

PUBLIC HEARING

ON

IH 35W

From: IH 820

To: IH 30

HELD AT CAVALRY CHRISTIAN ACADEMY

1401 OAKHURST SCENIC DRIVE

FORT WORTH, TEXAS 76111

JUNE 12, 2012

7:00 P.M.



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ORIGINAL

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P R O C E E D I N G S

MS. CHAVEZ: Ladies and gentlemen, if you would get your seats. By my watch, I've got 7 o'clock, so I'd like to go ahead and convene this public hearing for the planned improvements along Interstate 35W from Interstate Highway 30 up to Interstate 820.

I apologize, I'm battling a cold, and so I've now infected all of y'all as well.

Good evening and welcome to this public hearing. My name is Maribel Chavez, and I'm the District Engineer for the Fort Worth District of the Texas Department of Transportation, also known as TxDOT. On behalf of the Department I'd like to thank everyone here today. I'd also like to thank Calvary Christian Academy for providing us and allowing us the use of this facility. Thank you very much. It's really important for us to try to find facilities that are close to projects, and this one, obviously, is as close as it gets.

So tonight we're in the final stages of public involvement, this public hearing. The public involvement process is part of the process that we consider one of most important aspects of implementing any type of transportation projects. We are making both

1 audio and video recordings of this hearing so that
2 you're statements can be accurately transcribed and
3 understood.

4 So as to the agenda today, our project
5 development staff, they'll outline the procedures for
6 this hearing. They'll also provide an introduction to
7 the project. The project design manager will then
8 describe aspects of the proposed plan. Following that,
9 a representative from our Right of Way office will also
10 discuss right-of-way acquisition and relocation
11 assistance procedures.

12 And then we'll recess for about 15, 20
13 minutes to allow everyone some more time to view
14 displays, and once they've heard all this information,
15 in case they have any other questions, we'll make
16 ourselves available, the project staff will make
17 ourselves available. We'll be at the various displays
18 so that if that if you have any questions or any
19 comments, we can visit with you then.

20 And during that recess, we'll also have
21 court reporters. I believe the court reporters and here
22 and back over here as well. We'll point that out to you
23 again at the recess, but these court reporters will be
24 available to personally record your oral statements.
25 After that recess, we will open the floor up to public

1 comment so that we may have the benefit of your input
2 and your comments on the project.

3 So this time will be strictly for
4 statements only. Our responses come in the form of a
5 written summary and analysis after the hearing has been
6 conducted and after we get all of the public comment.
7 In response to the statements, we may alter the plan if
8 there's a feasible and prudent adjustment that is
9 possible. If altered, we will meet with the affected
10 property owners to discuss those changes.

11 So bear in mind that the statements
12 should be made to tell us what you like about the
13 project as well as what you don't like. There have been
14 cases where the project was revised in response to
15 statements, only to learn that we changed something that
16 others desired but had not voiced their opinions. So
17 it's important that everyone voice their opinion,
18 regardless of what that opinion may be.

19 I'll now introduce Curtis Hanan. Curtis
20 is our District Advance Project Development Director,
21 and he will further outline the purpose of the meeting,
22 and also the procedures for the hearing, and also
23 provide you a project introduction.

24 So, Curtis?

25 MR. HANAN: Thank you, Maribel. During

1 project development, we have held public meetings to
2 receive input from residents and property owners.
3 There's a large difference between our public meetings
4 we've held and this public hearing. The meetings were
5 very informal with project alternatives discussed. This
6 hearing is very formal in nature, and we will present
7 information to you about the proposed build alternative
8 developed through the previous input.

9 When TxDOT submits a plan for any project
10 that involves significant right-of-way acquisition,
11 additional capacity, or other potentially significant
12 impacts, regulations require the department to certify
13 that it has held a public hearing or has afforded the
14 opportunity for a hearing. The Department must also
15 consider the economic and social effects of such a
16 project, its impact on the environment, and it's
17 consistency with the goals and objectives of local
18 community planning efforts.

19 Your participation tonight further
20 supports the evaluation of the social, economic, and
21 environmental impacts resulting from the proposed
22 improvements.

23 In addition, this public hearing is being
24 held to receive formal statements regarding aspects of
25 the proposed project by any individual or group. All of

1 the oral statements, written statements, and exhibits
2 received will be given careful consideration during this
3 final stage of project development, and will be included
4 in a formal project record.

5 A notice of public hearing was published
6 in the Fort Worth Star Telegram on Saturday, May 12th
7 and each Sunday beginning May 13th through June 3rd.
8 Spanish versions of the notice were also published in La
9 Semana each Friday, beginning May 11th through June 1st
10 and La Estreya, sorry, La Estrella each Saturday,
11 beginning May 19th through June 2nd, 2012, so we've had
12 many notices for this meeting.

13 In addition, adjoining property owners
14 and public officials were mailed individual notices.
15 Adjoining property owners are identified through the
16 county tax rolls and previous public meeting sign-in
17 sheets. Hopefully, those interested were invited
18 through these notices, through neighbors, or through the
19 local media.

20 If you desire to speak tonight, please
21 sign a form at the registration desk before the recess
22 is over. In order to progress the hearing, we ask that
23 all statements be limited to a maximum of three minutes.
24 If your oral statement will exceed three minutes, please
25 furnish a written statement. You may also provide a

1 verbal statement to the court reports during the recess
2 instead of providing a statement in the open forum after
3 the open session.

4 The written statements will be received
5 through Monday, June 25th, 2012. For your convenience,
6 the written comments may be submitted on the form you
7 received at the registration desk, and they were inside
8 the packet with the presentation, if you got the packet.

9 Once you fill out the comments, you can
10 place them in the comment box here tonight, or you can
11 mail them to the address located on the back of the
12 form. You may include any information you feel is
13 necessary to explain your concerns such as graphs,
14 charts, tables, drawings, or photographs. Please submit
15 all information in hard copy format.

16 Highway planning and construction
17 requires close cooperation among all levels of
18 government. The proposed project is being developed by
19 TxDOT, in cooperation with the City of Fort Worth,
20 Tarrant County, the North Central Texas Council of
21 Governments, the Tarrant Regional Water District, the
22 United States Army Corps of Engineers, and the Federal
23 Highway Administration.

24 The corridor was originally constructed
25 from 1963 to 1967. This study was initiated in 1992 to

1 develop a plan for mobility improvements and update the
2 facility design standards. First public meeting was
3 held June 1993 and it was combined with proposed
4 improvements for the IH 820 Northeast Loop project that
5 is now under construction. There have been three
6 additional public meetings specifically concerning
7 proposed improvements for this corridor and they were
8 conducted during October 2006, April 2007, and
9 November 2010.

10 Project coordination and stakeholder
11 group meetings have also occurred during project
12 development. Community meetings were held with Butler
13 Place and the Oakhurst Neighborhood Association. The
14 Oakhurst Neighborhood Association requested and was
15 granted consulting party status and that also provided
16 their opportunity for formal comments during the
17 coordination efforts with the State Historic
18 Preservation Officer

19 IH 35 is a corridor of national
20 significance. It impacts not only those adjacent to the
21 facility, but also motorists that use that facility to
22 travel to the other areas of the region, state, and
23 nation. After over 40 years of service, the freeway has
24 become obsolete and in need of updating and expansion to
25 accommodate the travel demand.

1 Year 2010 average daily traffic counts
2 along IH 35W ranged from 117,000 vehicles per day to
3 163,000 vehicles per day. The projected traffic volumes
4 which we designed for, for year 2035 are expected to
5 increase extensively to a range of approximately 295,000
6 vehicles per day to approximately 413,000 vehicles per
7 day. Volumes along State Highway 121 are expected to
8 increase from 112,000 to nearly 154,000 vehicles per
9 day. And then volumes along US 287 that feed into IH 35
10 are expected to increase from 42,000 to 112,000 vehicles
11 per day.

12 An environmental assessment has been
13 prepared in accordance with the National Environmental
14 Policy Act, or NEPA. The document covers the social,
15 economic, and environmental effects of the proposed
16 improvements. The document includes information
17 covering impacts associated with the project including
18 tolls, air quality, noise, water quality, vegetation,
19 archaeology, and historical properties.

20 The proposed project is needed to address
21 capacity and operational deficiencies and update the
22 facility to current design standards. Another goal is
23 to achieve this while minimizing the negative social,
24 economic, and environmental effects.

25 The proposed improvements require

1 approximately 85.4 acres of additional right of way and
2 0.04 acres of temporary construction easements. 126
3 parcels have been identified as impacted by the proposed
4 right of way acquisition. 50 commercial structures have
5 been identified as displacements, in addition to five
6 vacant properties and one utility lift station. TxDOT
7 commits to utilizing Workforce Solutions to help
8 minimize or mitigate for adverse impacts to individual
9 employees of the businesses as a result of the proposed
10 project's implementation.

11 Representatives from Texas Workforce
12 Commission and Workforce Solutions will be available,
13 and have been available throughout the meeting, to
14 answer questions or present information on behalf of
15 Workforce Solutions for Tarrant County. 13 residential
16 structures have also been identified as displacements

17 Approximately 224 acres of maintained
18 vegetation, 34 acres of woody vegetation and 1.75 acres
19 of riparian vegetation would be impacted. Mitigation
20 for the loss of the riparian habitat would occur at an
21 off-site mitigation bank. Permanent soil erosion
22 control features would be constructed as soon as
23 feasible. Disturbed areas would be restored and
24 stabilized as soon as construction schedules permit.

25 There would be no take or constructive

1 use of Delga Park, Riverside Park or the Trinity Trail
2 at State Highway 121. There would be no impact to the
3 use of Greenway Park, however, approximately 0.04 acres
4 of existing pavement at the Pharr Street entrance to
5 Greenway Park would need to be reconstructed.

6 De minimis Impacts would occur to Harmon
7 Field Park and the Trinity Trail at IH 35. The proposed
8 IH 35W bridge would require the access trail connecting
9 Nixon Street to the Trinity Trail be realigned.
10 Approximately 685 feet of the access trail would be
11 realigned and this length of the connection reduced from
12 685 to 454 linear feet.

13 A right-of-way easement between TxDOT and
14 the Tarrant Regional Water District for use of
15 approximately 0.2 acres to Harmon Field Park would be
16 required due to reconstruction of the pedestrian bridge
17 over US 287. The bridge connects Butler Place to Harmon
18 Field Park and the Bertha Collins Community Center. The
19 proposed highway improvements require both the existing
20 pedestrian bridges over US 287 and IH 35W be removed.
21 The pedestrian bridge over IH 35W is not proposed to be
22 reinstructed at this time.

23 Traffic noise impacts would result at 19
24 representative receivers along the corridor. Noise
25 abatement measures consisting of traffic management,

1 alteration of roadway alignments and profiles,
2 incorporation of buffer zones, and noise barriers were
3 evaluated.

4 Noise barriers modeled for the following
5 four residential neighborhoods would be expected to
6 achieve the minimum feasible noise reduction design goal
7 and also meet the reasonable cost-effectiveness
8 criterion.

9 The proposed barriers extend along the IH
10 35W southbound frontage road from south of the West Fork
11 Trinity River to just south of Greenfield Avenue, along
12 the IH 35W northbound frontage road just north of Luella
13 Street near the western edge of Butler Place, along the
14 121 eastbound frontage road from Retta Drive to Blandin
15 and along the State Highway 121 westbound main lanes
16 from Riverside Drive to Emma Street. The existing noise
17 barrier located adjacent the western edge of Butler
18 Place and south of Luella Street is also proposed to
19 remain.

20 The final decision to construct the noise
21 barriers will not be made until after the completion of
22 the project design, utility evaluation, and polling of
23 adjacent property owners.

24 Noise barriers were modeled for a bank,
25 office complex, bar, and law office with adjacent access

1 locations. Resulting gaps for access would preclude
2 proposed noise barriers at these commercial businesses
3 from achieving minimal feasible reductions in noise
4 levels. Noise barriers were not proposed for these
5 commercial establishments.

6 Noise barriers were also modeled for
7 receivers representing Oakhurst Neighborhood
8 Association, Calvary Cathedral and Calvary Christian
9 Academy, as well as the eastern edge of Butler Place
10 near US 287, and Harmon Field Park.

11 Due to the surrounding topography, noise
12 barriers that would achieve the minimum feasible noise
13 reduction design goal at each of these receivers would
14 exceed a reasonable cost-effectiveness criterion and are
15 not proposed.

16 The proposed project traverses and
17 requires alterations to the Fort Worth Floodway Public
18 Works project at the IH 35W and State Highway 121
19 crossings of the West Fork Trinity River. The United
20 States Corps of Engineers and Tarrant Regional water
21 District constructed and maintain the Fort Worth
22 Floodway.

23 A Section 408 Environmental Assessment
24 document, evaluating the potential impacts to the Public
25 Works projects is included within the IH 35W

1 Environmental Assessment. The United States Army Corps
2 of Engineers is acting as a cooperating agency
3 throughout the NEPA process and they will provide review
4 and approval to ensure the alteration does not adversely
5 impact the Public Works.

6 The project also crosses Ham Branch, a
7 part of the Public Works project called the Central City
8 Project. The IH 35W original design was modified to
9 retain the existing northbound frontage road at the
10 existing levee with Ham Branch. Therefore Further
11 Section 408 evaluation at this crossing is not required.

12 The East Belknap Street at Trinity River
13 Bridge, Butler Place, and Oakhurst neighborhoods have
14 been identified as historically significant resources
15 through the National Register of Historic Places (NHRP).
16 The Fort Worth Floodway and a West Fork Trinity River
17 Levees and Ralston Purina Complex Historic District are
18 also NRHP eligible.

