



Open-Ended (d) Categorical Exclusion Classification Request Form

District environmental staff must use this form to request ENV's approval to proceed with processing a project as an open-ended (d) CE based on TxDOT's experience with similar projects.

Projects requiring less than 30 acres of total new right-of-way, and less than 10 total displacements (residential and commercial), are commonly approved as open-ended (d) CEs, but still require ENV's review and approval using this form prior to processing the project as an open-ended (d) CE. Projects requiring more than 30 acres of total new right-of-way, and/or 10 or more total displacements (residential and commercial), will be considered by ENV for processing as an open-ended (d) CE on a case-by-case basis if there are exceptional circumstances.

By requesting ENV's approval, district environmental staff is certifying that this project is expected to meet the requirements of 23 CFR 771.117 and 40 CFR 1508.4 (or, for a state project, 43 TAC 2.81), and that there is no potential for significant environmental impacts that would warrant preparation of an environmental impact statement.

If at any time during the environmental review it becomes apparent that this project is not expected to meet the requirements of 23 CFR 771.117 and 40 CFR 1508.4 (or, for a state project, 43 TAC 2.81), or that there is a potential for significant environmental impacts, district environmental staff will not proceed with a CE determination, and will instead prepare an environmental assessment or environmental impact statement, as appropriate.

Prior to issuing a notice and opportunity to comment, notice of public meeting, notice affording an opportunity for a public hearing, or notice of public hearing, district environmental staff must email the draft notice to the ENV Project Delivery personnel assigned to their district for review. Additionally, prior to holding a public meeting or public hearing, district environmental staff must email the anticipated meeting or hearing presentation materials to the ENV Project Delivery personnel assigned to their district for review.

If the information provided in the Project Description or Proposed Facility sections of this form or the preliminary schematic for the project changes at any time, district environmental staff must submit an Amendment to Open-Ended (d) Categorical Exclusion Classification Request Form and receive ENV's approval before proceeding.

ENV's approval to proceed with an open-ended (d) CE classification is not the final CE determination. District environmental staff must proceed with conducting the CE analysis and any further public involvement or technical analyses detailed below, and then make a final CE determination in ECOS, if warranted.

Project Name: **Meandering Road Improvements**

Project Limits From: **Meandering Road from SH 183 to Anahuac Ave**

Project Limits To: **LTJg Barnett from Meandering Road to NASJRB East Gate**

Control Section Job Number (CSJ): **0902-90-172 and 0902-90-046**

District(s): **Fort Worth**



County(ies): **Tarrant**

Project Description:

The Cities of Fort Worth and River Oaks propose to improve Meandering Road from State Highway 183 (SH 183) to Anahuac Ave and LTjg Barnett Road from Meandering Road to the Naval Air Station Joint Reserve Base (NASJRB) Fort Worth east gate (aka, Military Parkway) within the cities of River Oaks and Fort Worth. This project spans approximately 1.4 miles and reconstruction would result in a reduction from four lanes to three lanes, with the center lane being a continuous left turn lane. Two roundabouts and one dead-end would be constructed, and bicycle and pedestrian accommodations would be provided throughout.

Existing Facility:

Meandering Road from Roberts Cut Off Road to LTjg Barnett Road consists of a four-lane roadway with 11-foot-wide outside travel lanes and 12-foot-wide inside travel lanes in each direction, no outside shoulders, and curb-and-gutter drainage. The existing right-of-way (ROW) width in this section of the project is approximately 60 feet wide on Meandering Road and 105 feet wide on LTjg Barnett Road. LTjg Barnett Road, from Meandering Road to the eastern NASJRB gate, currently consists of a two-lane roadway with one 12-foot-wide travel lane in each direction, no outside shoulders, and open vegetated ditches or swales. No pedestrian or bicycle accommodations exist within the existing project limits.

Proposed Facility:

Road reconstruction on Meandering Road between Roberts Cut Off Road and LTjg Barnett Road would result in a reduction from four lanes to three lanes with the two outside lanes being 11' and the center lane being a 12' continuous left turn lane, and the addition of a 10-foot-wide shared-use path on the north side of the roadway, and a 6-foot-wide sidewalk on the south side. On LTjg Barnett Road from Meandering Road to the East Gate of the NASJRB, the project would involve reconstructing the two 12-foot-wide lanes to 11-foot-wide lanes and adding a 5-foot-wide bike lane in each direction (on-road), a 6-foot-wide sidewalk on the north side of the roadway, and a 10-foot-wide shared-use path on the south side.

The proposed improvements would include a shift northward of the intersection of Meandering Road and Roberts Cut Off Road, and a new traffic signal would be installed at this intersection. Roundabouts are proposed at Meandering Road's intersections with Yale Street and LTjg Barnett Road. At the Yale Street roundabout, bicycle traffic would remain on-street within a typical 17-foot-wide lane and pedestrians would continue around on the 6-foot-wide sidewalk while at the LTjg Barnett Road roundabout, a single 10-foot-wide shared use path would accommodate both bicycles and pedestrians. A dead-end would be created by the project at the eastern end of Brocks Lane (at LTjg Barnett Road). Drainage would remain curb-and-gutter throughout the length of the project.

