



FM 1187

From I-35W to Newt Patterson Road
Tarrant County, Texas

CSJ: 1330-02-048

Virtual Public Meeting





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Fort Worth District



#EndTheStreakTX

End the streak of daily deaths on Texas roadways.



The virtual public meeting and the presentation will remain available for viewing **Oct. 25 – Nov. 9, 2022.**

You may call Jim Lang, P.E., at (817) 370-6760 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to ask questions and access project materials during the project development process.



Full versions of the Virtual Public Meeting Displays are available for download at www.txdot.gov, keyword search:

“FM 1187 Newt Patterson”



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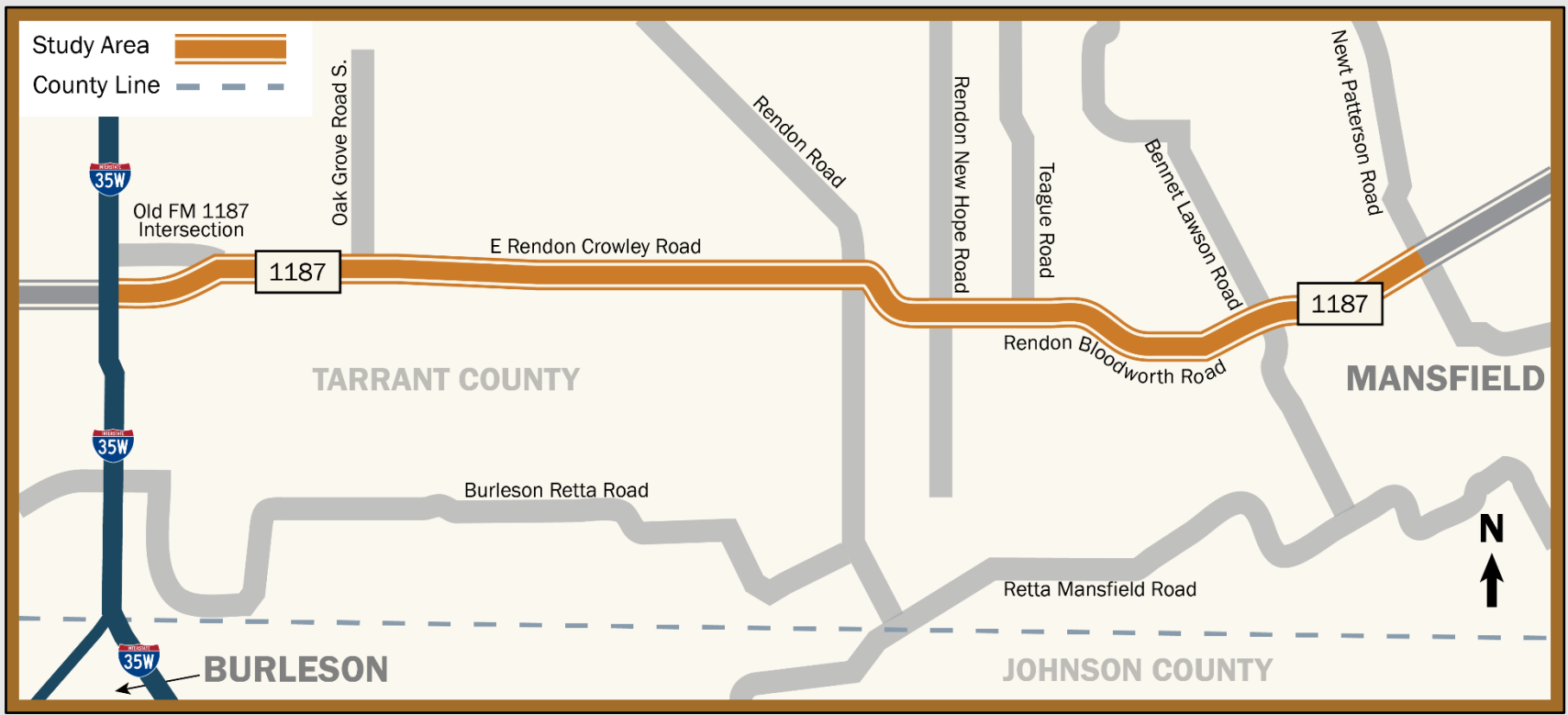


- Present a project update to the public.
- Inform the public of project design.
- Provide the public information about the environmental documentation process.
- Offer the public an opportunity to provide input.
- Develop a record of public engagement and collect formal statements.

