



Public Hearing IH 35W

FROM: SH 114
TO: IH 820

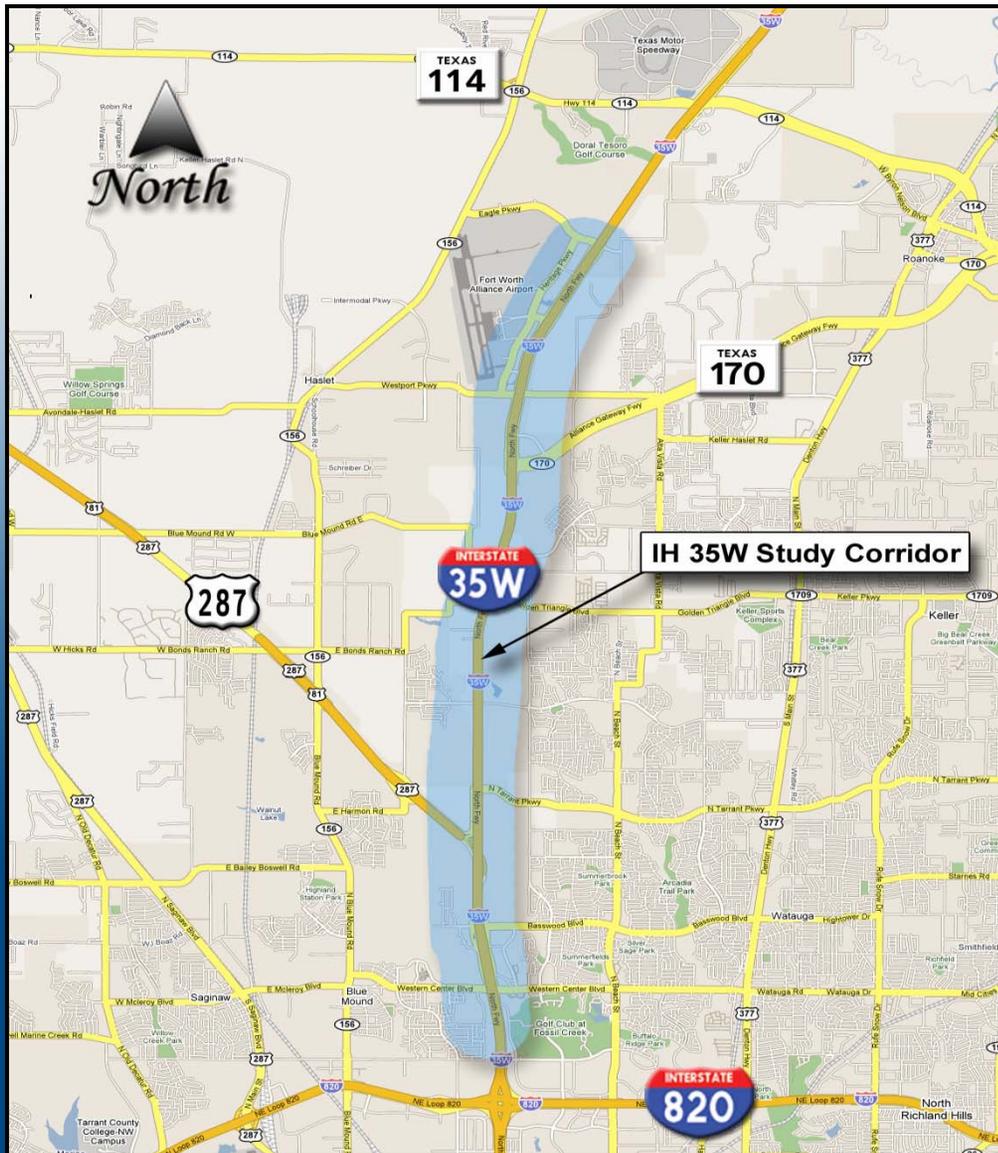
John M. Tidwell Middle School
Roanoke, Texas
December 15, 2011

Cities of Fort Worth, and Haslet
Tarrant and Denton Counties, Texas

CSJs: 0014-16-252, 0014-16-255, 0081-12-041, 0081-13-904



Project Vicinity



**Project Length:
Approximately
10.5 miles**





Public Hearing Agenda

Welcome & Introductions

Mr. Brian Barth, P.E.

