



VIRTUAL PUBLIC MEETING SCRIPT
FM 1187
From I-35W to Newt Patterson Road
CSJ: 1330-02-048
Tarrant County, Texas
OCTOBER 25, 2022

MR. RICARDO GONZALEZ, P.E., TxDOT DIRECTOR OF TRANSPORTATION, PLANNING & DEVELOPMENT

SLIDE 1 – Title Slide

Welcome to the Texas Department of Transportation’s prerecorded 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 pause the presentation and 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 the 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 materials and project information can be found at 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 TX

November 7, 2000 was the last deathless day on roadways in Texas. That means for nearly 22 years, 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.

MR. RANDALL DILLARD, CONSULTANT TO TxDOT

SLIDE 4 – Virtual Public Meeting Displays

Hello, my name is Randall Dillard, and I am consultant supporting the TxDOT Fort Worth district with public involvement services.

The information and materials presented in this virtual public meeting are the same as those presented at the in-person option on October 25. The virtual public meeting information and materials will be available for viewing until November 9, 2022.

If you would like to view hard copy materials at the TxDOT Fort Worth District Office, please call Jim Lang at (817) 370-6760 between the hours of 8 a.m. and 5 p.m., Monday through Friday, to make an appointment.

SLIDE 5 – Virtual Public Meeting Displays (cont.)

Full versions of the virtual public meeting displays are available for download at www.txdot.gov. Search “FM 1187 Newt Patterson.”

SLIDE 6 – Agenda

In this presentation, the following topics will be covered: Public Meeting Purpose, Project Overview, Project Purpose and Objectives, Proposed Improvements and Alternatives, Environmental, Right of Way, Anticipated Schedule and the Public Comment Process.

SLIDE 7 – Public Meeting Purpose

The purpose of this public meeting is to:

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

SLIDE 8 – Project Overview

The project limits are along FM 1187 from I-35 West to Newt Patterson Road in Tarrant County. The project is approximately 8.12 miles long.

SLIDE 9 – Project Purpose and Objectives

The purpose and objectives of the FM 1187 Newt Patterson Road project include:

- Enhancing safety
- Improving mobility
- Enhancing access
- Widening the roadway to add turn lanes and a median, as well as space for future lanes
- Increasing road safety by creating protected turning movements
- Constructing shared-use paths
- Providing ADA compliant pedestrian accommodations
- Increasing capacity by adding through lanes

SLIDE 10 – Proposed Improvements

The proposed safety and mobility improvements include:

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

These improvements will enhance overall safety and mobility for users of FM 1187 from I-35 West to Newt Patterson Road.

SLIDE 11 – Existing Roadway

FM 1187 from I-35 West to Newt Patterson Road is currently a two-lane rural roadway with 12-foot-wide travel lanes and 5-foot shoulders.

This graphic shows the current configuration of the existing roadway and the 100' of existing ROW through the majority of the project.

SLIDE 12 – Proposed Typical Sections

The proposed improvements to this roadway include widening to a four-lane urban divided highway with 12-foot shared-use paths along each side to enhance safety and mobility along the corridor. The ultimate design will allow for six-lanes, three lanes in each direction. The proposed improvements also include the improvement of the drainage along the corridor to a curb and gutter system with storm sewers.

This typical section shows the proposed configuration of the roadway with the recommended improvements and the expansion of right of way. Depending on the location the overall right of way width would vary from 150' to 170'.

SLIDE 13 – 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.

SLIDE 14 – Proposed Alternatives – FM 1187 Rendon Curve

There are two proposed alternatives for the FM 1187 Rendon Curve.

- Alternative A extends the road out to the north, avoiding preexisting commercial and residential establishments.
- Alternative B mostly follows existing right of way and expands the road with less right of way required. However, there is more commercial and residential impact.

