



# **Public Hearing IH 35W**

**FROM: IH 820  
TO: IH 30**

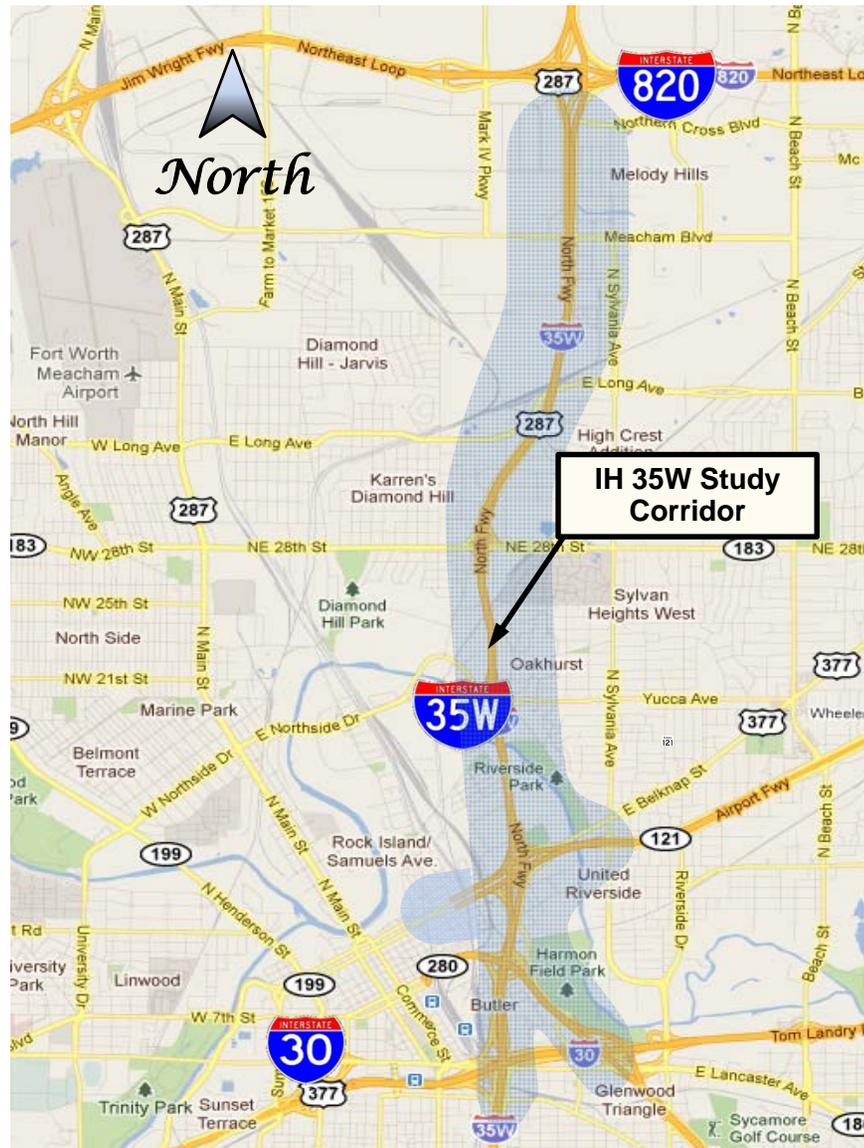
**Calvary Christian Academy  
Fort Worth, Texas  
June 12, 2012**

**City of Fort Worth  
Tarrant County, Texas**

**CSJs: 0014-16-179 & 0014-16-268**



# Project Vicinity



**Project Length:  
Approximately  
5.4 miles**





# Public Hearing Agenda

## **Welcome & Introductions**

Ms. Maribel Chavez, P.E.

## **Project Overview**

Mr. Curtis W. Hanan, P.E.

## **Project Design**

Mr. Naser Abusaad, P.E.

## **Right of Way Acquisition and Relocation**

Mr. Keith Sliger

## **20 Minute Recess**

## **Public Comments**

Ms. Maribel Chavez, P.E.

## **Adjournment**

Ms. Maribel Chavez, P.E.





# Public Hearing Purpose

1. Inform The Public Of The Proposed Project Status And Present Recommendations
2. Describe The Project So The Public Can Determine How They May Be Affected
3. Provide The Public Another Opportunity To Provide Input
4. To Develop A Record Of Public Participation





# Public Comments

## Oral Comments Tonight:

Please Sign Up At The Registration Desk To Speak Or Provide Statement To A Court Reporter During Recess

## Mail Written Comments to:

Texas Department of Transportation

Ms. Maribel P. Chavez, P.E.

Attn: Mr. Curtis W. Hanan, P.E.

2501 SW Loop 820

Fort Worth, Texas 76133

**Written Comments Must Be Postmarked By  
Monday June 25, 2012**





# Prior Public Involvement

- Public Meetings
- Agency Coordination/Stakeholder Workgroup Meetings
- Community Meetings with Butler Place and Oakhurst Neighborhood Association





# IH 35W Traffic Growth

- **Existing Facility's Capacity** – 76,000 ADT
- **2010 Traffic Counts**
  - From Rosedale to SH 121 - 163,000 ADT
  - From SH 121 to SH 183/NE 28<sup>th</sup> Street - 141,100 ADT
  - From SH 183/NE 28<sup>th</sup> Street to US 81/US 287 - 117,100 ADT
  - SH 121 - 112,000 ADT
  - US 287 - 42,000 ADT
- **2035 Projected Traffic Volume**
  - From Rosedale to SH 121 - 413,564 ADT
  - From SH 121 to SH 183/NE 28<sup>th</sup> Street - 294,277 ADT
  - From SH 183/NE 28<sup>th</sup> Street to US 81/US 287 - 295,262 ADT
  - SH 121 - 153,700 ADT
  - US 287 - 112,500 ADT

(ADT - Average Daily Traffic)





## National Environmental Policy Act (NEPA) Process

- The Environmental Assessment Prepared For The Proposed Project Is Based On The Design That Is Being Presented Tonight
- The Environmental Assessment Evaluated Effects Of The Proposed Project On Various Physical, Biological, Social, And Economic Categories





# NEPA Specifics

- Approximately 85.4 Acres Of Additional Right Of Way And 0.04 Acres Of Temporary Construction Easements
- Identified 126 Parcels As Impacted.
- Fifty Commercial Establishments And Thirteen Residential Establishments Have Been Identified As Displaced
- Approximately 224 Acres Of Maintained Vegetation, 34 Acres Of Wooded Area Vegetation And 1.75 Acres Of Riparian Vegetation Would Be Impacted



# Section 4(f) Properties

Five Section 4(f) Park Properties Within The Study Area.