Approximately 1.1 acres of additional ROW, mostly consisting of land required at the proposed dead-end and at corner clips at existing intersections, would be acquired from properties scattered along the proposed project. Approximately 0.72 acre of temporary construction easements would also be needed.



Public Involvement Conducted To-Date and Outcome

No formal TxDOT public involvement has occurred to date. However, the following public outreach events have taken place by the City of Fort Worth:

- 8/1/17 Stakeholder Kickoff**
- 12/5/17 Town Hall Meeting at the City of River Oaks**
- 4/3/18 River Oaks Town Hall Meeting**
- 7/16/18 NCTCOG Regional Coordination Committee**
- 9/4/18 River Oaks Town Hall Meeting**
- 9/20/18 Lake Worth Regional Coordination Committee**
- 10/9/18 River Oaks Town Hall Meeting**
- 11/06/18 River Oaks Town Hall Meeting & City Council Meeting**
- 4/2/19 River Oaks Town Hall Meeting (NCTCOG, City of River Oaks attended)**
- 8/10/19 City of River Oaks City Council Presentation**
- 11/14/19 City of Fort Worth Public Information Meeting**

Overall, public reception to the project has been positive, with some general concern expressed over the introduction of roundabouts (something new to those residents). The River Oaks City Council passed a referendum in support of the project preliminary design as shown. One landowner at the Yale Street Roundabout expressed opposition. Please include that the public hearing outreach would notify those beyond the adjacent property owners. 0.25 mile buffer beyond the proposed ROW. Including those that may have shown interest at any local government informational meeting.

Public Involvement Planned:

A public hearing is anticipated to be held in November of 2021 (exact date to be determined). Public hearing outreach is expected to go beyond the adjacent property owners and including any interested citizens who participating in previous city informational meetings.

Technical Analysis Conducted To-Date and Outcome:

Draft reports for the following disciplines have been completed:

- * Biological Studies – Coordination with TPWD not required per Tier 1 form. No impacts to protected or rare species would occur.**
- * Community Impacts Assessment – Census data for 54 of the 137 populated blocks and 4 of the 5 block groups within the community study area indicate more than half of the population as minority. There are no appreciable differences in racial makeup between the block groups with a range of 46.2% - 65.4% minority population. Median household incomes of the 5 block groups range from \$39,873 to \$72,500.**



The project would result in 1 displacement, a commercial building (Quickway Shopping convenience store) at the corner of Roberts Cut Off Road and Meandering Road. There are other convenience stores in the area (within ~0.25 mile), and the store owners want to move and are amenable to the buy-out.

The proposed pedestrian and bicycle facilities, the roundabouts at Yale Street and LtJG Barnett Road, and the dead-end at Brocks Lane would result in beneficial access and travel pattern changes for the community. No adverse impacts related to community cohesion are anticipated.

Affected geographies at the proposed Brocks Lane dead-end exceed 50% minority. The affected geographies at the roundabouts are not minority dominated. All geographies at the dead-end and roundabouts have median incomes that are above the poverty guideline. Impacts are anticipated to be minor and not disproportionately high and adverse, in compliance with E.O. 12898.

LEP accommodations for Spanish speaking persons will be made at the public hearing.

* Hazardous Materials ISA – No hazardous materials concerns were identified within or adjacent to the project area.

* Historic Resources PCR – Historic map research shows that historic-era archeological deposits are not likely to occur within or adjacent to the APE. Map research shows that cemeteries are not likely to occur within or adjacent to the APE. No further studies are recommended.

* Archeological Background Study – Archeological survey is not recommended in the ABS.

* Air Quality – The AADT projections for the project do not exceed 140,000 vpd; therefore, a Traffic Air Quality Analysis (TAQA) was not required. TxDOT and NCTCOG will continue to promote appropriate congestion reduction strategies through the Congestion Mitigation and Air Quality Improvement (CMAQ) program, the CMP, and the MTP. The congestion reduction strategies considered for this project would help alleviate congestion in the SOV study boundary but would not eliminate it.

Technical Analysis Planned:

The above mentioned documents are currently under TxDOT review as of May 12, 2021. Edits will be made upon receipt of TxDOT's comments.

The only potential ADDITIONAL technical analysis to possibly be conducted is a Historic Resources Reconnaissance Survey.

Are the proposed improvements similar or nearly within the description of any specific (c)-list or (d)-list CE?

C(3) - Construction of bicycle and pedestrian lanes, paths, and facilities.

C(8) - Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where substantial land acquisition or traffic disruption will occur.

D(13) - Actions described in paragraphs (c)(26), (c)(27), and (c)(28) that do not meet the constraints in paragraph (e).