19 The project would pose no direct effects
20 to East Belknap Street at Trinity River Bridge as the
21 proposed work would be limited to restriping for one way
22 traffic. The Texas Historical Commission - State
23 Historic Preservation Officer would have the opportunity
24 to comment on the design of the proposed bridge
25 downstream and adjacent to the existing bridge. The

1 proposed project would have no adverse effect but de
2 minimis impacts to the Fort Worth Floodway system.

3 The proposed activity at the NRHP
4 eligible Ralston Purina Complex Historic District would
5 neither hinder current operations nor change the
6 location of the historic entrance. Relocation of the
7 proposed southbound frontage road, from locations shown
8 in the original design, in front of the Complex and the
9 loading area were revised. Now they require about 0.2
10 acres less right of way and ensure the facility could
11 continue to function as it currently does.

12 The proposed bridge structure over the
13 parking lot near the loading area was originally
14 designed with an earth-fill embankment, but was
15 redesigned for bents and the increased transparency they
16 provide. Bent placement options were discussed with
17 Ralston Purina to ensure they would not hinder in the
18 plant operations.

19 The project would pose no direct effects
20 to the Butler Historic District as no new right of way
21 would be acquired from it. The existing sound wall,
22 located along the eastern edge of IH 35W and south of
23 Luella Street, complies with the Federal Highway
24 Administration noise criteria and would conceal all new
25 construction from this historic district in this

1 location.

2 The project would pose no direct effects
3 to the Oakhurst Historic District as no new right of way
4 would be acquired. Because the Oakhurst Historic
5 District is currently impacted by traffic noise,
6 available noise abatement measures were evaluated and
7 none would be reasonable and feasible. Noise modelling
8 for the no-build alternative for 2035 indicates that
9 noise impacts to fewer contributing resources than the
10 build alternative. The Texas Historical Commission -
11 State Historic Preservation Officer determined the
12 predicted noise impacts to the Oakhurst Historic
13 District would be adverse.

14 A Registered Landscape Architect would be
15 provided by TxDOT during development of the landscaping
16 plan for the proposed project. The Oakhurst
17 Neighborhood Association will have opportunities for
18 involvement in the development of the landscaping and a
19 study plan as a measure to resolve the adverse effect.

20 To minimize light-related issues within
21 the Oakhurst Historic District, the final design of the
22 project will prohibit high mast lighting systems in that
23 vicinity. Additionally, compliance with Texas
24 regulations concerning "Dark Sky" lighting will help
25 reduce light spill beyond the roadway.

1 Additional general purpose lanes,
2 frontage roads, and managed toll lanes are proposed for
3 the ultimate improvements to increase mobility within
4 the corridor. Managed toll lanes are dedicated lanes
5 managed on the basis of time of day, vehicle type and
6 occupancy levels, and the pricing of our tolls.

7 Users would pay a fee to use the managed
8 facility with the amount of the fee varying and being
9 dependent upon the demand. This flexibility in pricing
10 is needed to accommodate the traffic demands and provide
11 reliability of the facility. Lane management and
12 operations may be adjusted at any time to match the
13 regional goals.

14 The toll collection systems would be
15 fully electronic and interoperable with other systems
16 across the state. There would be no physical toll
17 booths to stop at to pay with cash. Video tolling would
18 also allow users to not have a tag, but the costs would
19 be more expensive.

20 Toll rates for the managed lanes would be
21 based on regional toll policy and business terms
22 approved by the Regional Transportation Council. This
23 group includes transportation professionals from the
24 area including local governments. In addition, per
25 federal requirements, these facilities have been

1 identified in Mobility 2035 - the Metropolitan
2 Transportation Plan for North Central Texas.

3 Public involvement for development of
4 this plan included over 30 workshops, community events,
5 and public meetings. Mobility 2035 was adopted by the
6 Regional Transportation Council in March 2011. A
7 favorable Federal Highway Administration conformity
8 determination was provided in July 2011.

9 The managed lane policies, developed by
10 the Regional Transportation Council, are listed in the
11 Appendix of the Environmental Assessment we have with us
12 tonight. They can also be found on the website at the
13 address shown on the slide. A summary of the policies
14 is provided in the next two slides also.

15 Toll rates would be established to
16 maintain a minimum speed of 50 miles per hour in the
17 managed lane facility. Toll rates would be set up to
18 \$0.75 per mile during the first six months. The rates
19 may be adjusted, if warranted, by Regional
20 Transportation Council approval.

21 Dynamic tolls would be applied after the
22 first six months of operations. During dynamic
23 operation, a toll rate cap would be established. The
24 cap would be considered soft during times of
25 deteriorating performance of the managed lane facility

1 -- meaning a controlled rate above the cap may be
2 temporarily allowed.

3 The soft cap normally spoken of today
4 matches the rate of \$0.75 per mile. Single occupancy
5 vehicles would pay full rate and multi-axle trucks would
6 pay additional. High Occupancy Vehicles or HOV 2+ and
7 vanpools would pay full rate during the off-peak
8 periods. Transit vehicles will not be charged a toll.

9 HOV 2+ vehicles receive 50 percent
10 discount during the peak periods. This discount would
11 phase out after the region reaches attainment for air
12 quality. This policy is also under current
13 consideration of being changed from 2+ auto occupancy
14 requirement to a 3+ auto occupancy requirement. This
15 would occur prior to the opening of permanent managed
16 lane facilities in the region. If required regional
17 policies and management agreements can be adopted.

18 During the dynamic pricing phase,
19 travelers would receive rebates if the average speed
20 drops below 35 MPH, however, rebates would not apply if
21 the speed reduction is out of the control of the
22 operator. The rebate likely would be in the form of a
23 specific corridor or system-level rebate to improve the
24 overall system and benefit all drivers. The Regional
25 Transportation Council will determine how any rebate

1 would be distributed.

2 Toll rates for the IH 35W managed lanes
3 would be determined prior to opening the facility. The
4 environmental assessment presents a range of anticipated
5 toll rates and total cost to users. The scenarios were
6 based upon a Level 2 Traffic and Revenue Study prepared
7 during project development.

8 Assuming a toll rate of \$0.63 per mile
9 during the peak or high congestion periods, a typical
10 user travelling 3.5 miles would pay approximately \$2.21
11 for a one-way trip. Assuming an average toll rate of
12 \$0.19 per mile during the off peak or low congestion
13 periods, a typical user would pay approximately \$0.67
14 per one-way trip. Toll rates and costs would vary and
15 may be higher depending upon the congestion levels.

16 The estimated cost of the improvements
17 shown tonight is approximately \$670 million, in current
18 year dollars. The implementation of the proposed
19 project would be phased, consistent with projects
20 identified in Mobility 2035 due to funding constraints.

21 The Texas Transportation Commission has
22 worked with the Texas Legislature and Texas voters to
23 adopt funding strategies and laws to help expedite much
24 needed transportation projects. Some of these funding
25 strategies are: Creation of regional mobility

1 authorities, ability to sell bonds, and the ability to
2 enter into a public private partnership to design,
3 build, and maintain these transportation facilities.

4 These public/private partnerships allow
5 TxDOT to enter into an agreement with a private company
6 called a Comprehensive Development Agreement or CDA.
7 Due to funding shortfalls, TxDOT and the Region are
8 pursuing the CDA process as a method to help deliver and
9 maintain the proposed improvements.

10 The proposed improvements to IH 35W we're
11 speaking about tonight are included in a regional system
12 of managed lane projects know as the North Tarrant
13 Express, or NTE. The NTE includes Interstate Highway
14 35W from Interstate Highway 30 to north of State
15 Highway 170, the north and east loops of Interstate
16 Highway 820, State Highways 121, and State Highway 183.
17 TxDOT executed two CDAs for the NTE with the North
18 Tarrant Express Mobility partners on June 23, 2009. The
19 Segments 2-4 CDA includes the IH 35W project.

20 In July, 2010, NTE Mobility Partners
21 submitted an updated Ready for Development Proposal
22 specifically for Segments 3A and 3B of the NTE. This
23 includes the IH 35W corridor we're speaking about
24 tonight, extending from Interstate Highway 30 to United
25 States Highway 81 and 287.

1 The first phase of the proposed project
2 generally includes reconstruction of the existing IH 35W
3 general purpose lanes and frontage roads with the
4 addition of managed toll lanes from IH 820 to IH 30.
5 One managed toll lane in each direction would extend
6 along IH 35W from IH 30 to near State Highway 121.

7 The existing general purpose lanes and
8 westbound frontage road along US 287 would also be
9 reconstructed to allow managed toll lane connections
10 consisting of one lane each direction, to be constructed
11 between IH 35 and IH 30. The managed toll lane facility
12 would include two lanes each direction from State
13 Highway 121 north to IH 820.

14 This project is expected to be
15 constructed through the CDA process including
16 design-build techniques. All available funding
17 strategies including maintenance and operations of the
18 toll managed lanes through the CDA process will be
19 evaluated and utilized if believed to enhance the
20 overall reconstruction efforts or maintenance and
21 operations of the corridor. The estimated start of
22 construction of this proposed first phase is Spring of
23 2013. The project duration is estimated to be 60
24 months.

25 The phasing of construction improvements

1 planned for this corridor is consistent with the areas
2 financially constrained Metropolitan Transportation
3 Plan, Mobility 2035. The ultimate improvements
4 including the reconstruction of the interchange with
5 State Highway 121 are proposed to be constructed by year
6 2030. Based on the studies thus far, the environmental
7 document indicates the preferred alternative would
8 result in a finding of no significant impacts.

9 Revisions may occur to the environmental
10 document, from the current draft to address the needs of
11 the federal agencies, and as a result of the public
12 comments that will be received until close of the public
13 comment period. After all necessary revisions are
14 provided, it is anticipated the Federal Highway
15 Administration will concur with the findings and issue a
16 finding of no significant impact.

17 Now, I want to introduce our consultant
18 project manager, Mr. Naser Abusaad, with Civil
19 Associates, who will give you an overview of the
20 preferred project improvements.

21 MR. ABUSAAD: Thank you, Curtis.

22 The presentation tonight will cover the
23 proposed improvements to Interstate Highway 35W from
24 Interstate Highway 820 to Interstate Highway 30.
25 Improvements planned within the corridor include

1 additional general purpose lanes, frontage roads, and
2 continuous managed toll lanes designed to enhance
3 mobility throughout the area.

4 Existing IH 35W from IH 820 to IH 30 is a
5 four to eight-lane divided highway with limited
6 entrances and exits and discontinuous frontage roads.
7 There are two main lanes in each direction from
8 Interstate Highway 820 to SH 183 and three main lanes in
9 each direction from SH 183 to 121. Typically, four main
10 lanes in each direction exists from SH 121 to Interstate
11 Highway 30.

12 The proposed improvements from IH 820 to
13 SH 183 include reconstruction to a 12-lane highway. The
14 proposed roadway would typically include eight general
15 purpose lanes and four managed toll lanes, typically in
16 the center. Barriers would separate the lanes.

17 Frontage roads would be reconstructed or
18 added from Meacham Boulevard to the Fort Worth and
19 Western Railroad with a u-turn connection provided north
20 of the railroad. Frontage roads would be reconstructed
21 from 33rd Street to SH 183. Wishbone ramps would
22 provide access between the managed lanes and the general
23 purpose lanes and SH 183/NE 28th Street.

24 The proposed improvements from SH 183 to
25 SH 121 include reconstructing the existing facility to a

1 12-lane highway. The proposed roadway would typically
2 include eight general purpose lanes and four managed
3 toll lanes, typically in the center. Barriers would
4 separate these lanes.

5 Frontage roads would be constructed and
6 be continuous. North of Northside Drive, a slip-ramp is
7 provided from the northbound general purpose lanes to
8 the northbound managed lanes. South of Northside Drive,
9 a slip-ramp is provided from the southbound managed
10 lanes to the northbound general purpose lanes. Direct
11 connectors would be provided between the Interstate
12 Highway 35W managed lanes and Belknap-Weatherford for
13 access into downtown Fort Worth.

14 The proposed improvements from 121 to
15 Interstate 30 include reconstructing the existing
16 facility to a 10-lane highway. The proposed roadway
17 would typically include eight general purpose lanes and
18 two managed toll lanes in the center. Barriers would
19 separate these lanes. Frontage roads would be
20 constructed and would be continuous from SH 121 to 4th
21 Street on the west and to the Trinity Rail Express on
22 the east.

23 Just south of SH 121 the southbound
24 managed lanes would split, with one lane becoming a
25 direct connector to US 287 and the other joining the

1 Interstate 35W southbound general purpose lanes. The
2 northbound managed lanes at this same location would
3 begin as a slip-ramp from Interstate 35W northbound
4 general purpose lanes and a direct connector from the US
5 287 general purpose lanes.

6 The proposed improvements along US 287
7 include managed lane direct connectors between
8 Interstate 35W and Interstate 30. Realignment of the
9 main lanes and the northbound two-way frontage road
10 would be required and the existing US 287 bridge and
11 Cypress Street bridge would be replaced.

12 The proposed improvements to SH 121 from
13 Interstate Highway 35W to Riverside Drive would include
14 reconstruction of the existing eight-lane highway.
15 Frontage roads would be continuous for the length of the
16 improvement on SH 121. Direct connectors would be
17 provided to Interstate Highway 35W north and south with
18 local access the Belknap-Weatherford streets.

19 Westbound traffic on Belknap Street would
20 continue to use the existing historic bridge over the
21 West Fork Trinity River. A second bridge over the
22 Trinity River would be constructed parallel to the
23 existing for eastbound traffic from Weatherford Street.

24 In addition to improvements to vehicular
25 traffic, the project would also accommodate pedestrian

1 and bicycle improvements. Specifically, along both
2 frontage roads, a 14-foot wide outside shared use lane
3 would be provided. A shared use lane is a wider outside
4 or right lane that both bicycles and vehicles would
5 share.

