

 TEXAS DEPARTMENT OF TRANSPORTATION





**I-820 / SH 121 INTERCHANGE  
IN NE TARRANT COUNTY**



I-820 / SH 121 Interchange Public Hearing October 5, 2017

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 TEXAS DEPARTMENT OF TRANSPORTATION



**PUBLIC HEARING  
I-820 / SH 121 INTERCHANGE**

I-820  
from approximately 2,000 feet north of Pipeline Road/Glenview Drive  
to approximately 3,200 feet south of Randol Mill Road

SH 121  
from I-820  
to approximately 5,000 feet west of Handley Ederville Road



October 5, 2017 CSJ's: 0008-13-124 & 0363-03-051

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### Project Partners

- Federal Highway Administration (FHWA)
- North Central Texas Council of Governments (NCTCOG)
- City of Fort Worth
- City of Richland Hills
- City of North Richland Hills
- City of Hurst
- Tarrant County
- Trinity Railway Express (TRE)
- Fort Worth Transportation Authority (The T)
- Texas Transportation Institute

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### Public Hearing Agenda

Welcome & Introductions	Mr. John Cordary, P.E.
Public Hearing Purpose	Mr. John Cordary, P.E.
Project Design	Mr. Darrell Thompson, P.E.
Environmental	Ms. Jamye Sawey
Right of Way	Mr. Kelly Price
15-Minute Recess	
Opportunity for Statements	Mr. John Cordary, P.E.
Adjournment	Mr. John Cordary, P.E.

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## Public Hearing Purpose



- Provide a project update to the public.
- Inform the public of project design.
- Provide the environmental analysis to the public.
- Give the public an opportunity to provide input.
- Develop a record of public engagement and collect formal statements.

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## Public Comments

- **Verbal comments:**
  - Fill out a form at the registration desk.
  - Comment period after 15-minute recess.
  - Remarks are limited to 3 minutes.
- **Written statements:**
  - Must be received or postmarked by **Friday, Oct 20, 2017**, and can be submitted by:
    - Place comment forms in a comments box near registration tables.
    - Mail to the address on the comment form.
    - You may include charts, graphs and other exhibits (must be in hard copy format).

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### Corridor History

- The I-820 corridor was originally constructed in the mid-1960s.
- The SH 121 corridor was originally constructed in the mid-1960s.
- The existing I-820 and SH 121 facilities have not been updated to current highway design standards.
- The existing I-820 and SH 121 facilities, including bridge and pavement structures, were designed and constructed for much less traffic than is currently using the roadways.

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### Project Purpose and Need

- **Goals of the proposed project:**
  - ✓ Reduce traffic congestion on existing roadways; to provide a safer, more convenient route for traveling through the area; and to increase mobility and provide access, including improved emergency service access to the area.
  - ✓ Construct an interchange at I-820/SH 121 to provide full directional connectivity between these two major highways.
  - ✓ Extend concurrent tolled managed lanes (one lane in each direction) along I-820 from the north SH 121 Interchange to Trinity Blvd and along SH 121 from I-820 to Handley Ederville Rd.

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### Prior Public Involvement

- Initiated in 1992
- 1993: Public Meeting to present 3 alternatives.
- 2000: several meetings with surrounding communities to provide update on progress and refine design.
- 2004: Preferred Alternative selected and presented in Public Hearing.
- Finding of No Significant Impact issued March 18, 2004.