- Harmon Field Park, Greenway Park, Delga Park, Riverside Park, And The Trinity Trail Along The West Fork Trinity River At IH 35W And SH 121
- No Take or Constructive Use of Delga Park, Riverside Park Or The Trinity Trail Along SH 121
- No Impact To The Use of Greenway Park, However Approximately 0.04 Acres of Existing Pavement at The Pharr Street Entrance Would Be Reconstructed
- *De Minimis* Impacts To Harmon Field Park And Access Trail Connecting Nixon Street to Trinity Trail
- A Right Of Way Easement Of 0.20 Acres Required At Harmon Field Park To Reconstruct The Pedestrian Bridge Over US 287
- Access Trail Connecting Nixon Street To Trinity Trail Would Be Realigned Due To Proposed IH 35W Bridge Structures



# NEPA Specifics

- Traffic Noise Abatement Measures Evaluated For Residences Located South Of West Fork Trinity River To Greenfield Avenue On The West Side Of IH 35W And North Of Luella Street To 13<sup>th</sup> Street On The East Side Of IH 35W - Measures Were Considered Feasible And Reasonable
- Traffic Noise Abatement Measures Evaluated For Residences Located Along North Side Of SH 121 West Of Riverside Drive To Emma Street And Along South Side of SH 121 West Of Retta Drive To Blandin Street - Measures Were Considered Feasible And Reasonable



# NEPA Specifics

- Traffic Noise Abatement Measures Evaluated For Oakhurst Neighborhood Association, Calvary Cathedral and Calvary Christian Academy - No Measures Were Considered Feasible And Reasonable
- Traffic Noise Abatement Measures Evaluated For Harmon Field Park Located On The East Side of US 287 and Eastern Edge of Butler Housing Complex Located Along US 287 - No Measures Were Considered Feasible And Reasonable





# Section 408 Coordination

- Proposed Project Traverses and Requires Alterations to the Fort Worth Floodway Public Works Project at the IH 35W and SH 121 Crossings of the West Fork Trinity River
- US Army Corps of Engineers (USACE) and Tarrant Regional Water District (TRWD) Constructed & Maintain the Fort Worth Floodway
- A Section 408 Document Evaluating Potential Impacts To The Fort Worth Floodway is Included in The IH 35W Environmental Assessment
- The USACE Is Acting as a Cooperating Agency Throughout the NEPA Process and Will Provide Review and Approval to Ensure Alterations Do Not Adversely Impact the Fort Worth Floodway





# Historic Structures/Locations

- The East Belknap Street Bridge at The Trinity River, Butler Place and Oakhurst Historic District Identified as Historically Significant Resources In National Register of Historic Places (NRHP)
- The Ralston Purina Complex Historic District is NRHP Eligible
- Fort Worth Floodway and The West Fork Trinity River Levees Are NRHP Eligible - The Proposed Project Would Have No Adverse Effect And *De Minimis* Impacts To The Fort Worth Floodway System



# Managed (Toll) Lanes

- Additional General Purpose (Non-Toll) Lanes, Frontage Roads And Managed (Toll) Lanes Are Proposed For The Ultimate Improvements To Increase Mobility Within The IH 35W Corridor
- Managed (Toll) Lanes Provide Reliable Travel Speeds By Adjusting The Toll Rate Up Or Down (Dynamic Pricing) As The Number Of Vehicles Or Congestion Increases Or Decreases Respectively
- Lanes Are Managed On The Basis Of Time Of Day, Vehicle Type & Occupancy, And Pricing/Tolls





# Managed (Toll) Lanes

- Fully Electronic Toll Collection Systems – No Physical Toll Booths To Stop And Pay With Cash.
- Toll Collection System Would Be Interoperable With Other Systems In The State – TxDOT TxTag, North Texas Toll Authority Toll Tag And Houston Area EZ Tag Would be Accepted.
- Video Tolling Program Allows User Without Tag At More Expensive Rates.
- Toll Rates Would Be Based On Regional Toll Policy/Business Terms Approved By The Regional Transportation Council.
- These Facilities Have Been Identified In Mobility 2035: The Metropolitan Transportation Plan For North Central Texas.





## Summary of Current Regional Transportation Council Managed Lane Policy

- RTC Managed Lane Policy  
[http://www.nctcog.org/trans/committees/rtc/ManagedLanePolicies\\_091307.pdf](http://www.nctcog.org/trans/committees/rtc/ManagedLanePolicies_091307.pdf)
- Toll Rate Established To Maintain A Minimum 50 MPH Average Managed Lane Speed
- Toll Rate Set Up To \$0.75 Per Mile During Fixed-schedule Phase Within First Six Months
- Market-based Tolls Applied During The Dynamic-pricing Phase After The First Six Months Of Operations
- Single-Occupant Vehicles Pay Full Rate And Multi-Axle Trucks Pay A Higher Rate
- High-Occupant Vehicles (HOV2+) And Vanpools Pay Full Rate In The Off-Peak Period





## Summary of Current Regional Transportation Council Managed Lane Policy

- HOV2+ Vehicles Receive 50% Discount During Peak Period (Phases Out After Air Quality Attainment Maintenance Period). Policy Currently Being Evaluated With Considerations of Changing to HOV3+ Vehicles Receiving Discount
- During Dynamic Pricing Phase, Travelers Would Receive Rebates If The Average Speed Drops Below 35 MPH and The Average Speed Reduction is Not Out Of Control Of The Operator
- Rebate Likely Would Be In The Form Of A Specific Corridor or System-Level Rebate To Improve The Overall System And Benefit All Drivers