6 In addition, a 6-foot wide sidewalk would
7 be constructed along the frontage roads and cross
8 streets within the project limits. Also, all cross
9 streets would either have 14-foot wide outside shared
10 use lanes or 5-foot bike lane adjacent to the roadway.

11 The there are two existing pedestrian
12 bridges serving Butler Place that cross US 287 and
13 Interstate 35W. The pedestrian bridge crossing US 287
14 would be removed and replaced with an ADA-, American
15 with Disabilities Act, complaint bridge. In addition to
16 replacing the US 287 pedestrian bridge, improved bicycle
17 and pedestrian facilities on the Luella Street crossing
18 Interstate 35W and Cypress Street crossing US 287 would
19 be provided.

20 Both vehicular bridges would include a
21 14-foot wide trail that is barrier-separated from the
22 vehicular traffic and 6-foot wide sidewalk. The 14-foot
23 wide trail on these bridges would extend into Butler
24 Place the length of the TxDOT right-of-way. The trail
25 on these bridges would allow pedestrians and cyclists to

1 access downtown Fort Worth and the Trinity Trail. The
2 pedestrian bridge crossing Interstate 35W would be
3 removed and not replaced.

4 This slide presents a typical cross view
5 of the wider shared use lane along the frontage road and
6 the 6-foot sidewalk.

7 This slide presents typical cross-section
8 views of the cross streets. As an example, the top
9 section shows the 5-foot bicycle lane adjacent to the
10 roadway lanes along both directions of Northside Drive
11 and the 6-foot wide sidewalks. The bottom section shows
12 the wider outside shared use lane and 6-foot sidewalks
13 along both directions of SH 183.

14 I will now describe the proposed project
15 through a 3D visual simulation, pointing out access
16 points and other elements of the project. Please note
17 that the 3D visualization does not include an aesthetic
18 treatments and does not reflect the actual or proposed
19 traffic conditions.

20 I would like to orient you before we
21 begin. Generally, we will be moving northward as we are
22 starting from north of Interstate 30, as shown here.

23 As the animation moves northward from
24 Interstate 30, you can see the eight general purpose
25 lanes, four in each direction. In the center of the

1 highway, as we approach Spur 280 and US 287 interchange,
2 the outside general purpose lanes exit to or enter from
3 Spur 280 and US 287, providing the 12-lane section.

4 You will also notice that the managed
5 lanes begin and end just south of Spur 280 and the US
6 287 interchange. Slip ramps are located on the inside
7 of the general purpose lanes to allow access to and from
8 the managed lanes.

9 You will now see a 360-degree view of the
10 Spur 280 and the US 287 interchange. The first pair of
11 ramps provides access from Spur 280 to northbound and
12 southbound Interstate 35W as well as the connection to
13 SH 121. In addition, notice that the typical six lanes
14 for Spur 280 and US 287 and the manage lane direct
15 connectors from southbound Interstate 35W to US 287 and
16 from US 287 to Interstate 35W and SH 121. As we
17 continue rotating, you will see the loop ramp from
18 northbound Interstate 35W to Spur 280. You will also
19 see the proposed Spur 280 and US 287. As we turn here
20 in the background.

21 And then, as we proceed northward along
22 35W, we are now approaching SH 121 interchange. You
23 will see the inside lanes are the beginning and ending
24 of the managed lanes, with eight to eleven general
25 purpose lanes and direct connectors to and from

1 Interstate 35W, Spur 280, US 287, and SH 121.

2 You will now see a 360-degree view of
3 Interstate 35W and the 121 interchange. The interchange
4 provides multiple direct connectors to and from
5 Interstate 35W and 121. As we rotate towards the west
6 looking towards downtown, you will notice the direct
7 connectors to and from the northbound and southbound SH
8 121 to Spur 280 and US 287, northbound and southbound
9 Interstate 35W general purpose lanes, and the Interstate
10 30 connections.

11 As we continue to rotate towards the
12 south and east, managed lane direct connectors are
13 provided to and from Belknap and Weatherford which
14 provides access to and from downtown Fort Worth. And
15 lastly, you will see the proposed SH 121 looking towards
16 the east. And you can see it right there at the top
17 going over the Trinity River.

18 Let me just pause a little bit so we can
19 our orientation. We're going to get back northbound
20 direction. So as we rotate...now we're looking at
21 Interstate 35W going northbound at the top of the slide.

22 So as we proceed northward, you will
23 notice that the -- we now begin continuous frontage
24 roads, four managed lanes with four to six general
25 purpose lanes in both directions. We are now

1 approaching the Trinity River where all the roadways
2 crossing the river will be on bridge structures. As we
3 cross the Trinity River, the outside general purposes
4 lanes exit to or enter from the frontage roads providing
5 access to and from Northside Drive.

6 And then as we approach Northside Drive,
7 you will see a ramp from the southbound managed lanes to
8 the inside general purposes lanes. You will also notice
9 the outside general purpose lanes exit to or enter from
10 the frontage roads providing access to and from Belknap.

11 As we go over Northside Drive, you will
12 notice SH 183 in the horizon. You will see the outside
13 lanes along the general purpose lanes exits to the
14 frontage road providing access to SH 183. As we
15 approached SH 183, you will see a ramp from the inside
16 northbound general purpose lanes to southbound managed
17 lanes. You will also notice what we call braided ramps
18 where the ramp from southbound Interstate 35W general
19 purpose lanes to Northside Drive crosses over the ramp
20 from the frontage road to the southbound 35W general
21 purpose lanes.

22 Crossing over 183, we have two managed
23 lanes and four general purpose lanes in each direction
24 separated by traffic barriers. In addition, notice that
25 the inside frontage road lanes exits or enters using a

1 "wish-bone" configuration providing a bridge over the
2 general purpose lanes to the managed lanes. Past the
3 "wish-bone" ramps you will notice ramps to and from the
4 general purpose lanes to the frontage roads to access SH
5 183.

6 Continuing northward we are now crossing
7 over Northeast 33rd Street and then East Long Avenue
8 which you will notice that the frontage roads are
9 discontinuous and end at Northeast 33rd Street.

10 As we go over East Long Avenue and the
11 railroad, the frontage roads pick back up with a u-turn
12 providing access to and from Meacham Boulevard. You
13 will notice the outside general purpose lanes exit to
14 and enter from the frontage roads providing access to
15 Meacham. In addition, notice that the outside managed
16 lanes exit or enter using a "wish-bone" configuration
17 providing a bridge over the general purposes lanes to
18 the managed lanes.

19 Adjacent to the "wish-bone"
20 configuration, you will notice a braided ramp where the
21 entrance ramp from frontage road to the southbound
22 general purpose lanes goes over the exit ramp from the
23 southbound general purpose lanes to the frontage road.

24 Passing the "wish-bone" configuration,
25 you will see Meacham Boulevard in the horizon. As we

1 move past Meacham, we will approach the northern
2 terminus of the project near Interstate 820, the managed
3 toll lanes will continue through the IH 820 interchange.

4 This concludes the 3D visualization
5 presentation of the proposed improvements. This same
6 simulation will be shown during the recess in the back
7 corner of the facility.

8 Now I want to introduce our TxDOT Right
9 of Way Administrator, Mr. Keith Sliger, who will explain
10 the right-of-way acquisition process and relocation
11 assistance process.

12 MR. SLIGER: Thank you Naser.

13 As has been described, this project would
14 require the purchase of additional right-of-way. One of
15 the fundamental rights of our constitution is to
16 guarantee the right of private ownership of property.
17 The right is documented in the first amendment to the
18 constitution. The fifth amendment to the constitution
19 established the laws of eminent domain.

20 The eminent domain law applies only to
21 projects with a demonstrated public need. Advanced
22 planning identifies a need and through local public
23 involvement and local coordination, compelling support
24 for the proposed project is established.

25 It is the policy of TxDOT that

1 individuals impacted by transportation systems expansion
2 shall not be denied benefits, excluded from
3 participation, or otherwise be subjected to
4 discrimination based on the grounds of race, color, sex,
5 age, handicaps, or national origin.

6 The Uniform Relocation Assistance and
7 Real Property Acquisition Act of 1970 was a law passed
8 that was designed to ensure that anyone who owned
9 property needed for public purpose would be treated
10 fairly. The law establishes guidelines for the
11 acquisition of property and the relocation of displaced
12 individuals and businesses.

13 TxDOT enters into agreements with many
14 companies in order to facilitate project activities.
15 These companies perform the following right-of-way
16 activities: Surveying, mapping, acquisition, and
17 appraisals. Title companies are also used during the
18 process.

19 When TxDOT requires right-of-way the
20 rules are the same for all property owners. The
21 protection of property owners' rights are very
22 important. We ensure property owners are well advised.
23 The contractors hired by TxDOT must follow all
24 procedures, policies, and specifications. TxDOT will
25 manage and oversee all right-of-way activities and

1 utility adjustments.

2 The following items will occur: Property
3 owners must be notified in writing of the need of his or
4 her property. An independent appraiser is hired to
5 prepare a detailed appraisal of the property. Appraiser
6 must be experienced in appraising similar properties.
7 The property owner must be given the opportunity to
8 accompany the appraiser. Appraisal report must be
9 reviewed by another appraiser who will certify the
10 uniform standards of appraisal practice were used.

11 A written offer to the property owner
12 would be made based on the value determined in the
13 appraisal. The property owner would be given a minimum
14 of 30 days to consider the offer, if the offer is
15 acceptable, a closing at the title company would be
16 arranged.

17 The administrative settlement process may
18 be used. The property owner has an opportunity to make
19 a counter offer that spells out the justification and
20 support for an increase over the approved value. If the
21 property owner considers the offer unacceptable, the
22 options available to the landowner under the laws of
23 eminent domain would be explained.

24 Near the time of the offer of purchase, a
25 relocation assistance agent would meet with the property

1 owner to explain the benefits of the program. This
2 program is designed to ensure that a displaced
3 residential occupant is properly relocated with no undue
4 financial hardship and a minimum inconvenience.

5 Business displacees are entitled to
6 reimbursement of cost to move personal property and
7 inventories. Some re-establishment expenses are
8 eligible for reimbursement under this program.

9 TxDOT right-of-way brochures are
10 available on our website or by contacting our office.
11 We have several copies with us here tonight that we can
12 provide you also, and we are at the table by the back
13 door

14 We anticipate that there are about 126
15 parcels that would need to be acquired. We expect 13
16 residences and 50 businesses, in addition to 5 vacant
17 properties and 1 utility lift station. The information
18 being presented tonight represents the right-of-way
19 requirements as near as they can be determined at this
20 time.

21 It is possible minor changes would have
22 to be made as our planning work is finalized. We
23 anticipate being released to begin right-of-way
24 acquisition by the spring of 2013.

25 We anticipate utility companies will be

1 contacted soon and public records will be reviewed.
2 On-the-ground inspections are under way and will
3 continue throughout the project. Utility adjustments
4 would commence once the right-of-way has been acquired
5 and the utility agreements have been signed.

6 I'll turn it back over to Curtis.

7 MR. HANAN: All right. Thank you, Keith.

8 All information developed concerning this
9 project, including the environmental documentation is
10 available upon request for public inspection and copying
11 at the TxDOT District Office located at IH 20 and McCart
12 Avenue in south Fort Worth. It is also available at the
13 local city office in the city of Fort Worth.

14 We have also brought a copy of the
15 environmental document with us tonight for your viewing
16 during the recess and after the hearing.

17 As a reminder, if you did not sign in
18 when you came in, please do. This is for our records in
19 determining attendance at this hearing. Also, please
20 register at the registration table during the recess if
21 you desire to make a statement after we reconvene. Or
22 you may provide your statement to one of the court
23 reporters during the recess if your desire.

24 So we have one court reporter over here
25 in the corner and one opposite in the far back corner.

1 Before we recess, I would like to
2 introduce personnel that will be available tonight at
3 the displays and in some of the selected areas to assist
4 with orientation on the drawings and to answer your
5 questions.

6 We do have representatives of the Texas
7 Workforce Commission and Workforce Solutions of Tarrant
8 County and they include Mr. John Childers of the Texas
9 Workforce Commission and also Ms. Jan Holcomb of
10 Workforce Solutions and they're against the far wall,
11 about two thirds of the way back.

12 Also as far as our design, if you have
13 questions on design, Mr. John Tillinghast, he's our
14 TxDOT Project Manager. We also have Mr. Naser Abusaad,
15 he spoke earlier tonight. He'll be available. Mr. Brad
16 Hernandez, he's been working the slides for us. They'll
17 be available in the back of the room near the exhibits,
18 so if you have questions, please find them.

19 With Right of Way we have Mr. Keith
20 Sliger, he spoke earlier tonight, and also Ms. Jeny
21 Houdman, and they'll be in the back against the back
22 wall. And from our environmental section, if you have
23 questions about the environmental process or the
24 document itself, we have Ms. Sonja Land she's our TxDOT
25 environmental project manager. We have Ms. Teresa

1 Barlow, also with our consultant environmental staff
2 with Civil Associates.

3 And we also have Mr. Mark Brown, Mr. Ray
4 Umscheid, and Mr. Scott Ford, and they're in the back of
5 the room and they're with our TxDOT Environmental
6 Division Affairs, excuse me, Environmental Affairs
7 Division out of Austin.

8 So we have plenty of people here tonight.
9 If you can't find one of them, you can find me. So...

10 Right now, we're going to recess for 15
11 minutes, and so right now the clock says five till eight
12 so we'll start up again at ten after eight.

13 Thank you.

14

15 Comment 1:

16 Eric B Simmons - 1305 Smilax, 76111

17 I have a big concern about the noise,
18 potential noise going up. We just bought a house right
19 directly in front of the school. Our five kids go to
20 school here at Calvary, and my backyard is already loud
21 and I can just imagine how much louder it's going to get
22 with 12 more lanes.

