
202	Patrick Garner	96	1	08/01/2018	Email	As I lifelong Eastside I stand in opposition to any plans that include doing away with northbound entrance ramps to Loop 820 from Craig Street & Meadowbrook Drive. Losing the Meadowbrook Drive ramp would surely have a crippling effect on our neighborhood.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
203	Douglas Garner	97	1	08/01/2018	Email	We need to keep the Meadowbrook Drive onramp to Loop 820 going northbound. We do not need the congestion and confusion in our neighborhood that would be caused by its removal. This ramp is essential for people wanting to get access to I–30 both east and west.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector.

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								Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
204	Lauren and Ross McCoy	98	1A	08/01/2018	Email	As a long time east Fort Worth residents, we implore you not to allow the closure of the I–820 and Brentwood Stair Road exit. The current area is mostly sustained by the presence of Quick Trip and the easy access to I–820 from this area. Should you close off freeway access, we fear the unlawful elements will have a great safe haven in which to expand. By having QT there and easy access on/off of I–820, we allow many citizens to cross through the area, thus keeping the static elements from persisting.	Ramp Removal–Brentwood Stair Road	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
205	Lauren and Ross McCoy	98	1B	08/01/2018	Email	Consider also the impact on our fire department, EMS and police department –they will likely all have to change their deployment plans, thus delaying vital emergency response time to our very deserving citizens.	Project Impacts to Emergency Services	TxDOT would consult with the City of Fort Worth's emergency services to review the recommended alternative and its impact to response times. Please note that although the recommended alternative alters ramping throughout the I–820 corridor, access to I–30 from I–820 (via Brentwood Stair Road, Meadowbrook Drive, and Craig Street) would still be available.
206	Barney Odom	99	1	08/01/2018	Email	Please include noise barriers when completing this Southeast Corridor project. I live at Green Oaks Boulevard and I–20. My house backs up to the Green Oaks Boulevard entrance to I–20. The noise is getting ridiculous. Please contact me by phone as I have no Email address but had to use my neighbors since it would let the form go thru. thanks	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
207	Pastor Jim and Peggy Borchert	100	1	08/01/2018	Email	My husband Jim and I have heard about TxDOT's proposed elimination of the on–ramp to IH–820 going northbound from the light at the Meadowbrook Drive bridge. This is causing us great concern. It is very convenient for us to use the on–ramp going North from Meadowbrook Drive to IH 820 and to IH 30 many times each week. We have used this route for years. It gives us easy access to businesses we frequent on Bridge Street as well as restaurants and businesses in Richland Hills and Hurst including the Mall. My husband is a pastor of 2 churches, one in Fort Worth and one in Dallas. We use this ramp to go to both churches throughout the week. We do not want this ramp eliminated because it would prove to be a great hardship and inconvenience to us. My husband and I have been active in the Republican Party since 1988. We both have been precinct chairs and he is currently the Republican precinct chair of our precinct 1012. We have helped many Republican office holders with their campaigns including Betsy Price. Please let me know if you have received my Email concerning this matter.	Ramp Removal–Meadowbrook Drive	TxDOT responded by email to commenter acknowledging receipt of email. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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208	Fred Bishop	101	1	08/02/2018	Email	Reference the southwest connector reconstruction. I–20/I–820/US 287 noise study to be completed & noise reducing barrier. We are for the project and concerned about the current noise issue and congestion on I–20 exit 447 where we live. You must post signs for the 18 wheelers that continue using J–Brakes going east bound NOW.	Project Support/Traffic Noise Analysis	Thank you for your comment and support of the project. A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise. The City of Arlington would be responsible for all ordinances regarding use of air brakes. TxDOT contacted the city to inquire if they currently have an ordinance restricting the use of air brakes--they currently do not.
209	Marjorie Brantley	102	1	08/02/2018	Email	Decades ago Handley was accessed by Fort Worth. Now, it seems you are cutting it off for businesses and homes in this area. Makes you wonder what other services will be taken away in the future. Please don't shut off the roads that you are proposing.	Access	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. This recommended alternative was 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 utilized then other local streets would have to be used to access to Craig Street. Please note that additional right–of–way (property acquisition) would be necessary along the I–820 frontage roads and would include owner displacements. TxDOT will make every effort to avoid/minimize impacts.
210	Craig Marquis	103	1	08/02/2018	Email	Request a noise study be performed before work begins on the I–20/I–820 project. My home is close to I–20 in the Overland/Stagecoach area.	Traffic Noise Analysis	A traffic noise analysis would be conducted as part of the environmental review to determine the potential noise impacts to potential receivers (including adjacent residential and commercial properties). Traffic noise throughout the project limits would be evaluated in accordance with TxDOT's *Guidelines for Analysis and Abatement of Roadway Traffic Noise*. In the event that noise abatement is determined reasonable and feasible for the project, further public involvement efforts would be utilized to communicate the options available to adjacent property owners to mitigate the noise.
211	Samuel Frankenfield III	104	1A	08/02/2018	Email	My name is Samuel Frankenfield III and I live in the Handley neighborhood of east Fort Worth. I am sending this Email to voice my opposition to certain points of the Southeast Connector Project (SECP). I understand that part of the SECP includes removing the ramp from Meadowbrook Drive onto north–bound East Loop 820. I am strongly opposed to this proposal as I use that ramp literally seven days a week. The removal of that ramp would double the amount of time it takes for me to get to work, church and my other weekend activities.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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212	Samuel Frankenfield III	104	1B	08/02/2018	Email	I am also opposed to the proposed removal of the Craig Street bridge that crosses East Loop 820 as it provides a handy, less–congested, stress–free alternative to crossing over on either Meadowbrook Drive or Lancaster Avenue. Thank you for your consideration, and I trust you will see the wisdom in keeping both of these features available to the folks that actually live here and use them on a daily basis.	Access	The recommended alternative would not remove the Craig Street bridge–it would be replaced in its existing location. However, the existing pedestrian bridge, located north of Craig Street, would be removed. Bicycle and pedestrian access over I–820 would be provided through widening the Craig Street bridge to accommodate a dedicated bicycle/pedestrian pathway that is safely separated from the Craig Street vehicular traffic. This recommended alternative was 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 utilized then other local streets would have to be used to access to Craig Street.
213	Janice Butzky	105	1A	08/03/2018	Email	As a resident of Meadowbrook since 1952, I have been in this area since my parents built a house in Meadowbrook when it was a virtual wilderness. As a child, I watched the areas of Handley, Eastern Hills, Brentwood Oakhills, Ryanwood, Central Meadowbrook and West Meadowbrook develop and greatly increase in population. I grew up in the area, attended schools in the area, graduated from TCU, moved to Dallas for 8 years, and then returned to the same home I grew up in when my parents died. The growth and prosperity of the area has been phenomenal. In other words, I have been in the area for 66 years. Today, I regularly travel from Rosedale, past Brentwood Stair, past Randol Mill Road. I know the problems well. At Randol Mill Road, the access ramp to I–820 feeds into two lanes of traffic which have just come from 3 lanes down to two. People have to stop and let the people on I–820 from the on–ramp feed into an otherwise slowdown of the right–hand lane. Closing the lanes back behind this particular street will further impact this particular on–ramp in that it will make more people living in Meadowbrook, Handley, Eastern Hills, Brentwood Oakhills, Ryanwood, etc. to use Randol Mill Road on ramp to go North which is an alternative route to get to Dallas via TExpress and points north. By shutting down the Meadowbrook Drive on ramp going North, traffic going to downtown Fort Worth and Dallas on I–30 will be greatly impacted. Also, most ambulances use Meadowbrook Drive to get to the Medical District and the major hospitals in the area. The area needs all of the existing on ramps. The problem exists where three lanes feed into two. This is where the slowdown happens and it is that way all the way out to the intersection of SH 121 and I–820. There is plenty of room in the area to make three lanes of traffic and leave all the existing entrance ramps as is. It will however need to have a couple of bridges either refurbished or completely replaced. Please reevaluate your plans for shutting down Meadowbrook Drive on and off ramps to I–820 because thousands of people will then have no other alternative than to use an already dangerous and slow down for traffic at the on ramp of Randol Mill Road. What is really needed is additional lanes from Randol Mill Road out to the intersection of Hwy 121 and I–820 and the TExpress. The closing of Brentwood Stair Road on and off ramps will further add to the congestion because White Lake Hills and Woodhaven is	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	The northern I–820 project limit for the Southeast Connector project is the Brentwood Stair Road. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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						widely used to access I–820 to go North to Dallas, via the TEXpress and points North.		
214	Janice Butzky	105	1B	08/03/2018	Email	Anyone with a knowledge of the area knows the area of Brentwood Stair Road and I–820 realizes the traffic congestion that already exists is dangerous, adding all the traffic from Meadowbrook Drive and Craig St. will be a total nightmare and in my estimation will lead to further congestion and slowdown. The magnitude of traffic congestion will only grow with the planned addition of homes to the community. Please respect life and people and redraw the plans to have ramps on and off I–820 at Craig Street, Meadowbrook Drive, and Brentwood Stair Road.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. A traffic study would be performed to determine the number of through and turning lanes for an acceptable level of service along the cross streets and frontage road intersections. The recommended alternative would be updated to include the required number of lanes, contingent upon available right–of–way limitations.
215	Allison Butz, Executive Director Eastside Ministries of FW	106	1	08/03/2018	Email	As a representative of a community agency in East Fort Worth, I implore y'all to reconsider removing ramps from Meadowbrook and Brentwood Stair Road in the upcoming Southeast Connector project. East Fort Worth is a high–needs area with waning economic development––while we are working hard to change that, systemic isolation through the elimination of ramps that are main arteries through the Eastside will economically alienate our neighborhoods that are in need of additional support. Business on Meadowbrook Drive is declining steadily, we've already lost our grocery stores. If these ramps are eliminated, this will directly cause the blight of abandoned storefronts from the businesses still holding on. This will crush our attempts to revitalize the area. The population we serve are often people with limited mobility and access to society at large. People on fixed incomes, and people who work very hard to make ends meet, but aren't able to make it stretch quite enough. Eliminating these ramps and doing damage to the economic possibilities of the Meadowbrook, Eastern Hills, and Handley communities will make it that much harder for these families to stretch––and will absolutely increase the client load of agencies like Eastside Ministries, when we are already struggling to keep up with demand. Meadowbrook alone is an incredibly high traffic intersection. What kind of study was done to determine we could afford to lose the ramps? Were economic impacts considered, as well as total use? Please reconsider this decision.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Local cross street traffic patterns would be considered during the evaluation of ramping alternatives. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. TxDOT has not conducted an economic study but would strive to minimize potential direct, indirect, and cumulative impacts for the project study area. As part of the environmental document, a community impacts analysis (using census data, community cohesion, travel pattern assessment, displacements, environmental justice, and limited English proficiency) would be assessed for the recommended alternative.
216	Ginger Booker	107	1	08/03/2018	Email	I am sure that I do not have all information regarding this, however, on social media I saw a post about closing the Craig St & Meadowbrook Dr Exits off of E Loop 820 Ft Worth TX Stating today 8/3/18 was last day for comments. This would make travel to and from my home more difficult. I do not want Meadowbrook Dr. exit to be closed. Thx.	Ramp Removal–Craig Street and Meadowbrook Drive	The recommended alternative shows reconstructing the northbound and southbound I–820 Meadowbrook Drive exits. The Craig Street exits would be closed but access would be provided through the southbound I–820 exit to Meadowbrook and to northbound I–820 exit to Lancaster Avenue. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may

