



12-7-2023

VIRTUAL PUBLIC HEARING
RM 2871 (Longview Avenue/Chapin School Road)
From I-30 to US 377
CSJ: 2855-01-022
Tarrant County, Texas
Thursday, December 7, 2023

RICARDO GONZALEZ, P.E.

SLIDE 1 – Title Slide

Welcome to the Texas Department of Transportation's pre-recorded virtual public involvement presentation. We appreciate your interest in the project and welcome each of you. Please note that you may pause this presentation at any point to allow more time to view the slides, and you may also navigate forward or backward as needed. In this presentation, we will cover the public involvement purpose, project overview, environmental and right of way considerations. This is followed by an explanation of how to provide comments for the proposed project, and adjournment.

SLIDE 2 – Welcome

My name is Ricardo Gonzalez and I serve as the Director of Transportation Planning and Development for the Fort Worth District of the Texas Department of Transportation, better known as TxDOT. Your input on the proposed improvements is valuable and will help benefit the community and shape the final project recommendations.

The virtual public hearing materials and project information can be found on www.txdot.gov by typing the project keyword in the search box in the upper right-hand corner. After the project information is presented, we would appreciate your feedback.

SLIDE 3 – End the Streak

November 7, 2000, was the last deathless day on roadways in Texas. That means that for over two decades, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family. Thank you, and please enjoy the rest of this presentation.

Stantec Narrator:

SLIDE 4 – Virtual Public Hearing with In-Person Option

Hello, I am Daisy, a consultant contracted by TxDOT's Forth Worth District for this project. On behalf of TxDOT, I would like to welcome you to the virtual public hearing for the proposed project on RM 2871 in the cities of Fort Worth and Benbrook in Tarrant County.

The virtual hearing is being held in conjunction with an in-person option. This virtual public hearing will present audio and visual information on the proposed RM 2871 project from

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I-30 to US 377 in Tarrant County. The public hearing materials are available online at the website www.txdot.gov. In the “Search TxDOT” box in the upper right-hand corner, enter “RM 2871 Tarrant County”. After the project information is presented, please provide us with comments on the proposed improvements no later than Friday, December 22, 2023. Your valuable input into these proposed improvements will benefit the community and help shape the final project recommendation.

The in-person option will be held Thursday, December 7, 2023, from 5 p.m. – 7 p.m. at the High Ridge Church located at 10100 Rolling Hills Drive, Fort Worth, Texas. The information presented in the virtual public hearing and in the in-person option is identical and the opportunities to comment do not differ.

SLIDE 5 – Virtual Public Hearing with In-Person Option

As part of the National Environmental Policy Act, or NEPA, process, TxDOT is hosting a virtual public hearing with in-person option to provide the public with an update on the project and present audio and visual information on the proposed improvements along RM 2871 from I-30 to SH 377. This virtual hearing provides the status of project design, environmental overview, and seeks public comments so we can develop a record of public engagement.

SLIDE 6 –Agenda

In this presentation, we will cover: project location, need and purpose; the existing and proposed roadway design; the environmental process; Right of Way acquisition and

compensation; the estimated project schedule and cost; and details on how you can provide feedback to TxDOT regarding this project.

SLIDE 7 – Project Location

The project limits along RM 2871 are from I-30 to US 377 in the cities of Fort Worth and Benbrook in Tarrant County, Texas. The project is approximately 5.08 miles long.

SLIDE 8 – Project Objectives

The purpose of the proposed project is to improve mobility and enhance safety along the RM 2871 corridor. To manage congestion, improve operational efficiency along the roadway, and enhance safety, the following improvements are proposed:

- Reconstructing and widening RM 2871 between I-30 and US 377;
- Relieving congestion on RM 2871 at the intersections of Union Pacific Railroad (UPRR) and Aledo Road;
- Intersection improvements throughout the corridor; and
- Providing bicycle and pedestrian accommodations

SLIDE 9 – Public Outreach and Notifications

During the development of the RM 2871 project, several public outreach events have occurred. On May 31, 2018, TxDOT held its first meeting with project stakeholders to discuss the proposed project. On November 19, 2019, after some additional project developments, TxDOT held another stakeholder meeting to discuss project changes. In March 2020, TxDOT planned a public meeting to discuss project components with the public; however, this meeting was cancelled due to COVID and rescheduled as a virtual public meeting on August 6, 2020. In March 2021, the project went through a Value

Engineering Study to determine the specific needs of the RM 2871 corridor. TxDOT and the design consultant worked together to make changes and updates to the project layout and overall plan for the RM 2871 roadway based on the study and public input. These changes and updates are being presented to you now during this virtual public hearing with in-person option.