Project Overview



- **Project Length:** Approximately 8.12 miles
- **Project Limits:** From I-35W to Newt Patterson Road
- **Project Location:** Tarrant County





Purpose

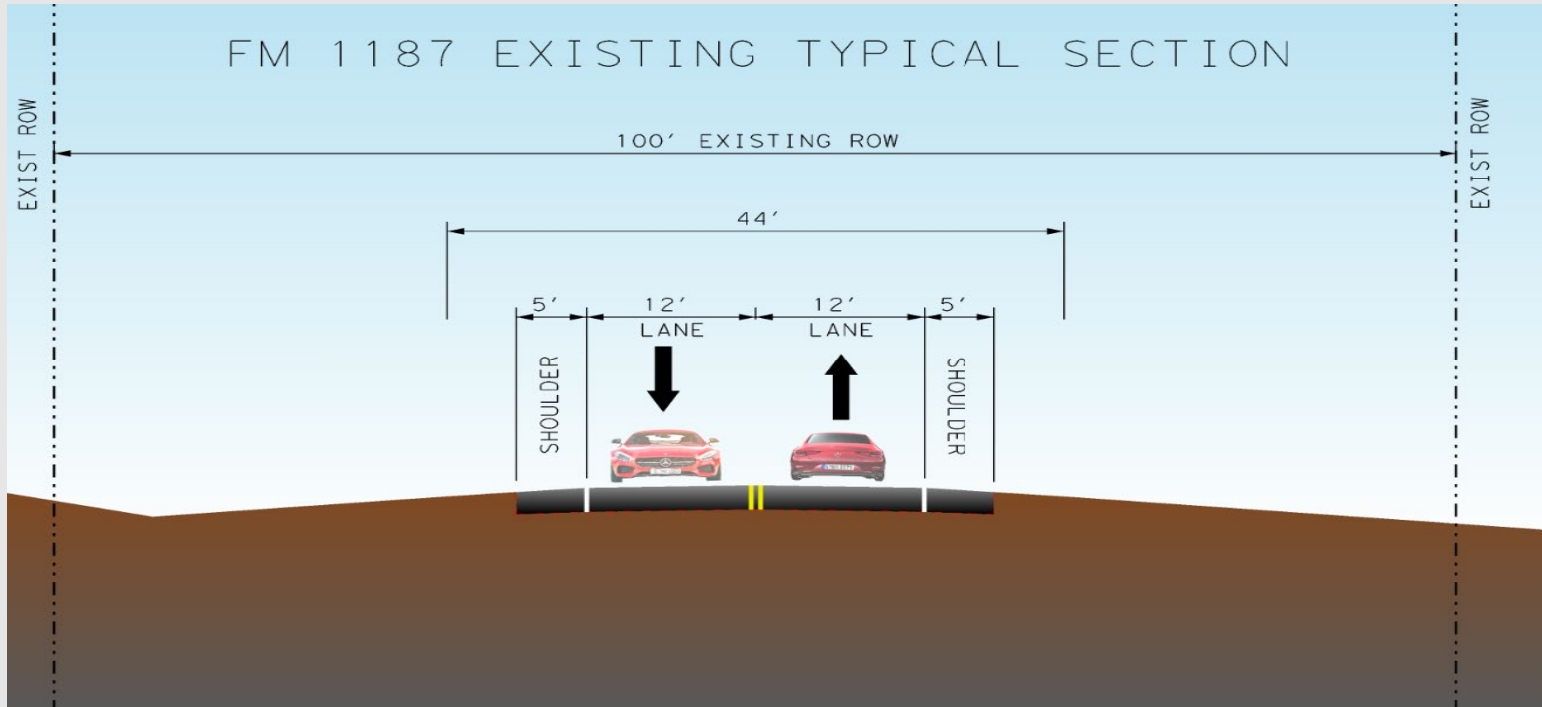
- Enhance safety
- Improve mobility
- Enhance access