Project Overview

Mr. Curtis W. Hanan, P.E.

Project Design

Mr. Naser Abusaad, P.E.

Right of Way Acquisition and Relocation

Mr. Keith Sliger

20 Minute Recess

Public Comments

Mr. Brian Barth, P.E.

Adjournment

Mr. Brian Barth, P.E.





Public Hearing Purpose

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



Public Comments



Oral Comments Tonight:

Please sign up at the registration desk to speak

Mail Written Comments to:

Texas Department of Transportation

Ms. Maribel P. Chavez, P.E.

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

2501 SW Loop 820

Fort Worth, Texas 76133

**Written Comments must be postmarked by
Tuesday December 27, 2011.**





Prior Public Involvement

- **2007** – First Stakeholder & Agency Workgroup Meeting Held January 9, 2007
- **2007** – First Public Meeting Held on March 8, 2007
- **2007** – Value Engineering Workshop Held May 14 - 17, 2007
- **2009** – Second Stakeholder & Agency Workgroup Meeting Held on May 11, 2009
- **2009** – Second Public Meeting Held on July 28, 2009





IH 35W Traffic Growth

- Existing Facility's Capacity – 76,000 ADT
- **2009 Traffic Counts**
 - From SH 183 to US 81/US 287 - 136,000 ADT
 - From US 81/US 287 to Westport Parkway - 82,000 ADT
 - From Westport Parkway to SH 114 - 49,000 ADT
- **2030 Projected Traffic Volume**
 - From SH 183 to US 81/US 287 - 268,900 ADT
 - From US 81/US 287 to Westport Parkway - 178,700 ADT
 - From Westport Parkway to SH 114 - 141,000 ADT

(ADT - Average Daily Traffic)





National Environmental Policy Act (NEPA) Process

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



NEPA Specifics

- Approximately 97.4 Acres Of Additional Right Of Way And 0.6 Acres Of Drainage Easements.
- Identified 109 parcels as Impacted.
- Three commercial structures have been identified as displaced.
- Approximately 407 acres of maintained vegetation, 62 acres of unmaintained grassland/pasture and 0.2 acres of low quality riparian vegetation would be impacted.



NEPA Specifics

- Traffic Noise Abatement Measures Evaluated For Residences Located South Of Basswood Boulevard On The West And Restaurant South Of Sandshell On the East. No Measures Were Considered Feasible And Reasonable
- 15 Crossings With Waters Of The US Would Be Impacted. Seven Would Require A Preconstruction Notification To The US Army Corps of Engineers



Managed (Toll) Lanes

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





Managed (Toll) Lanes

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





Summary of Current Regional Transportation Council Managed Lane Policy

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





Summary of Current Regional Transportation Council Managed Lane Policy

- RTC Managed Lane Policy

http://www.nctcog.org/trans/committees/rtc/ManagedLanePolicies_091307.pdf

- HOV2+ Vehicles Receive 50% Discount During Peak Period (Phases Out After Air Quality Attainment Maintenance Period). Policy Currently Being Evaluated With Considerations of Changing to HOV3+ Vehicles Receiving Discount
- During Dynamic Pricing Phase, Travelers Would Receive Rebates If The Average Speed Drops Below 35 MPH and The Average Speed Reduction is Not Out Of Control Of The Operator.
- Not Determined Yet How Rebate Would Be Paid. Rebate Could Be Provided To Individual Traveler or Placed In a Pooled Account To Benefit All Travelers In The Corridor.





Managed (Toll) Lanes

- Toll Rates Would Be Determined Prior To Opening
- The Environmental Assessment Presents A Range Of Anticipated Toll Rates and Total Cost To Users Based Upon a Level 2 Traffic and Revenue Study Prepared During Project Development.
- Assuming Average Toll Rate Of \$0.34 Per Mile During Peak/High Congestion Periods, Typical User Would Pay Approximately \$2 Per One-Way Trip.
- Assuming Average Toll Rate Of \$0.10 Per Mile During Off Peak/Low Congestion Periods, Typical User Would Pay Around \$0.60 Per One-Way Trip.
- Toll Rates And Costs Would Vary And May Be Higher Dependent Upon Congestion Levels





