



NOTICE OF PUBLIC HEARING

IH 35W (North Freeway)
From IH 30 to IH 820

The Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA), in cooperation with the U.S. Army Corps of Engineers (USACE), will conduct a Public Hearing on Tuesday, June 12, 2012 at Calvary Christian Academy, 1401 Oakhurst Scenic Drive, Fort Worth, Texas 76111. The purpose of the Hearing is to present the proposed improvements to Interstate Highway IH 35W in the City of Fort Worth. Displays will be available for viewing at 6:30 p.m. with the formal hearing commencing at 7:00 p.m.

The existing facility consists of four to eight 12-foot wide general purpose (non-toll) lanes with 10-foot wide outside shoulders and six-foot wide inside shoulders. There are limited access entrances and exits and discontinuous frontage roads. The existing right-of-way (ROW) width typically ranges between 300 and 320 feet.

The proposed improvements to IH 35W from Meacham Boulevard to SH 183 would consist of a 12-lane facility. Four 12-foot wide general purpose (non-toll) lanes in each direction with 10-foot wide inside and outside shoulders and two 12-foot wide managed (toll) lanes in each direction with 10-foot wide outside and 4-foot wide inside shoulders are proposed. Frontage roads would be reconstructed or added from Meacham Boulevard to the Fort Worth Western Railroad (FWWR) with a U-turn connection between the southbound and northbound frontage roads north of the FWWR. Frontage roads would be reconstructed from 33rd Street to SH 183. The discontinuous frontage roads would consist of one 12-foot wide inside lane and one 14-foot wide outside shared use lane for bicyclists with auxiliary lanes near ramp locations and cross streets. Six-foot wide sidewalks would be provided for pedestrians.

The proposed improvements to IH 35W from SH 183 to SH 121 would consist of a 12-lane facility. Four 12-foot wide general purpose (non-toll) lanes in each direction with 10-foot wide inside and outside shoulders and two 12-foot wide managed (toll) lanes in each direction with 10-foot wide outside and 4 foot wide inside shoulders are proposed. The managed lanes would have direct connections to Belknap-Weatherford extending from IH 35W to near Pecan Street. Continuous frontage roads would be constructed with one 12-foot wide inside lane and one 14-foot wide outside shared lane for bicyclists with auxiliary lanes near ramp locations and cross streets. Six-foot wide sidewalks would be provided for pedestrians.

The proposed improvements to IH 35W from SH 121 to IH 30 would consist of a 10-lane facility. Four 12-foot wide general purpose (non-toll) lanes in each direction with 10-foot wide inside and outside shoulders and one 14-foot wide managed (toll) lane connection in each direction with 8-foot wide outside and 4 foot wide inside shoulders are proposed. The managed lanes would tie into the IH 35W general purpose (non-toll) lanes just north of IH 30 and have direct connections to US 287. Frontage roads would be reconstructed with one 12-foot wide inside lane and one 14-foot wide outside shared lane for bicyclists with auxiliary lanes near ramp locations and cross streets. Six-foot wide sidewalks would be provided for pedestrians. Frontage roads would be continuous from SH 121 to East 4th Street on the west and from SH 121 to the Trinity Rail Express (TRE) bridge on the east.

The proposed improvements to SH 121 from IH 35W to Riverside Drive would consist of the reconstruction of the existing eight-lane facility with four 12-foot wide general purpose (non-toll) lanes in each direction and 10-foot wide inside and outside shoulders. Frontage roads would be continuous for the length of the improvement on SH 121 with one 12-foot wide inside lane and one 14-foot wide outside shared lane for bicyclists with auxiliary lanes near ramp locations and cross streets. Six-foot wide sidewalks would be provided for pedestrians. Direct connectors would be provided to IH 35W north and south with local access to Belknap-Weatherford Streets. Westbound traffic on Belknap Street would continue to use the existing historic bridge over the West Fork Trinity River. A second bridge over the Trinity River would be constructed parallel to the existing bridge for eastbound traffic from Weatherford Street.