# Managed (Toll) Lanes

- Toll Rates Would Be Determined Prior To Opening
- The Environmental Assessment Presents A Range Of Anticipated Toll Rates and Total Cost To Users Based Upon a Level 2 Traffic and Revenue Study Prepared During Project Development
- Assuming Average Toll Rate Of \$0.63 Per Mile During Peak/High Congestion Periods, Typical User Traveling 3.5 Miles Would Pay Approximately \$2.21 Per One-Way Trip
- Assuming Average Toll Rate Of \$0.19 Per Mile During Off Peak/Low Congestion Periods, Typical User Would Pay Around \$0.67 Per One-Way Trip
- Toll Rates And Costs Would Vary And May Be Higher Dependent Upon Congestion Levels





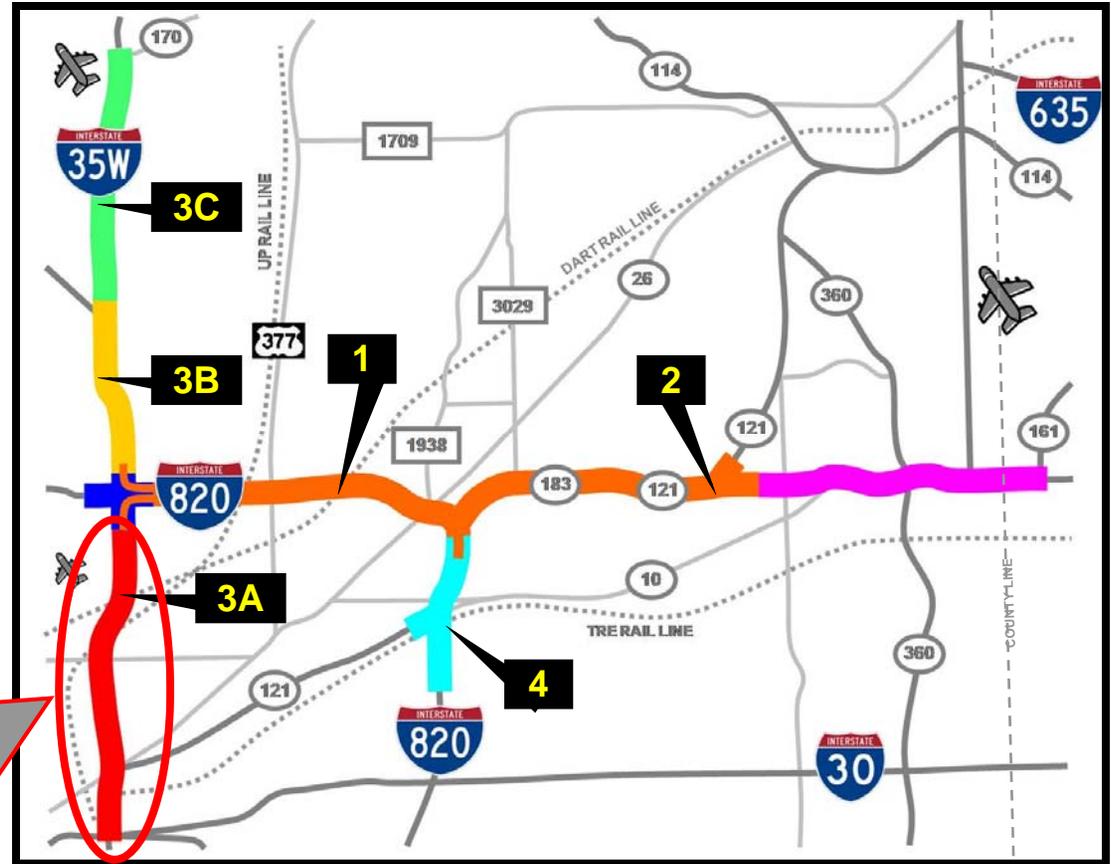
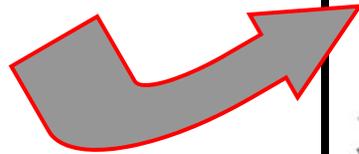
# Project Implementation - Phasing

- Estimated Cost Of The Ultimate Improvements Shown Tonight Is Approximately \$668 million
- The Implementation Of The Proposed Project Would Be Phased Due To Funding Constraints
- Due To Funding Shortfalls, TxDOT And The Region Have Pursued The Comprehensive Development Agreement (CDA) Process As A Method To Help Deliver And Maintain The Proposed Improvements



# Project Implementation - Phasing

North Tarrant  
Express (NTE)  
Includes  
IH 35W from  
IH 820 to  
IH 30 Segment  
3A





# Project Implementation - Phasing

## First Construction Phase IH 35W - Segment 3A

- Interim Facility Includes Reconstruction Of General Purpose (Non-Toll) Lanes and Frontage Roads
- Four Concurrent Managed (Toll) Lanes Along IH 35W From IH 820 To SH 121; Two Concurrent Managed (Toll) Lanes Along IH 35W From SH 121 To IH 30 With US 287 Managed (Toll) Lane Connections
- Interim Facility Includes Discontinuous Frontage Road Lanes With Auxiliary/Turn Lanes
- Estimated Start Of Construction Activities Is Spring 2013
- Estimated Construction Duration Of 60 Months
- Maintenance/Operations Of Tolled Managed Lanes Through CDA Process Is Being Evaluated