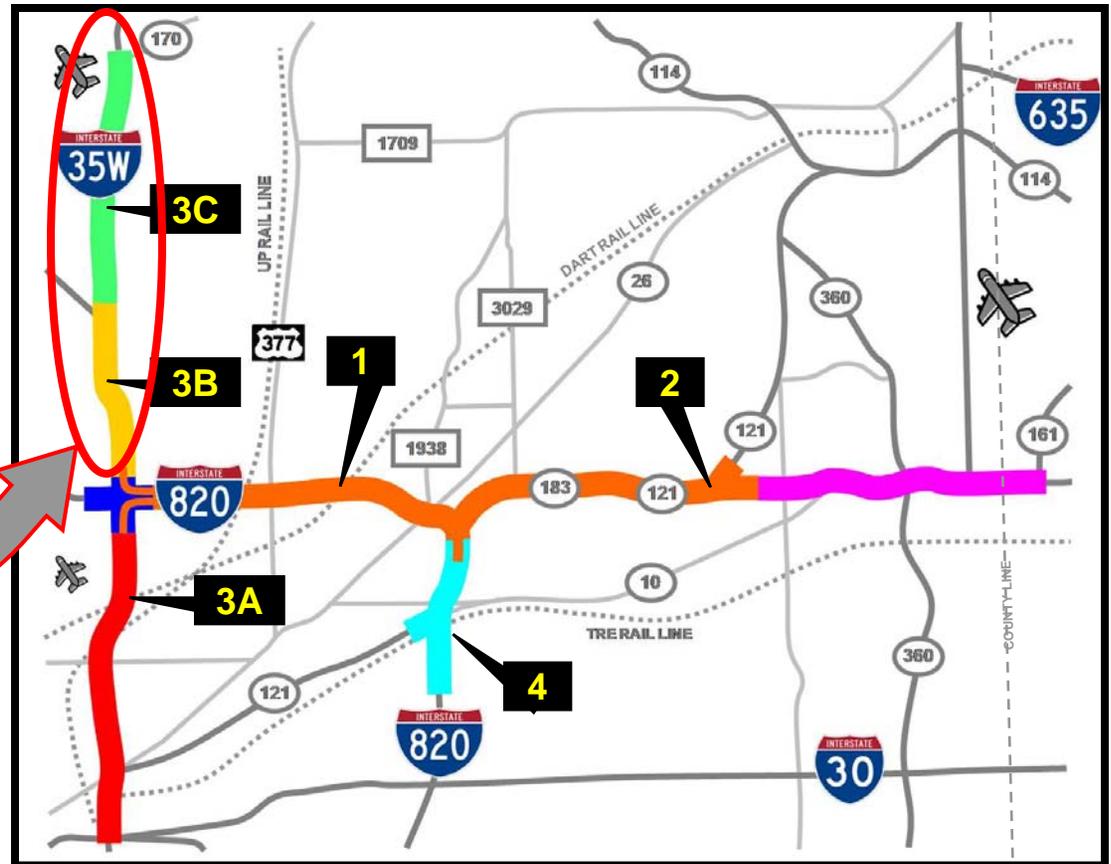
Project Implementation - Phasing

- Estimated Cost Of The Ultimate Improvements Shown Tonight Is Approximately \$678 million.
- The Proposed Implementation Of The Project Would Be Phased Due To Funding Constraints.
- Due To Funding Shortfalls, TxDOT and the Region Have Pursued The Comprehensive Development Agreement (CDA) Process As A Method To Help Deliver And Maintain The Proposed Improvements.



Project Implementation - Phasing

North Tarrant
Express (NTE)
Includes
IH 35W from
SH 114 to
IH 820
Segments 3B
& 3C



First Construction Phase IH 35W - Segment 3B

- Design and Construct Interim Facility Along IH 35W From IH 820 To US 81/US 287 (Segment 3B)
- Traditional Design, Bid, Build Process
- Interim Facility Includes Construction of Managed Lanes And Reconstruction of General Purpose Lanes
- Estimated Actual Start Of Construction Activities Is January 2013 – Project To Be Let Earlier
- Estimated Construction Duration Of 39 Months
- Maintenance/Operations Of Tolloed Managed Lanes Through CDA Process Is Being Evaluated





National Environmental Policy Act (NEPA) Process

- Environmental Document Developed Consistent With Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment.
- Mobility 2030: 2009 Amendment Described An Estimated Time Of Completion For The Ultimate Improvements Of Year 2019.
- The Estimated Time Of Completion for Ultimate Improvements Has Been Updated To Year 2030 In Mobility 2035.
- Revisions Will Occur To The Environmental Document, From The Current Draft, To Ensure Consistency With Mobility 2035 And To Address Needs Of The Federal Agencies And Public Comments That Will Be Received Tonight.
- After All Necessary Revisions Are Provided, It Is Anticipated The Federal Highway Administration Will Concur With The Findings And Issue A Finding of No Significant Impact (FONSI).