23 That's it.

24

25 Comment 2:

1 Mark G Nordin - 2672 Riverwood Trail, 76109

2 My name is Mark Nordin. I'm the Fort
3 Worth Region CEO for Bank of Texas. We're part of BOK
4 Financial, a \$25 billion diversified financial services
5 company. We employ approximately 130 people in Tarrant
6 County.

7 I'm hear tonight to express my strong
8 support for the proposed improvements to I-35, north of
9 Interstate 30 up to 820 and urge the Texas Department of
10 Transportation to advance this project without further
11 delay.

12 I began my career in 1984 in Dallas and
13 got to Fort Worth in 1994, and in those days, you could
14 get anywhere you needed to get within this community in
15 15 minutes. I thought I'd died and gone to heaven. In
16 Dallas you had to factor in 30 or 45 minutes travel
17 time. And it has gotten to a point here in Fort Worth
18 where we've got traffic problems just a bad as the folks
19 over in Dallas do. And I-35 north of downtown is one of
20 the problem spots.

21 It is terribly congested and it is
22 impacting our economic development within this
23 community. Companies that consider relocating here
24 state traffic congestion as a negative factor in their
25 assessment. And for those companies that are here, it

1 is impacting our productivity and our profitability.

2 Our community has grown and our infrastructure has not.

3 These improvements are long past due and
4 without a doubt absolutely vital to protecting the
5 economic vitality and wellbeing of our community. So I
6 respectfully urge the Texas Department of Transportation
7 move forward with this project without further delay.

8

9 (Meeting resumed)

10

11 MS. CHAVEZ: Okay, folks, if I can get
12 you to start returning to your chairs, please.

13 Okay, so at this time I'd like to
14 reconvene our public hearing.

15 Okay, so I'll call upon the following
16 individuals first who have indicated that they would
17 like to make a statement. If you'll please come forward
18 to the speaker stand and the microphone is right up
19 here. If you'll state your name and then make your
20 statement. If also, a remainder, if you'll please try
21 to limit your statement of a maximum of three minutes,
22 and of course, if you have any additional comment or
23 information, you're always welcome to submit that in
24 writing either today or later.

25 Also, a remainder, we won't be responding

1 to your comments at this time. That will be in the what
2 we call the summary and analysis, when we gather all of
3 the public comments. So first I'd like to call on City
4 Councilman from Fort Worth, District 2, Sal Espino?

5 Councilman Espino?

6 MR. ESPINO: Thank you, Ms. Chavez. My
7 name is Sal Espino. I'm the Fort Worth City Council
8 member for Council District 2 which essentially is north
9 Fort Worth. I'm here today on behalf of the entire Fort
10 Worth City Council. I can assure you that I would be
11 surrounded by Mayor Price and the rest of my Council
12 colleagues, but right now, we have a City Council
13 meeting underway, and so I received a Council pass to
14 come here and testify.

15 Last week the Fort Worth City Council
16 unanimously approved a resolution supporting the I-35W
17 project. And I'm not going to read resolution, it's
18 several pages long, but I'm entering the resolution into
19 the record at this hearing.

20 We are fully supportive in moving forward
21 with environmental clearance and commencement of
22 improvements to this I-35W corridor. This project and
23 the congestion relief it will provide is critical, not
24 only to our resident's quality of life, but also our
25 continued economic vitality.

1 However, while we are all fully
2 supportive of this critical project, we must continue to
3 ensure that all appropriate mitigations are included in
4 not only the ultimate schematic, but also in the
5 mandatory scope of work to be hopefully underway by --
6 in the spring.

7 I would ask TxDOT to work closely with
8 all affected parties and our Fort Worth city staff and
9 move forward in good faith with a good spirit intent of
10 this process. I'm happy to see that so many of you have
11 turned out to voice your important opinion on this
12 critical project and to take advantage of this process.

13 Again, on behalf the Fort Worth City
14 Council, Mayor Price, and the 750,00 residents that call
15 Fort Worth home, we are few fully supportive of moving
16 forward with environmental clearance and commencement of
17 improvements to this project, while at the same time
18 providing all necessary mitigation to protect our
19 neighborhoods.

20 Thank you very much.

21 MS. CHAVEZ: Thank you.

22 Also with us is State Representative,
23 District 90, Lon Burnam.

24 Representative Burnam?

25 MR. BURNAM: Good evening Ms. Chavez and

1 the audience. First of all, I want to say what a
2 pleasure it is working with this district engineer. I
3 can remember the really bad old days in the 70s when we
4 had to threaten the district to sue them over trying to
5 save the Trinity River. They wanted to channelize a
6 mile of it before they finished 820.

7 And I can remember the bad old days in
8 the 80s where we had to literally take them to court to
9 do the right thing downtown, but you are a pleasure to
10 work with because you understand the importance of
11 neighborhood concerns. And I'm here to offer my
12 appreciation to you for the work you've already done
13 with the Oakhurst Neighborhood Association.

14 It's been my pleasure to represent
15 Oakhurst and the greater Riverside area for the last 16
16 years. We bear the burden of expanded freeways when
17 people that live outside the loop need it. And I'm here
18 to offer support, but not as enthusiastic as it would
19 be.

20 I hate toll roads. Across the board, I
21 hate toll roads. But the reality is, there's no money.
22 And the only way we can fund these things is new toll
23 roads. So I just want to be clear for the record, I
24 hate toll roads, and I think for the last 40 years, what
25 was once called the Highway Department still too often

1 acts like it's the Highway Department, and gives too
2 little time, attention, and money to other means to get
3 goods and people someplace else.

4 I also want to call to your attention
5 that I'm particularly concerned about something that I
6 had not heard about until tonight, and that's the
7 removal of a pedestrian bridge. I'm delighted, always
8 excited, about bridges for hike and bike activities.
9 But a pedestrian bridge may be a critical safety issue
10 that I would like for us to relook at and reevaluate.

11 And, finally, 4th, I want to raise the
12 question about, I'm not convinced of the need of having
13 an access road between the river or Northside Drive and
14 28th Street. That is the thing that is most impactful
15 on this neighborhood, and I hope you will reconsider
16 whether or not that's actually needed.

17 I do want to request that you continue to
18 work with the neighborhood association of the city.
19 Specifically, I want to make sure that we design safety
20 and sound barriers that are appropriate and we expand on
21 that thought for awhile.

22 This project highlights also a grave need
23 for better coordination of land-use planning in this
24 community. The huge negative impact on Oakhurst
25 neighborhood is due to bad city land-use planning. If

1 the city was doing it's job to protect its
2 neighborhoods, they would better coordinate with TxDOT
3 and they would better coordinate with everybody else in
4 the community on land-use issues when it comes to
5 developing the Barnett Shale.

6 I hope we don't make the same mistakes
7 and have the experiences that I had in 2009 where the
8 industry is able to kill legislation that's in the best
9 interest of the community. And that we move forward to
10 protect our planned roadways and our expansions from the
11 Barnett Shale. It's great to have it. The caveat is
12 we've done a totally inadequate job of regulating it for
13 the wellbeing of our communities.

14 So, we have in place some good systems.
15 The presentation's a little long, maybe this comment us
16 a little long for some people, but I want to make sure
17 that you honor the concerns of these neighborhoods and
18 that you specifically address the safety and sound
19 barrier concerns.

20 Thank you for your attention.

21 MS. CHAVEZ: Thank you.

22 Next we have representing State Senator
23 Wendy Davis, Charles Boswell.

24 Mr. Boswell?

25 MR. BOSWELL: Yes, thank you. I have a

1 letter from Senator Davis I'd like to read, briefly.
2 And it's addressed to Maribel Chavez.

3 As a State Senator and former Fort Worth
4 City Council member, whose constituents have for many
5 years been impacted by the terrible congestion on
6 Interstate 35W, north of downtown Fort Worth, I am
7 pleased to have the opportunity to comment on your
8 proposed expansion project.

9 As you well know through my many years on
10 the Fort Worth City Council, the Regional Transportation
11 Council, and most recently, as member of the Texas
12 Senate's Transportation Committee, I have long worked
13 with others to find a solution to one of the most
14 congested stretches of roadway in the State of Texas.

15 After years of frustration it is
16 incredibly exciting to see its solution at hand that
17 will address the problems of snarled traffic, the
18 interruption of goods being transported, the delays in
19 worker productivity, and adverse effects on our air
20 quality.

21 It is not surprising that this solution
22 involves the innovative combination of state and federal
23 funding, a public private partnership, and additional
24 managed lanes to complement general purpose lanes.

25 The mobility needs of our businesses,

1 commuting work force, and constraints on our air quality
2 combine with the fiscal constraints with which we all
3 contend today demand this kind innovation and
4 collaboration.

5 Fortunately, here in Tarrant County, we
6 continue to benefit from leadership in the private
7 sector and all levels of the public sector who know how
8 to collaborate and find workable solutions. Every
9 citizen in our region knows that I-35W has been a
10 problem for far too long. The traffic congestion on
11 I-35 is absolutely unacceptable and has become an
12 obstacle not just to the efficient movement of cars and
13 trucks, but also a real threat to the economic vitality
14 of the Fort Worth.

15 The solution now being pursued will
16 result in enhanced mobility that will also serve to
17 improve safety and air equality, as well as foster
18 continued job creation and economic activity. I can
19 think of no higher transportation priority for the
20 region.

21 I'm confident that TxDOT is exploring
22 ways to minimize the impact on adjacent neighborhoods.
23 In particular, I want to draw your attention to the
24 legitimate concerns that the Oakhurst Neighborhood
25 Association has expressed regarding noise levels and

1 safety. Obviously representatives of the ONA have
2 indicated that they will provide comments during this
3 process that will address these concerns.

4 I urge TxDOT to listen carefully to those
5 comments, and to give serious consideration as to how
6 the concerns of this and other neighborhoods can be
7 positively addressed.

8 While I would not presume to know
9 precisely what the answers might be, I do know that the
10 selection of certain types of pavement, for example, can
11 have measurable positive impacts on roadway noise.
12 Likewise, the employment of certain types of safety and
13 noise barriers may be an option, and I would implore
14 your consideration of such ameliorating solutions.

15 Let us continue to be as creative in
16 addressing neighborhood concerns as we have been in
17 formulating the overall approach to this project.

18 Finally, I want to extend my thanks and
19 congratulations to all those who've helped get us to
20 where we are today with the I-35W expansion. And
21 certainly we would not be here without the sustained
22 persistent advocacy of the community business leaders
23 who comprise the I-35W coalition. People like Mac
24 Churchill, Mike Berry, Russell Laughlin, have championed
25 this cause, knowing from their own personal experiences

1 why it is imperative to bring this project to fruition.

2 The Fort Worth City Council and Mayor
3 have also been strong partners and advocates, and I know
4 that my former colleague, Sal Espino, must be especially
5 pleased with the progress that has been made.

6 As he has proven on so many earlier
7 projects, Michael Morris of North Central Texas Council
8 of Governments, has been extremely helpful in crafting
9 the complex funding strategy for the project.
10 Additionally, we are very fortunate in this region to be
11 represented TxDOT Commissioner Bill Meadows, a former
12 Fort Worth City Councilman.

13 Just as he did on the Chisolm Trail
14 Project, Commissioner Meadows has exercised tremendous
15 leadership on I-35W to develop the plan we are all eager
16 to see put in place.

17 And last, but far from least, I want to
18 thank you, Maribel for your impeccable professionalism,
19 intelligence, and fairness in your approach to this
20 project. And all the others whom your coordinate. Let
21 us work, move forward collaboratively, creatively, and
22 quickly, but with due consideration to our neighborhood
23 concerns and get this critical project built soon.

24 Thank you.

25 MS. CHAVEZ: Thank you.

1 Also signed up to speak is Oscar Trevino,
2 Mayor of North Richland Hills, Chair of the Tarrant
3 County Mayors' Council.

4 MR. TREVINO: Maribel, thank you.

5 And representing the Tarrant County
6 Mayors' Council which is comprised of the 37 mayors of
7 the cities in Tarrant County, I wanted to read this
8 letter, and that is that the Tarrant County Mayors'
9 Council endorses the North Tarrant Express Segment 38
10 project, expanding Interstate 35W between 30 and 820 and
11 urges that it be scheduled for construction just as soon
12 as possible.

13 Advancing this project will significantly
14 improve safety, air quality, mobility, and transit in
15 the corridor. IH 35W running north out of downtown is a
16 major commuter and commercial lane. And the region is
17 highly important to the economic vitality and quality of
18 life for this region and the state. It is the one of
19 the most highly congested corridors in Texas.

20 This has brought in deep community
21 support. The business community and residents see it as
22 a top regional priority. Please proceed with
23 construction of the planned improvements the without
24 delay. From the City of the North Richland Hills, our
25 council supports this in its entirety.

1 And, Maribel, we're just at the other end
2 of this, working with the (inaudible) partners and TxDOT
3 and we understand that construction is hard to deal
4 with, but we're looking forward to it's completion and
5 we value the quality of work that is being done at this
6 point in time.

7 We thank you, and we thank the
8 (inaudible) partners for doing such a great job.

9 Thank you.

10 MS. CHAVEZ: Thanks you.

11 Also, lined up to speak representing
12 Calvary Cathedral International is Charlie Prior.

13 Mr. Prior?

14 MR. PRIOR: Thank you.

15 Good evening. My name is Charlie Prior.
16 I'm the business administrator of Calvary Cathedral
17 International and Calvary Christian Academy located
18 right here at 1401 Oakhurst Scenic Drive and 1701
19 Oakhurst Scenic Drive. Both Calvary Cathedral
20 International and Calvary Christian Academy were founded
21 in Fort Worth, Texas, by Pastor Bob Nichols.