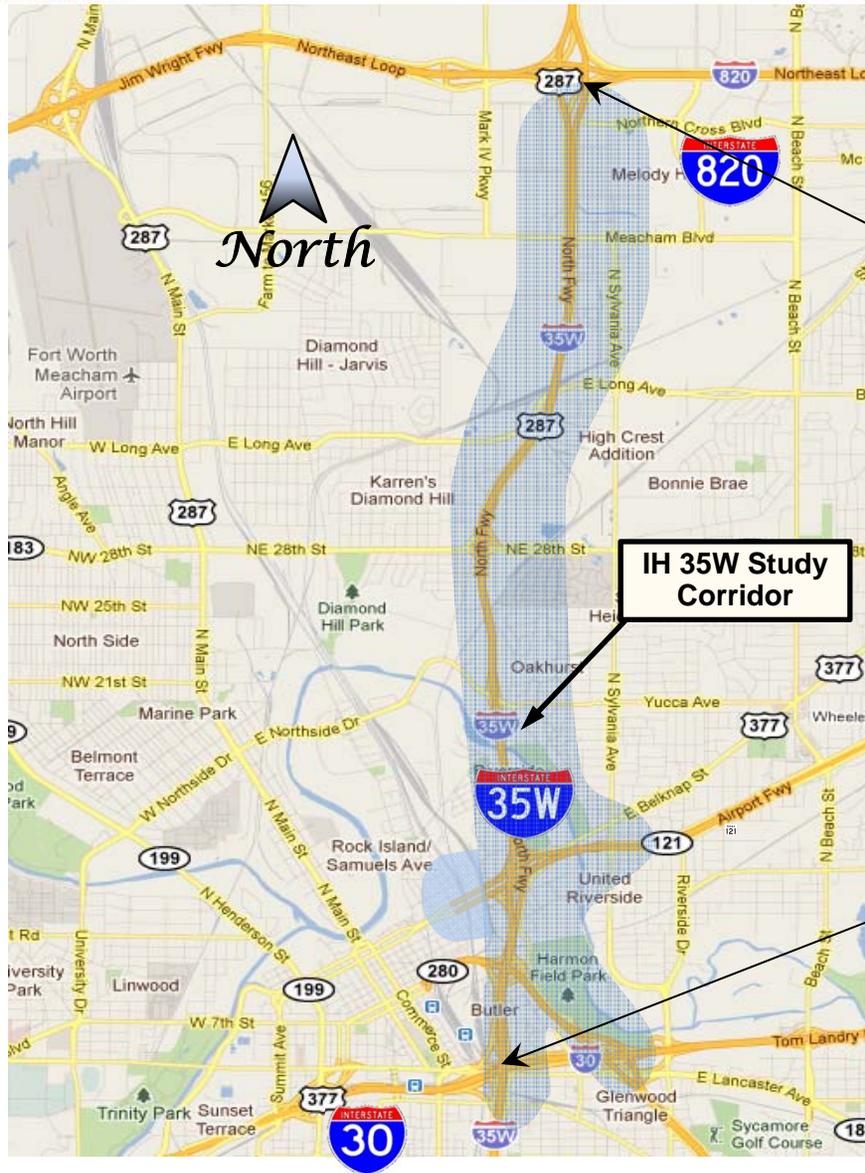


# National Environmental Policy Act (NEPA) Process

- Environmental Document Developed Consistent With Mobility 2035: The Metropolitan Transportation Plan For North Central Texas
- Mobility 2035 Describes An Estimated Time Of Completion For The Ultimate Improvements Of Year 2030
- Revisions Will Occur To The Environmental Document, From The Current Draft, To Address Needs Of The Federal Agencies And Public Comments That Will Be Received Until The Close of The Public Comment Period
- After All Necessary Revisions Are Provided, It Is Anticipated The Federal Highway Administration Will Concur With The Findings And Issue A Finding of No Significant Impact (FONSI)