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								include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
217	John Booker	108	1	08/03/2018	Email	My wife heard that Craig St and Meadowbrook Dr exits might be closed off Loop 820. That would make getting on and off the freeway much harder Please do not close Meadowbrook Dr exit. Thank you.	Ramp Removal–Craig Street and Meadowbrook Drive	The recommended alternative shows reconstructing the northbound and southbound I–820 Meadowbrook Drive exits. The Craig Street exits would be closed but access would be provided through the southbound I–820 exit to Meadowbrook and to northbound I–820 exit to Lancaster Avenue. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
218	Rose Mary Crager/Ron Wertz	109	1	08/03/2018	Email	Attached are my comments about the reconstruction of ramps on I–20, I–820 and US 287. Please take into consideration the ingress and egress impact to small businesses located in the areas you propose to remove ramps along I–20, I–820 and US 287. Wildcat Cranes is a 24–hour company and getting to I–820, I–20, and I–30 safely with long heavy equipment and other commercial equipment is a major concern without putting employees and equipment in unsafe situations. If all the proposed exits are closed and rerouted this will hinder the ingress and egress of getting our equipment onto the highway safely. The best course of action would be to leave the current freeway entrance and exit ramp configuration the way they are currently constructed. The current configuration allows Wildcat Cranes to move their equipment to job sites safely. The existing on–ramps and exit–ramps also allows our customers to vendors easy access to our business. If the ramps are reconfigured as proposed, getting oversized equipment to and from I–820, I–20 and I–30 would impact employees and equipment safety. Our customers and vendors would have a harder time getting to us and in the process, Wildcat Cranes could lose customers and essential vendor services.	Access	The final design of all ramping within the project limits, would comply with TxDOT design standards. This would include proper separation distances between ramps on freeway mainlanes, safe stopping sight distances on ramps, and desirable spacing between exit ramps and cross–street intersections. Near Wildcat Cranes, the northbound I–820 exit to Martin Street and the northbound I–820 entrance from Wilbarger Street were removed in the recommended alternative to reduce weaving and improve safety. TxDOT is enhancing local circulation by extending the southbound I–820 frontage road from Wilbarger Street to connect to Carey Street along US 287. Ramp design for the recommended alternative is still in progress. While all ramps to be reconstructed must comply with current design standards, every effort would be made to maintain access to adjacent businesses and homes.
219	Cassie Anderson	110	1	08/03/2018	Email	Please keep the Meadowbrook Drive and Brentwood Stair Road ramps. By taking them away, it will cut off much of the neighborhoods from the highway.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
220	Stacie Judson	111	1	08/03/2018	Email	Please do NOT continue with this project. You will KILL the east side of Fort Worth! It needs help, not hindrance! Thank you.	Project Opposition	TxDOT would continue to evaluate the No Build alternative during the environmental study.
221	Amanda Rozenboom	112	1	08/03/2018	Email	I live near Meadowbrook Drive and I–820. DO NOT REMOVE THE Southeast RAMPS! This would destroy so much of our community	Ramp Removal–Meadowbrook Drive	The recommended alternative includes the reconstruction of the southbound entrance I–820 Meadowbrook Drive entrance ramp. The southbound I–820 entrance from Brentwood Stair Road and