SLIDE 10 – Updates Since the August 2020 Public Meeting

Based on the feedback TxDOT received from the public, stakeholders, and the Value Engineering Study, several revisions and updates were made to the proposed project design

These changes include:

- Realigning Veale Ranch Parkway and Chaparral Pass to provide continued access to RM 2871;
- Realigning Aledo Access Road to allow access to RM 2871;
- Adding turn bays and other improvements at several intersections, including Spur 580 and US 377;
- Revising Meursault Drive within TxDOT right of way to bring the intersection to current TxDOT standards;
- Widening RM 2871 under I-20 to accommodate truck traffic;
- And coordinating the proposed RM 2871 project to accommodate several upcoming TxDOT projects and proposed developments, including:
 - I-30 project
 - Fort Worth ISD development plans
 - Veale Ranch development

-and the proposed development between I-20 and Aledo Road

SLIDE 11 – Existing Typical Section

Within the project limits, the existing RM 2871 (Longvue Avenue/Chapin School Road) is a two-lane roadway with one 12-foot-wide travel lane in each direction with a shoulder that varies in width from four to eight feet. The existing right of way throughout the corridor varies from 120 feet to 160 feet. Limited sidewalks are located only on the southern end of the corridor within the city of Benbrook. Current drainage is carried in open ditches.

SLIDE 12 – Proposed Standard Typical Section

The proposed roadway would provide two travel lanes in each direction and include an 18-foot-wide concrete curbed median separating the northbound and southbound lanes. Drainage would be converted from open ditches to a curb and gutter drainage system. A continuous 10-foot-wide shared-use path would be completed on both sides of RM 2871 in accordance with regional plans to improve non-motorized means of travel for transportation and recreation. For most of the project corridor, these improvements would fit within the existing TxDOT right of way.

SLIDE 13 – Proposed Standard Typical Section with Turn Lane

Extended left turn lanes would be provided at various intersections with local cross streets. The proposed typical section at these locations would include a 12-foot-wide left-turn lane with a break in the median to allow access to these cross streets.

The project also includes intersection improvements at the following intersections within the corridor: Santa Monica Drive; Camp Bowie Boulevard, Palo Pinto Road; Chapin Road; Shady Lane; Silver Saddle Road; Meursault Drive; Creekside Drive; Westridge and Aledo

Access Road; Veale Ranch Parkway; Rolling Hills Drive; West Park Drive; Jerry Dunn Parkway; Locksley Drive; Stoneleigh Drive; and the Benbrook Middle School driveway. The typical section shown here is typical for the proposed corridor intersection enhancements.

SLIDE 14 – Access Changes: Chaparral Pass, Veale Ranch Parkway and Aledo Road

The proposed project would construct an overpass over the existing Union Pacific Railroad. However, the intersections at Chaparral Pass, Veale Ranch Parkway, and Aledo Parkway would require realignment in order to maintain access to RM 2871.

Chaparral Pass, as seen on the map on this slide, currently intersects the roadway directly, but with the overpass, this roadway would need to be realigned. New right of way would be acquired at this intersection and Chaparral Pass would curve to the south to intersect RM 2871 to the south of the overpass.

Veale Ranch Parkway also intersects RM 2871 near the railroad and would need to be shifted to the south in order to intersect the roadway to the south of the overpass bridge. On the map, you can see the red square-patched area indicating the current location of Veale Ranch Parkway. The realignment would shift the road to the south so that it would intersect RM 2871 south of the overpass bridge to line up with the new intersection of Chaparral Pass. A traffic signal would be added at this intersection to help safely facilitate traffic flow onto RM 2871 from these side streets.

Aledo Road runs adjacent to the Union Pacific Railroad. In the proposed configuration, the railroad overpass would bypass access from Aledo Road onto RM 2871. In order to avoid blocking access, Aledo Road would continue on its current

alignment to allow east and west traffic to continue to flow uninterrupted; an access road would be constructed to allow traffic to access RM 2871 north of the overpass. The alignment of the Aledo Road access road would line up with Westridge Road, and a traffic signal would be added at this intersection to help safely facilitate traffic flow onto RM 2871 from these side streets.