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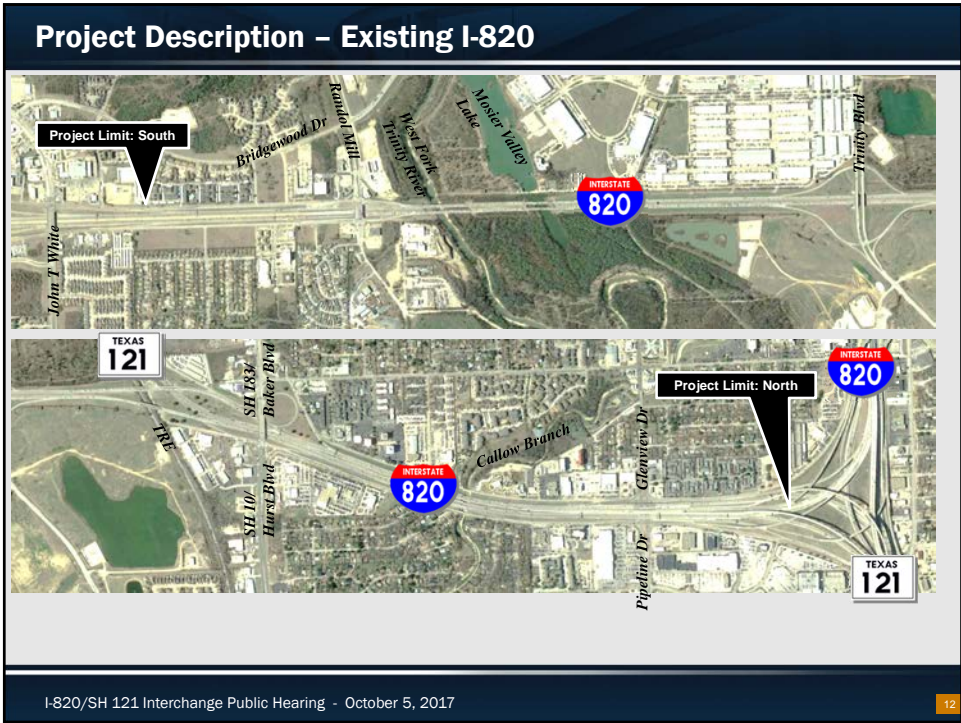
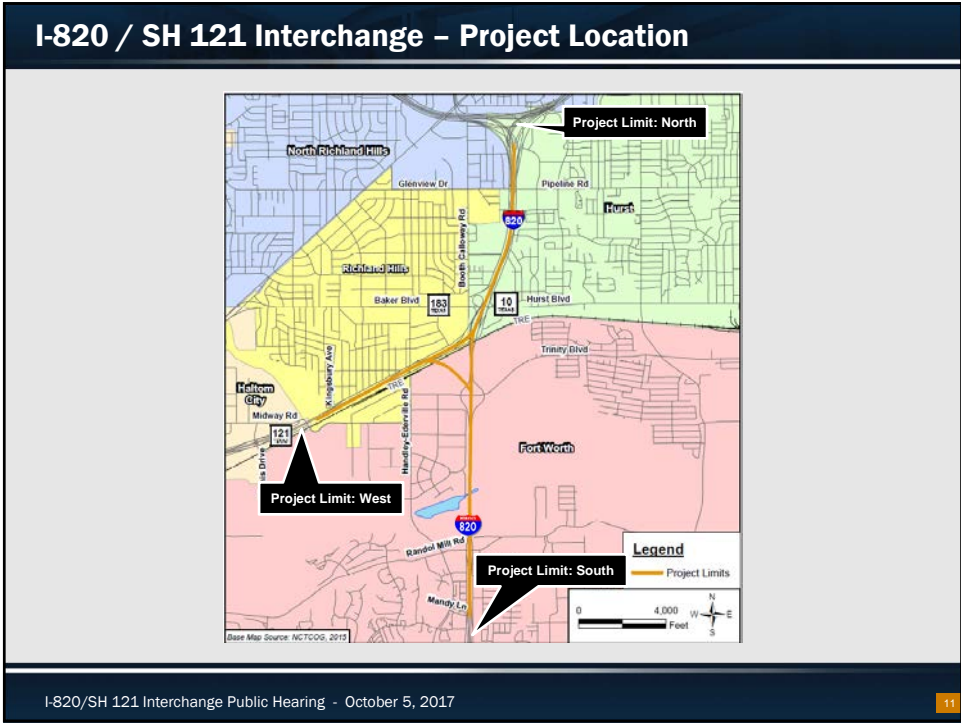
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### Prior Public Involvement

- 2009: North Tarrant Express (NTE), Segments 2-4
  - Included as Segment 4 of the CDA.
  - Master Development Plan revised schematic design.
- October/November 2012
  - CDA for Segment 4 terminated.
  - Consultant contract to update preliminary design and environmental analysis executed.
- April 2013 and April 2014: Open house public meetings
  - Presented revised Preferred Alternative.
  - Displays of project design layouts.

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### Project Description – Existing I-820

I-820 Northern Limits Looking South

W Pipeline Rd

Glenview Dr



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This slide shows an aerial view of the existing I-820 highway interchange. The highway is a multi-lane expressway with several overpasses and ramps. Two specific locations are labeled: 'W Pipeline Rd' on the left side of the highway and 'Glenview Dr' on the right side. A map inset on the right side of the slide shows the highway's route in a blue line, with a red star indicating the location of the interchange. The map also shows other nearby roads and a north arrow.