SLIDE 15 – Proposed Alternatives Analysis – Rendon Curve

This table represents a Proposed Alternatives Analysis for the three overall alternatives for the project based on five evaluation criteria: mobility, operations, safety, cost, and social and environmental effects. The colored dots show the impacts, measured from greatest to worst, with dark green as the greatest improvement compared to a no build option and red being the worst. It is important to note that the value of these effect determinations is estimated and can be adjusted as the project progresses.

SLIDE 16 – Estimated Project Costs

Construction costs are estimated to be \$102.6 million dollars for Alternative A and \$102.3 million dollars for Alternative B.

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

SLIDE 17 – Environmental Process

The FM 1187 Newt Patterson project in Tarrant County 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 analyses of the potential impacts to the natural and manmade environment and helps 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 that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain NEPA projects. This review and approval process applies to this project.

SLIDE 18 – Environmental Process (cont.)

An environmental assessment (or EA) is currently being prepared in accordance with the National Environmental Policy Act (or NEPA) which, once prepared, will be provided to the public with environmental documentation.

The EA will include a thorough evaluation of:

- Air Quality
- Bicycle/Pedestrian Accommodations
- Community Impacts
- Cultural Resources
- Hazardous Materials
- Indirect and Cumulative impacts
- Right of Way/Easements
- Traffic Noise
- Vegetation and Wildlife and
- Water Resources

SLIDE 19 – Environmental Process (cont.)

This map shows a detailed aerial environmental constraints map. A full version of this map is available for download at www.txdot.gov, keyword search: “FM 1187 Newt Patterson.”

SLIDE 20 – Environmental Process (cont.)

This map shows a detailed street view environmental constraints map. A full version of this map is available for download at www.txdot.gov, keyword search: “FM 1187 Newt Patterson.”

SLIDE 21 – Environmental Process (cont.)

TxDOT will be coordinating with several regulatory and governmental agencies during the environmental process for this project. Coordination will occur with the North Central Texas Council of Governments, Texas Historical Commission, Texas Parks and Wildlife Department, and the United States Army Corps of Engineers.

SLIDE 22 – Right of Way

The acquisition of new right of way is anticipated for this project. The amount of right of way and the acres of easements required as a result of the proposed improvements is currently unknown.

This information will be determined later in the project process.

SLIDE 23 – Right of Way (cont.)

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 24 – Right of Way (cont.)

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 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 25 – Anticipated Schedule

Provided here is an estimated schedule for the FM 1187 Newt Patterson project. We are currently in the early stages of project development.

The project is not currently funded for construction, so “To Be Determined” has been placed at different project milestones. Please note that the schedule is tentative and is subject to change.

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.

SLIDE 26 – Share Your Input

Your comments about this project are important to TxDOT and will contribute greatly to the success of this project. TxDOT is committed to continuing our efforts to gain public feedback about this project. We understand that this virtual public meeting format is a bit different, so let’s take a moment and explain the comment process. Please note that comments can be made throughout the comment period and will be included in the meeting documentation. The Fort Worth District is asking the public to provide their comments in the following ways:

1. You may email your comments to James.Lang@txdot.gov
2. You can mail comments to the Texas Department of Transportation, Attention: Jim Lang, P.E., 2501 SW Loop 820, Fort Worth, TX 76133
3. Comments will also be accepted online by visiting the website www.txdot.gov. Type in “FM 1187 Newt Patterson” in the keyword search at the top right of the TxDOT homepage, then click on the “Submit Your Comment” button on the project webpage.

All comments and questions will be given careful consideration before final design features are determined. The public comment period closes Wednesday, Nov. 9, 2022, at 11: 59 p.m. Please ensure that your comment is received or postmarked by this date.

The public may also email or call project staff during regular office hours to ask questions about the project at any time in the project development process.

SLIDE 27 – Thank You

Thank you for joining TxDOT's online virtual public meeting for the FM 1187 Newt Patterson project. We sincerely appreciate your attendance and interest. Please take a moment to review project materials online. Please remember to submit your comments on or before Wednesday, Nov. 9, 2022. Your questions, comments and concerns will receive careful consideration. Thank you, and this concludes the virtual public meeting and presentation.