22 The church was founded in 1964 and the
23 academy was founded in 1979. The church is open 24
24 hours a day, seven days and week, and the church
25 sanctuary has a seating capacity in excess of 1600

1 people. The academy where we are has the capacity of
2 650 students, plus administrators, teachers, and support
3 staff. We support the proposed Interstate 35W
4 improvements, however, due to our active church and
5 academy, we have several major concerns regarding the
6 proposed improvements. We respectfully request
7 consideration and support in three major areas of
8 concern: Safety, accessibility, and visibility.

9 The safety of our children at both the
10 church and the academy is one of our main concerns. We
11 typically have hundreds of children on the church and/or
12 this academy property every day. It is important to us
13 that all proposed improvements to the highway be done in
14 consideration for the safety of our children.

15 Accessibility during construction is
16 another main concern. Our daily livelihood depends on
17 our church and academy being easily accessible from
18 Interstate 35W. People from all over the metroplex
19 attend our church and academy. Many of our academy
20 parents work in the downtown and hospital districts and
21 accessibility is a major issue with them.

22 Visibility is also a main concern. The
23 church and academy have invested millions of dollars in
24 improvements and hundreds of thousands of dollars in
25 signage that are visible from Interstate 35W. We depend

1 on that visibility for recognition for both our church
2 and academy.

3 Thank you for your consideration in these
4 areas and your support in these matters. We appreciate
5 your time.

6 MS. CHAVEZ: Thank you.

7 With the Fort Worth Chamber of Commerce,
8 Bill Thornton.

9 Mr. Thornton?

10 MR. THORNTON: Thank your Ms. Chavez.

11 I am the president of the Fort Worth
12 Chamber of Commerce. I represent over 2,000 local
13 businesses. I'm here tonight to voice support and
14 encourage the advancement of this project without delay.

15 Commented earlier by Charles Boswell, the
16 topic of jobs and the economy were brought up, and I
17 thought I would share an anecdotal story with you. This
18 occurred about three years ago.

19 We were recruiting a company from the
20 west coast that had interest in bringing it's regional
21 offices here to North Texas, and we were one of two
22 locations. And we found out that a local CEO, very
23 prominent CEO in this community, was on the board of
24 this company, and so we set up a meeting and went out
25 met with this CEO and asked if he would put in a few

1 good words for a North Texas location in north Fort
2 Worth and if he would support these new jobs and this
3 new capital investment in our area.

4 I was surprised to hear the remarks that
5 he made. He said, Bill, why in the world would I tell
6 somebody to bring their company to north Fort Worth and
7 experience what my employees have to experience every
8 day? Why would I do that? I said, thank you very much,
9 and I left.

10 So anecdotally when we talk, when we
11 express concerns over job creation and the economy with
12 the congestion that we're experiencing, it's a reel life
13 issue. And once again, we, the Fort Worth Chamber of
14 Commerce, would like to urge the advancement of the this
15 project immediately.

16 Thank you.

17 MS. CHAVEZ: Thank you.

18 Representing the Hispanic Forth Worth
19 Chamber of Commerce, Rosa Navejar?

20 MS. NAVEJAR: Thank you, Maribel.

21 I'm president of the Fort Worth Hispanic
22 Chamber of Commerce and lifelong resident of here in
23 Fort Worth and the Northside area and still live north
24 Fort Worth. And, you know, this expansion means
25 opportunities for job growth and also for entrepreneur

1 growth as well.

2 The Fort Worth Hispanic Chambers and
3 their 1300 members support this project and encourage
4 you to move forward with it. You know, as Bill talked
5 about, you know, his comment that he made, you know, we
6 live this on a day-to-day basis. I live it personally,
7 I drive that parking lot personally. And so I
8 personally want to see this project move forward because
9 it will help quality of life, not only for me, but maybe
10 my grandchildren in the future and their grandchildren
11 as we grow.

12 Thank you.

13 MS. CHAVEZ: Thank you.

14 We also have listed to speak, Brad
15 Gorrondona.

16 Brad.

17 MR. GORRONDONA: Brad Gorrondona,
18 Chairman of the Board of Directors for Fort Worth,
19 Hispanic Chamber of Commerce. You'll have to excuse me,
20 I'm a little under the weather. Rosa preempted me in
21 some form or fashion for the Chamber. The Chamber of
22 Commerce Board of Directors support this project. This
23 is a common sense project. Fort Worth has always been
24 probusiness, always will be probusiness.

25 Without this corridor, I see and you will

1 also see as Bill Thornton stated, that growth will be
2 very difficult to continue like we've had a tremendous
3 amount of the prosperity put upon us. So without this
4 project, we're looking at just maintaining. With it, we
5 can grow Fort Worth. Our employees can get to work.
6 They can come back to work. They can go to functions
7 within the city limits. Also our employees who work out
8 amongst the public can get back and forth to work and
9 also save our companies' expenses.

10 Thank you.

11 MS. CHAVEZ: Thank you.

12 I don't know if this is correct, or if
13 there are two Brad Gorrondonas? Are there two?

14 MR. GORRONDONA: Rosa got me twice.

15 MS. CHAVEZ: I got it. Okay. Thank you.

16 We have Mark Schluter with the Northwest
17 ISD Board of Trustees.

18 Mr. Schluter?

19 MR. SCHLUTER: Thank you, Ms. Chavez, for
20 this wonderful opportunity to speak to you.

21 You might say why would somebody from
22 Northwest ISD be here? Our Segment starts at 3B, but
23 economic vitality of our district depends on the access
24 backing up to Fort Worth. It is the lifeline for
25 Tarrant County for this north region and we urge the

1 support for this roadway as quick as possible.

2 I know that Mr. Hand has worked on this
3 the majority of his life with TxDOT. We appreciate his
4 efforts, yours Ms. Chavez, Mr. Bart, Mr. Tillinghast, I
5 know you've worked very hard. So as quick as possible
6 we support this in its entirety.

7 So thank you.

8 MS. CHAVEZ: Thank you.

9 Also listed, Frank Bliss.

10 Mr. Bliss?

11 MR. BLISS: Good evening Ms. Chavez.

12 Frank Bliss, I'm with Cooper and
13 Stebbins, we're a real estate developer and investor in
14 South Lake Town Square. South Lake Town Square for
15 those of you who may not know it, is ten miles to the
16 east of I-35W, but we're there because of DFW
17 International Airport, Alliance Texas, and other great
18 businesses that have made North Texas a fabulous region
19 to do business in.

20 But if I-35W remains in it's current
21 congested state, it's going to throttle the development
22 opportunities that we've had and the economic growth
23 that's made our region the envy of the country. So I
24 urge Segment 3A to continue and to start construction as
25 quickly as possible.

1 Thank you.

2 MS. CHAVEZ: Thank you, Mr. Bliss.

3 Also listed asking to speak is William
4 Conley.

5 Mr. Conley?

6 MR. CONLEY: Good evening. I'm William
7 Conley, the former President of ATC GenCo at Alliance,
8 and I'm here representing the 2700 employees of GenCo
9 Alliance and also the Chief Executive Officer asked we
10 speak on his behalf. I just want to assure you that
11 over the last many years when I was a president in my
12 successes I've dealt with trying move our employees to
13 and from work safely, securely, and efficiently over the
14 last ten years that I've been associated with the Fort
15 Worth area.

16 We have tried everything to move our
17 employees to and from the Alliance area to and from
18 their homes of record. Over 70 percent of our employees
19 live within five miles of the I-35 corridor. We have
20 tracked it over time, and I can assure you we have tried
21 vanpooling, carpooling, and due to a lack of mass
22 transportation and alternative roads, I-35 is the
23 primary road to and from most employee in the Alliance
24 area.

25 I just wanted to tell you that we support

1 all work being done on the I-35 corridor. I personally,
2 because of my involvement and my belief that it needs to
3 be done, have served on the I-35 Advisory Committee in
4 Austin for the last three years, and I believe it's very
5 important that we get this work done quickly,
6 efficiently, and effectively, so that all of our
7 employees can have a safe travel to and from work, and
8 improve their family life and their quality of life at
9 this road improvements' going forward.

10 Thank you very much.

11 MS. CHAVEZ: Thank you sir.

12 We have Phyllis Anglin.

13 Ms. Anglin?

14 We have listed also, Sharon Buse.

15 MS. BUSE: My name is Sharon Buse. I'm
16 an Oakhurst resident, and it's kind of intimidating to
17 get up here after all the chairmans of boards and
18 chambers of commerce and whatever, but I've lived here
19 for 40 years and my husband and lived here for 67 years.
20 We own two homes in Oakhurst. I was a founding member
21 of the Oakhurst Neighborhood Association and we have
22 spent the last 30 years trying to stabilize our
23 neighborhood.

24 Most of the people that live here, buy
25 here to stay their lives. My husband and I intend to

1 spend our lives here. And I know it doesn't affect -- I
2 know it affects your businesses, but this affects our
3 homes. We are a nationally recognized neighborhood
4 association and the neighborhood. We've been National
5 Neighborhood of the Year for two years.

6 All we ask is that TxDOT and the
7 powers-that-be put in a sound wall that would reduce the
8 noise into our neighborhood because our neighborhood is
9 just across the street from here. There are 750 homes
10 involved, and that we have a sound wall for noise
11 reduction, and also a wall for safety of the children
12 and the people of this church.

13 Thank you.

14 MS. CHAVEZ: Thank you.

15 Also listed is Denise Bennet.

16 MS. BENNETT: My name is Denise Bennett.
17 I'm at 2055 West Lotus Avenue. And I'm the house that's
18 closest to the interstate up here on Oakhurst Scenic,
19 and we experience quite a bit of noise already from the
20 interstate. I do support the expanse of the interstate.
21 It think that all the business people are coming up
22 here, it does well for you businesses and stuff.

23 I also want to take into consideration
24 that those that live here with the noise level, whatever
25 you have to do, take into some type of consideration

1 because I know that since the interstate's moving up,
2 it's going to affect some homes around us, and it's
3 going to float into some other areas, and people are
4 going to deal with the quality of the noise level going
5 down to what they're used to.

6 We still want to try to keep this as
7 quiet, peaceful neighborhood as it is. If you do put
8 some type of sound barrier up there, I also encourage
9 that you put some nice evergreens with vegetation there
10 as well. I know that they can be great sound barriers.

11 But, anyway, I want the quality of my
12 live and this neighborhood to continue at a lower noise
13 level than what a lot of areas can be.

14 Thank you.

15 MS. CHAVEZ: Thank you.

16 We also have, representing the 35W
17 Coalition, Russell Laughlin.

18 Mr. Laughlin?

19 MR. LAUGHLIN: Good evening, Maribel.

20 My name is Russell Laughlin. I'm
21 president of 35W Coalition. Let me first extend my
22 personal thanks to you, John Tillinghast, Scott Halls in
23 the back, Curtis Hanan, and all the others. I know I
24 missed a couple, but your diligence in this project and
25 advancing it to where you are today.

1 Just a couple comments. Here, this
2 evening, representing 35W and over half of 35W
3 Coalition, I would like to express our support of the
4 project and proposed improvements of I-30 -- of 35W from
5 I-30 to IH 20.

6 35W Coalition is a private sector-led
7 transportation organization representing the interest of
8 private property owners, large and small businesses,
9 lands owners, developers, and neighborhoods along the 35
10 corridor from downtown Fort Worth out to State Highway
11 114.

12 The development of IH 35W Segments of The
13 North Tarrant Expressway Master Development Plan is a
14 critical, local, regional, statewide, and national
15 transportation priority that our local businesses and
16 civic leaders have supported for some time, and we urge
17 you to advance without further delay.

18 Currently the State of Texas and Fort
19 Worth, particularly north Fort Worth, lead the nation in
20 economic growth, job growth, and population growth.
21 Texas accounts for approximately nine percent of our
22 nation's economy and northern Tarrant County's broad
23 based economy is a large reason for that.

24 These improvement of 35W will facilitate
25 this to continue job growth and economic development,

1 improve our air quality, and our overall quality of
2 life.

3 35W, thanks for your efforts regarding
4 this project, and we strongly support advancing this
5 project today.

6 Thank you very much.

7 MS. CHAVEZ: Thank you, sir.

8 Also representing the Tarrant Regional
9 Transportation Coalition, Vic Suhm.

10 Mr. Suhm?

11 MR. SUHM: Thank you. I'd like to enter
12 into the record this letter from the Tarrant Regional
13 Transportation Coalition. TRTC strongly supports North
14 Tarrant Express Segment 3A project and encourages its
15 implementation without delay. Advancing this project
16 will substantially enhance mobility and transit in the
17 corridor. It includes the Segment of IH 35W from
18 running north out of downtown Fort Worth, the fifth most
19 congested roadway Segment in Texas, with 441,906 annual
20 hours of delay per mile.

21 This vital corridor is a major commuter
22 and commercial link in the region. Its importance to
23 the economic vitality and quality of life of the region
24 and the state cannot be overstated. The project enjoys
25 widespread and strong community support. Both the

1 business and residential sectors regard it as a top
2 priority project.

3 I turned this in earlier and it was
4 signed by each member of our executive committee.

5 Thank you very much.

6 MS. CHAVEZ: Thank you, sir.

7 So representing Hillwood Properties, Mike
8 Berry.

9 Mr. Berry?

10 MR. BERRY: Thank you, Ms. Chavez.

11 I have a letter that I will not read.

12 I'll spare you and the audience that. I think, you
13 know, I'm going to be a little bit of a broken record,
14 but I do want everyone to understand our position.

15 I am president of Hillwood Properties.
16 Lived in Fort Worth for 54 years. For the last 23 years
17 I've commuted from my home in west Fort Worth to my
18 office at Alliance Airport. I used to make that commute
19 in the early years in about 20 minutes. That commute
20 today takes anywhere from 45 minutes to an hour,
21 sometimes even more if there's a wreck.