Project Location



TEXAS
114

Begin Project
Eagle Parkway

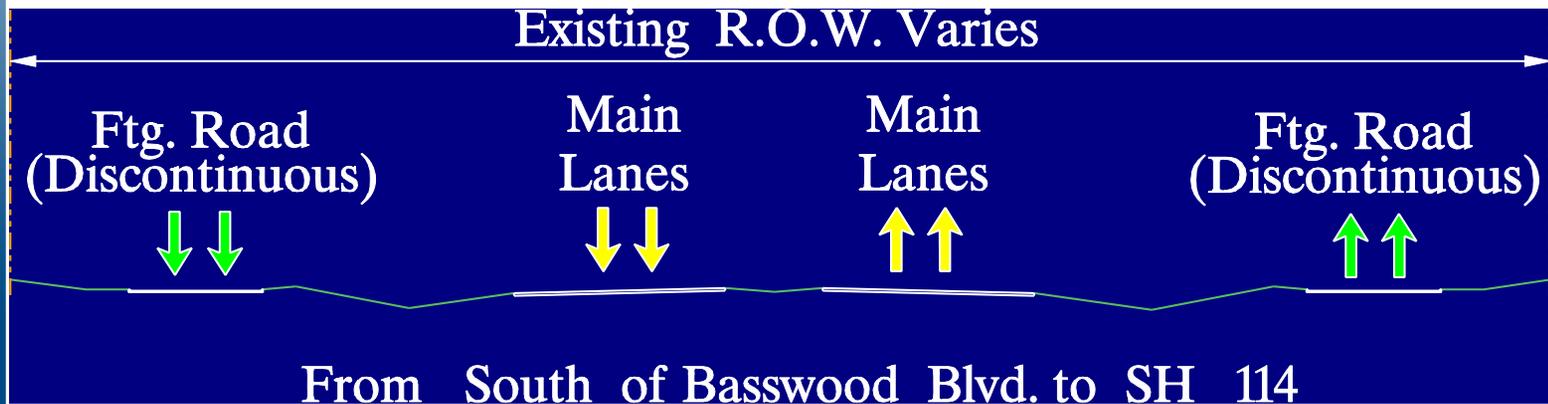
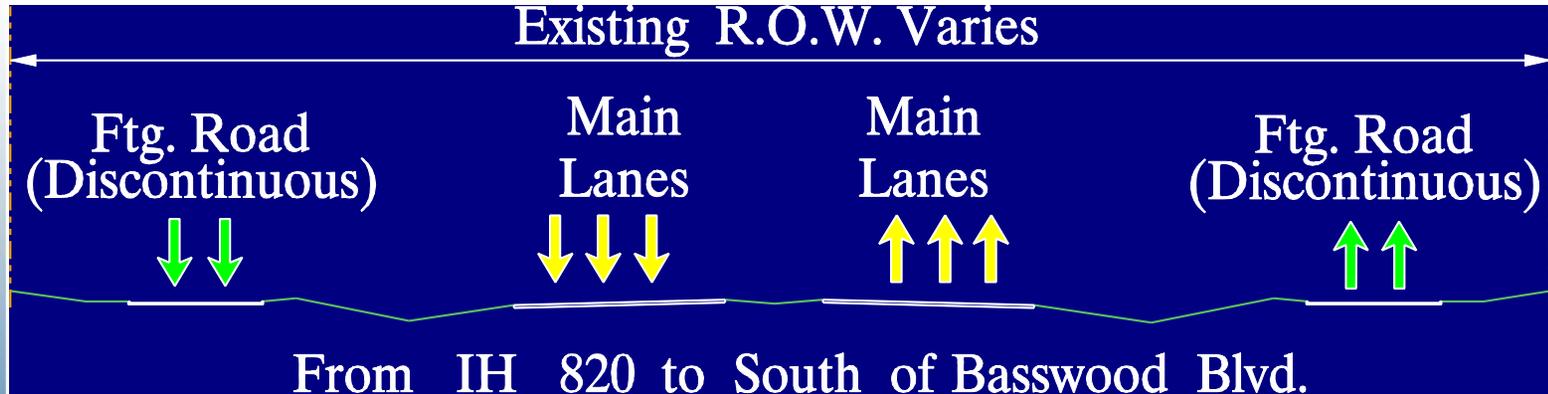
IH 35W
Study
Corridor