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						and completely ruin any chances of revitalization. I use these ramps every single day. We need these ramps to stay! [Aerial Photograph of subject area attached].		northbound I–820 entrance from Meadowbrook Drive were shown in the recommended alternative to be removed. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
222	Marla Morris	113	1A	08/03/2018	Email	I am writing to implore you NOT to close the north and southbound ramps from Loop 820 to Meadowbrook Drive nor the southbound Brentwood Stair Road ramp as part of your Southeast Corridor project. In reviewing the "Congestion Levels/Delay" PowerPoint on your website, it seems this area would not be negatively impacted with increased congestion by 2040, whether you build or no–build. So, it would seem this aspect of the justification is irrelevant. My motivation for writing is also a personal one. My Dad was born in a house on Forest Avenue, grew up on Craig St. and Beatty St. and graduated from Handley High School. My uncles and aunt did the same. Many of my grandparents' siblings lived in the area as well. To you, it's just freeways and exit ramps, but to the people who live there and who grew up there, this is more personal. But it's economic, too. The Handley/Meadowbrook area has seen a significant revitalization over the past decade or so. Eliminating these ramps will make it more difficult to reach these neighborhoods, thereby cutting off the area and stunting the residential and commercial/retail growth momentum, which will decrease the property tax base, too.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive/ Economic Development	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. An updated congestion level map was presented at the Public Meeting that depicts regional 2045 congestion levels between the Build and No Build Scenarios. The No Build Scenario indicates severe congestion along I–820, while the Build Scenario indicates moderate congestion. A traffic study for the specific corridor would be performed to determine the number of lanes for an acceptable level of service along I–820 and the cross streets. The recommended alternative would be updated to include the required number of lanes, contingent upon available right–of–way limitations. TxDOT would strive to minimize potential direct, indirect, and cumulative impacts for the project study area. As part of the environmental document, a community impacts analysis (using census data, community cohesion, travel pattern assessment, displacements, environmental justice, and limited English proficiency) would be assessed for the recommended alternative.
223	Marla Morris	113	1B	08/03/2018	Email	As an aside, I'm also perplexed to see "severe congestion" projected in the 2040 "no–build" scenario for Hwy 183 from Loop 820 to Hwy 360 [as indicated on the Metropolitan Planning Organization's *Mobility 2045* congestion map], since you've just undertaken massive expansion and restructuring on that route.	Traffic	Comment noted. The reference SH 183 corridor is outside of the Southeast Connector study area.
224	Samantha Newman	114	1	08/03/2018	Email	The Southeast Connector Project plans show permanent closures of the ramps for Meadowbrook Drive Northbound and Southbound as well as the Southbound Brentwood Stair Road ramp. Closing these ramps will have a negative effect on my community, particularly for students attending Nolan Catholic H.S. and the many people who use the ramps to access Lancaster Avenue stores.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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225	Samantha Newman	114	2	08/03/2018	Email	I am writing in regards to plans to permanently close the north and south ramps for Meadowbrook Drive as well as the south ramp for Brentwood Stair Road. Closing these ramps will completely isolate my community from the rest of Fort Worth and cause even more traffic on Beach Street. Beach Street is already a nightmare during rush hours. The East Lancaster community was just named a Public Improvement District. The citizens of this neighborhood worked diligently for this distinction. Local businesses are paying additional taxes to promote the area and make it a safer place for families like mine. I love Meadowbrook! Many of us consider this to be Fort Worth's hidden gem. We know our neighbors, we have community parties, we even exchange desserts at the holidays. I don't know of any other place where there is such a strong sense of community. Please help us in promoting our neighborhood. Do not close off our access to I–30. This will destroy all the work we have put in to making Meadowbrook a thriving community.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated for access to Meadowbrook Drive and Brentwood Stair Road and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. The direct access from Lancaster Avenue would still be provided in all directions in the recommended alternative.
226	Melissa Rich	115	1	08/03/2018	Email	I saw the proposed changes on Facebook today. If this is true, and there are plans to remove the ramps from Meadowbrook Drive and Craig St., I would like to state my positions against such a proposal. Removing those ramps not only divides the neighborhood, but also cuts off both sides of the neighborhood from easy access to I–820. This will affect business and commuters alike. Please keep the ramps.	Ramp Removal–Craig Street and Meadowbrook Drive	The recommended alternative shows reconstructing the northbound and southbound I–820 Meadowbrook Drive exits and the southbound I–820 entrance from Meadowbrook Drive. 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 Lancaster Avenue. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
227	Diana Dirks	116	1	08/03/2018	Email	I would like to express my strong opposition over eliminating the Brentwood Stair Road/Meadowbrook Drive/I–820 exit ramps. They are a vital need and major artery for daily commuters. Eliminating these major on/off ramps would cause a huge negative impact to not only traffic congestion but the local businesses in the area. Please reconsider this as a viable option.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
228	Adriana Arreola	117	1	08/03/2018	Email	As a resident of the East Side of Ft. Worth for the past almost 10 yrs., the idea of TxDOT closing on ramps from my neighborhood onto and off of I– 820 from Meadowbrook Drive is very upsetting. I do not support this closure and will be very upset if this were to happen.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
229	Brad Patterson	118	1	08/03/2018	Email	I am a small business owner and extremely concerned home owner in the Meadowbrook/Eastern Hills area. I do not know how these things get scheduled, approved or even considered without the	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been

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						areas affected being involved. I do know that closing the ramps at Meadowbrook Drive and Brentwood Stair Road would cause huge problems for the small business community, the surrounding neighborhoods and traffic in and out of the area. Access to medical and fire would also be severely hindered. We have worked for years to pull out of a downturn on the east side and looking at what is proposed would KILL any hopes of completing what we have started. Without Meadowbrook Drive being open, those businesses will most certainly die. Please consider taking more time, having more meetings with locals and coming up with any other ideas before killing our side of town. We haven't even had time to meet with our local officials.		presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. TxDOT would consult with the City of Fort Worth's emergency services to review the recommended alternative and its impact to response times. Please note that although the recommended alternative alters ramping throughout the I–820 corridor, access to I–30 from I–820 (via Brentwood Stair Road, Meadowbrook Drive, and Craig Street) would still be available. The preferred alternative would be presented at the Public Hearing in 2020 for further public comment. Clearance/approval of the preferred alternative and Environmental Assessment pursuant to the National Environmental Policy Act is anticipated in the Spring of 2020.
230	Tracy Georges	119	1A	08/03/2018	Email	I've reviewed the fact sheet and meeting display boards .pdf documents from the July 19th Public meeting for the expansion project. I was also provided with a photo of an aerial indicating the following ramps would be removed from Interstate 820: 1) the northbound entrance ramp from Meadowbrook Drive, the southbound entrance from Brentwood Stair Road, and the Southbound Entrance from Meadowbrook. Upon further review of the documents provided as it pertains to Meadowbrook and nearby, I would like to officially register my objection to the plans as they currently stand. Specifically: 1. I object to closing of the north bound 820 entrance ramps at Meadowbrook Road. This access point is crucial to accessing both Interstate 820 and east or west bound Interstate 30. According to NCTTOG this ramp was used by 6,493 VPD in 2013–I can only imagine that number has gone up. The proposed plan to force traffic to Brentwood Stair Road and the other access ramps–especially for those traveling west on I–30–will create a traffic nightmare for all the affected streets and, I would imagine, present an infrastructure issue for the thousands of cars that would have to access I–30 W via a not so often used side street and ramp. That intersection is already in disrepair as it is. 2. I object to the closing of the south bound 820 entrance ramps at Brentwood Stair Road. Again, this is a heavily used on ramp by the east side, 5,363 VPD in 2013 and 5,222 VPD at the next entrance ramp. At peak travel times the light at Meadowbrook Drive is backed up onto the freeway–adding in traffic trying to get on the freeway and the doubling the traffic entering a mile down the road will cause logistical nightmares for drivers as well as emergency responders.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	The recommended alternative includes the reconstruction of the southbound entrance I–820 Meadowbrook Drive entrance ramp. The southbound I–820 entrance from Brentwood Stair Road and northbound I–820 entrance from Meadowbrook Drive were shown in the recommended alternative to be removed. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
231	Tracy Georges	119	1B	08/03/2018	Email	3. I object to the design of the Craig Street Bridge and Pedestrian Bridge. East Fort Worth, and this area in particular, is already severely lacking in sidewalks –or any pedestrian or bicycle friendly transportation –as it is. Fort Worth is on a huge push to make our city friendlier in this regard–this will not only make it worse, it	Bridge	An alternative to replace the pedestrian bridge was evaluated and presented at a Town Hall Meeting. This alternative would be posted at txdot.gov, search keyword: Southeast Connector. This alternative was not recommended for implementation due to the need for

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						pushes us severely backwards. Since we are already walking (or biking) in real peril –and with so many community organizations around that area –it shows an incredible disregard for the residents of East Fort Worth.		additional right–of–way, proximity to major overhead utility, cost, and public input. Although the pedestrian bridge is shown as being displaced by the currently recommended alternative, another option would be evaluated to provide bicycle and pedestrian access over I–820 which entails widening the nearby Craig Street bridge to accommodate a dedicated bicycle/pedestrian pathway that is safely separated from the Craig Street vehicular traffic.
232	Garrett Brett	120	1	08/03/2018	Email	No changes are needed at Meadowbrook Dr or Brentwood Stair Road!!!	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
233	Brenda Townsend	121	1	08/03/2018	Comment Form (Emailed)	Please see the attached document for my comments on the proposed plan. 'I do not support the idea of removing all the entrance ramps at Meadowbrook Drive and Brentwood Stair Road. Having lived in this area for 23 years I know how busy these intersections are. There is foot and vehicle traffic and those of us needing access to the freeway prefer that it doesn't require going through neighborhoods and more intersections. With the proposed changes getting on I–30 will cause more congestion in the neighboring streets, increase how long it takes to get somewhere as well as increase emissions. Our community is a mix of income levels and having convenient access (by foot, bike or vehicle) to the businesses and community centers in our immediate area and beyond is important. Our first responders should also have easy and fast access. Adjusting the locations of these ramps is fine, but removing them entirely is a bad idea. Please reconsider the proposed design.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. Local cross street traffic patterns would be considered during the evaluation of ramping alternatives. For public benefit, all frontage roads and cross streets to be reconstructed within the project limits would include safe pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way.
234	Valerie Jones Packham	122	1	08/03/2018	Email	I have concerns that both Meadowbrook Drive and Brentwood Stair Road exits will be impacted. This will make ingress/egress from the Eastern Hills area difficult and restrictive. Please do not remove both of these exits/entrances.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
235	Christi Summers	123	1	08/03/2018	Email	Hello! Please, please do not eliminate the on/off ramps at Meadowbrook Drive and the on ramp at Brentwood Stair going south on I–820 in Fort Worth. These ramps are crucial to businesses & residents in that area.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
236	Tammy Rozenboom	124	1	08/03/2018	Email	It is my understanding that the existing ramps adjacent I–820 to be removed for this project are the following;	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	The recommended alternative includes the reconstruction of the southbound entrance I–820 Meadowbrook Drive entrance ramp. The southbound I–820 entrance from Brentwood Stair Road and