22 I think we all know the congestion, but
23 more importantly, from my perspective, the Alliance
24 Development which comprises roughly 65 square miles,
25 17000 acres, north of 820 along the 35 corridor, is the

1 fastest growing part of the City of Fort Worth and Fort
2 Worth, as you all know, is the fastest growing city of
3 cities, over 500,000 in the United States.

4 The 35W corridor is the lifeblood for all
5 of that. For the entire city of Fort Worth, and
6 particularly for the Alliance Quarter which is the
7 future economic engine, we hope, or at least a large
8 economic engine for the city.

9 From 2000 to 2010 the population in the
10 Alliance corridor in Fort Worth north of 820 grew from
11 97,000 people to 209,000 people. So a 114 percent
12 population increase. Whether we like it or not, that's
13 going to continue to happen.

14 Over 2 million people will move to North
15 Texas over the next 10 years which is 200,000 people a
16 year. We'll have to accommodate them whether we like it
17 or not, and it's a lot better to accommodate them with
18 infrastructure that can handle that growth and that
19 additional mobility need.

20 So we very much support the efforts and
21 appreciate everything TxDOT has done in partnership with
22 all the public agencies and with your private partners.
23 We appreciate and acknowledge the comments made from the
24 neighborhood association tonight. We are believers of
25 quality development. We believe that the roadway needs

1 to be built in a quality way, but we also believe it
2 needs to be built in an expeditious manner.

3 Thank you very much.

4 MS. CHAVEZ: Thank you, sir.

5 Representing BNSF Railway, Aaron Hegeman.

6 MR. HEGEMAN: Thank you.

7 I'm Aaron Hegeman. I'm the director of
8 public private partnerships for BNSF Railway. I'm here
9 to express BNSF Railway's strong support for the
10 proposed improvements to I-35W.

11 Now many others here have been talking
12 about the local benefits for mobility for economic
13 development, and while we echo all of those, we also
14 want to talk about the importance of this link in the
15 critical intermodal network in the United States to Fort
16 Worth's role in the in worldwide freight network.

17 Now BNSF owns many facilities in Fort
18 Worth, none of which is more valuable to the city than
19 our Alliance intermodal facility at Alliance, Texas.
20 I-35W, of course, is how Fort Worth gets to Alliance.

21 Now this facility is Fort Worth's gateway
22 and to BNSF and the United States Railway network, and
23 the US Intermodal Network. This provides market access
24 to worldwide markets for local producers and consumers,
25 and is, of course, also an alternative to over-the-road

1 trucking. Intermodal travel is more fuel efficient,
2 it's more environmentally friendly, and it's better for
3 local communities, and it leverages private investment
4 in the transportation system rather than relying on
5 public investment in highways.

6 So this public investment, this
7 particular investment in the highway network is actually
8 beneficial to getting access to the railway network.
9 Now BNSF is investing \$3.9 billion in 2012 alone in this
10 network, but the benefits of this investment will be out
11 of reach to Fort Worth if the City of Fort Worth can't
12 even get to this facility which as the congestion grows,
13 it's more and more difficult for trucks to get to this
14 facility.

15 So we definitely urge the State of Texas
16 move forward with these investments.

17 Thank you.

18 MS. CHAVEZ: Thank you.

19 Representing Mercantile Center, Brian
20 Randolph.

21 MR. RANDOLPH: Good evening.

22 I'm Brian Randolph, vice president of
23 Mercantile Property, the developer of Mercantile Center,
24 a 1300-acre business park. We have 60 businesses and
25 over 13,000 employees.

1 I'm here tonight to express Mercantile's
2 support for the 35, the 3A Segment, and urge TXDOT to
3 advance the project without further delay.

4 I want to commend you and the staff for
5 staying engaged with our businesses and our property
6 owners during the design process. As you know, we are
7 greatly concerned about the access to Meacham Boulevard
8 from Loop 820. The current design does address that in
9 a satisfactory manner. We thank you guys for working
10 with us to find a solution to that.

11 This exit and the overall improvements
12 are critical to our business park, to the City of Fort
13 Worth, and to the region.

14 Again, I urge you to move forward without
15 delay.

16 Thank you.

17 MS. CHAVEZ: Thank you, sir.

18 Representing the Fort Worth
19 Transportation Authority, Shawna Russell.

20 MS. RUSSELL: Good evening.

21 I'm Shawna Russell and I'm vice president
22 of governmental relations her in Fort Worth for the T.
23 And like many other businesses in our community, the T
24 for us, successfully delivering our product which is
25 public transportation depends on our ability to meet a

1 schedule and, of course, the corresponding expectations
2 of our customers.

3 Of course, by its very nature, a transit
4 is a just in time business. So given the chronic
5 congestion that is now experienced along this route, our
6 ability to deliver our product for our customers in this
7 corridor has become more and more challenging.

8 So we're here tonight to thank the
9 Transportation Commission and TxDOT for recognizing the
10 importance of addressing this need for Fort Worth and
11 points beyond, and we respectfully request that the
12 department move this project forward without further
13 delay.

14 Beyond the daily commuters of the
15 traveling public, many modes of transportation depend on
16 this vital corridor. And as one of those modes, we
17 would like to go on record as being supportive and in
18 great need of this project and its proceeding through
19 the environmental clearance process.

20 On a personal note, taking my T hat off,
21 I am a proud born Fort Worth-raised girl, stayed here
22 for a long time, also happened to do a stint in Austin.
23 While we were there, I can tell you that to travel 17
24 miles downtown everyday it took me 55 minutes.

25 When a toll road opened in my

1 neighborhood right next to my house, one of the positive
2 things that came out of that and that is that my commute
3 was cut in half on the days that I elected to use the
4 toll road. To me that was worth \$0.70, but everybody
5 has the right to make that decision.

6 But I notices something else neat that
7 happened. On days that I elected not to use the toll
8 road, my commute time also improved by going on the
9 existing road. And so, for me, it was quality of life
10 decision. I supported the project then. I saw the
11 benefit of the project whether or not I elected to use
12 the facility on a day-to-day basis or not.

13 So I would just ask that members of the
14 general public consider that.

15 Thank you.

16 MS. CHAVEZ: Thank you.

17 Representing Oakhurst Neighborhood
18 Association, Libby Willis.

19 MS. WILLIS: We're a little out of order,
20 we thought Ginger was going to go first, but thank you,
21 Maribel.

22 I'm Libby Willis. I was president of the
23 Oakhurst Neighborhood Association when the most recent
24 round of discussions and stakeholder meetings started
25 with TxDOT about the expansion of the road, and Oakhurst

1 has always be in favor of the expansion of the road. We
2 fully understand the importance of it to all sectors of
3 our community.

4 We have had a couple of concerns, and I
5 wanted to highlight those again. As you can imagine
6 with the neighborhood so close, we definitely have a
7 concern with noise and have for a long time. Documents
8 from neighborhood association records from the late 90s
9 and even earlier show that people have long been
10 concerned about the noise issues and have really wanted
11 a noise wall or a way to address those concerns for a
12 long time.

13 The reality of it is this; the real
14 estate impacts are real. Recently we had somebody who
15 just purchased a new home on West Lotus which is the
16 street closest to the freeway. She feels quite certain
17 as a realtor that she probably would not have been able
18 to get an FHA loan because of the noise level. They
19 flag those loan applications above a certain level and
20 they check for noise.

21 This afternoon, a gentleman called me who
22 was looking for a home in Oakhurst. He has already
23 rejected the idea of purchasing on West Lotus because
24 he's aware of the increased noise that will come, and he
25 said, I'm going to buy a house in Oakhurst, but I'm just

1 not going to buy on West Lotus Street.

2 So the real estate impacts are real and
3 we had to take those into consideration for the people
4 who live in our neighborhood. We have held that the
5 impacts are certainly important to the western part of
6 the neighborhood, but they are also important to the
7 entire neighborhood, and I would reiterate that the
8 Texas Historical Commission did find that this road and
9 this expansion would have an adverse effect on our
10 National Registered Historic District.

11 Another major concern, of course, is
12 safety. We believe that the school and the church here,
13 they've been here for 10 years or more, a real asset to
14 the neighborhood. They work with us constantly on
15 letting us have meetings here, all kinds of things. And
16 we're very concerned about the safety and what may
17 happen or could happen with their school children, their
18 congregation, their groups, and of course it could
19 affect our residents that (inaudible) off that freeway
20 which will be doubled in size and concomitant increase
21 in traffic.

22 The result could be really catastrophic
23 and none of us wants to see that happen. So we are
24 going to be asking for consideration of the safety and
25 what can be done to address those concerns between

1 Northside Drive, Yucca and Watauga road.

2 I would also bring to your attention
3 that, and TxDOT has already addressed this, but changes
4 to the Panama Canal as outlined in front page newspaper,
5 the Star Telegram several weeks ago, showed that they're
6 going to be much larger ships, that by 2014, will be
7 able to use the Panama Canal, will be bringing their
8 cargo to Texas ports when they are ready, and that cargo
9 will offloaded and they will be using Texas roads,
10 interstate roads, like I-35.

11 So the traffic won't be less, it'll be
12 more. The safety issues will be more, and we really do
13 need to take that into consideration of how this
14 neighborhood and this church and this school can get
15 some kind of consideration for sound and noise impacts.

16 TxDOT's decision to change the road to
17 address Chesapeake's concerns at a very late stage in
18 the process does not mean that we shouldn't be able to
19 have our needs and issues addressed, and we look forward
20 to continuing to work with you to address those.

21 Thank you very much for this opportunity
22 to speak.

23 MS. CHAVEZ: Thank you.

24 Representing Oakhurst Homeowners
25 Association, Ginger Bason.

1 MS. BASON: I have a letter from the
2 Oakhurst Neighborhood Association. My name is Ginger
3 Bason. I live in Oakhurst, and I'm the president of the
4 Association. I'm not going to read the letter to you
5 verbatim, but I am going to paraphrase and tell you what
6 our neighborhood association has to say.

7 The association appreciates the
8 opportunity for our input. We have always supported the
9 expansion of the I-35. We continue to support the
10 expansion of I-35 because it will be good not only for
11 the businesses that have been represented here this
12 evening and spoken about, but it's also go for us. We
13 use the freeway just like everyone else.

14 TxDOT has worked for many years on these
15 plans to expand the road and it was always going to
16 expand to the west until Chesapeake intervened and the
17 road is now going to be closer to our neighborhood and
18 to our good neighbors here at Calvary. The close
19 proximity to Calvary Academy and Calvary Cathedral as
20 well as to our neighborhood we believe raises additional
21 safety issues.

22 There are walking trails behind this
23 school that are used on a regular basis. We see cheer
24 leaders practicing. We see practice fields out to the
25 side where there are children on a daily basis, kids

1 getting ready for sports competition.

2 The parking lot for the congregation is
3 almost right up against the freeway as it exists today,
4 and are concerns. We need TxDOT and/or your partners to
5 investigate the safety concerns in this area. In the
6 area where I-35 abuts the school, the church, and the
7 neighborhood between Yucca and Watauga Road.

8 We remain concerned about the TxDOT's
9 finding of increased noise issues and the impact on
10 westernmost part of Oakhurst and the entire Oakhurst
11 neighborhood, the negative impact on our economy, the
12 potential for buyers, particularly in the western sector
13 of our neighborhood. We continue to request that any
14 and all measures TxDOT can provide be taken as concerns
15 by our neighborhood.

16 We also question about the accessing of
17 I-35 from Oakhurst. We note that in the recent drawings
18 the eastern frontage roads going from Northside drive
19 are four lanes. One lane is adequate now. Given the
20 fact that we have no frontage road, no service road as
21 there is nothing to service on this side of the freeway,
22 we question, and please ask you to consider the
23 possibility of reducing the width of those roads.

24 We ask TxDOT to investigate any and all
25 of these concerns: The need for a safety wall, the need

1 for a noise wall, the need for these things to be
2 attractive as 35 is a gateway in and out of our city and
3 in and out of our community, as well as our town.

4 We want to thank TxDOT for your
5 consideration. We want to thank the many people in our
6 community, the many leaders in our community who have
7 helped us. We already have considerations of "dark sky"
8 lighting, the "epic" creation, we have the stipulation
9 for the no Jake breaking, we have some things for
10 landscaping, and list goes on. And we appreciate all of
11 these.

12 We thank all of you for your support and
13 your help. We thank you for your continued
14 consideration of our issues.

15 MS. CHAVEZ: Thank you.

16 Representing Greater Fort Worth Real
17 Estate Council, Ben Loughry.

18 MR. LOUGHRY: Good evening. Ms. Chavez,
19 thanks first for your timely effort that your group is
20 putting together to hear the comments.

21 I'm here tonight as Chairman of the
22 Greater Fort Worth Real Estate Council. We represent
23 the commercial real estate community. We have several
24 hundred members. Bottom line, we have two issues that
25 we think are important to consider on I-35 expansion.

1 First, we've seen that it is an
2 impediment to the growth of our community and the
3 economic vitality of the community. Secondly, if you
4 look at the average daily volume that is going to
5 increase through 2035, and I think that the increase
6 that y'all predicted is by 63 percent, the problem is
7 here today and it's going to continue to get worse. If
8 we don't address it immediately we're going to have more
9 of a problem.

10 One of the things that hasn't been
11 addressed tonight which we see it on a regular basis,
12 those of us that have lived in Fort Worth all of our
13 lives, as different roadways come in, we find back ways
14 to get around these issues. And what happens is, it's
15 forcing traffic into these neighborhoods which creates a
16 safety issue and even a congestion issue within those
17 neighborhoods.

18 Bottom line, the council feels that we
19 need to advance this project without delay. It's a
20 matter of necessity, not just a convenience to our
21 community. We haven't found a viable mobility
22 alternative for the north-south highway traffic other
23 than this one.