Project Length: Approximately
10.5 miles

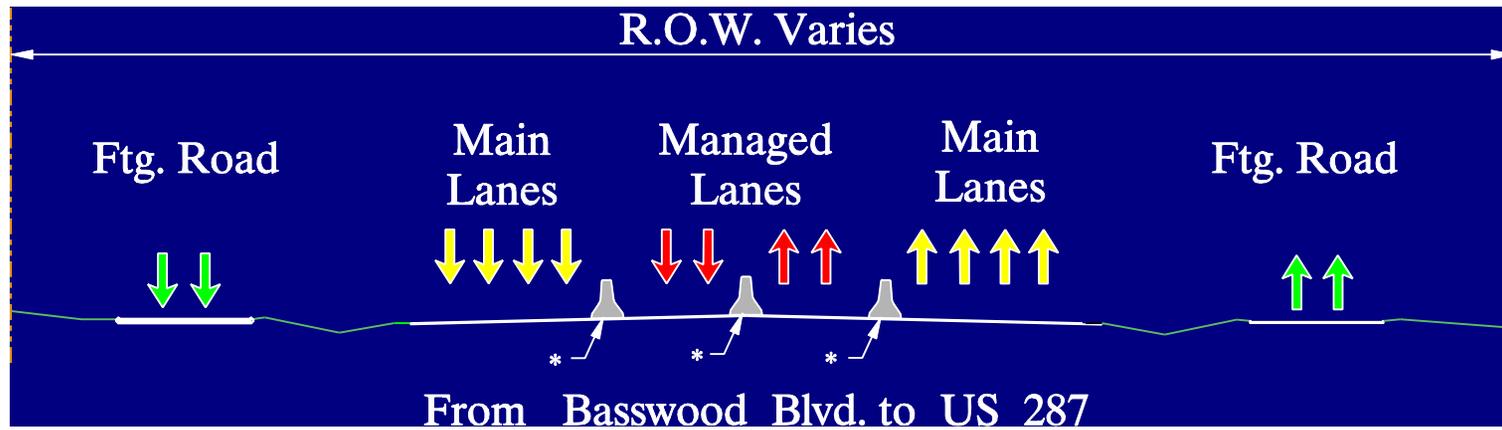
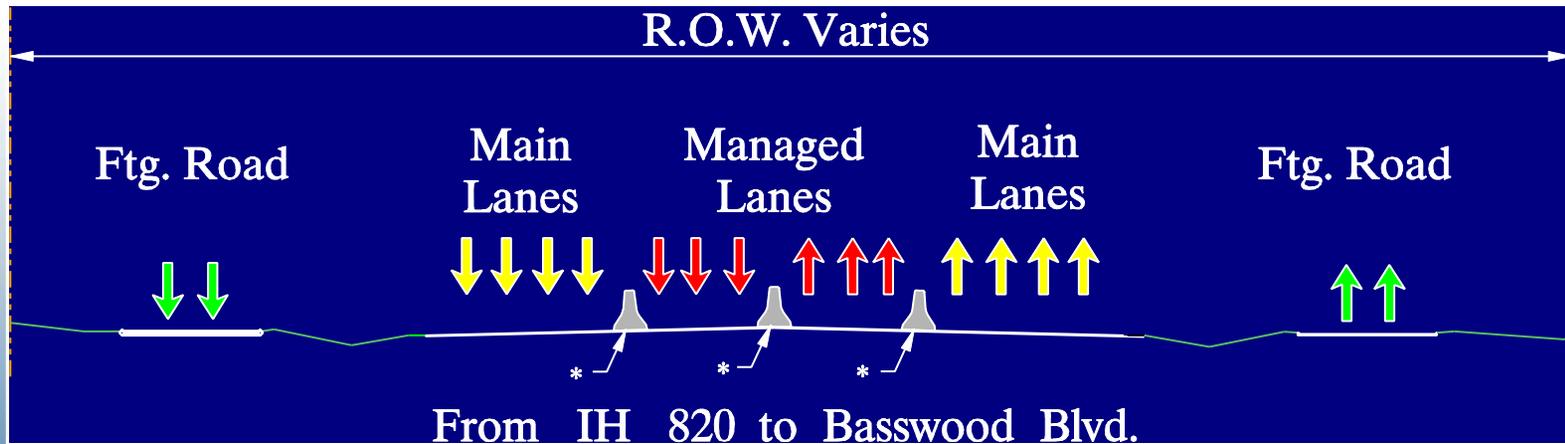
End Project
IH 820