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						Southbound from Meadowbrook Drive Northbound from Meadowbrook Drive Southbound from Brentwood Stair Road I do NOT agree with this proposal. If these are removed it will be very difficult and time consuming to access I–820 if living in the adjacent areas. It is basically cutting off access to the residents in the area and making it more difficult for travel. I am sure these areas can remain in place and perhaps be updated to a better on/off ramp system but to just remove is not the answer.		northbound I–820 entrance from Meadowbrook Drive were shown in the recommended alternative to be removed. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
237	Linda and Buddy Cliburn	125	1A	08/03/2018	Email	I've reviewed the fact sheet and meeting display boards .pdf documents from the July 19th Public meeting for the expansion project. I was also provided with a photo of an aerial indicating the following ramps would be removed from Interstate 820: 1) the northbound entrance ramp from Meadowbrook Drive, the southbound entrance from Brentwood Stair Road, and the Southbound Entrance from Meadowbrook Drive. Upon further review of the documents provided as it pertains to Meadowbrook and nearby, I would like to officially register my objection to the plans as they currently stand. Specifically: 1. I object to closing of the north bound I–820 entrance ramp at Meadowbrook Drive. This access point is crucial to accessing both Interstate 820 and east or west bound Interstate 30. According to NCTTOG this ramp was used by 6,493 VPD in 2013–I can only imagine that number has gone up. The proposed plan to force traffic to Brentwood Stair Road and the other access ramps–especially for those traveling west on I–30–will create a traffic nightmare for all the affected streets and, I would imagine, present an infrastructure issue for the thousands of cars that would have to access I–30 W via a not so often used side street and ramp. That intersection is already in disrepair as it is. 2. I object to the closing of the south bound I–820 entrance ramp at Brentwood Stair Road. Again, this is a heavily used on ramp by the east side, 5,363 VPD in 2013 and 5,222 VPD at the next entrance ramp. At peak travel times the light at Meadowbrook Drive is backed up onto the freeway–adding in traffic trying to get on the freeway and the doubling the traffic entering a mile down the road will cause logistical nightmares for drivers as well as emergency responders.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	The recommended alternative includes the reconstruction of the southbound entrance I–820 Meadowbrook Drive entrance ramp. The southbound I–820 entrance from Brentwood Stair Road and northbound I–820 entrance from Meadowbrook Drive were shown in the recommended alternative to be removed. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
238	Linda and Buddy Cliburn	125	1B	08/03/2018	Email	3. I object to the design of the Craig Street Bridge and Pedestrian Bridge. East Fort Worth, and this area in particular, is already severely lacking in sidewalks –or any pedestrian or bicycle friendly transportation –as it is. Fort Worth is on a huge push to make our city friendlier in this regard–this will not only make it worse, it pushes us severely backwards. Since we are already walking (or biking) in real peril –and with so many community organizations around that area –it shows an incredible disregard for the residents of East Fort Worth.	Bridge	An alternative to replace the pedestrian bridge was evaluated and presented at a Town Hall Meeting. This alternative would be posted at txdot.gov, search keyword: Southeast Connector. This alternative was not recommended for implementation due to the need for additional right–of–way, proximity to major overhead utility, cost, and public input. Although the pedestrian bridge is shown as being displaced by the currently recommended alternative, another option would be evaluated to provide bicycle and pedestrian access over I–820 which entails widening the nearby Craig Street bridge to accommodate a dedicated bicycle/pedestrian pathway that is safely separated from the Craig Street vehicular traffic.

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239	Teke Walters	126	1	08/03/2018	Email	My name is Teke Walters. I grew up on the Eastside of Fort Worth, Texas and my parents continue to live and shop there. I am a Speech Language Pathologist who serves patients who receive Home Health Services. I travel from home to home, typically driving between 15 and 25 minutes between each home. Removing entrances that are already in existence would create additional travel time to some patients' homes. It seems to me also that removing entrances would also negatively impact police, fire and ambulance service response times to the area. I am writing to suggest and strongly request that the ramps at Meadowbrook Drive and Craig Street be left untouched. Meadowbrook Drive and Craig Street are both major points of entry to the Eastside of Fort Worth. Removing them would put additional significant burden on Brentwood Stair Road and East Lancaster Avenue as well as surrounding feeder roads. Removing them would add significant amounts of traffic and headache to all that live and work on the Eastside. Thank you for considering the travel needs of Eastside residents and those that travel all over the city.	Ramp Removal–Brentwood Stair Road, Craig Street, Meadowbrook Drive	The recommended alternative shows reconstructing the northbound and southbound I–820 Meadowbrook Drive exits and the southbound I–820 entrance from Meadowbrook Drive. 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 Lancaster Avenue. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
240	John H. Smith	127	1	08/03/2018	Email	Please do not take away the entrance to I–820 North from Meadowbrook Drive. I think that that would make it very difficult for neighborhood residents to enter I–820 north from Craig Street and Meadowbrook Drive, as well as causing possible delays for emergency vehicles.	Ramp Removal–Craig Street and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
241	Robert Doss	128	1	08/03/2018	Email	I am glad this section of I–820 will be improved, however my biggest concern follows: The loss of on–ramps and off–ramps will be a large inconvenience and will increase the number of major intersections (i.e. those with signals) needed to navigate for those living in the neighborhoods around Meadowbrook Drive and Brentwood Stair Road east and west of I–820. The biggest loss in my opinion would be the removal of the on–ramp from Meadowbrook Drive to Northbound I–820. The removal of this ramp removes access to the flyover to westbound I–30. The alternative for us living in this area (Bridge Street/Bridgewood Drive ramp to westbound I–30) would greatly increase travel time and the complexity of the drive west toward Downtown/Hospital District. As an example, it would increase travel time from my home to Downtown/Hospital District by about 50% (from 12 min to 18 min) and would increase the intersections/lights that would have to be navigated from two (one straight, and one right hand turn) to six (one right had turn, two straight intersections and <u>three</u> left hand turns). The increased travel time is especially concerning during emergencies when one is being rushed to the hospital. The increased number of intersections increases the likelihood of being in an accident as well as fuel consumption. Also funneling all traffic in this area for westbound I–30 would increase traffic at these	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. A traffic study would be performed to determine the number of through and turning lanes for an acceptable level of service along the cross streets. The recommended alternative would be updated to include the required number of lanes, contingent upon available right–of–way limitations. TxDOT would consult with the City of Fort Worth's emergency services to review the recommended alternative and its impact to response times. Please note that although the recommended alternative alters ramping throughout the I–820 corridor, access to I–30 from I–820 (via Brentwood Stair Road, Meadowbrook Drive, and Craig Street) would still be available.