Objectives

- Widen the roadway to add turn lanes and median, as well as space for future lanes.
- Increase road safety by creating protected turning movements
- Construct shared-use paths
- Provide ADA compliant pedestrian accommodations
- Increase capacity by adding through lanes

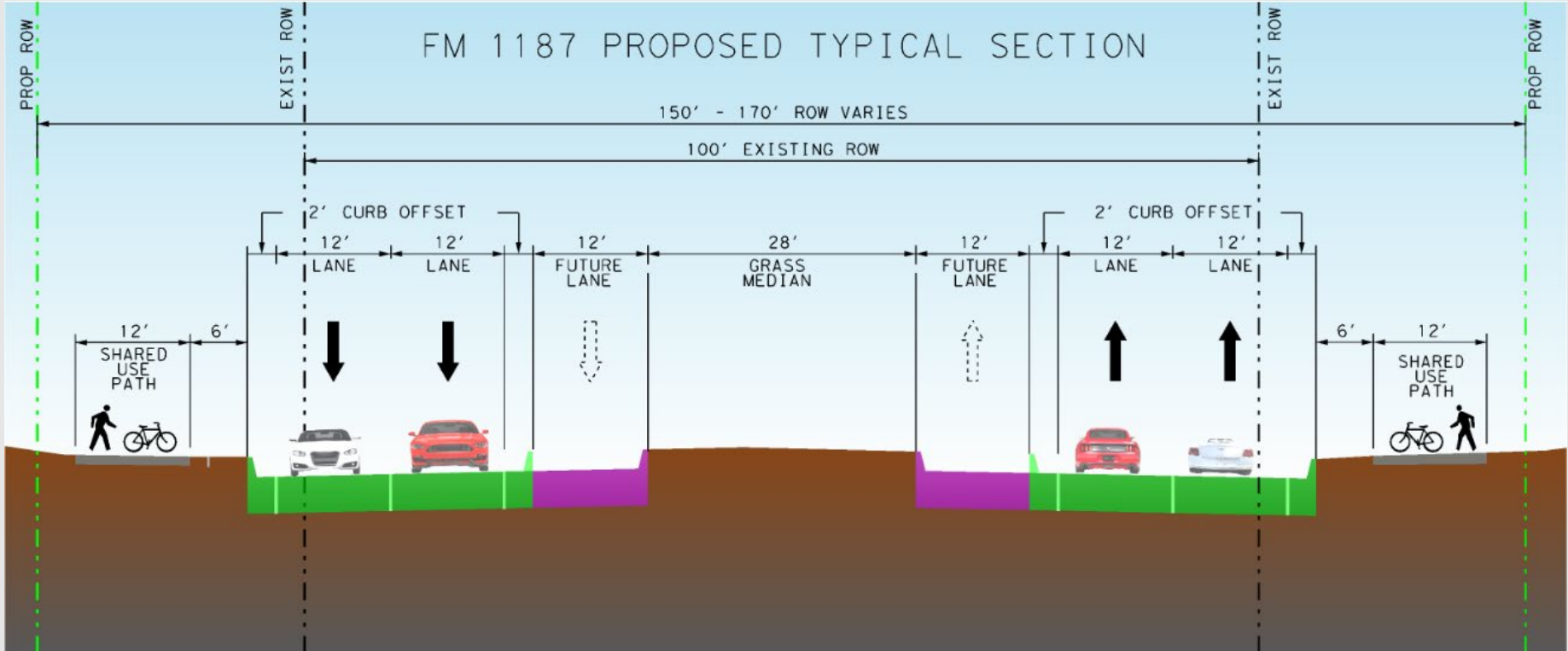


- Transform FM 1187 from a two-lane rural roadway to a four or six-lane urban divided roadway.
- Addition of shared-use paths in each direction for bicycle and pedestrian accommodations.
- Intersection improvements.
- Drainage improvements.