### Project Description – Proposed I-820

I-820 Northern Limits Looking South

W Pipeline Rd

Glenview Dr



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This slide shows an aerial view of the proposed I-820 highway interchange. The highway is a multi-lane expressway with several overpasses and ramps. Two specific locations are labeled: 'W Pipeline Rd' on the left side of the highway and 'Glenview Dr' on the right side. A map inset on the right side of the slide shows the highway's route in a blue line, with a red star indicating the location of the interchange. The map also shows other nearby roads and a north arrow.

### Project Description – Existing I-820

I-820 Pipeline/Glenview Road Looking South

W Pipeline Rd

Glenview Dr

NB GP

ML

SB GP I-820

ML

SB GP SH121

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### Project Description – Proposed I-820

I-820 Pipeline/Glenview Road Looking South

W Pipeline Rd

Glenview Dr

NB GP

ML

SB GP

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### Project Description – Existing I-820

I-820 Looking South to Hurst/Baker Boulevard

Hurst Blvd SH 10

Baker Blvd SH 183

NB GP

SB GP

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### Project Description – Proposed I-820

I-820 Looking South to Hurst/Baker Boulevard

Hurst Blvd SH 10

Baker Blvd SH 183

NB GP

ML

SB GP

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### Project Description – Existing I-820

I-820 Hurst/Baker Boulevard Looking South

Hurst Blvd SH 10

Baker Blvd SH 183

NB GP I-820

EB GP SH121

WB GP SH121

SB GP I-820

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### Project Description – Proposed I-820

I-820 Hurst/Baker Boulevard Looking South

Hurst Blvd SH 10

Baker Blvd SH 183

NB GP

ML

ML

SB GP I-820

WB GP SH121

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### Project Description – Existing I-820

I-820 Looking South at Trinity Boulevard

Trinity Blvd

Trinity Blvd

NB GP I-820

SB GP I-820

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### Project Description – Proposed I-820

I-820 Looking South at Trinity Boulevard

N-W DC

E-S DC

Trinity Blvd

Trinity Blvd

NB GP

ML

SB GP I-820

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### Project Description – Existing I-820

I-820 Looking South at Mosier Valley Lake

This slide shows an aerial view of the existing I-820 highway. The highway is a four-lane divided expressway. Labels indicate the 'Randol Mill' interchange at the top, the 'West Fork Trinity River' on both sides, and 'Mosier Valley Lake' on the left. At the bottom, arrows point to the 'NB GP I-820' (Northbound General Purpose) and 'SB GP I-820' (Southbound General Purpose) lanes. A regional map on the right shows the highway's location within a network of roads, with a north arrow and a Texas state logo at the bottom.

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### Project Description – Proposed I-820

I-820 Looking South at Mosier Valley Lake

This slide shows an aerial view of the proposed I-820 highway. The highway is a six-lane divided expressway, wider than the existing version. Labels indicate the 'Randol Mill' interchange at the top, the 'West Fork Trinity River' on both sides, and 'Mosier Valley Lake' on the left. At the bottom, arrows point to the 'NB GP I-820' (Northbound General Purpose) and 'SB GP I-820' (Southbound General Purpose) lanes. A regional map on the right shows the highway's location within a network of roads, with a north arrow and a Texas state logo at the bottom.

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### Project Description – Existing I-820

I-820 Looking South at Randol Mill Road

Randol Mill

Randol Mill

NB GP I-820

SB GP I-820

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### Project Description – Proposed I-820

I-820 Looking South at Randol Mill Road

Randol Mill

Randol Mill

NB GP I-820

SB GP I-820

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### Project Description – Existing SH 121

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### Project Description – Existing SH 121

SH 121 Looking East from Western Project Limits

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### Project Description – Proposed SH 121

SH 121 Looking East from Western Project Limits

Mimoso Park Dr  
Kingsbury Ave  
TRE

WB GP SH121  
EB GP SH121

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### Project Description – Existing SH 121

SH 121 Looking East at Handley Ederville Road

Handley Ederville Rd  
TRE

WB GP SH121  
EB GP SH121

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### Project Description – Proposed SH 121

SH 121 Looking East at Handley Ederville Road

N-W DC

E-S DC

Handley Ederville Rd

N-W DC

WB GP SH121

EB ML SH121

EB GP SH121

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### Project Implementation

- The estimated construction cost for the ultimate project is \$441 million.
- Approximately \$201 million in state, federal and local funds has been identified for the interim project.