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						intersections potentially increasing congestion, travel time and the number of accidents. The other ramps that are planned for removal, while they will increase travel time etc., will do so much less than the loss of the Meadowbrook northbound ramp. One possible solution would be to keep the Meadowbrook Drive northbound ramp but only for access to the east/west bound ramp of I–30. Restricting northbound I–820 traffic would keep cars from crossing lanes to continue north on I–820.		
242	Mark Georges	129	1A	08/03/2018	Email	As an over 10–year resident in the Handley area, I cannot protest the closings of the Meadowbrook Drive on ramp strong enough. In closing that one ramp, you are cutting off an important and highly used access ramp to major highways going in 4 directions. Channeling traffic to other ramps will increase drive time and hardship of those residents who cannot afford any delays. You cannot punish this lower socioeconomic, and predominantly minority area because you want to re–route traffic, a plan that will do little if anything to improve situations.	Ramp Removal–Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
243	Mark Georges	129	1B	08/03/2018	Email	My family drives this intersection every day and there are no backups or accidents at all. The issues happen further along the highways, right about where you propose to reroute traffic. That will cause bigger issues for the people who need to access those highways to get to work. We will continue to oppose this very short sided plan. As it appears from the barricades being moved into place, travel on I–820 is about to get worse anyway without having this plan in effect. I can only imagine what it will be like with these changes. Please consider my comments as my official opposition to this plan. The oft forgotten people of the east side of Fort Worth deserve better.	Project Opposition	A traffic study would be performed to determine the number of through and turning lanes for an acceptable level of service along the cross streets and frontage road intersections. The recommended alternative would be updated to include the required number of lanes, contingent upon available right–of–way limitations.
244	Sharon Salih	130	1A	08/03/2018	Email	I recently learned of proposed permanent closure of 820 access ramps at Meadowbrook Drive and Brentwood Stair Road. We have lived at our current address in Central Meadowbrook for 26 years and regularly access 820. We use the Brentwood Stair southbound access ramp. The proposed changes will leave no southbound access between John T White, north of I–30, and Rosedale. That seems to be a rather long distance between on ramps. I can understand eliminating the Meadowbrook Drive ramp as it is too close to Brentwood Stair Road, but eliminating Brentwood Stair Road ramp, which is located at the junction of I–820 and I–30, seems excessive.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
245	Sharon Salih	130	1B	08/03/2018	Email	I urge you to extend the period of public information of the proposals and input of public comments. Considering the number of people who use those access ramps regularly and the neighborhoods that will be affected, the process has been too abbreviated and lacks appropriate public information and input. I did not see any mention in the announcements of the public meetings regarding the changes to E. Loop 820 that mentioned these closures. The information I saw only highlighted the interchanges between Loop 820 and US 287.	Public Involvement	TxDOT responded to commenter acknowledging receipt of email. The comment period for public input at the Public Meeting ended August 3, 2018 to be part of the official Public Meeting summary. A response matrix to address all of the comments will be posted on the Southeast Connector Public Meeting website. Public input will be considered throughout the study. TxDOT has and will continue to participate in Town Hall meetings, community

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						I look forward to your reply.		meetings, on–call presentations, and a future Public Hearing. In addition, presentation and exhibits would be posted at txdot.gov, search keyword: Southeast Connector.
246	Julie Ledford	131	1A	08/03/2018	Email	Please confirm receipt of my email regarding the proposed changes to the Eastside area. We were just made aware of this issue by our neighbor, who learned about it from the Meadowbrook News. I am concerned that we were never notified of a town hall meeting, since it was incorrectly advertised as a discussion of proposed changes to US 287, not Meadowbrook Drive.	Public Involvement	The TxDOT Public Meeting notice stated to reconstruct the I–20, I–820 and US 287 interchanges 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. Total length is approximately 16 miles. The proposed project is also referred to as the "Southeast Connector." TxDOT would revise the verbiage on future notices to clarify the limits of the proposed improvements.
247	Julie Ledford	131	1B	08/03/2018	Email	As a resident of this area since I was born in Fort Worth, I am familiar enough with the neighborhood to know that the proposed changes would trap residents near the freeway and cause unnecessary congestion. Though the area has changed over the years, residents deserve the quality of life afforded to citizens in any other area of the city, including the Westside. Rerouting traffic to Rosedale and shutting down Meadowbrook Drive would create a crisis. Also, we need our Brentwood Stair Road exit. We live near Historic Handley where the Craig Street exit is combined with the Lancaster Avenue exit. This is a problem, because it was poorly designed and creates confusion. In addition, I invite you to experience 360 degree exits near Lancaster Avenue, especially the Northbound one from I–820 which (when taken traveling east on Lancaster Avenue) feeds into traffic lanes which suddenly change from four lanes to two upon merging and cause wrecks. Certainly, this area deserves the respect and rights that other residents enjoy.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. The proposed improvements would replace the existing loop ramps near Lancaster Avenue with modern entrance and exit ramps which drivers expect and are commonly used throughout the region providing for greater capacity. In addition, the intersections of these ramps with Lancaster Avenue would be signalized. This design would improve pedestrian/bicycle access.
248	Julie Ledford	131	1C	08/03/2018	Email	One of the few remaining pleasures I enjoy as a longtime resident is easy access to the freeway. Jean McClung Middle School created more daily congestion at pickup and dismissal near Craig Street and Lancaster Avenue. In addition, many elementary schools are near I–820. If you eliminate the exits, the following schools will be impacted: Atwood McDonald, East Handley, and West Handley Elementary… just to name a few. Please acknowledge hard–working parents who need to access their children easily after work. It is an undue hardship to create this problem that did not exist previously. I grew up off of Brentwood Stair Road and attended Eastern Hills Elementary and Meadowbrook Middle School. I know the area well and my parents still live close by. Just as a side note, many area businesses left recently (i.e., Walmart) causing this area to be a relative "food desert". I choose to still live in the area and try to support local businesses. However, when our neighborhood is challenged by crime, struggling real estate, and high–density apartments… we need access to the freeway. Thank you for your time. We appreciate your consideration of residents like us (including our 101–year old neighbor) who depend on entrances in close proximity.	Access	The recommended alternative shows reconstructing the northbound and southbound I–820 Meadowbrook Drive exits and the southbound I–820 entrance from Meadowbrook Drive. 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 Lancaster Avenue. This recommended alternative was 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 utilized then other local streets would have to be used to access to Craig Street. Please note that additional right–of–way (property acquisition) would be necessary along the I–820 frontage roads and would include owner displacements. TxDOT will make every effort to avoid/minimize impacts. For public benefit, all frontage roads and cross streets to be reconstructed within the project limits would include safe pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way. The Craig Street bridge would have wider sidewalks (shared–use path) to accommodate pedestrians and bicycle. Bicycle and pedestrian access over I–820 would be provided through widening the Craig Street bridge to accommodate a dedicated