- Existing roadway is two-lanes undivided with 12-foot-wide travel lanes and 5-foot shoulders.
- Existing drainage is conveyed through open ditches with multiple cross culverts and two bridges.

Proposed Typical Section



- Proposed roadway would be four-lanes (shown in green) with curbed, grassy center median with the potential to be expanded to a six-lane roadway (future lane shown in pink) with three lanes in each direction.
- Improvements include conversion from open ditch to curb and gutter with storm sewer and the addition of 12-foot shared-use paths on both sides of the roadway.

Proposed Alternatives – Old FM 1187



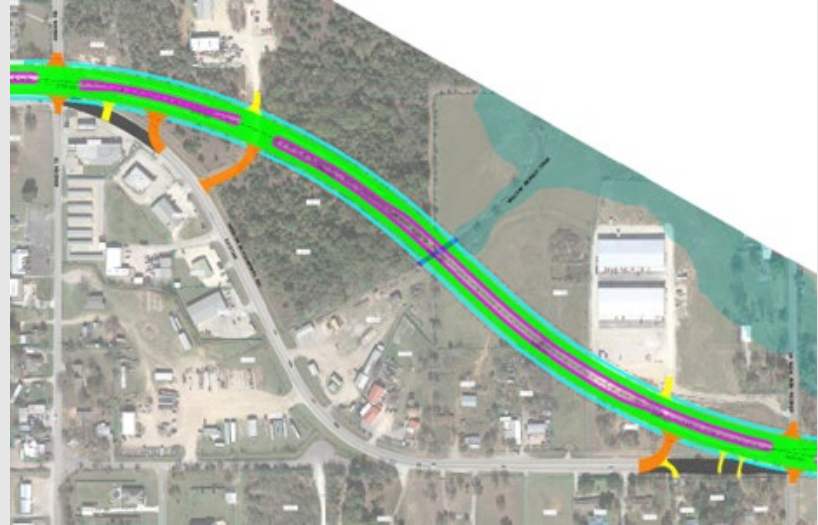
- To enhance safety, the intersection of Old FM 1187 with the new FM 1187 is proposed to be realigned to make it more perpendicular:
 - Option 1 requires the least removal and uses most of the existing road.
 - Option 2 moves the intersection with FM 1187 away from the proposed curve and makes a common driveway for the property north of Old FM 1187.
 - Option 3 uses more of the existing roadway than Option 2 and moves the intersection with FM 1187 away from the proposed curve.





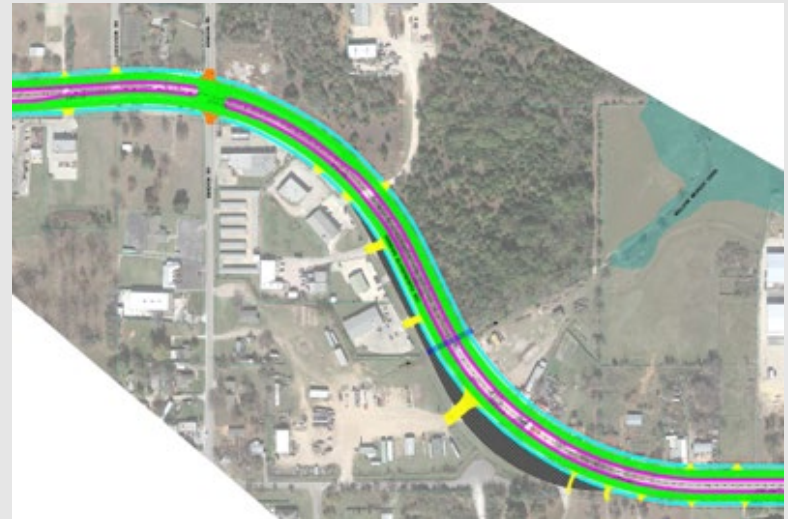
■ Alternative A:

- Extends the road out to the north, avoiding preexisting commercial and residential establishments. This decreases the sharpness of curves throughout this section, improving safety and limiting the amount of residential impact.



