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## Construction Phasing

### Interim Project

- To be awarded for contract in December 2017.
- Begin construction spring 2018.
- Includes:
  - Direct Connections between SH 121 and I-820.
  - Reconstruction along I-820 south of Trinity Blvd striped to three general purpose mainlanes and auxiliary lanes each direction.
  - Widening of existing facility along I-820 north of Trinity Blvd up to five northbound and six southbound general purpose mainlanes.
  - Reconstruct bridge and U-turn for SH 10 and SH 183 over I-820.
  - Limited sidewalks near SH 10/SH 183 and along the I-820 northbound frontage road over the Trinity Railway Express.
  - Widening of existing facility along SH 121 to three lanes each direction.

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## National Environmental Policy Act (NEPA) Process

- A Categorical Exclusion (CE) is being prepared in accordance with the National Environmental Policy Act, or NEPA.
- The environmental documentation identifies social, economic, and environmental effects of the proposed project.
- Includes an evaluation of the following:
  - Air Quality
  - Cultural Resources
  - Community Impacts
  - Traffic noise
  - Vegetation and Wildlife
  - Indirect and Cumulative effects
  - Hazardous materials
  - Water quality

*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 16, 2014, and executed by FHWA and TxDOT.*

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### Previous NEPA Studies

- **Initiated in 1992**
  - The I-820 project began with the analysis of three Build Alternatives.
- **March 18, 2004**
  - FHWA issued a Finding of No Significant Impact (FONSI) for I-820 from the SH 121 north interchange to Randol Mill Road.
- **Since March 2004**
  - Regional requirements changed.
  - TxDOT Environmental Affairs Division determined a new Environmental Decision necessary for the project.
- **August 2017**
  - Reclassified project as a Categorical Exclusion, pending the outcome of the environmental analysis and public involvement.

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### NEPA: Right of Way and Easements

- The proposed project would require a total of approximately 23 acres of additional right of way (ROW) and an approximate 0.03 acre of drainage easement.
- A railroad agreement would also be required for an additional 0.05 acre drainage easement.
- Project potentially displaces 3 commercial structures.
- Approximately 19.85 acres from 7 parcels for first phase construction has been purchased under March 2004 environmental clearance.
- Approximately 0.09 acres from 3 parcels would be acquired for first phase construction after environmental clearance of this project is received.

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### NEPA: Bicycle and Pedestrian Accommodations

- Frontage roads include sidewalk and wider outside lanes.
- Pedestrian structures proposed over Trinity Rail Express.
- No sidewalk is proposed along the eastbound SH 121 frontage road from Handley Ederville Road to I-820.
  - Adjacent to the TRE railroad right of way, creating a safety issue.
- Sidewalk proposed along the westbound SH 121 frontage road providing safe access.
- Trinity River Vision trail proposed near the West Fork Trinity River.
  - Separate project by the City of Fort Worth through the aid of federal dollars.

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### NEPA: Vegetation and Wildlife

- Permanent habitat impacts of the proposed project:
  - 14.8 acres of Edwards Plateau Savannah, Woodland, and shrub land
  - 12.8 acres of Floodplain
  - 7.9 acres of Riparian
- Expected disturbance to habitat of species including Western Burrowing Owl, Plains Spotted Skunk, Texas Garter Snake, Timber Rattlesnake, Mussels, and Texas Milk Vetch.
- Proposed project is not expected to result in harm to any threatened or endangered species.

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### NEPA: Water Resources

- Proposed project crosses the 100-year floodplains of West Fork Trinity River, but base flood elevations would not be increased to a level that would violate applicable floodplain regulations.
- Corridor Development Certificate (CDC) was obtained on August 22, 2017.
- Permanent impacts due to construction are expected to occur to two of the four water crossings within the project limits.
- Waters include Calloway Branch, WF-9, Mosier Valley Lake and its tributaries, and West Fork Trinity River and its tributary.
- A pre-Construction Notification is currently being coordinated with the United States Army Corps of Engineers.
- More than 5 acres of earth disturbance would be necessary; therefore, a Storm Water Pollution Prevention Plan (SW3P) would be implemented.

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### NEPA: Cultural Resources

- Archeology: Reviews of cultural databases documenting previous archeological surveys indicated no need for further field investigations.
- Historic Properties: Database review and Historic Resources Survey indicated no historic resources would be impacted by the proposed project.
- Does not impact publicly owned lands from parks, recreational area, or wildlife and waterfowl refuge.

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**NEPA: Traffic Noise**

- FHWA traffic noise model
  - Traffic noise analyzed noise levels at 13 receiver locations.
  - Existing 2015 and forecasted 2035 traffic data.
  - Considers traffic volumes, types of vehicles and speeds, as well as roadway and terrain features.
  - Four locations identified where noise impacts are projected to approach or exceed the Noise Abatement Criteria.
  - The locations represent 119 single and multi-family residences adjacent to the project.
- Proposed noise-abatement measures must be both feasible and reasonable to be incorporated within the project.