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								bicycle/pedestrian pathway that is safely separated from the Craig Street vehicular traffic.
249	Julie Ledford	131	1D	08/03/2018	Email	I sent this message earlier and did not include my address information: Julie Ledford 2913 Handley Drive Fort Worth, Texas 76112	Public Involvement	Comment noted. Your address has been added to the project's mailing list.
250	Julie Ledford	131	2A	08/03/2018	Email	*The City of Fort Worth received an email from Ms. Ledford and forwarded it to TxDOT on 08/08/2018: My name is Ashley Hagen and I work with the City of Fort Worth Traffic Management group. I received your contact information from Mr. Randy Bowers and he advised that you would be the appropriate individuals to address a resident's concerns. The resident is concerned with proposed changes to 820 near 287. Would someone be able to email Ms. Ledford (her email to the Mayor is below) and address her concerns? Thank you in advance for your help. If you are not the correct individuals if you could please point me in the right direction, I would appreciate it. Thank you, Ashley.* Thank you for your commitment to our city and your service to local residents. We enjoy seeing you frequently at events, and our child also recognizes you from your visits to her elementary school. Please see the attached information & let me know who to contact for resolution. As lifetime residents of the Eastside, my family and I have enjoyed living in Fort Worth. However, we heard yesterday that our freeway access may be eliminated. The town hall meeting announced in a letter this summer was incorrectly advertised as "proposed changes to 820 near 287". This is information was misleading and a map of proposed changes was not included. The Meadowbrook newsletter informed us that the city plans to close Meadowbrook Drive freeway access in both directions and Brentwood Stair Road Southbound permanently.	Public Involvement	TxDOT responded to commenter acknowledging receipt of email and informing of City of Fort Worth Community Meeting concerning the Southeast Connector project. The TxDOT Public Meeting notice stated to reconstruct the I–20, I–820 and US 287 interchanges 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. Total length is approximately 16 miles. The proposed project is also referred to as the "Southeast Connector." TxDOT would revise the verbiage on future notices to clarify the limits of the proposed improvements. The Meadowbrook and Brentwood Stair ramps are being evaluated by TxDOT in the Southeast Connector project.
251	Julie Ledford	131	2B	08/03/2018	Email	These closures will negatively impact access and push traffic into residential areas, creating congestion and unnecessary confusion. The neighborhood was already impacted by the addition of a new middle school near Craig, and these additional changes will limit parent access to many elementary schools. For working parents attempting to retrieve children after commuting, many schools will be isolated from 820. Your interest and dedication to success is appreciated. Hopefully, a resolution can be found that meets the needs of all involved citizens. FYI, my family & I already submitted responses via email to the indicated address prior to the deadline–but we did not receive a response.	Ramp Removal	Local cross street traffic patterns would be considered during the evaluation of ramping alternatives. The recommended alternative shows reconstructing the northbound and southbound I–820 Meadowbrook Drive exits and the southbound I–820 entrance from Meadowbrook Drive. 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 Lancaster Avenue. This recommended alternative was 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 utilized then other local streets would have to be used to access to Craig Street. Please note that additional right–of–way (property acquisition) would be necessary along the I–820 frontage roads and would include owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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								For public benefit, all frontage roads and cross streets to be reconstructed within the project limits would include safe pedestrian/bicycle facilities in the form of shared–use lanes for bicycles, and sidewalks located within the proposed right–of–way. The Craig Street bridge would have wider sidewalks (shared–use path) to accommodate pedestrians and bicycle. Bicycle and pedestrian access over I–820 would be provided through widening the Craig Street bridge to accommodate a dedicated bicycle/pedestrian pathway that is safely separated from the Craig Street vehicular traffic.
252	Julie Ledford	131	3	08/04/2018 (Follow–up to the email that was original sent on 08/03/2018– see lines 246 – 248)	Email	In response to Ms. Ledford's 08/03/2018 (Lines 246 to 248), the City of Fort Worth responded with the following on 08/04/2018: *I learned about it in the newspaper. I asked for another more traditional meeting where an assembly takes and people get to ask questions.* *Ms. Ledford responded to the City of Fort Worth with the following 08/04/18:* Please let me know when another meeting is scheduled. None of my neighbors or family knew about the previous meeting, because it was improperly advertised as for 287/820 (which is nowhere near I–820 and Meadowbrook Drive. We are all interested in attending, since the proposed changes could affect property values, freeway accessibility, and businesses in the area. Your time is appreciated. Thanks. In addition, an extension is needed for comment submission to the department. Most people were unaware of the street campaign.	Public Involvement	Councilwoman Bivens conducted a Community Meeting on September 15, 2018 for the Southeast Connector and city projects. TxDOT participated by delivering a PowerPoint presentation, highlighting the comments received from the Public Meeting and additional alternatives to be evaluated. Public input will be considered throughout the study. TxDOT has and will continue to participate in Town Hall meetings, community meetings, on–call presentations, and a future Public Hearing. In addition, presentation and exhibits would be posted at txdot.gov, search keyword: Southeast Connector.
253	Mike McCune	132	1	07/30/2018	Email	Meadowbrook Drive is a major east/west thoroughfare and the thousands of residents living east and west of loop 820 use daily for access to the loop and I–30 As I understand the proposal to gain access to I–30 from my home we would have to go north on Oak Hill through Eastern Hills and Brentwood–Oak Hill neighborhood and a school zone. Bad idea.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
254	Amy Rainey	133	1	08/03/2018	Email	Great Plan!!! I am a real estate agent in Fort Worth and in 2017 I refurbished a beautiful home on Meadowbrook Drive. As a Meadowbrook Dr resident I can tell you the traffic on Meadowbrook is dangerous and congested especially for the many junior high and high school kids walking to school. Lancaster Avenue is a much safer route for on and off I–820.	Project Support	Thank you. Please note that this recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector.
255	Jo Ann Houts	134	1	08/03/2018	Email	I live in the Brentwood–Oak Hill Estates edition in Fort Worth, Texas. I am strongly opposed to the closures at the I–820/Brentwood Stair Road and I–820/Meadowbrook Drive streets. These two freeway entrances are major access points for each of us living in the Eastern Hills, Brentwood–Oak Hill Estates, Ryanwood, and Handley editions. A major reason people live in these areas of Fort Worth is that we have accessibility going north, west, south or east! We finally got a new intersection for I–30 and I–820 major highways. In addition to ease of access to any direction, we currently have accessibility for police, fire and emergency medical/ambulance	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.

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						access to our neighborhoods. Closing the Brentwood Stair Road and Meadowbrook Drive entrance/exit access to I–820 is highly likely to delay emergency responses. I live at the corner of Oak Hill Road and Yolanda Drive. Oak Hill Road is one of the main streets, going north and south from I–30. This residential street will likely have additional high–volume traffic if the Brentwood Stair Road and Meadowbrook Drive access/exit points are closed. I am asking you to reconsider the closures at Brentwood Stair Road and Meadowbrook Drive to the new I–820. Please keep them open and accessible to Eastern Hills, Brentwood–Oak Hills, Ryanwood and Handley residential areas.		TxDOT would consult with the City of Fort Worth's emergency services to review the recommended alternative and its impact to response times. Please note that although the recommended alternative alters ramping throughout the I–820 corridor, access to I–30 from I–820 (via Brentwood Stair Road, Meadowbrook Drive, and Craig Street) would still be available. Local cross street traffic patterns would be considered during the evaluation of ramping alternatives.
256	Camellia Turpin	135	1	08/03/2018	Email	The plans for the southeast connector to a lay person like myself are very confusing. How many left–hand exits are there that need to be eliminated? From what I can understand from the present plans, East Fort Worth will become a dumping ground for traffic. That is not fair to E. Fort Worth and it's not safe for anyone. The area by Whataburger and the Conoco gas station on Brentwood Stair Road is already a problem. There is a bus stop in front of Conoco and the bus blocks the view of oncoming traffic if you're exiting either establishment. There is also a lot of foot traffic in that area. Residents will find it more difficult to exit their neighborhoods. Are you going to have another meeting to explain a revised plan? I'm not saying change isn't needed. I just feel taxpayers should be entitled to be as safe as possible. Emergency vehicles should not have to go out of their way to save lives because crucial exits are unavailable.	Project Design	The recommended alternative would eliminate a total of 4 left–handed exits at the I–820/US 287 interchange and the I–820/I–20 interchange. Ramp design for the recommended alternative is still in progress. While all ramps to be reconstructed must comply with current design standards, every effort would be made to maintain existing direct access to adjacent businesses and homes. Please note that although the recommended alternative alters ramping throughout the I–820 corridor, access to I–30 from I–820 (via Brentwood Stair Road, Meadowbrook Drive, and Craig Street) would still be available. TxDOT would consult with the City of Fort Worth's emergency services to review the recommended alternative and its impact to response times. TxDOT would also consult with Trinity Metro regarding the bus stops along the corridor and would forward your comments on Brentwood Stair Road. Local cross street traffic patterns would be considered during the evaluation of ramping alternatives.
257	Lark Wallis Johnston	136	1	08/03/2018	Email	I am against these closures. I feel they will only serve to inconvenience and alienate the east side.	Ramp Removal	This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
258	K M	137	1	08/03/2018	Email	I'm glad that something is being done to address the major issues on this side of town. My concern is that if you eliminate the Meadowbrook exits, then many more problems will be caused. Brentwood Stair Road is not adequate enough to accommodate the amount of traffic that would be directed that way to get on I–30. There are 3 schools within a mile or two that will be caught up in this traffic. That's buses and parents that will clog these small streets not to mention all of the traffic heading in every direction for work. Even Lancaster Avenue is not equipped to handle all of the extra traffic.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	The recommended alternative shows reconstructing the northbound and southbound I–820 Meadowbrook Drive exits and the southbound I–820 entrance from Meadowbrook Drive. 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 Lancaster Avenue. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector.