24 So on behalf of the commercial real
25 estate profession, the Greater Fort Worth Real Estate

1 Council asks that you and your partners bring us the
2 capacity that we need. Further delays continue to harm
3 our members and our community.

4 Thank you for your time and serious
5 consideration.

6 MS. CHAVEZ: Thank you, sir.

7 Representing Barney Holland Oil Company,
8 Barney Holland, Jr.

9 MR. HOLLAND: As she said, I'm Barney
10 Holland with Barney Holland Oil Company. We were
11 established on the north side in 1928, and we've owned
12 property in the Northwest quadrant of 35W and 28th
13 Street for over 50 years. A portion of which is shown
14 to be in the path of condemnation for the expansion of
15 35W.

16 As we understand the plans, route,
17 service roads, etc., we wholeheartedly are in favor of
18 TxDOT's expansion. We've begun the redevelopment of our
19 property in the Plaza Norte grocery-anchored shopping
20 center in the northeast quadrant of 28th and 35.

21 Traffic congestion on 35W at times is
22 intolerable, an impediment to the conduct of the
23 business and personal travel. It is the utmost
24 importance that TxDOT get on with the job of increasing
25 the traffic bearing capacity for 35W. We've been in the

1 transportation and fuel business for 85 years in Fort
2 Worth.

3 I thank you for your continued efforts on
4 behalf of North Texas to ensure this project is
5 accomplished as soon as practicable.

6 I brought a photograph that just shows
7 35W before it was even built at Northeast 28th Street
8 going through Trinity Industries, stopped right there.

9 MS. CHAVEZ: Thank you, sir.

10 Ginger, I don't know if you signed up to
11 speak again, but I've got -- okay. Representing
12 herself, Ginger Bason.

13 Ginger?

14 MS. BASON: What I said before was for
15 the Neighborhood Association, this is for me and my
16 family.

17 There are four generations of my family
18 living in Oakhurst at this time, from the ages of 3 to
19 91, four generations, we've been here awhile, well over
20 25 years. This has been a long process, and we want it
21 to continue, but we want to protect our neighborhood. I
22 want for my family, we want to protect our neighborhood.

23 We have concerns as a family about the
24 safety of the people who are on this property that
25 belongs to Calvary, and for the safety of the people in

1 our neighborhood. We are concerned about the noise
2 issues and in the neighborhood and have seen recent
3 studies that show noise in excess increases blood
4 pressure and my mother's already on blood pressure
5 medication.

6 We're concerned about lighting. I live
7 just off of Oakhurst Scenic Drive. Lighting is a big
8 issue for me, my family, and my garden. The trees along
9 the backside of this property and in Yucca, it concerns
10 me what's going to be happen with those trees.

11 I'm concerned about the impact on the
12 wildlife that we have in our neighborhood now, a lot of
13 wildlife that you don't always see right here this close
14 to downtown Fort Worth. I'm concerned about the
15 environmental impact of the gas that drips out of the
16 cars and trucks, the oil that drips out of the cars and
17 trucks, the tire debris that's left and it wears off as
18 tires go down the road. When it rains, that stuff goes
19 somewhere and it's off the freeway. So I'm concerned
20 about where it goes in our Trinity River.

21 I'm concerned about the size of the
22 frontage road, the service road, that's out here. I'm
23 not convinced that we need that much road. I think
24 there are creative ways to deal with this. It's
25 unfortunate that we have bureaucracy that often ties our

1 hands and keeps us from being as creative as we can be.
2 But I think there are ways to untie our hands and make
3 this project work for everyone in a creative way.

4 I look for continued support from the
5 people here in the city of Fort Worth that have
6 supported us to this point, and TxDOT. As we continue,
7 I want this freeway as much as anyone else. I don't
8 have a business. I don't have to go to work on it. But
9 when I do want to use it, when I do want to be on it, I
10 want to go and not be parked.

11 This is my hometown. When people come
12 into my hometown, I want it to look nice. I don't want
13 it to be just a freeway. So I would hope that we would
14 look at the examples that have been presented for us in
15 Dallas, in Houston, in San Antonio, in Austin that a
16 freeway doesn't have to look like some utilitarian
17 freeway. It can be pretty darn attractive.

18 Thank you

19 MS. CHAVEZ: Thank you.

20 Representing Oakhurst Neighborhood
21 Association, Aaron Vorwerk.

22 MR. VORWERK: Good evening. My name is
23 Aaron Vorwerk. I live in Oakhurst at 2112 Morning
24 Glory, and actually, now, I'm a two-generation family.
25 My in-laws have bought a home on West Lotus which is

1 heavily affected by this project.

2 Coincidentally, I'm also an architect
3 with a background in historic preservation and a civil
4 engineer. So I have some curiosity and some other
5 interest in this project professionally.

6 While people have been talking tonight
7 I've been thinking about quality of life over time. We
8 think about things like this project and it's obvious
9 economic impact it has today, and part of that's very
10 valid because we've grown faster than people
11 anticipated, Fort Worth's behind in terms of
12 transportation, we need this project, clearly.

13 But we also need to take a long term view
14 about things like this. So if I look at a city like
15 Boston, I don't see factories and businesses from 1750
16 that are active today for the most part. They've been
17 replaced, incubated over time. But what we do see is
18 that a lot of the homes are still there. So thinking
19 about what's really valuable to us over time, our
20 historic resources is important.

21 Whether that's -- you know, in Texas
22 especially where aside from courthouses and a handful of
23 public projects, we have a limited architectural stock
24 beyond, you know, that goes back quite a ways. So
25 thinking long term about people that live here, what

1 it's like to live here, do we bend a road? Do we -- for
2 a 20- or 40-year life span project, a gas well, that was
3 placed in a right-of-way that we talked about 1992 was
4 the plan. So everybody already know knew this expansion
5 was going to happen.

6 It's not Chesapeake's fault. It's not
7 really the city's fault for looking at the money that
8 was going to come in, but it was shortsightedness. We
9 didn't look at quality of life over time. We looked at
10 short term economic impact.

11 So I would just say, let's take the long
12 view and really consider things, if it's something as
13 minimal as a sound wall which might be a couple million
14 dollars, instead of spending \$50 million to replace some
15 gas wells that would be functionally obsolete in 20
16 years anyway. Maybe we should go ahead and spend that
17 money.

18 Thank you.

19 MS. CHAVEZ: Thank you.

20 Also listed, Thomas Henderson.

21 Mr. Henderson?

22 Thomas Henderson?

23 Would your like to speak, sir?

24 MR. HENDERSON: Yes. My speech is
25 assuming that the event take place. What I did was look

1 at the plans that are being proposed back there. I have
2 some suggestions. One, I think need to reevaluate the
3 grades and how they are. The road right now as they
4 show, it undulates up and down. And they need to go
5 look and see if they can put a continuous grade on all
6 of that.

7 But I think they can do some work. As a
8 person that drives on it, it's economically more
9 feasible for me to drive on a flat or a simple grade
10 than have to go up and down on a grade. So that's one
11 aspect of it.

12 The only other comment I have made. I
13 ask and no one could tell me what the width of the new
14 area would be. It says "various" and that's true, but
15 you show a cross section of an existing one at 350 feet.
16 My best guesstimate is the new one's going to be 400 or
17 500 foot, but nothing shows how much, how wide it's
18 going to be.

19 MS. CHAVEZ: Thank you, sir.

20 Also listed, Jerri Tracy, representing
21 Historic Fort Worth, Inc.

22 MS. TRACY: Thank you, Ms. Chavez.

23 I'm Jerri Tracy, Executive Director of
24 Historic Fort Worth, Inc., a citywide historic
25 preservation organization. Historic Fort Worth is

1 absolutely for this expansion project. The congestion
2 on I-35 has been intolerable for more years than we all
3 want to even consider. So with that said, it's also
4 important to say that we appreciate your sincere and
5 inviting leadership style as you manage the public
6 process.

7 We also appreciate the value you place on
8 the federal and state laws that protect the historic
9 resources that are irreplaceable in our city. We would
10 like to learn a little more at a later point about the
11 loss of the pedestrian bridge at Butler Housing which is
12 in National Register Historic District.

13 That housing district is actually the
14 beneficiary of the mitigation over the loss of Ripley
15 Arnold housing in downtown Fort Worth. So it's kind of
16 a double dip of importance for that architectural style
17 and the work that went on and the access that people had
18 opportunity through those two public housing projects in
19 our city.

20 So Butler Housing is really important and
21 their quality of life would be enhanced if there's a way
22 to get a pedestrian bridge across the expansion for
23 them.

24 We would expect TxDOT to apply every
25 mitigation measure possible to protect the safety and

1 quality of life of the people who live, work, and learn
2 in the historic Oakhurst neighborhood. A sound wall,
3 safety wall, landscaping, and any way to move the access
4 road and the highway just a few feet would help, any
5 feet would help, away from this neighborhood, that would
6 be a great thing to have happen for the longer term of
7 this great historic district.

8 Thank you very much.

9 MS. CHAVEZ: Thank you.

10 One last call for Phyllis Anglin?

11 SPEAKER: She spoke to the ladies who
12 were taking comments.

13 MS. CHAVEZ: Thank you.

14 Okay. These are all the official folks
15 that have signed up, but I will now open up the mike and
16 I will call on any other folks that would like to speak.
17 So if you would like to speak, if you would line up over
18 here, and when you come to the mike if you will state
19 your name and who you are representing if you're
20 representing someone. And, again, remember three
21 minutes and we will probably want you fill in so we can
22 get your name exactly right.

23 MR. MORRIS: Good evening. My name is
24 Michael Morris. I'm the Director of Transportation at
25 the North Central Texas Council of Governments.

1 I specifically waited to the end so I
2 could hear all the comments versus getting to speak in
3 the beginning. I'm the staff director to the regional
4 transportation council who makes transportation
5 decisions on plans. Earlier, we entered into the record
6 the report of this particular project or projects on the
7 plan. It's in the air quality conforming analysis.
8 It's critical for the project to move forward.

9 I'm here tonight to thank TxDOT for their
10 leadership on this project. I want to thank them for
11 listening to the neighborhood concerns, but maybe more
12 importantly, I'm here tonight to thank the neighborhood
13 for taking the time to participate in this particular
14 process.

15 This process can be very complicated. We
16 get paid to do it every single day. The neighborhood
17 doesn't. And I really want to applaud the neighborhood
18 for participating in this process because I think it
19 will make the project better. On Thursday the Regional
20 Transportation Council will be asked to make a decision
21 to put \$130 million into this project which will
22 leverage \$500 million in TxDOT funds which will leverage
23 \$1 billion in private sector funds.

24 So what's at stake here is a decision to
25 move this project forward at something close to

1 \$1.6 billion. I think it's time for the Interstate 35
2 project to move forward, but more importantly tonight, I
3 think it's important that we do it right.

4 I listened to the comments. There's
5 three areas that I specifically request we look closely
6 at. And I'm including myself in this review. We first,
7 one, have to look at the innovative financial ways to
8 deliver this project because we need to hear from the
9 comments made, we need to build this project today.

10 Two, why don't we take all the innovative
11 work we did on financing the project to put into the --
12 continue to put into the design of the project, and
13 let's not have a one-size-fits-all position. Why
14 don't we build the correct thing in the correct place
15 and bring to the correct parts of the corridor, things
16 we heard tonight: The appropriate pavement of the road
17 reducing sound, lateral joints in order to reduce the
18 sounds of cars and trucks, plantings, the appropriate
19 lighting, the appropriate staging of frontage roads.

20 If we can be innovative on Interstate 30
21 in Tarrant County on Chisolm Trail in Southwest Fort
22 Worth, we can take that same spirit to this particular
23 corridor.

24 And lastly, I think the third element is,
25 we've got to pay attention to the safety implications of

1 the grades that are now being created and the proximity
2 of these safety issues and consider a safety wall to
3 deal with the protection of this neighborhood and this
4 particular establishment as we move forward.

5 Maribel, thank you for your leadership.
6 I want to thank all of the TxDOT people. I want to
7 thank the neighborhood. Through collaboration and a lot
8 of the hard work, I think we all can build a better
9 project.

10 Thank you very much.

11 MS. CHAVEZ: Thank you, sir.

12 MR. MAKES: Good evening. My name is
13 Mark Makes. I'm a resident of Southwest Fort Worth. I
14 live at 7205 Polar Circle, in Fort Worth, Texas. I'm a
15 property owner in this affected area, multiple
16 properties, and I'm here today to ask that we move
17 forward and support this.

18 I also would like to also say in
19 reference to the neighborhoods that have spoken about
20 their concerns. I've spent 30 years driving these roads
21 I've been a police officer, I've been a father driving
22 from Southwest Fort Worth to Northwest Independent
23 School District in Justin, Texas, I've worked for the
24 railroads, I manage a railroad here in Fort Worth, not
25 the BNSF, but a competitor.

1 Everything that was brought by business,
2 everything that was brought be residents, they've really
3 merged at the same concerns. Get it done. Get it done
4 right. Get it done safe, as previously cited. And I'm
5 asking that the city council of Fort Worth listen to the
6 residents that live here their entire lives and concerns
7 over safety for the children, accessibility to the
8 freeway, and, you know, let's not get short cuts here.

9 It's a wonderful presentation on the
10 freeway and lot of work put in on developing this, but
11 the little things, the side off the freeway, what's
12 going on just off the freeway?

13 Now, like I said, I drive 35 north from
14 south Fort Worth, and I have children and grandchildren,
15 I have six grand children. We drive by this church, I'm
16 not a member of this church, but they love the love the
17 beauty of the hill. My wife dreams of buying our
18 retirement home up here. We read the billboards, the
19 messages.

20 I've got -- the interest I have is on the
21 other side of the freeway, and I talked to some of the
22 residents on the other side and there's multiple issues.
23 Everybody wants a little thing different, and it's hard
24 to please everybody, but let's get back to the basics:
25 Safety and getting it done.

