



**VIRTUAL PUBLIC MEETING WITH IN-PERSON OPTION
I-35W SEGMENT 1 PROJECT
I-35W FROM NORTH OF I-20 TO FM 3391/EAST RENFRO STREET; AND
SH 174 FROM I-35W TO SOUTH OF NORTHWEST RENFRO STREET
CSJs: 0014-16-285, 0014-02-050, 0014-03-106, 0019-01-149
THURSDAY, OCTOBER 26, 2023**

RICARDO GONZALEZ, P.E.

SLIDE 1 – Introduction/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 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 <https://www.txdot.gov/projects/hearings-meetings/fort-worth/i35w-segment-1->

[102623.html](#). 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 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.

[CHERISH ANDERSON]

SLIDE 4 – Virtual Public Meeting with In-Person Option

Hello, I am Cherish, a consultant on this project for which we are under contract with the TxDOT Fort Worth District. On behalf of TxDOT, I would like to welcome you to the virtual public meeting with an in-person option for the I-35W Segment 1 Project.

The virtual public meeting is being held in conjunction with an in-person option. This virtual public meeting with in-person option will present audio and visual information on the proposed I-35W Segment 1 Project at I-35W from north of I-20 to FM 3391, or East Renfro Street, and SH 174 from I-35W to south of Northwest Renfro Street in Tarrant and Johnson Counties, Texas. The virtual public meeting with in-person option materials are available online at the website <https://www.txdot.gov/projects/hearings-meetings/fort->

worth/i35w-segment-1-102623.html until Friday, November 10, 2023 at 11:59 p.m. After the project information is presented, please provide us with comments on the proposed improvements from Thursday, October 26 through Friday, November 10, 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 on Thursday, October 26, 2023, from 6 p.m. to 8 p.m. at the DoubleTree by Hilton Fort Worth South Hotel & Conference Center located at 100 Altamesa Boulevard, Fort Worth, Texas. The information presented in the virtual public meeting and the in-person option is identical, and the opportunities to comment do not differ.

SLIDE 5 – Virtual Public Meeting with In-Person Option Purpose

As part of the National Environmental Policy Act, or NEPA process, TxDOT is hosting a virtual public meeting with an in-person option to provide the public with an update on the project and present information on the proposed improvements along I-35W from north of I-20 to FM 3391, or East Renfro Street, and SH 174 from I-35W to south of Northwest Renfro Street. This virtual meeting provides a status of the project design, environmental overview and seeks public input so that we can develop a record of public engagement.

SLIDE 6 – Virtual Public Meeting with In-Person Option Agenda

In this presentation, the following topics will be covered: Project Overview, Environmental Overview, Project Schedule and Next Steps and the Public Comment Process.

SLIDE 7 – Project Overview

The project limits along I-35W are from north of I-20 to FM 3391, or East Renfro Street, and SH 174 from I-35W to south of Northwest Renfro Street in Tarrant and Johnson Counties, Texas. The project is approximately 10 miles long. Proposed improvements include adding capacity to the existing I-35W roadway, improving cross street interchanges, ramps and driveway connections, the addition of bicycle and pedestrian accommodations, and drainage improvements along the corridor.

SLIDE 8 – Project Need and Purpose

The proposed project is needed because the capacity of the roadway is inadequate to meet future traffic volume projections, and because the roadway does not meet current design standards.

The purpose of the proposed project is to improve mobility and enhance safety. To accomplish this, we are proposing improvements that add capacity, manage congestion, and improve operational efficiency of the roadway.

SLIDE 9 – Project Objectives

Some specific objectives of the project include:

- Adding capacity with additional two to three lanes in each direction,
- Improving I-35W cross street intersections and driveway connections,
- Improving I-35W access and operational efficiency,
- Improving ramp configurations to provide better access, traffic operations and safety,
- Improving interchange efficiencies for projected traffic volumes,

- Analyzing traffic volumes for future years,
- Providing drainage improvements,
- Providing pedestrian and bicycle accommodations,
- Providing overpasses and underpasses on SH 174 and improving cross street and frontage road intersections, and
- Consistency with the North Central Texas Council of Governments or NCTCOG's Metropolitan Transportation Plan, Mobility 2045 Update

SLIDE 10 – Updates Since the April 2021 Public Meeting

As previously mentioned, one of the purposes of the virtual public meeting with an in-person option is for TxDOT to provide the public with updates about the project.

A virtual public meeting was conducted for the project in April 2021. As a result of feedback received during the public meeting comment period and design considerations, the following design changes have been made and are included in the public meeting schematic available for viewing:

- Ramp locations were adjusted to minimize impacts to adjacent properties,
- The design was refined to minimize right-of-way impacts,
- I-35W frontage road intersections at Altamesa Boulevard were adjusted,
- The configuration of the FM 1187 Diverging Diamond Interchange was optimized, and
- The braided ramps between Alsbury Boulevard and McAlister Road were removed.

SLIDE 11 – Updates Since the April 2021 Public Meeting – Altamesa Boulevard

Shown here is a comparison between the April 2021 Public Meeting schematic and October 2023 Public Meeting schematic. The design changes include straightening the Altamesa Boulevard alignment through the intersections with the frontage roads and improving intersection safety by revising the right turn lane design at all four corners. The proposed revisions do require an additional proposed displaced commercial structure.