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						Perhaps the Meadowbrook Drive and Craig Street could be combined.		Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts. Local cross street traffic patterns would be considered during the evaluation of ramping alternatives.
259	Mr. and Mrs. Charles E. Smith	138	1	08/03 /2018	Comment Form (Mailed)	MY IMMEDIATE CONCERN IS THE SAFETY AT INTERSECTION OF US 287 AND ACCESS ROAD AT 4600 VILLAGE CREEK ROAD 76119. ALSO, ACCESS ROAD AT 4700 VILLAGE CREEK ROAD. I am requesting immediate installation of a three (3) way traffic light or three way stop sign at these intersections. I have lived in the neighborhood over 20 years. In addition to houses, there is a nursing home and community center with year–round activities for children. I have seen the increase in traffic due to population and motor vehicle volume increase that exceeds the capacity of this small intersection. I have made phone calls to the City and TxDOT without any success. There have been fatalities and accidents. I have seen motorists speed through the intersection without stopping. I have seen motorists unsure if they should stop, and stop anyway, causing an accident. Motorists exit US 287 to the access road when traffic is backed up, and some exit for a shortcut. Others exit to get to their homes. Several businesses, including FED Ex and City of Fort Worth recycling, operate heavy truck equipment with constant movement throughout the day and night. I attended the July 19 meeting. I look forward to the overall alternative solution. For now, I request an immediate fix with installation of 3–way traffic lights or a 3–way stop sign.	Safety	The stop signs are in place at the frontage and not at cross streets at the intersection. Due to public comment, TxDOT has been evaluating the intersections to determine if stop signs or signals at the cross streets would be provided. A traffic study would be performed for the Southeast Connector project to determine the number of through and turning lanes for an acceptable level of service at the frontage road and cross street intersections. The recommended alternative would be updated to include the required number of lanes, contingent upon available right–of–way limitations. Based on the level of service, the study would also determine if intersections should be signalized.
260	Gayle Mays	139	1	7/13/2018	Verbal (Phone)	On Friday July 13, 2018, TxDOT received an email from the TxDOT Fort Worth District's front desk that two women had stopped by the TxDOT Fort Worth District Office and had questions about the Southeast Connector project. The first lady was Gayle Mays. TxDOT contacted Gayle Mays first and she had questions concerning rumors she had about exit and entrance ramps closing at Meadowbrook Drive. She wanted the northbound entrance ramp from Meadowbrook Drive to remain.	Ramp Removal–Meadowbrook Drive	TxDOT responded to the commenter by phone. On July 16, 2018, TxDOT discussed the proposed removal of the northbound entrance ramp from Meadowbrook Drive to I–820. TxDOT explained that this was the currently recommended alternative and that changes could still be made. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
261	Marilynn Isaacs	140	1	7/13/2018	Verbal (Phone)	On Friday July 13, 2018, TxDOT received an email from the TxDOT Fort Worth District's front desk that two women had stopped by the TxDOT Fort Worth District Office and had questions about the Southeast Connector project. The second lady was Marilyn Isaacs. TxDOT contacted Marilyn Isaacs. She was also concerned about the removal of the northbound entrance ramp from Meadowbrook Drive to I–820.	Ramp Removal–Meadowbrook Drive	TxDOT responded to the commenter by phone. On July 16, 2018, TxDOT discussed the proposed removal of the northbound entrance ramp from Meadowbrook Drive to I–820. TxDOT explained that this was the currently recommended alternative and that changes could still be made.

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								This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
262	Shannon (last name not provided)	141	1	7/15/2018	Verbal (Phone)	On July 15, 2018, Shannon left a message for TxDOT. She said that she was not going to be able to make the meeting and wanted to know where she could find additional information about the project.	Public Involvement	TxDOT responded to the commenter by phone. On July 16, 2018, TxDOT directed the commenter to the project website. TxDOT explained that after the Public Meeting, PDFs of the recommended alternative would be posted as well as other documents that were provided at the meeting. The commenter described that she is a co–owner of Dreamers Superstore located north of I–20 just west of High Ridge Road. TxDOT explained that access to her business would be changing and that per the currently recommended alternative, Crestway Road would no longer have access to the westbound I–820 frontage road. This is due to the insertion of the proposed U–turn from the westbound I–820 frontage road to the eastbound I–820 frontage road.
263	Nick Post	142	1	7/16/2018	Verbal (Phone)	Nick Post with Flat Iron Contractor left a message at 12:31 p.m. on Monday July 16, 2018. He wanted information concerning the Design Build aspect of the recommended alternative.	Project Impacts to Property	TxDOT responded to the commenter by phone. TxDOT provided commenter the name of the TxDOT Alternative Project Delivery Supervisor and Project Manager for the I-820 Design Build Processing contact information.
264	Grandolyn Sharp	143	1	7/16/2018	Verbal (Phone)	Grandolyn Sharp called and left a message on July 16, 2018 at 12:13 p.m. She wanted to know if any of her property was going to be needed to construct the recommended alternative.	Project Impacts to Property	TxDOT responded to the commenter by phone. TxDOT explained to commenter that her property was not an adjacent property along the southbound US 287 frontage road and that it is far enough away from the frontage road that no portion of her property would need to be purchased for the recommended alternative. TxDOT also stated that if she knew her neighbor who lives at 4112 Donalee Street to please make them aware of the recommended alternative since that property site may be a potential displacement. She responded that she would inform her neighbor.
265	Emma Bischoff	144	1	7/16/2018	Verbal (Phone)	Emma Bischoff called and left a message on Monday July 16, 2018 at 11:59 a.m. She wanted to know if TxDOT was going to buy her property and make her family move out of their house. She was concerned because she and her husband are older and didn't want to move, they liked their small house that is paid for and they didn't want to worry about trying to find another house.	Project Impacts to Property	TxDOT responded to the commenter by phone. TxDOT located commenter's property on the recommended alternative layout and explained that TxDOT would not need to acquire any of her property. However, based on the alternative roadway typical section shown for the westbound I–20 frontage road, a sidewalk would more than likely be constructed across the front of her property and potentially the frontage road could be reconstructed in front of her property. TxDOT explained that she would more than likely be inconvenienced throughout the construction of the project, but would have access to her house during the construction duration.
266	Oliva Duke	145	1A	7/18/2018	Verbal (Phone)	Oliva Duke called before the Public Meeting on July 18, 2018 and left a message that she would not be able to make the meeting. She had lived in Los Angeles for 36 years and wanted to provide TxDOT with some insight of her 36 years of living in Los Angeles. She was able to attend the Public Meeting on July 19, 2018. At the meeting, she stated that she thought it was a bad idea to move or get rid of any of the ramps. She said that this was done in California where she lived and it destroyed the adjacent neighborhoods. She agreed	Ramp Removal	TxDOT discussed the proposed project with the commenter at the Public Meeting. The final design of this ramp, and all ramping within the project limits, would comply with TxDOT design standards. This would include proper separation distances between ramps on freeway main lanes, safe stopping sight distances on ramps, and desirable spacing between exit ramps and cross–street intersections.

