

NOTICE OF PUBLIC HEARING
SH 183: FROM SH 360 TO IH 35E
CSJ: 0094-03-065, etc.

The Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) have prepared a Re-Evaluation of the State Highway 183 (SH 183) Environmental Assessment (EA) for the proposed reconstruction and improvement to an 8.1-mile section of SH 183 in Tarrant and Dallas Counties, Texas. The proposed project extends from near State Highway 360 eastward to Interstate Highway 35E through portions of the cities of Fort Worth, Euless, Irving, and Dallas. The purpose of the proposed project is to improve mobility, reduce congestion, and improve safety on SH 183. The purpose of the Public Hearing is to discuss the social, economic, and environmental effects of the proposed SH 183 project and to discuss the design changes to the project that have occurred since the EA and FHWA Finding of No Significant Impact (FONSI) issued on February 10, 2004. The Public Hearing will be held on:

Tuesday, February 21, 2012
6:00 pm – Open House
7:00 pm – Public Hearing
Plymouth Park United Methodist Church
1615 W. Airport Freeway/SH 183
Irving, TX 75062

Within the project limits, the existing SH 183 facility is a six-lane divided freeway with two-lane frontage roads on each side. The frontage roads are discontinuous at the SH 183 crossing of the Elm Fork Trinity River in the eastern portion of the project. The approved EA-FONSI project consisted of widening the freeway to eight general purpose mainlanes, with auxiliary lanes in some areas, improving the frontage roads by providing two to three-lane continuous frontage roads in each direction through the project length, and adding a two to three-lane reversible managed high occupancy vehicle (HOV) facility within the center median.

The design revisions to the proposed project include changing the previously approved two to three-lane reversible managed HOV facility to a barrier separated, concurrent flow HOV/Managed lane facility with two to three lanes in each direction. Concurrent flow HOV/Managed lane means that lane(s) of traffic designated for use by authorized users are going in the same direction of flow as the adjacent mainlanes, and the lanes are generally opened all day/night. The term "HOV/Managed lanes" encompasses all types of lane management strategies, including occupancy and price based lane or facility management (i.e. HOV lanes pricing by occupancy, time of day, congestion level, etc). Both HOV's and single occupancy vehicles (SOVs) using the HOV/Managed lanes would be tolled. In both the SH 183 EA-FONSI action and this Re-Evaluation action, the general purpose mainlanes and frontage roads would be improved with added capacity (additional general purpose lanes) and would remain non-tolled. An additional minor design change occurred at the western end of the proposed project near International Parkway. Overall, the proposed design revisions would require approximately 6.50 acres of additional right-of-way and displace one multi-family facility, one residence, and two businesses.

The existing right-of-way width varies from approximately 207 feet to 1,463 feet and the proposed right-of-way width varies from approximately 322 feet to 1,463 feet. The SH 183 proposed project requires a total of approximately 79.14 acres of ROW acquisition and would result in a total of approximately 67 displacements. Consistent with U.S. Department of Transportation policy, as mandated by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the Uniform Relocation Act Amendments of 1987, TxDOT provides relocation resources to all displaced persons without discrimination. All property owners from whom property is needed are entitled to receive just compensation for their land and property. Just compensation is based upon the fair market value of the property. In order to assist those who are required to move from a home or business, TxDOT also provides, through its relocation assistance program, payments and services to aid in movement to a new

location. Information concerning relocation services and benefits available to affected residential and commercial property owners and information about the tentative schedules for ROW acquisition and construction will be available at the Public Hearing and can also be obtained from the TxDOT Dallas District Office.

The proposed project would cross the 100-year floodplain at Bear Creek, Estelle Creek, Dry Creek, Delaware Creek, four unnamed tributaries of Delaware Creek, and the Elm Fork Trinity River and impact approximately 58 acres of floodplain within the proposed project right-of-way. The hydraulic design for this project would be in accordance with current FHWA and TxDOT design policies. The facility would permit the conveyance of the 100-year flood, without causing significant damage to the facility, stream, or other property. The proposed project would not increase the base flood elevation to a level that would violate applicable floodplain regulations and ordinances. The proposed project would bridge across Bear Creek and the Elm Fork Trinity River. Temporary and permanent fill impacts at these bridge crossings would be authorized by a US Army Corps of Engineers (USACE) Section 404 Nationwide Permit (NWP) 25 and NWP 14, respectively. The proposed project would extend or reconstruct existing box culverts at seven stream crossings. This would require a NWP 14 and a Preconstruction Notification (PCN) at five crossings, a NWP 14 without a PCN at one crossing, and an Individual Permit at one crossing.

The proposed project acquires approximately 1.02 acres of City of Dallas-owned Elm Fork Trinity Greenbelt Park at the SH 183 crossing of the Elm Fork Trinity River. A Programmatic Section 4(f) Evaluation was provided in the previous EA and approved by FHWA in the FONSI determination. The proposed project requires no other use of any publicly owned land from a public park, recreation area, wildlife or waterfowl refuge, or historic site

The schematic layout showing the proposed project location and design, the environmental documents, and other information related to the project will be available for viewing at the Public Hearing and are available for public inspection at the following locations: City of Fort Worth City Hall, 1000 Throckmorton Street, Fort Worth, TX 76102; City of Irving City Hall, 825 W Irving Boulevard, Irving, Texas 75060; City of Dallas City Hall, 1500 Marilla, Dallas, Texas 75201; City of Euless City Hall, 201 N. Ector Drive, Euless, Texas 76039; TxDOT Fort Worth District Office, 2501 S.W. Loop 820, Fort Worth, Texas 76133; and the TxDOT Dallas District Office, 4777 East Highway 80, Mesquite, Texas 75150. Tentative construction schedule can be obtained at the TxDOT Dallas District Office.

All interested persons are invited to attend this Public Hearing. Persons interested in attending the Public Hearing who have special communication or accommodation needs are encouraged to contact the TxDOT Dallas District public information officer at (214) 320-6100 at least two (2) work days prior to the Public Hearing. Because the Public Hearing will be conducted in English, requests for language interpreters or other special communication needs should also be made at least two work days prior to the Public Hearing. TxDOT will make every reasonable effort to accommodate these needs.

Verbal and written comments relative to the proposed project may be presented at the Public Hearing. Written comments can also be submitted to the following address:

Robert Hall, P.W.S., CFM
TxDOT Dallas District Environmental Coordinator
P.O. Box 133067
Dallas, Texas 75313-3067

Verbal or written comments may be presented for a period of 10 days after the Public Hearing and must be postmarked by March 2, 2012 to be included as part of the official public record. For additional information please contact Robert Hall, TxDOT Dallas District, via phone 214-320-6157, fax 214-320-4470, or e-mail: rhall@txdot.gov.