SLIDE 12 – Updates Since the April 2021 Public Meeting – FM 1187

Shown here is a comparison between the April 2021 Public Meeting schematic and October 2023 Public Meeting schematic. The changes included the optimization of the FM 1187 Diverging Diamond Interchange configuration and improving traffic operations by removing the braided ramp design south of the interchange and providing direct access to the southbound I-35W main lanes from FM 1187. Additionally, both frontage roads intersecting with the Diverging Diamond Interchange have been realigned to improve safety and provide better access to nearby properties.

SLIDE 13 – Updates Since the April 2021 Public Meeting – Northbound Ramping

Shown here is a comparison between the April 2021 Public Meeting schematic and October 2023 Public Meeting schematic. The changes included revised ramping between Alsbury Boulevard and McAlister Road by removing the braided ramp design both northbound and southbound and replacing it with an alternative ramp design to improve access from all directions.

SLIDE 14 – Existing I-35W Roadway – Typical Section

Within project limits, the existing I-35W roadway is a six-lane freeway with 12-foot-wide travel lanes (three in each direction) and two 12-foot-wide continuous one-way frontage road lanes on either side of the main lanes. The existing right-of-way throughout the corridor varies from 300 feet to 450 feet. Limited pedestrian accommodations exist along I-35W within the project limits.

SLIDE 15 – Proposed I-35W Roadway – Typical Section

From I-20 to Risinger Road, the I-35W Segment 1 Project would widen the existing six-lane freeway to an eleven-lane divided freeway with five 12-foot-wide northbound lanes and six 12-foot-wide southbound lanes. Shown here is an example of a typical cross section of the proposed improvements from I-20 to Risinger Road. The project also includes improvements to cross street intersections, ramps and driveway connections, as well as an 11-foot-wide shared use path for bicycle and pedestrian accommodations in each direction.

SLIDE 16 – Proposed I-35W Roadway – Typical Section

From Risinger Road to SH 174, the I-35W Segment 1 Project would widen the existing six-lane freeway to a ten-lane divided freeway with five 12-foot-wide lanes in each direction. Shown here is an example of a typical cross section of the proposed improvements from Risinger Road to SH 174.

SLIDE 17 – NEPA Assignment to TxDOT

The I-35W Segment 1 Project is anticipated to receive federal funding. 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 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 NEPA projects. This review and approval process applies to this project.

SLIDE 18 – Environmental Process – Overview

As part of the project scope, TxDOT tasked the engineering consultant to determine the environmental resources to be analyzed, to conduct field work to determine potential impacts to environmental resources and to document those findings in preparation of the NEPA documents. The technical documentation for this project would address the potential impacts identified during the engineering and design phase of the projects. These areas of potential impacts include natural, social, and cultural resources as well as potential impacts to adjacent and surrounding land use. This slide shows a list of resources and issues that would be evaluated during the environmental analyses.

SLIDE 19 – Environmental Process – Right-of-Way

The I-35W Segment 1 Project would require approximately 17.1 acres of new right-of-way. The project is currently proposed to displace three commercial structures. 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 20 – Right-of-Way – Proposed Displaced Structures

Shown here are the three commercial structures that are currently proposed to be displaced. These structures are located at the southwest corner of I-35W and Altamesa Boulevard, the northwest corner of I-35W and Risinger road, and the southwest corner of I-35W and SH 174.

SLIDE 21 – 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 22 – Estimated Cost and Schedule

The I-35W Segment 1 Project is estimated to cost \$864 million to construct. Provided here is an estimated schedule for the remainder of the proposed project. Our next steps include a public hearing in Spring 2025, schematic design approval in Summer 2025, and environmental clearance in Fall 2025. In preparation for construction, right-of-way and utility adjustments would be completed by 2029. Barring major setbacks, construction should take place from 2029 to 2036. However, the project may be constructed in phases

based on the availability of funding. Please note that the schedule is tentative and subject to change.

SLIDE 23 – How to Submit Comments

Your comments about this project are very 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. So, let's take a few minutes 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. If you are attending the in-person option, you may leave your comment form in the designated comment boxes.
2. You may submit your comments online by visiting the website <https://www.txdot.gov/projects/hearings-meetings/fort-worth/i35w-segment-1-102623.html>, then click on the "Submit Your Comment" link on the project webpage.
3. You may email your comments to: I35WSeg1@txdot.gov
4. You can mail your comments to the Texas Department of Transportation, Attention: Tejas Soni, PE, 2501 SW Loop 820, Fort Worth, TX 76133
5. Please note that comments cannot be submitted by call or leaving voicemail.

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

The public comment period closes on Friday, November 10, 2023, which is 15 days from this virtual public meeting with in-person option. Please ensure that your comment is received or postmarked by this date. The public may also email or call the TxDOT Project Manager, Tejas Soni, during regular office hours to ask questions about the public meeting information.

SLIDE 24 – Conclusion – Thank You!

In conclusion, thank you for joining TxDOT's online virtual public meeting with in-person option for the I-35W Segment 1 Project. We sincerely appreciate your attendance and interest. Please take a moment to review project materials online and in-person. And remember to submit your comments on or before Friday, November 10, 2023. Your questions, comments and concerns will receive careful consideration. Thank you very much for your continued interest in the project. This concludes the virtual public meeting with in-person option presentation.