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						that the freeway needs to be widened but thought the ramp locations should stay where they are.		Ramp design for the recommended alternative is still in progress. While all ramps to be reconstructed must comply with current design standards, every effort will be made to maintain access to adjacent businesses and homes.
267	Olivia Duke	145	1B	7/20/2018	Verbal (Phone)	Oliva Duke also called on July 20, 2018 and left a message. She was debating on selling her house and moving back to California. She also wanted to know when construction would begin.	Public Involvement	TxDOT responded to the commenter by phone. TxDOT Informed the commenter that the approval of the project's Environmental Assessment is expected in 2020 and that construction could likely begin in 2022. On Thursday July 26, 2018, TxDOT emailed the commenter the link to the Public Meeting website for the Southeast Connector project.
268	Councilwoman Gyna Bivens	146	1	7/19/2018	Verbal (Public Meeting)	At the Public Meeting on July 19, 2018, TxDOT spoke with Councilwoman Gyna Bivens. She stated that she was the Councilmember for people along the I–820 and US 287 (north) corridors. She asked some general information about the project and was concerned about potential displacements	Public Involvement	TxDOT discussed the proposed project with the commenter at the Public Meeting. TxDOT provided the commenter with general information on the project. TxDOT pointed out all of the potential displacements along the I–820 and US 287 (north) corridors. Councilwoman Bivens took pictures with her cell phone of the potential displacements along those roadways and pictures of the property owner names associated with them. Councilwoman Bivens conducted a Community Meeting on September 15, 2018 for the Southeast Connector and city projects. TxDOT participated by delivering a PowerPoint presentation, highlighting the comments received from the Public Meeting and additional alternatives to be evaluated.
269	Robert Platt	147	1	7/19/2018	Verbal (Public Meeting)	At the Public Meeting on July 19, 2018 TxDOT spoke with Robert Platt. He is shown as property owner #818 on roll 1 of 6 of the recommended alternatives. He was there with his wife and son. He said he has several homes on his property. He asked if there was any way TxDOT could limit the damage to his property. TxDOT and Mr. Platt discussed the layout. The home on the northeastern portion of his property (6604 Anglin Drive, Forest Hill, TX 76119) was shown as a potential displacement. The proposed right–of–way line and an approximately 15' wide border is shown along a portion of Anglin Drive to be relocated. His home appeared to be approximately 5' outside of the 15' border width and approximately 20' from the edge of travel way. TxDOT and Mr. Platt discussed another home (6606 Anglin Drive, Forest Hill, TX 76119) shown as a potential displacement on his property. The proposed roadway goes straight through this structure (home). Mr. Platt asked if TxDOT could make him whole again. He asked if his home (6606 Anglin Drive, Forest Hill, TX 76119) had to be displaced could he rebuild it on the remainder of his property and could he have access (driveway) to it. He said he would like to sit down with TxDOT and discuss this in more detail.	Project Impacts to Property	TxDOT discussed the proposed project with the commenter at the Public Meeting. TxDOT discussed with commenter that TxDOT would look at this in greater detail to see if his home could remain. The driveway for his house is on the northern part of the property and it appears that the driveway could remain at its current location but would have to be reconstructed. TxDOT told the commenter that there might be enough room for him to rebuild the house on his property and obtain access. TxDOT would try to set up a meeting with the commenter at a later time to discuss the property after the design at Anglin Drive is further refined. TxDOT would contact the City of Forest Hill regarding setback requirements for residential property.
270	Gabriela Salazar	148	1	7/19/2018	Verbal (Public Meeting)	At the Public Meeting on July 19, 2018, TxDOT spoke with Gabriela Salazar that lives at 2816 Cravens Road. She said that she was property owner number #535. She stated that there needed to be sidewalks for the kids because they walk in the street. A man standing next to her stated that he struck a kid with his vehicle in	Sidewalks	TxDOT discussed the proposed project with the commenter at the Public Meeting.

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						that area recently. She also stated that kids walk on the wrong side of the street to avoid dogs in people's yards.		TxDOT informed the commenter that sidewalks would be provided along the frontage roads and along the cross streets at locations where TxDOT is proposing to reconstruct the streets.
271	Mercie Donald	149	1	7/20/2018	Verbal (Phone)	On July 20, 2018, Mercie Donald who lives at 3276 Centennial Road, Forest Hill, TX 76119, called and left a message to see if any of her property was going to be needed for the Southeast Connector Project.	Project Impacts to Property	TxDOT responded to the commenter by phone. TxDOT informed the commenter that based on the currently recommended alternative, the proposed construction would not extend to her house which backs up to the I–20 westbound frontage road.
272	Shelly Barnet	150	1	7/20/2018	Verbal (Phone)	On July 20, 2018, Shelly Barnet called TxDOT and wanted to know if there was an email address for this project.	Public Involvement	TxDOT responded to the commenter by phone. TxDOT called and left the commenter a message that comments can be emailed to SoutheastConnector@txdot.gov.
273	Anthony Harrison	151	1	7/20/2018	Verbal (Phone) Email	On July 20, 2018, Anthony Harrison called and left TxDOT a message. He wanted to know if there was any information online for the project.	Public Involvement	TxDOT responded to the commenter by phone and email. TxDOT emailed the Public Meeting website link and a comment form.
274	Mehdi Bonakdar	152	1	7/23/2018	Verbal (Phone)	On July 23, 2018, Mehdi Bonakdar, called and left TxDOT a message wanting to know more about the I–20, I–820, US 287 project. He owns a business at 3705 E. Loop 820 South, Fort Worth, TX 76119. He appears as property owner #443 on roll 3 of 6 of the Recommended Alternative.	Public Involvement	TxDOT responded to the commenter by phone. TxDOT called and gave the commenter a brief description of the project including the project limits. TxDOT informed him the approval of the projects' Environmental Assessment is expected by 2020 and project construction could likely begin in 2022.
275	Colleen Wells	153	1	7/27/2018	Verbal (Phone)	On July 27, 2018, TxDOT received a phone message from Colleen Wells, 6400 Dovenshire Terrace, Fort Worth, TX 76112. Ms. Wells stated that better care needs to be considered when deciding to close entrances and exits ramps along the project corridor. She was concerned about the proposed closure of the southbound entrance ramp from Brentwood Stair Road to I–820 and the northbound entrance from Meadowbrook Drive to I–820.	Ramp Removal–Brentwood Stair Road and Meadowbrook Drive	TxDOT responded to the commenter by phone. TxDOT discussed the recommended alternative with commenter. This recommended alternative is preliminary and subject to change. Additional ramping options are being evaluated and have been presented at Town Hall/Community Meetings. These alternatives would be posted at txdot.gov, search keyword: Southeast Connector. Please note that additional right–of–way (property acquisition) may be necessary along the I–820 frontage roads for these options and may include property owner displacements. TxDOT will make every effort to avoid/minimize impacts.
276	Walter (last name not provided)	154	1	8/1/2018	Verbal (Phone)	On August 1, 2018, Walter from Captain D's at 6554 Forest Hill Drive, Forest Hill, TX 76140 left a phone message that he wanted to know if his business was going to be affected by the Southeast Connector Project.	Project Impacts to Property–Commercial	TxDOT responded to the commenter by phone. TxDOT described the based on the currently recommend alternative, TxDOT would not need to purchase any property from his business. TxDOT informed him the approval of the projects' Environmental Assessment is expected by 2020 and project construction could likely begin in 2022.
277	Pearl Harris	155	1	8/1/2018 8/2/2018	Verbal (Phone)	On August 1 and 2, 2018, Pearl Harris of 6118 Hartman Road, Forest Hill, TX 76119 called and left messages to see if her home was going to be affected by the recommended alternative. She lives approximately ½ mile north of the westbound I–20 frontage road along Hartman Road.	Project Impacts to Property	TxDOT responded to the commenter by phone. TxDOT spoke to the commenter and informed her that the currently recommended alternative would not require any right–of–way from her property. TxDOT informed the commenter that she may be temporarily inconvenienced due to the construction of the project.

Virtual Public Hearing Comment and Response Matrix

Southeast Connector, Fort Worth District

I-20/I-820/US 287 Interchanges
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

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

Tarrant County, Texas

June 4, 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.

#	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

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				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

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						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

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				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

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				**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

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						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

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						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

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						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.

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						(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).

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						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

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						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

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				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.

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						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

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						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.

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						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

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						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

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						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

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						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

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				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:

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						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

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						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)

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						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

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						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

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						[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,

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				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

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						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

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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

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						"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

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						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-

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						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.

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						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

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						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)

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						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

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						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

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				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.

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						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,

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				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

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						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

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				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.

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						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.

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				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

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						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

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						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.

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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

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				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

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						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.

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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,

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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

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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.

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						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

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						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

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						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.

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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

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				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

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						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

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						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

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						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

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						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 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 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

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						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

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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).

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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.

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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

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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).

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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.

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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.

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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.

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				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.

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						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

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						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.

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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.

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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.

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						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

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				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.

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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.

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						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.

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						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.

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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

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				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

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				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.

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				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

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						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."

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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.

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						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

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						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.

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				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

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				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

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						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

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						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.

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						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

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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

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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).

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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.

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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

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				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

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						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.

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						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

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						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.

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						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

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						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

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						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.

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				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

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						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

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						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.

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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.

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						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.

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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

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						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

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						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

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						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.

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						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

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				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

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						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

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						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).

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						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

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						"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.

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						(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

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						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

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						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

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						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.

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				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.

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						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.

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				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

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						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

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						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.

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						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

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						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.

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				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.

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				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.

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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

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						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.

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				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

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						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

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				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

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				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

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				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

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						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

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				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

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				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.

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				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.

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						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

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				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

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						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

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				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

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				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

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				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.

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				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).

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						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

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						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

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						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.

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				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

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						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.

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						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.

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						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

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				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.

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				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.

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						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

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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

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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.

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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

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						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

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				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.

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				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.

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						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,

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				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.

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						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.

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						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

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				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.

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						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.

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						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.

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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.

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						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.

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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

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						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.

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						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.

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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.

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				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

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						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.

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						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

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						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.