Existing Facility



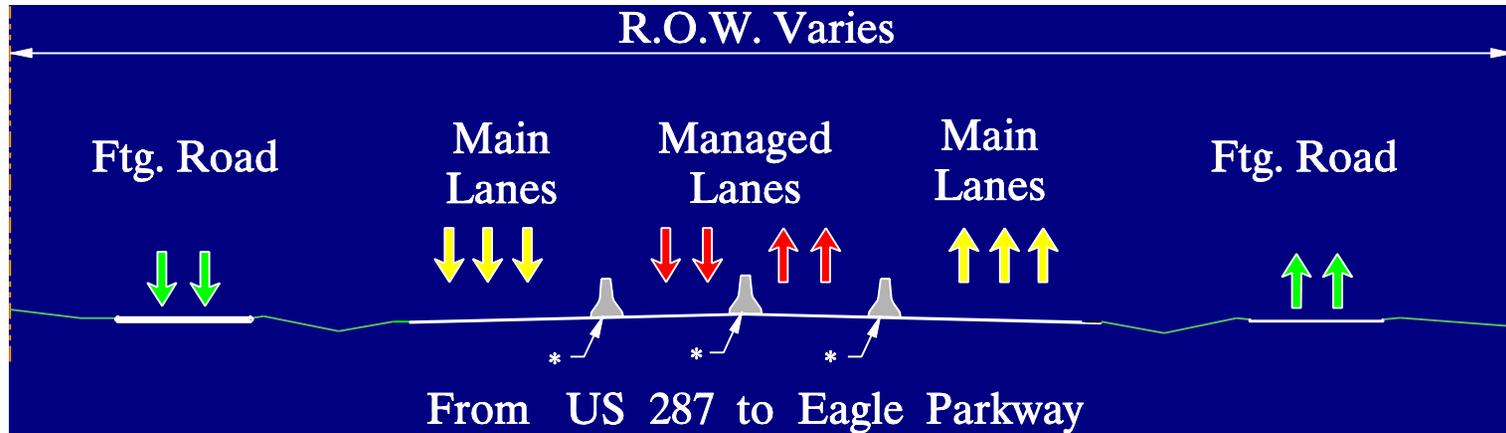
Proposed Facility



* Concrete Traffic Barrier

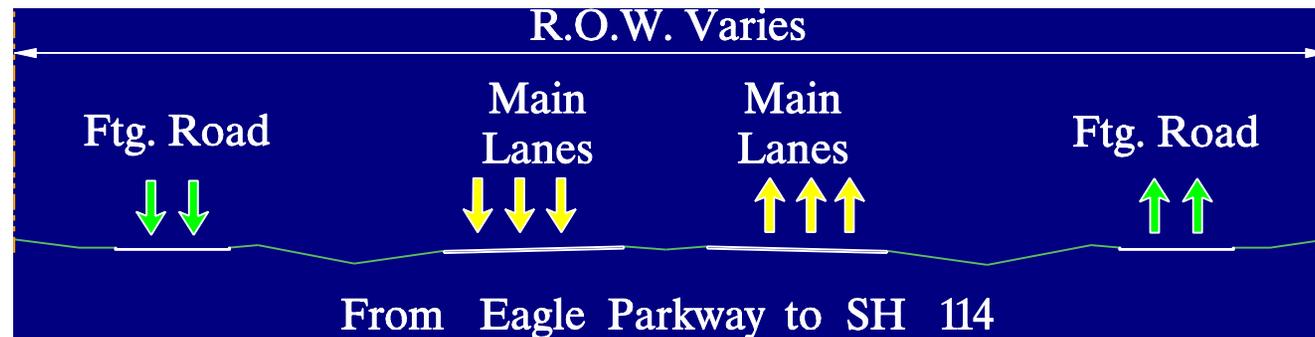


Proposed Facility



* Concrete Traffic Barrier

Southbound Frontage Road is Discontinuous at US 81/US 287



Note: As shown in Schematic By Others



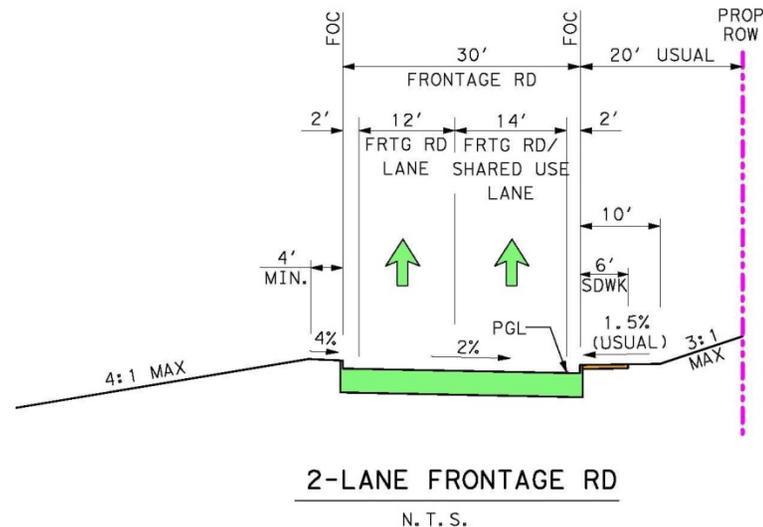


Proposed Bicycle and Pedestrian Facilities

- 14 Foot Outside Shared Use Lane Along The Frontage Roads Would Be Provided To Accommodate Bicycles
- 6 Foot Sidewalks along Frontage Roads and Cross Streets Would Be Provided To Accommodate Pedestrians
- A 5 Foot Bicycle Lane or a 14 Foot Shared Use Lane Would Be Provided Along All Cross Streets to Accommodate Bicycles