The proposed improvements along US 287 would consist of adding managed (toll) lane direct connectors consisting of one lane in each direction between the limits of IH 35W and IH 30. The direct connectors would provide access between US 287 and IH 35W. As part of these improvements the existing US 287 pedestrian bridge would be replaced. The existing Cypress Street bridge would be reconstructed and widened to include a 14-foot wide trail and a 6 foot wide sidewalk. The trail would be extended to the adjacent Harmon Field Park and Butler Place Apartments. Realignment of the existing Cypress Street ramp at US 287 northbound frontage road is proposed to create a T-intersection at Cypress Street. The existing US 287 northbound two-way frontage road would also require realignment in order to avoid an overlap to the proposed US 287 northbound general purpose lanes.

Approximately 85.4 acres of additional ROW would be required to accommodate the proposed facility. Approximately 0.04 acre of temporary construction easements are required in order to reconstruct existing driveways. There would be *50 business displacements and 13 residential displacements associated with the proposed project (*in addition to five vacant properties and one utility lift station). The State's Relocation Assistance Program, its benefits and services for displacements, will be presented at the hearing. TxDOT commits to utilizing Workforce Solutions to help minimize or mitigate for adverse impacts to individual employees as a result of the proposed project's implementation. Representatives from Texas Workforce Commission will attend the Open House/Public Hearing to answer questions or present services information on behalf of Workforce Solutions.

The proposed project would require a right-of-way easement from the following Section 4(f) properties:

- Fort Worth Floodway
- Fort Worth Trinity Trails
- Harmon Field Park

In accordance with 33 United States Code (USC) 408 (Section 408) Review and Approval for modifications to existing USACE flood control projects (West Fork Trinity River and Ham Branch) the USACE is a cooperating agency.

The proposed project crosses five jurisdictional waters of the U.S. The proposed project would result in the placement of temporary and permanent dredge or fill material into five locations, including wetlands, and would require a Section 404 USACE Nationwide Permit (NWP) 14 Preconstruction Notification (PCN) for two of the crossings. Permanent impacts to all jurisdictional locations would total approximately 0.46 acre (0.17 acre of streams and 0.29 acre of wetlands). The proposed project would cross and encroach on the 100-year floodplain.

On December 16, 2011, the Texas Historic Commission and the Federal Highway Administration were advised that the Oakhurst Neighborhood Association was granted consulting party status by TxDOT. In general, per Federal regulations (36 CFR 800), a consulting party has opportunities to comment on preservation issues involving a transportation undertaking.

The proposed project is needed to meet future travel demands stemming from projected population growth and traffic volumes, address operational and capacity deficiencies on IH 35W and SH 121, and update the facility to current design standards. The purpose of the proposed project is to improve mobility within the IH 35W corridor and would provide access to adjacent land uses and encourage development in these areas along the roadway.

Maps and other drawings depicting the proposed improvements will be displayed at the public hearing. In addition, the plan layout and the Environmental Assessment with pertinent information about the proposed project are on file and available for inspection at the following locations:

- TxDOT Fort Worth District Office- 2501 SW Loop 820, Fort Worth, Texas 76133; telephone - (817) 370-6549, Donna Fowler-Fort Worth District Open Records Coordinator
- City of Fort Worth - 1000 Throckmorton Street, Fort Worth, Texas 76102; telephone - (817) 392-8900, Doug Wiersig, PhD, P.E. - Director of Transportation and Public Works

All interested citizens are invited to attend this Public Hearing. Verbal and written comments from the public regarding this proposed project are requested. Written comments may be submitted either in person or by mail to the TxDOT District Office, 2501 SW Loop 820, Fort Worth, Texas 76133. Comments must be received on or before June 25, 2012 in order to become part of the official hearing record.

The Public Hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, or need an interpreter are encouraged to contact the TxDOT Fort Worth District Office at (817) 370-6610. Requests should be made at least 72 hours prior to the public hearing. Every reasonable effort will be made to accommodate those needs.