■ Alternative B:






- Mostly follows existing right of way, expands the road with less right of way required. More commercial and residential impact. This decreases the sharpness of the curves slightly, meeting minimum design criteria (existing roadway does not meet criteria), improving safety less than Alternative A.



Proposed Alternatives Analysis – Rendon Curve



ALTERNATIVE EVALUATION & COMPARISON				
EVALUATION CRITERIA	CRITERIA DESCRIPTION	FM 1187 Corridor		
		No Build	Alt A	Alt B
 IMPROVE MOBILITY	Increases highway capacity and provides an optimum Level of Service (measured travel flow & performance) for travel flow through year 2045.			
 IMPROVE OPERATIONS	Improves travel speed, time, and reduces travel delays for travel demand through year 2045.			
 IMPROVE SAFETY	Addresses crash-prone locations with roadway geometric solutions that support access demand and driver expectancies.			
 PROVIDE TRANSPORTATION OPTIONS	Provides the opportunity and means for all-inclusive, multi-modal solutions.			
 DEVELOP SAFE TRANSPORTATION SOLUTIONS	Can be constructed in prioritized phases depending on availability of transportation and local funding.			
 SOCIAL & ENVIRONMENTAL EFFECTS	Protects the natural, human, and cultural environment.			

LEGEND	
	Great Improvement
	Good Improvement
	No Change
	Worse than No Build
	Worst compared to No Build



Alternative A

Estimated Construction Cost

\$102.6 Million*

Alternative B

Estimated Construction Cost

\$102.3 Million*

**Construction costs are estimates and do not include right-of-way acquisition or utility relocation expenses.*



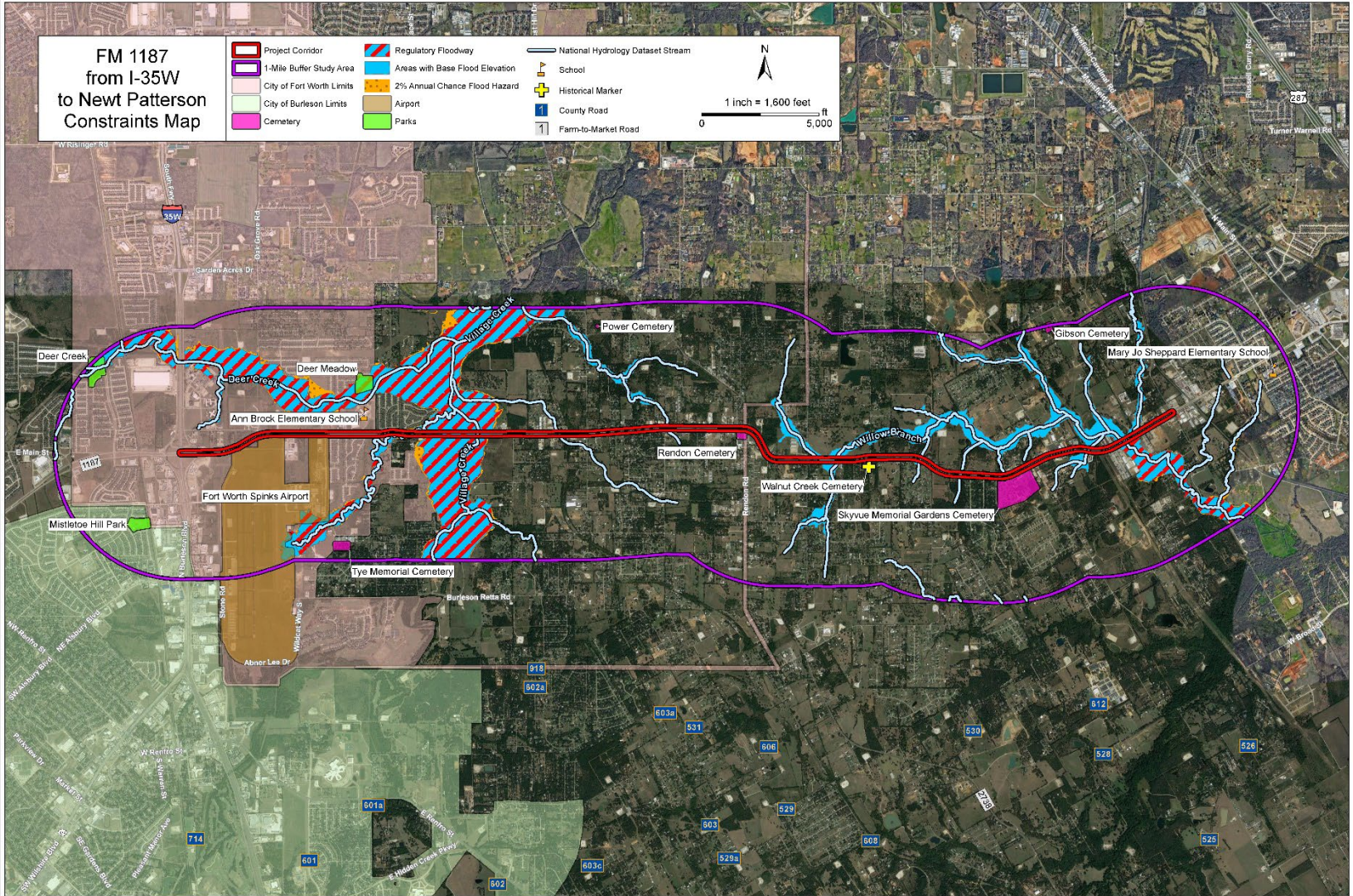
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.