# Project Location



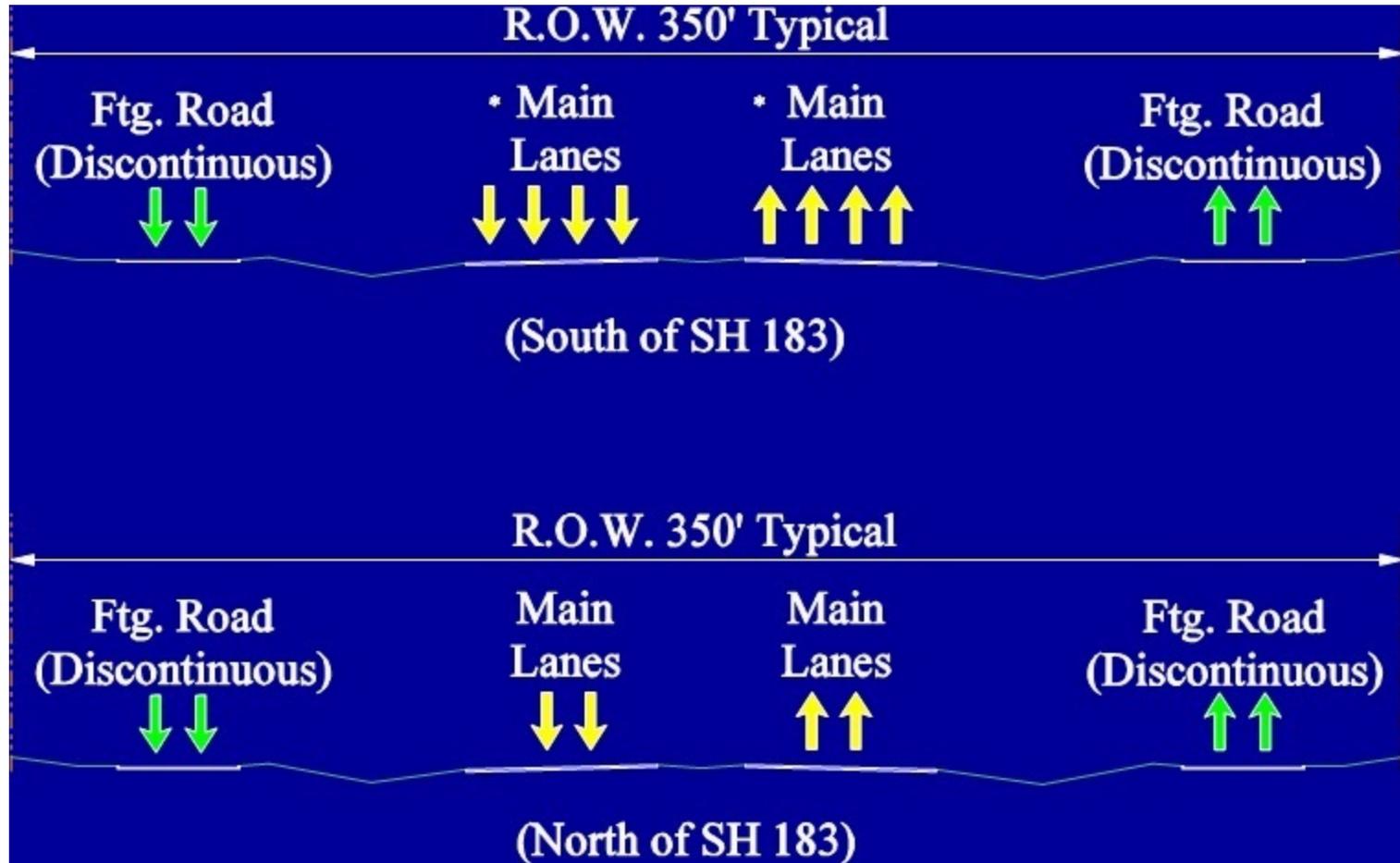
Begin Project  
IH 820

Project Length:  
Approximately  
5.4 Miles

End Project  
IH 30



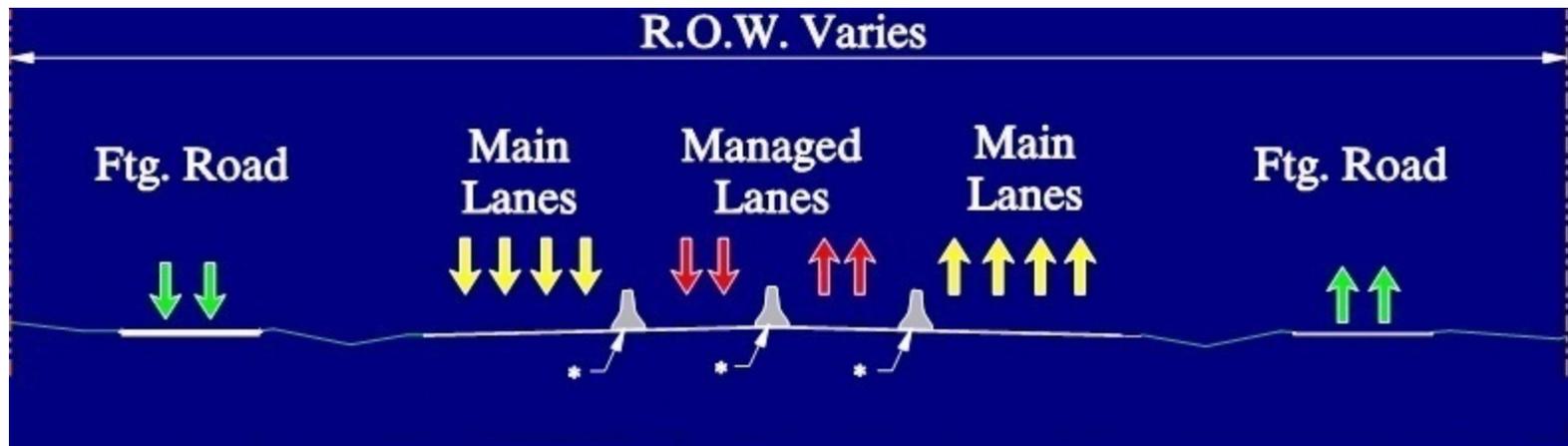
# Existing Facility



\* Main Lanes Vary From Three to Four South of SH 183



# Proposed Ultimate Facility



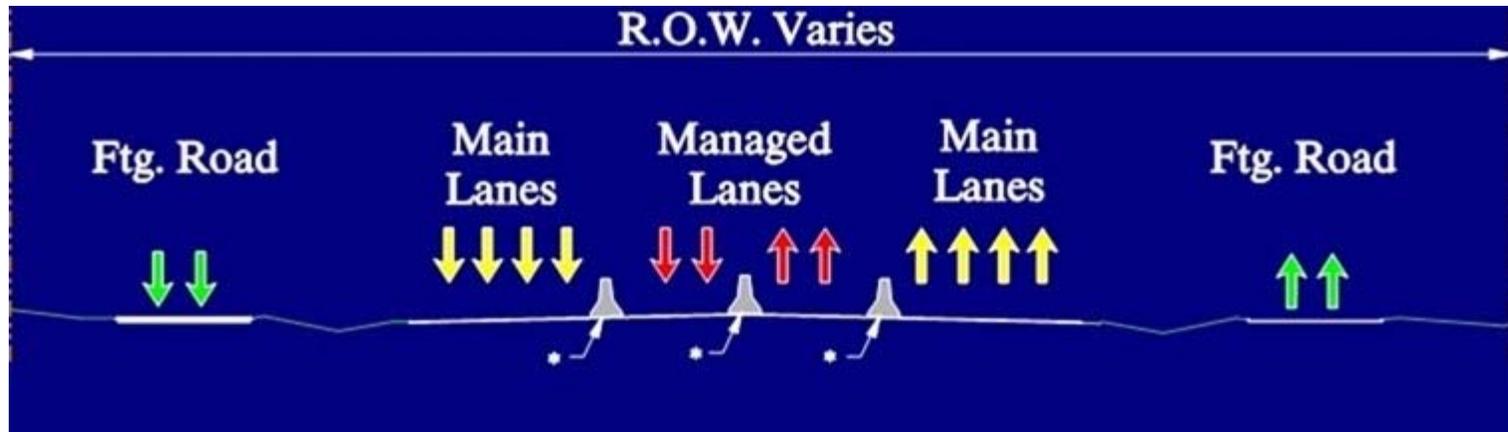
## IH 35W From IH 820 to SH 183/NE 28<sup>th</sup> Street