1 I ask that they move forward on this and
2 keep all the comments, especially from the homeowners,
3 keep that in mind. Let's not get too pushed to get this
4 thing done. Little tweaks can make a life difference.

5 Thank you very much.

6 MS. CHAVEZ: Thank you, sir.

7 Anyone else?

8 If you'll state your name?

9 MS. WALKER: My name is Sara Walker and I
10 live here in Fort Worth all over town. I was born and
11 raised here 75 plus years ago and I remember when 35 was
12 built and it destroyed the rock island bottom where I
13 was born and raised. And to continue this beautiful
14 expansion of 35, you are about to destroy another
15 neighborhood, United Neighborhood Roofside Association.

16 MS. CHAVEZ: Anyone else?

17 If you'll state your name?

18 MR. REED: My name is Noble Reed and I
19 live at 1715 Carmen Avenue. I live on the other side of
20 the freeway. We, too, have some of the same concerns as
21 Oakhurst. We are concerned with the noise issue. We're
22 concerned with the taking of properties down in our
23 neighborhood. We're going to lose probably about 3
24 houses, or 3 or 4 houses from the -- on the side of the
25 freeway there. And what we hope is that you look at all

1 the things that can be done to lessen the impact on our
2 neighborhood, particularly with the north and the taking
3 of the properties.

4 MS. CHAVEZ: Thank you, sir.

5 Anyone else?

6 And remember that we will also continue
7 to take written comments, so please feel free if you
8 didn't speak tonight, if there's something you forgot to
9 say, please feel free to send those comments in.

10 Okay. So, just to wrap it up. Each
11 statement made at this hearing, and each written
12 statement that's received on or before Monday, June 25
13 of 2012 will be carefully analyzed in writing and in the
14 summary and analysis, that's where we will respond.

15 Where appropriate, changes will be
16 incorporated in the project design and the analysis will
17 be attached to the environmental document. In addition,
18 property owners that are in the area that may have a
19 change made will be contacted and coordinated with
20 concerning any proposed changes.

21 After review of the transcript of these
22 proceedings and addressing of all concerns and concepts
23 contained in the statements, environmental approval is
24 anticipated. Once approval is received, the acquisition
25 of right-of-way and utility relocation may begin.

1 Construction can begin when right-of-way has been
2 obtained, detailed plans are completed, and utilities
3 are relocated, and all funding is available.

4 Again, on behalf of TxDOT, again, thank
5 you very much for coming and participating in this
6 public hearing. It's now 9:20 according to my watch,
7 and the public hearing for Interstate 35W from
8 Interstate 820 to Interstate 30 is officially adjourned.
9 If you want to stay and look at displays, we'll continue
10 to have people here as long as you have questions.

11 So with that, this hearing is officially
12 adjourned. Thank you very much, and thank you very much
13 to Calvary Cathedral for allowing us the use of this
14 wonderful facility.

15 Thank you very much.

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1 THE STATE OF TEXAS.)

2 COUNTY OF TARRANT)

3

4 I, Kathleen McCurry, Certified Shorthand Reporter
5 in and for the State of Texas, do hereby certify that
6 the above and foregoing contains a true and correct
7 transcription of all portions of evidence and other
8 proceedings in the above-styled and numbered cause, all
9 of which occurred and were reported by me.

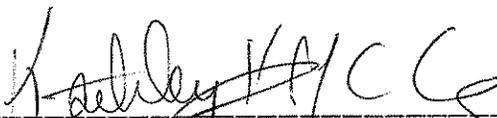
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11 WITNESS MY OFFICIAL HAND this the 25th day of June,
12 2012.

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16

Kathleen McCurry, Texas CSR 8567
Expiration Date: 12/31/2013
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Public Comments

TEXAS DEPARTMENT OF TRANSPORTATION

**FROM IH-30
TO IH-820
IN TARRANT COUNTY**

FORT WORTH DISTRICT

PUBLIC HEARING

JUNE 12, 2012

7:00 P.M.

PUBLIC COMMENTS



**DOLORES STEWART & ASSOCIATES, INC.
CERTIFIED COURT REPORTERS
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COMMENT 1:

I think they need to re-examine all of the grades all along the freeway. They've got too many ups and downs, and they need to straighten it out some, even though it costs more for filler right now, the driving coverage pays off in the long run because if you look at the trucks, they have to make acceleration as they go up that little incline going through, and if you're trying to improve traffic, that will improve traffic, all traffic if they increase the sight distance, but it would also, economically, make it good for us, as drivers, you don't have to worry about -- I mean, there were places that I saw that raise -- they go over a bridge, down under a swell, then up to another bridge and over another swell and up. They could straighten out between them. It's not that far, and it isn't going to cost -- it'll cost some for the fills that they put in retaining walls and level it out. That applies to the whole thing, all the way from I-30 to 820. I know they gotta go uphill to get up at some part of it, but they could keep some of the -- have an even slope instead of up and down. I haven't looked at all of it. That's all I can say right now. Otherwise, I think it looks like pretty good. You have certain restrictions;

1 you can't go every place you would like to go. You have
2 to constrain yourself to exercising right of way that
3 you have, and you have to stay within that, and I
4 understand that. But they really need to examine it
5 without up and down. Smooth. Thank you.

6 COMMENT 2:

7 My name is Andrew Corso. I am a safety and crime
8 coordinator for the Fort Worth Housing Authority. I've
9 submitted written comments regarding the pedestrian
10 bridge over Highway 287. The Fort Worth Housing
11 Authority does not approve and would like the existing
12 bridge to be moved at not replaced. We see this as an
13 environmental crime-prevention issue because it allows
14 access to and from the area which is not controlled and
15 not patrolled by the police department. There is
16 sufficient access to the Bertha Collins Center using the
17 vehicle/bicycle pedestrian bridge at Cypress Street.

18 COMMENT 3:

19 Kathryn Omarkhail at 2055 West Lotus Avenue, and my
20 main concerns are that we are -- our house is the
21 closest to the expansion in Oakhurst Neighborhood
22 Association, and I believe that the interstate is going
23 to go over our house a little bit, so our main concern
24 is that we are hoping that you will consider the noise
25 that's going to happen, the vision to our backyard, and

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1 consider using asphalt instead of concrete, since
2 asphalt doesn't echo as much, and I know that the
3 barrier is too expensive, and what I've heard is, since
4 there's already noise, what's a little bit more noise?
5 I don't think that's a reasonable excuse to not do
6 something about the increased noise, which I understand
7 is going to be at least a couple decibels, which is a
8 lot, especially when we're going to be right there at
9 it. That's it.

10 COMMENT 4:

11 I'm Denise Bennett at 2055 West Lotus Avenue, and I'm
12 also in that furthest part of the Oakhurst neighborhood,
13 closest to the interstate, and if they're not going to
14 build a wall for us, with a sound barrier, I'd like for
15 them to put evergreen trees in the landscape area, is
16 what we're looking at. That way the leaves, we'll just
17 have to deal with that. But also, I am concerned about
18 the noise, and I understand that it's going to take an
19 additional \$1.2 million to build a wall, but that's a
20 lot cheaper than what Chesapeake was asking TxDot to do,
21 and I'd like for them to take the consideration of our
22 neighborhood and the noise level.

23 COMMENT 5:

24 I'm Phyllis Anglin, and I am a long-time Oakhurst
25 resident. As a matter of fact, my husband and I met in

1 the 4th grade at Oakhurst Elementary. We have lived in
2 Oakhurst for 25 years, and I worry because of the noise
3 level. I think that we need a noise barrier. I worry
4 also because of the impact on the way the road is going
5 to come, the safety aspect. I am the Welcome to
6 Oakhurst Neighborhood Association lady, and we have new
7 neighbors that live next door to us who have indicated
8 to me that if they had known that this I-35 thing was
9 coming through, that they probably wouldn't have moved
10 here. I'm just wondering if my Welcome to Oakhurst
11 Neighborhood Association is going to go away because of
12 this. So, anyway, that's my comments.

13 COMMENT 6:

14 Hi. My name is Fred Anglin, and I am the husband.
15 We have lived in Oakhurst quite some time. We live just
16 three doors up from Oakhurst Scenic, so we're actually
17 on the bluff here. We can hear the traffic noise; we're
18 used to it, but I'm afraid that with the increase of
19 traffic, that it's going to have a negative effect on
20 our property, so I would like to see a sound barrier.
21 Also, I think that it would help with the safety issues
22 of the high-speed traffic being so close to this school
23 and church, so I think that we really do need to look at
24 the sound barrier wall and consider putting it in, even
25 though it might not be cost-effective. Thank you.

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1 COMMENT 7:

2 Hi. My name is Sharon Buse. My husband and I own
3 two homes in Oakhurst. He has lived in his home for 67
4 years; I have lived in the home that I own for 40 years.
5 We both intend to live the rest of our lives in
6 Oakhurst. Our neighborhood and our Neighborhood
7 Association both have received numerous national awards,
8 including National Neighborhood of the year in 2008 and
9 2010. I was one of the founding members of the Oakhurst
10 Neighborhood Association, and as a group, we have
11 struggled for 30-odd years to maintain the integrity and
12 the stability of our neighborhood. People who live in
13 Oakhurst tend to live there for their entire lives, and
14 I only ask that TxDot, and whomever is making the
15 decisions, build a sound wall that would help reduce
16 noise in our neighborhood and also would provide for the
17 safety of the children at Fort Worth Academy and the
18 church. Thank you.

19 COMMENT 8:

20 I request that we please put a sound and safety
21 barrier for the children of the school and the residents
22 of the church and the residents of Oakhurst because, any
23 vehicle leaving the roadway, if it came over, it could
24 do serious damage, and that's a safety issue more than
25 anything else. And also, all those houses closest to

1 the road do need a sound barrier, even though TxDot says
2 it's not feasible, I think it is. So, thank you.

3 COMMENT 9:

4 Okay. My name is Georgia Knake, and I reside at 2121
5 Yucca, in Oakhurst neighborhood, and I'm here tonight
6 requesting that they please give us a noise wall barrier
7 to protect our neighborhood, to protect our schools,
8 students here, as well as the attendees at the church,
9 and to overall protect the historical Oakhurst
10 neighborhood. Thank you.

11 COMMENT 10:

12 My name Linda Plemons, and I live in Oakhurst. I've
13 lived here for 30-something years. It's the most
14 beautiful, charming neighborhood to us, but my main
15 concern is the noise level that it's going to create.
16 We already hear a lot of it as it is, and I don't even
17 live right on Oakhurst Scenic. And another concern for
18 me, even though I don't have any children going to
19 school, is the little school here, what's going to
20 happen with the highway being so close and coming off
21 the ramp, is the way I understand it, and I'm just
22 concerned mainly about the noise level and it's really
23 going to bring our property value down even more than
24 what it is already, because nobody really likes to live
25 here unless they know the neighborhood. So, my main

1 concern is the safety issues and concern for the school
2 children, and mainly, my neighborhood. Thank you very
3 much.

4 COMMENT 11:

5 I, Brinton Payne, fully support this project and its
6 long planning and hard work that this community has
7 provided in order to see that it happens. The
8 advancement of this project is critically important to
9 the economic viability and air quality of this region.
10 As a resident of this city who uses to corridor weekly,
11 I am in support of the improvements proposed here
12 tonight.

13 COMMENT 12:

14 Rita Wilson, 2133 Morning Glory 76111. I have two
15 things that concern me. The noise level right up above
16 the hill here, and the safety of the kids at this
17 school. All those elevated roads up above and what kind
18 of railings and safety issues are they going to have to
19 prevent the cars from coming down on the students here.
20 But noise; how could anybody learn, in class, if there
21 isn't a noise abatement out there somewhere? Thank you.

22 COMMENT 13:

23 Hi. My name is Carl Wells. I live at 1313 Smilax
24 Avenue, which is right up the hill behind us. I have
25 been active in the neighborhood for years. I've been

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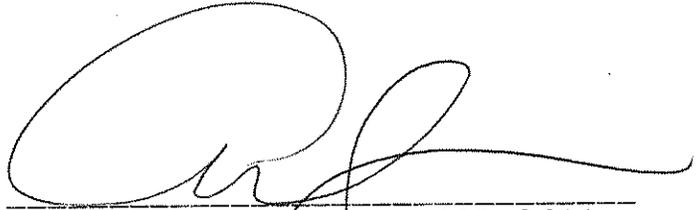
1 involved in some of these meetings. I don't believe
2 that the sound and safety have been considered enough.
3 I can see that end of the freeway from my front yard and
4 my backyard. I didn't get any special notice; I guess
5 I'm too far away from the freeway, but the sound is
6 there. It increases and decreases with traffic flow. I
7 understand the elevation of the road is going to go up
8 at least 17 feet. I can't imagine that happening, or
9 the need of it. The safety factors are mainly for this
10 church and school. As it sits, you can spit on the
11 highway from here. A safety wall, sound walls are
12 crucial to the safety and functioning of this church and
13 school and the well-being of a very established historic
14 neighborhood. I'm concerned for my finances, as far as
15 the value of my home if I ever need to sell and move on
16 because of the noise, and the sight, and the sounds.
17 Thank you.

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REPORTER'S CERTIFICATION

This is to certify that I, Amy Seligmann, Certified Court Reporter, reported in shorthand the Texas Department of Transportation Fort Worth District Public Hearing's verbal comments on June 12, 2012, and that the foregoing pages contain a full, true and correct transcript of said verbal comments.

Given under my hand and seal of office on this the 21st day of June, 2012.



Amy Seligmann, Texas CSR 8644
Expiration Date: 12/31/12
Firm Registration No. 70
Dolores Stewart & Associates
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Fort Worth, Texas 76104

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