- An Environmental Assessment (EA) will be prepared in accordance with NEPA.
- Provided to the public with the environmental documentation.
- Includes an evaluation of the following:
 - Air Quality
 - Bicycle/Pedestrian Accommodations
 - Community Impacts
 - Cultural Resources
 - Hazardous Materials
 - Indirect and Cumulative Impacts
 - Right of Way/Easements
 - Traffic Noise
 - Vegetation and Wildlife
 - Water Resources

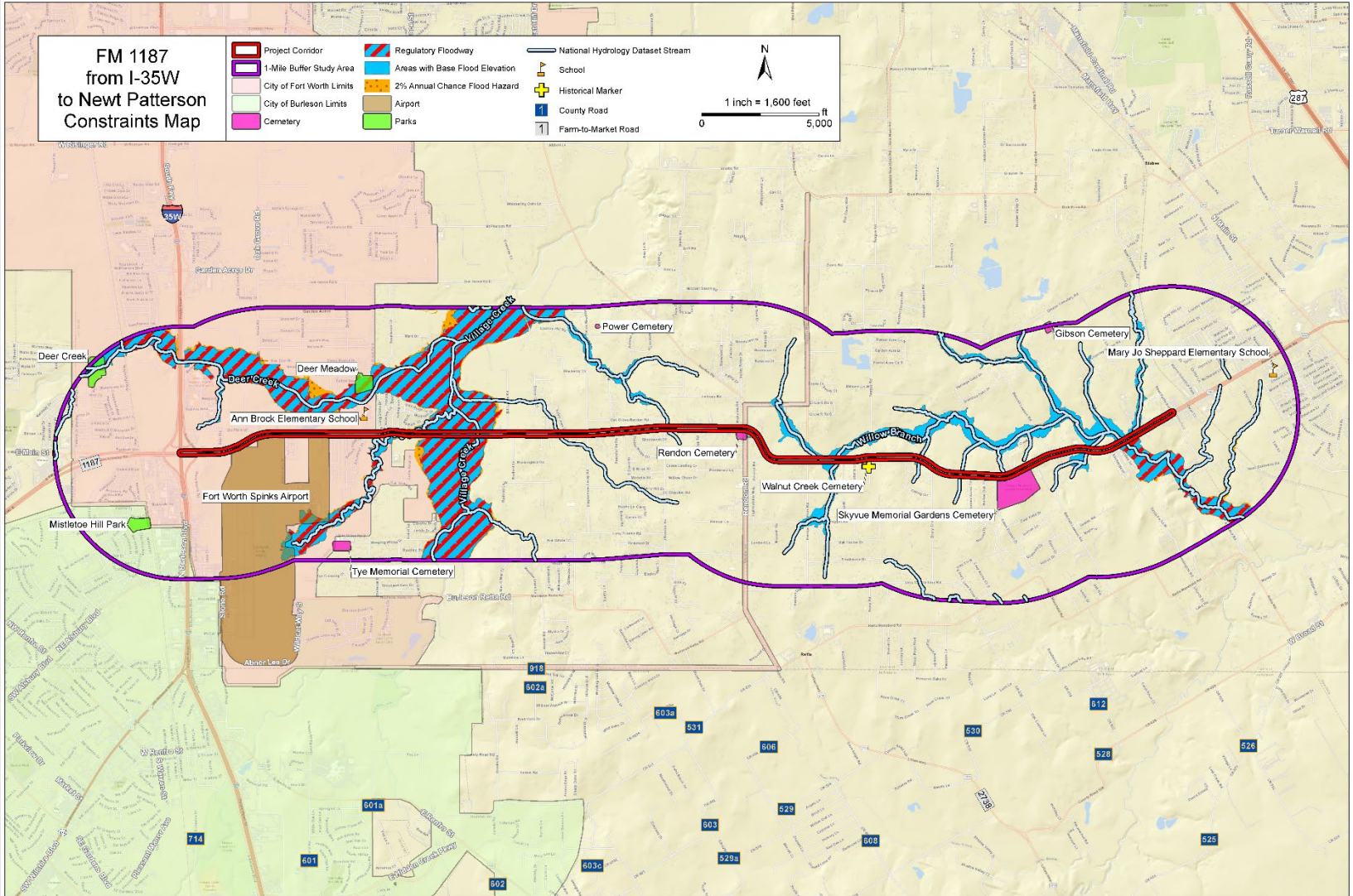


A full version of this map is available for download at www.txdot.gov,
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Agency Coordination

- North Central Texas Council of Governments (NCTCOG)
- Texas Historical Commission (THC)
- Texas Parks and Wildlife Department (TPWD)
- United States Army Corps of Engineers (USACE)



Right of Way

- Acquisition of new right of way is anticipated for this project.
- It is unknown at this time how much right of way would be required for the proposed improvements.

Easements

- It is unknown at this time how many acres of easements would be required for the proposed improvements.



- Uniform Relocation Assistance and Real Property Acquisition Act of 1970:

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.

- It is the policy of the 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.



- Each impacted property owner is offered “just compensation” for the property needed for the project. To arrive at this value, independent appraisers hired to prepare detailed appraisals and establish value
- A written offer to the property owners is made based on the value determined in the appraisals
- Property owners given a minimum of 30 days to consider the offer
- Right-of-Way Brochures are available on the TxDOT Website:

<http://txdot.gov/inside-txdot/forms-publications/publications/landowner-rights.html>



This schedule is preliminary and subject to change based on funding. This project is not currently funded for construction.

Public outreach will be ongoing throughout the study. In addition to this public meeting, a second public meeting is anticipated in summer 2023 and a public hearing is planned for winter 2024.



Submit comments by:

- **Email:** James.Lang@txdot.gov
- **Mail:** Texas Department of Transportation
ATTN: Jim Lang, P.E., TxDOT Project Manager
2501 SW Loop 820
Fort Worth, TX 76133
- **Online:** By visiting the website www.TxDOT.gov, Search “FM 1187 Newt Patterson” then click “Submit Your Comment.”
- While comments are always welcome, they must be received or postmarked by Wednesday, Nov. 9, 2022, to be included in the official meeting documentation.

The public may call project staff at (817) 370-6760 during regular office hours or email project staff at any time in the project development process.



Thank you for joining us!