Four To Six Lane Discontinuous Frontage Roads Including Auxiliary Lanes

\* Concrete Traffic Barrier



# Proposed Ultimate Facility



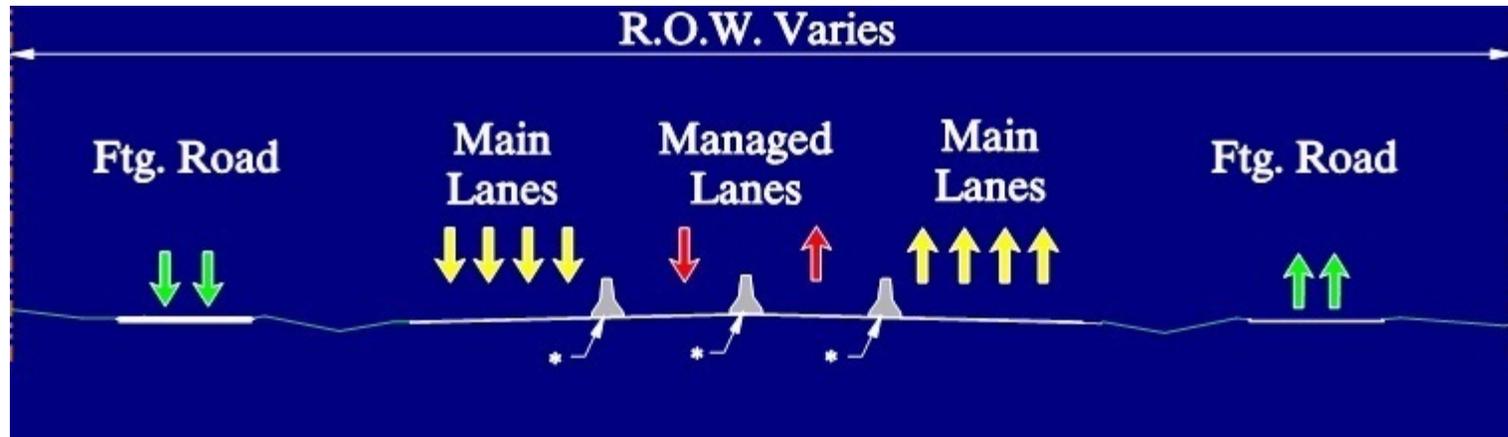
## IH 35W From SH 183/NE 28<sup>th</sup> Street to SH 121

Four to Eight Lane Continuous Frontage Roads Including Auxiliary Lanes  
 Managed (Toll) Lane Direct Connectors to Belknap – Weatherford Streets For Downtown Access

\* Concrete Traffic Barrier



# Proposed Ultimate Facility



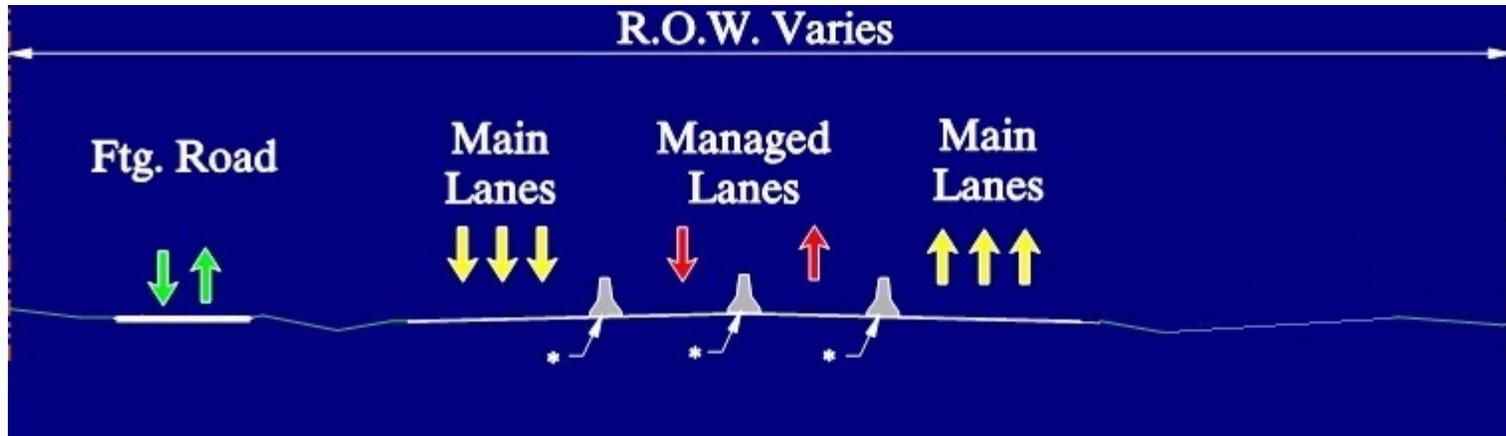
## IH 35W From SH 121 to IH 30

Four to Eight Lane Continuous Frontage Roads Including Auxiliary Lanes From SH 121 To East 4th Street On The West And SH 121 To Trinity Rail Express (TRE) Bridge On The East

\* Concrete Traffic Barrier



# Proposed Ultimate Facility



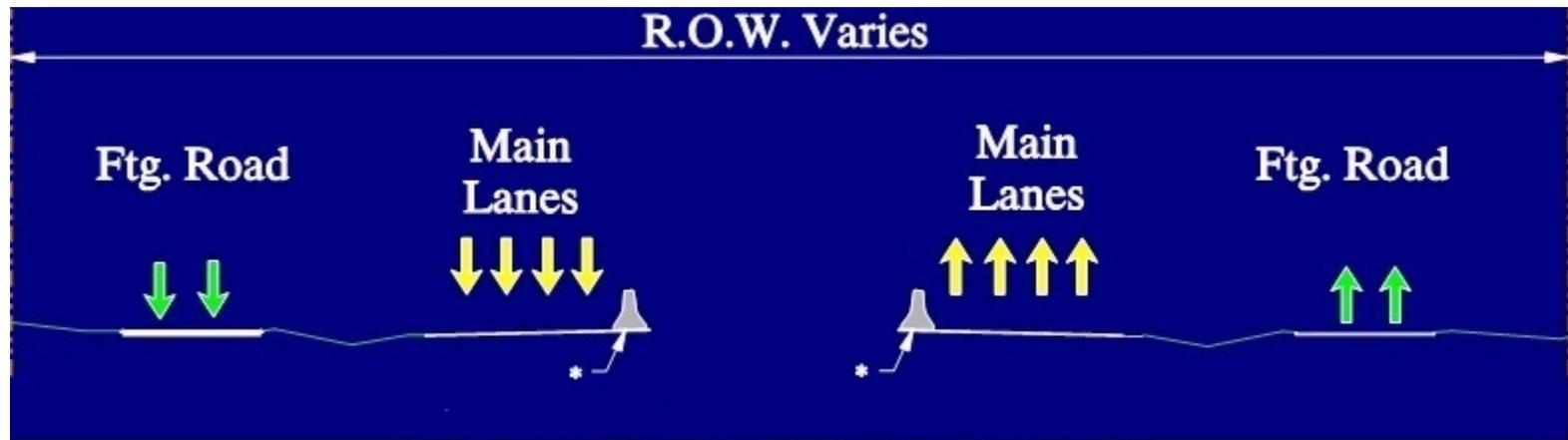
## US 287 From IH 35W to IH 30

Northbound Two-Way Frontage Road  
Managed (Toll) Lane Connectors Between IH 35W Managed (Toll) Lanes and US 287