SLIDE 15 – Utility Adjustments

Utility adjustments and relocations throughout the corridor would be required prior to construction. The adjustments and relocations of any utilities would be managed so that no substantial interruptions would occur.

SLIDE 16 – NEPA Assignment to TxDOT

The RM 2871 project is anticipated to be federally funded. Due to the project receiving federal funds, TxDOT is required to assess the potential environmental effects of the proposed project. The National Environmental Policy Act, or NEPA process, provides analysis of the potential impacts to the natural and manmade environment and helps the decision maker to make an informed decision on whether or not to proceed with the project.

On December 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration, or FHWA, that permits TxDOT to assume responsibility from the FHWA for reviewing and approving certain assigned NEPA projects. This review and approval process applies to this project.

SLIDE 17 – Environmental Process Overview

As part of the project scope, TxDOT tasked the environmental consultant to determine the environmental resources to be analyzed, conduct field work to determine potential impacts to environmental resources, and to document those findings in preparation of the NEPA documents. The environmental documentation for the RM 2871 in Tarrant County Project was evaluated as a Categorical Exclusion, or CE. The areas of potential impacts include natural, social, and cultural resources as well as potential impacts to adjacent and surrounding land use. This slide presents a list of resources and issues that were evaluated during the environmental analyses. As part of the NEPA process, a virtual public meeting was conducted on August 6, 2020, and this virtual public hearing with in-person option on December 7, 2023.

SLIDE 18 – Environmental Process – Resource Impact Summary (Biological Resources)

The project may affect the Monarch Butterfly which is a federally listed candidate species. It is anticipated that the Monarch Butterfly would be formally listed as a federally threatened species by the time the project is let for construction. The project may affect two species of freshwater mussels, all of which are proposed threatened and are anticipated to be federally listed as threatened species by the time the project is let for construction.

Three state listed threatened freshwater mussel species may be impacted by the project.

Additionally, the project may impact 32 Species of Greatest Conservation Need. Best Management Practices and/or additional surveys are proposed to ensure that impacts to wildlife are minimized to the greatest extent possible.

SLIDE 19 – Environmental Process – Resource Impact Summary (Hazardous Materials)

It was determined that 60 potential hazardous material sites were present within the project limits study area. These include: automotive facilities, fuel facilities, transportation facilities, natural gas pipelines and transmission lines, oil and gas well sites, petroleum storage tanks, and railroads. These sites are evaluated for their likelihood of contaminating soil, groundwater, or other hazardous materials. During the project's environmental review, it was determined that no impacts to hazardous material contamination are anticipated.

SLIDE 20 – Environmental Process – Resource Impact Summary (Water Resources)

Water resources throughout the project area were evaluated and approximately 0.40-acre of streams and 0.10-acre of freshwater wetlands are anticipated to be permanently impacted. Of the wetland impacts, 0.09-acre are Palustrine Emergent, and 0.01-acre are Palustrine Forested Wetlands. Impacts to water resources are anticipated to be permitted by the U.S. Army Corps of Engineers Nationwide Permit 14 – Linear Transportation Projects with a Pre-Construction Notification. Final impacts to streams and wetland features will be determined during the plans, specifications, and estimates phase.

SLIDE 21 – Environmental Process – Resource Impacts Summary (Historic Resources)

A reconnaissance-level survey for historic-age above-ground resources was completed in accordance with TxDOT and FHWA guidelines. Within the project's Area of Potential Effects, or APE, 79 historic-age resources were identified, and all but one was determined not to be eligible for listing in the National Register of Historic Places, or NRHP. The Joe Blackwell and Dovie Wallis Head homestead is an NHRP-eligible structure located along the RM 2871 corridor; however, no right of way or impacts are proposed from this historic property. Therefore, no effects to historic resources are anticipated.

SLIDE 22 – Environmental Process – Resource Impacts Summary (Traffic Noise)

A Traffic Noise Analysis was completed in accordance with TxDOT and FHWA guidelines. Ninety noise receiver locations were modeled, and two noise receiver locations are expected to be impacted in accordance with FHWA criteria. Noise abatement, in the form of traffic noise walls, was evaluated for noise reduction effectiveness to impacted receptors. Noise walls were determined not to be feasible for either of these two receiver locations because it would not benefit at least 50 percent of first-row receivers.