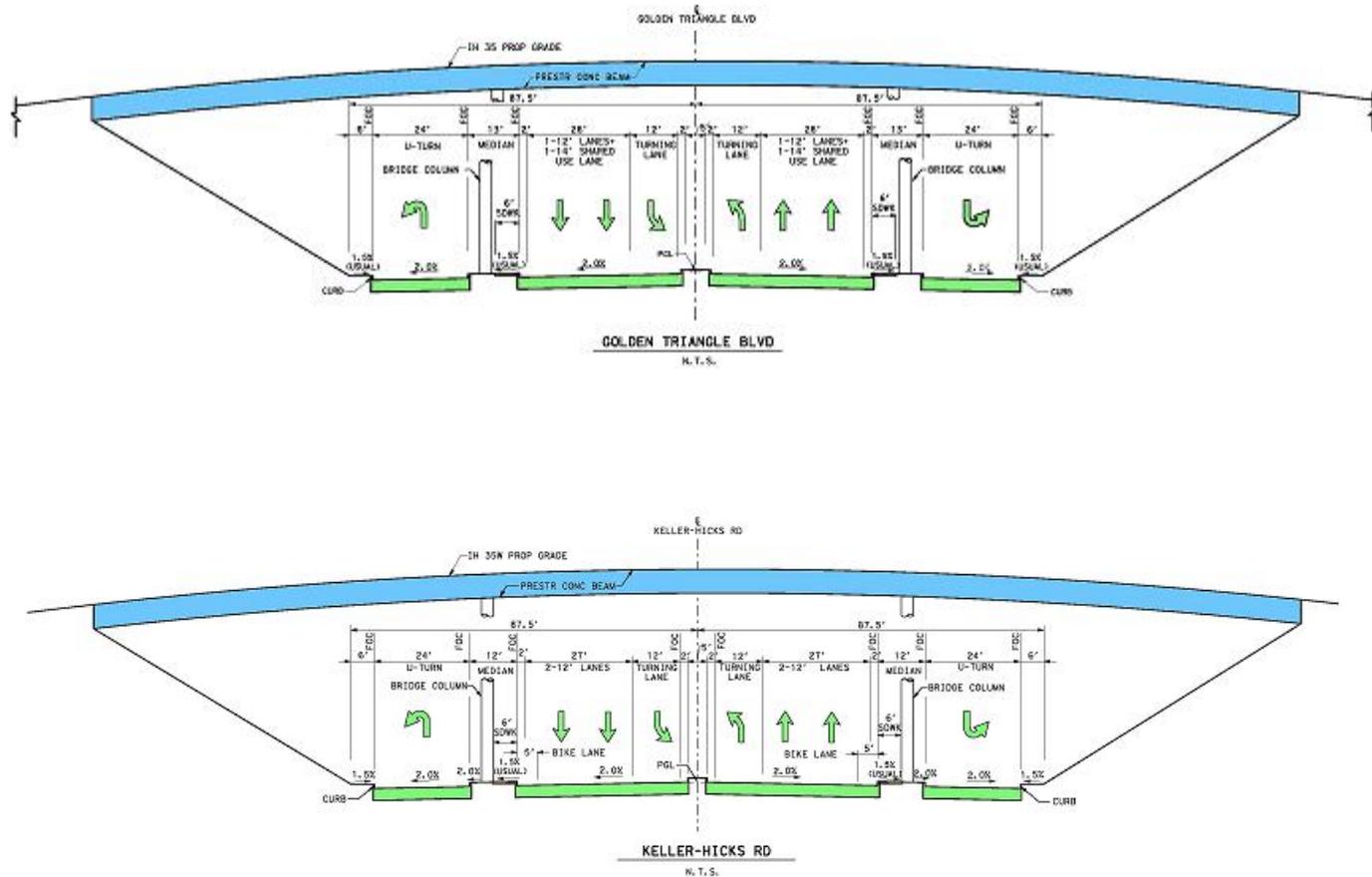
Proposed Bicycle and Pedestrian Facilities



Proposed Frontage Road Including Pedestrian and Bicycle Facilities



Proposed Bicycle and Pedestrian Facilities



Typical Cross Street Including
Pedestrian and Bicycle Facilities



IH 35W North Visualization



Public Need for Private Property

- US Constitution (First Amendment) protects individual rights to own property.
- Fifth Amendment to the Constitution establishes the Laws of Eminent Domain.
- Eminent Domain Law applies only to projects with a demonstrated public need.
- Advanced planning identifies a need and through public involvement and local coordination, compelling support for the project is established.





Equal Treatment Policy

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





Uniform Relocation Assistance and Real Property Acquisition Act of 1970

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





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

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





ROW

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



Acquisition of Property

A Brief Discussion:

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



Acquisition of Property

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



Acquisition of Property

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





Relocation Assistance

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



Right of Way Brochures

- Available on the TxDOT website.

website