\* Concrete Traffic Barrier



# Proposed Ultimate Facility



## SH 121 From IH 35W to Riverside Drive

Four Lane Continuous Frontage Roads  
Direct Connectors Would Be Provided to IH 35W North and South  
Local Access Would Be Provided To Belknap-Weatherford Streets

\* Concrete Traffic Barrier



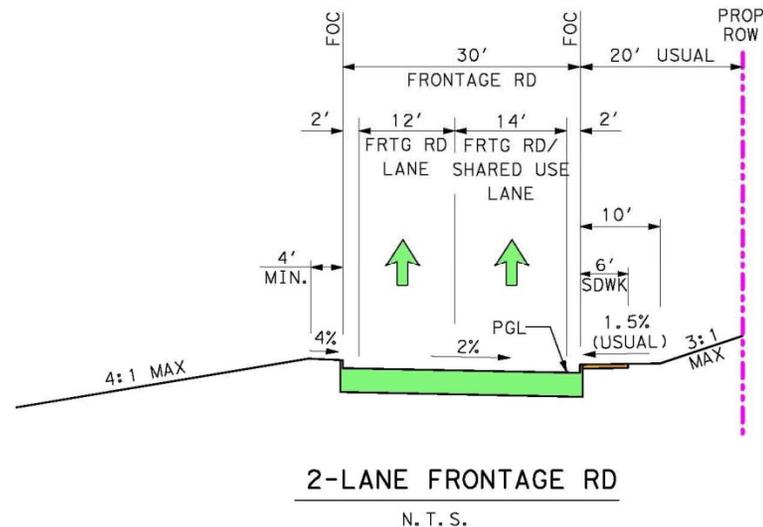


## Proposed Bicycle and Pedestrian Facilities

- 14 Foot Wide Outside Shared Use Lane Along The Frontage Roads Would Be Provided To Accommodate Bicycles
- 6 Foot Wide Sidewalks Along Frontage Roads And Cross Streets Would Be Provided To Accommodate Pedestrians
- A 5 Foot Wide Bicycle Lane Or A 14 Foot Wide Shared Use Lane Would Be Provided Along All Cross Streets To Accommodate Bicycles
- Luella And Cypress Streets Would Include A 14 Foot Wide Trail Barrier-separated From Vehicular Traffic And A Six Foot Wide Sidewalk



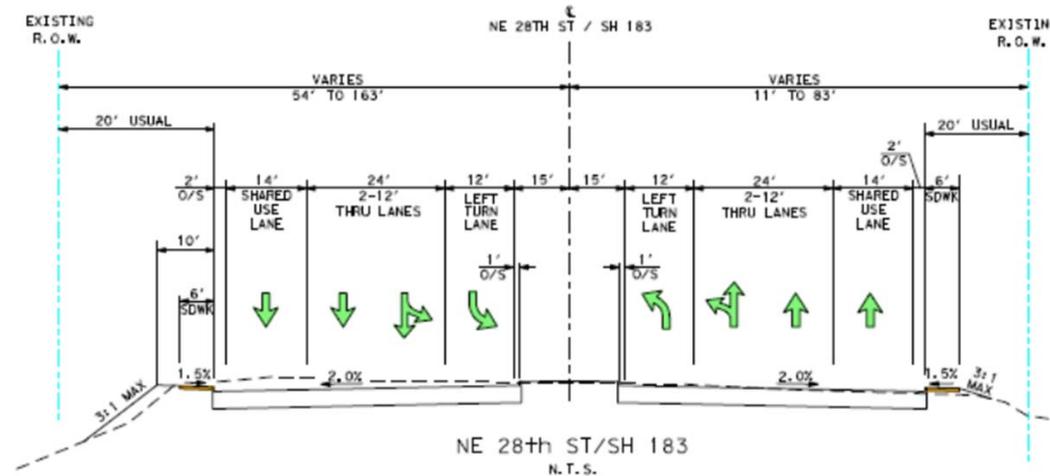
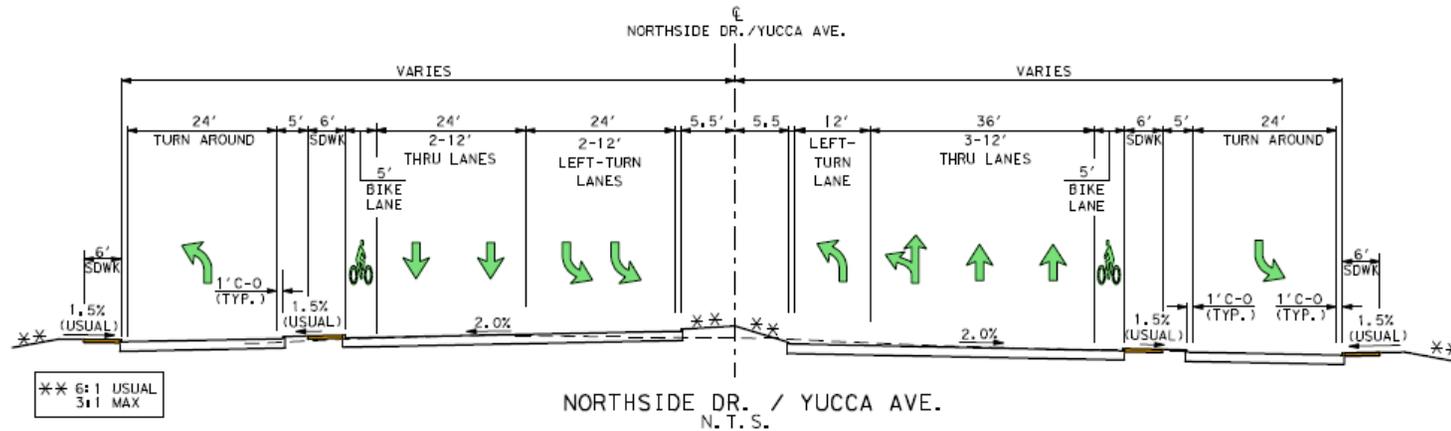
# Proposed Bicycle And Pedestrian Facilities