SLIDE 23 – Environmental Process – Resource Impact Summary (Community Impacts Assessment)

The proposed improvements to RM 2871 would result in one potential displacement, the Fort Worth Independent School District Bus Barn. Due to the size of the property, it is anticipated that the bus barn may be relocated within the current property. No Environmental Justice or Limited English Proficiency Communities impacts are anticipated.

SLIDE 24 – Environmental Process – Resource Impacts Summary (No Impacts)

There would be no negative impacts to air quality, community cohesion, environmental justice or limited English proficiency communities. At this time, archeological surveys have been partially completed due to denied right-of-entry and further surveys are planned to investigate the remaining project limit.

SLIDE 25 – Right of Way

The RM 2871 Tarrant County project would require approximately 10.2 acres of new right of way. The proposed project would potentially displace one non-residential structure, the Fort Worth Independent School District Bus Barn. Please note that right of way needs are subject to change pending further design refinements and that all right of way acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

SLIDE 26 – Right of Way

The Uniform Relocation Assistance and Real Property Acquisition Policies Act is a law passed in 1970 that was designed to ensure that anyone who owned property needed for a public purpose would be treated fairly. The law establishes guidelines for the acquisition of property and the relocation of displaced individuals and businesses. Additionally, it is the policy of TxDOT 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.

SLIDE 27 – Right of Way

Each impacted property owner is offered “just compensation” for the property needed for the project. To arrive at this value, independent appraisers are hired to prepare detailed appraisals and establish value. After that, a written offer to the property owners is made based on the value determined in the appraisals. Property owners are then given a minimum of 30 days to consider the offer. For further information, TxDOT right of way brochures can be found at the link provided on the screen. The brochures, including two booklets titled "The Purchase of Right of Way," and "Relocation Assistance," are also available upon request. These booklets contain detailed information to inform you of your rights and provide information about TxDOT’s right of way acquisition procedures.

SLIDE 28 – Estimated Cost and Schedule

The RM 2871 project is estimated to cost approximately \$155 million to construct. Provided here are the estimated milestones for the proposed project. After today’s public hearing and comment period, we anticipate environmental clearance to be issued sometime in Spring 2024. After environmental clearance, right of way can begin acquiring the necessary parcels to complete the work, and we anticipate this to be completed in Summer 2026. Final design plans are anticipated to be complete in Spring 2028, when utility adjustments are also completed. At this time, an anticipated construction date is tentatively estimated for Fall 2028 based on the availability of funding. Please note that the schedule is tentative and is subject to change.

SLIDE 29 – Public Hearing Materials

TxDOT is committed to continuing our efforts to gain public feedback about this project. All public hearing materials will be available until 11:59 p.m. on December 22, 2023. To view the virtual public hearing, visit www.txdot.gov and in the “Search TxDOT” box in the upper right hand corner, enter “RM 2871 Tarrant County”. If you have any questions or comments throughout project development, please contact the TxDOT Project Manager during regular business hours.

Ram Dhakal, P.E.

Phone: (817) 370-3519

Email: Ram.Dhakal@txdot.gov

Slide 30 – How to Submit Your Comments

Your comments about this project are very important to TxDOT and will contribute greatly to the success of this project. The Fort Worth District is asking the public to provide their comments in the following ways:

1. If you are attending the in-person option, you may leave your comment form in the designated comment boxes.
2. You can mail your comments to:

TxDOT Fort Worth District Office

ATTN: Ram Dhakal, P.E.

2501 Southwest Loop 820

Fort Worth, TX 76133

3. You may email your comments to: Ram.Dhakal@txdot.gov.

4. You may submit your comments online by visiting the website www.txdot.gov, keyword search “RM 2871 Tarrant County”, then click on the “Submit Your Comment” link on the project webpage.
5. You may leave a voicemail comment by calling: (817) 841-9241

All of your statements, comments and questions will be given careful consideration before final design features are determined.

The public comment period closes on December 22, 2023, which is 15 days from this virtual public hearing with in-person option. Please ensure your comment is received or postmarked by this date. The public may also email or call Ram Dhakal at during regular office hours to ask questions about the project at any time in the project development process.

Slide 31 – Thank You!

In conclusion, thank you for joining TxDOT online virtual public hearing with in-person option for the RM 2871 in Tarrant County Project. We sincerely appreciate your attendance and interest. Please take a moment to review the project materials online or in-person and remember to submit your comments on or before Friday, December 22, 2023. Your questions, comments and concerns will receive careful consideration. Thank you very much for your interest in this project. This concludes the virtual public hearing with in-person option presentation.