http://www.txdot.gov/txdot_library/publications/landowner_rights.htm

- Brochures are available by contacting our office.
- We have a limited supply here tonight!



- **Displacements and Relocations**
 - Three Business Structures Are Proposed to Be Displaced
 - 109 Parcels Are Anticipated To Be Acquired
 - No Residential Displacements
- **Project Timing**
 - Anticipate Being Released To Begin Right of Way Acquisition By Summer of 2012.



Utility Adjustment

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





Public Inquiries

Environmental Document and Schematics Can Be Viewed at:

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

City of Haslet
101 Main Street
Haslet, Texas 76052
(817) 439-5931

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



- **20-Minute Recess**
 - Please register your attendance and sign up to speak at the front desk.
- **Public Comment Period following recess**





Public Comment Period

- **Please note that we will not attempt to respond to your comments at this time.**
- **Please state your name and address for the record.**





Public Comments

Speaker's Time:

3 Minutes

**Please state your name and
address for the record.**



What Happens After the Public Hearing?

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



Public Comments



Mail Comments to:

**Ms. Maribel P. Chavez, P.E.
ATTN: Mr. Curtis W. Hanan, P.E.
Texas Department of Transportation
P.O. Box 6868
Fort Worth, TX 76115**

*** Written comments must be postmarked by
Tuesday December 27, 2011**

THANK YOU FOR YOUR ATTENDANCE.