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**NEPA: Traffic Noise**

Barrier	Location	Length (feet)	Height (feet)	Estimated Cost
1	Southbound I-820 from JW Delaney Road to north of Mandy Lane between the general purpose mainlanes and the frontage road.	1,809	12	\$390,744
2	Northbound I-820 from south of Cooper Drive to north of Redbud Drive along the existing right of way.	1,361	14	\$342,972
3	Southbound I-820 from north of Rogan Drive to Glenview Drive along the existing right of way.	1,259	20	\$453,240
4	Southbound SH 121 from north of Handley Ederville Road to south of Kingsbury Avenue between the general purpose mainlanes and the frontage road.	5,158	12	\$1,114,128

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### NEPA: Traffic Noise

- Noise workshops will be conducted during the preparation of detailed construction plans for the project.
- Abutting property owners will be given the opportunity to participate in these workshops.
- Incorporated noise barriers would be implemented during construction of the ultimate project.

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### NEPA: Air Quality and Hazardous Materials

#### Air Quality:

- The project conforms to the Metropolitan Transportation Plan and State Transportation Improvement Plan.
- Adverse effects to air quality are not anticipated and mobile source air toxics are expected to decrease in future years.

#### Hazardous Materials:

- Construction of the proposed project would include drilling of bridge piers, excavation, and other earth moving activities.
- Potential to encounter hazardous materials and substances associated with past human activities.
- No hazardous materials concerns were identified for the proposed activities based on analysis of the Initial Site Assessment.

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### NEPA: CE Summary

- Based on studies thus far, the environmental investigations indicate the proposed project would have no significant impact on the quality of the human environment.
- Revisions may be made to the environmental documents to update them or to address the needs of the state and federal agencies.
- Revisions may also be made as a result of public comments received tonight or during the comment period.
- After all necessary revisions are provided, a CE determination is anticipated for this project.

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### Proposed Right of Way

- Approximately 23 acres of right of way and 0.03 acres of drainage easements required from 31 parcels.
- Railroad agreement for 0.05 acre drainage easement.
- Estimated cost of right of way is \$13 million.
- Estimated cost of utility adjustments is \$20.1 million.
- Proposed right of way would directly result in potential displacement of 3 commercial buildings and 5 advertising billboards.
- 5 driveways would be removed due to new denial of access.
- 6 driveways would be modified to entry/exit only.

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### Equal Treatment Policy

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

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### Right of Way Acquisition Process

- 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.
- Acquisition of access control, when no land is being acquired from the property owner, may only occur if an appraisal determines the access denial reaches a level of a material impairment of direct access that affects the market value of the remaining property.
- If the access control line does not materially impair direct access and/or does not affect the market value of the tract, access control will remain under the Department’s police or permit power.

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## Right of Way Acquisition Process

- 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.

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## Right of Way Acquisition Process

- **Right of Way Brochures:**
  - Available on the TxDOT Website –  
<http://txdot.gov/inside-txdot/forms-publications/publications/landowner-rights.html>
  - Brochures are available by contacting our office.
  - We have a limited supply tonight!

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## Public Inquiries

The draft environmental documentation and preliminary designs can be viewed tonight or at the following locations:

TxDOT Fort Worth District Office  
2501 SW Loop 820  
Fort Worth, TX 76133  
(817) 370-6944  
(Mr. John Tillinghast, P.E.)

TxDOT North Tarrant County Office  
2501 W. Euless Blvd  
Euless, Tx 76060  
(817)-399-4300  
(Mr. Minh Tran, P.E.)

These materials are also available on TxDOT's Website:

<http://www.txdot.gov/inside-txdot/projects/studies/fort-worth/I-820-east-loop.html>

## Recess

- 15 minute recess.
- Please register your attendance and sign up to speak at one of the registration tables.
- Public comment period will begin following the recess.

## Public Comments

- The public comment section of tonight's program allows attendees to officially register their comments on the proposed project.
- Public comments made will not receive a response during this section of the program.
- Please state your full name and address for the record.
- Please limit your comments to 3 MINUTES.

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## Public Comments

- Written comments must be postmarked by:  
**Friday, Oct 20, 2017**
- Please mail written comments to:

**Mr. Loyl Bussell, P.E.**  
District Engineer  
TxDOT Fort Worth District  
2501 SW Loop 820  
Fort Worth, Texas 76133

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**Adjournment**

**Thank You for Attending**