## Proposed Frontage Road Including Pedestrian and Bicycle Facilities



# Proposed Bicycle And Pedestrian Facilities



Typical Cross Street Including  
Pedestrian and Bicycle Facilities



# IH 35W Visualization





# Public Need for Private Property

- US Constitution (First Amendment) Protects Individual Rights To Own Property
- Fifth Amendment To The Constitution Establishes The Laws Of Eminent Domain
- Eminent Domain Law Applies Only To Projects With A Demonstrated Public Need
- Advanced Planning Identifies A Need And Through Public Involvement And Local Coordination, Compelling Support For The Proposed Project Is Established





# Equal Treatment Policy

It Is The Policy Of The Texas Department Of Transportation That Individuals Impacted By Transportation Systems Expansion Shall Not Be Denied Benefits, Excluded From Participation Or Otherwise Be Subjected To Discrimination Based On The Grounds Of Race, Color, Sex, Age, Handicaps Or National Origin





# Uniform Relocation Assistance and Real Property Acquisition Act of 1970

1. Law Passed In 1970 Designed To Ensure That Anyone Who Owned Property Needed For A Public Purpose Would Be Treated Fairly
2. The Law Establishes Guidelines For The Acquisition Of Property And The Relocation Of Displaced Individuals And Businesses



## TxDOT Enters Into Agreements With Many Companies In Order To Facilitate Project Activities

1. Surveying
2. Mapping
3. Acquisition
4. Appraisers
5. Title Companies



# ROW

- The Rules Are The Same For All Property Owners
- The Protection Of Property Owner Rights Are Very Important To TxDOT - We Make Sure Property Owners Are Well Advised
- The Contractors And Sub-contractors Must Follow All Procedures, Policies And Specifications
- TxDOT Manages And Oversees All Row Activities And Utility Adjustments



# Acquisition of Property

## A Brief Discussion:

- Property Owner Must Be Notified In Writing Of The Need For His/Her Property
- An Independent Appraiser Would Be Hired To Do A Detailed Appraisal Of The Property
- Appraiser Must Have Experience In Appraising Properties Similar To The Subject Property
- Property Owner Must Be Given The Opportunity To Accompany The Appraiser When The Property Is Inspected
- Appraisal Report Must Be Reviewed By Another Appraiser Who Would Certify That Uniform Standards Of Appraisal Practice Were Used In Determining Value



## Acquisition of Property

- A Written Offer To The Property Owner Would Be Made Based On The Value Determined In The Appraisal
- Property Owner Would Be Given A Minimum Of 30 Days To Consider The Offer
- If The Offer Would Be Acceptable, A Closing At A Title Company Is Arranged



# Acquisition of Property

- Administrative Settlement Process – The Property Owner Has An Opportunity To Make A Counter Offer That Spells Out The Justification And Support For An Increase Over The Approved Value
- If The Property Owner Considers The Offer Unacceptable, The Options Available To The Landowner Under The Laws Of Eminent Domain Would Be Explained



# Relocation Assistance

- At The Time Of The Offer Of Purchase Or Shortly Thereafter, A Relocation Assistance Agent Would Meet With The Property Owner To Explain The Benefits Of The Program
- This Program Is Designed To Ensure That A Displaced Residential Occupant Is Properly Relocated With No Undue Financial Hardship And Minimum Inconvenience
- Business Displacees Are Entitled To Reimbursement Of Cost To Move Personal Property And Inventories
- Some Reestablishment Expenses Are Eligible For Reimbursement Under This Program





# ROW Acquisition Process

## Right of Way Brochures

- Available On The TxDOT Website

[http://www.txdot.gov/txdot\\_library/publications/landowner\\_rights.htm](http://www.txdot.gov/txdot_library/publications/landowner_rights.htm)

- Brochures Are Available By Contacting Our Office
- We Have A Limited Supply Here Tonight In English And Spanish



## Proposed Project Specifics

- **Displacements and Relocations**
  - Fifty Commercial Establishments Are Proposed to Be Displaced
  - Thirteen Residential Displacements
  - 126 Parcels Are Anticipated To Be Acquired
- **Project Timing**
  - Anticipate Being Released To Begin Limited Right of Way Acquisition By Fall 2012
  - Anticipate Being Released to Begin Full Right of Way Acquisition by Spring 2013



# Utility Adjustment

- Utility Companies Would Be Contacted Soon
- Public Records Would Be Reviewed
- On The Ground Inspections Are Underway And Would Continue Throughout The Project
- Utility Adjustments Would Commence Once The Right Of Way Has Been Acquired And Utility Agreement Signed



# Public Inquiries

## Environmental Document and Schematics Can Be Viewed at:

TxDOT Fort Worth District Office  
2501 SW Loop 820  
Fort Worth, Texas 76133  
(817) 370-6549

City of Fort Worth  
1000 Throckmorton Street  
Fort Worth, TX 76102  
(817) 392-8900





# Recess

- **20-Minute Recess**
  - **Please Register Your Attendance And Sign Up To Speak At The Front Desk**
- **Public Comment Period Following Recess**





## Public Comment Period

- **Please Note That We Will Not Attempt To Respond To Your Comments At This Time**
- **Please State Your Name And Address For The Record**





# Public Comments

**Speaker's Time:**

**3 Minutes**

**Please State Your Name And  
Address For The Record**



# Project Schedule

## What Happens After The Public Hearing?

- Public Comment Period
- Consideration of Public Comments
- Final Environmental Clearance
- Right of Way Acquisition
- Plan Preparation
- Utility Clearance
- Construction





# Public Comments

## Mail Comments to:

**Ms. Maribel P. Chavez, P.E.  
ATTN: Mr. Curtis W. Hanan, P.E.  
Texas Department of Transportation  
2501 SW Loop 820  
Fort Worth, Texas 76133**

- **Written Comments Must Be Postmarked By  
Monday June 25, 2012**

**THANK YOU FOR YOUR ATTENDANCE**

