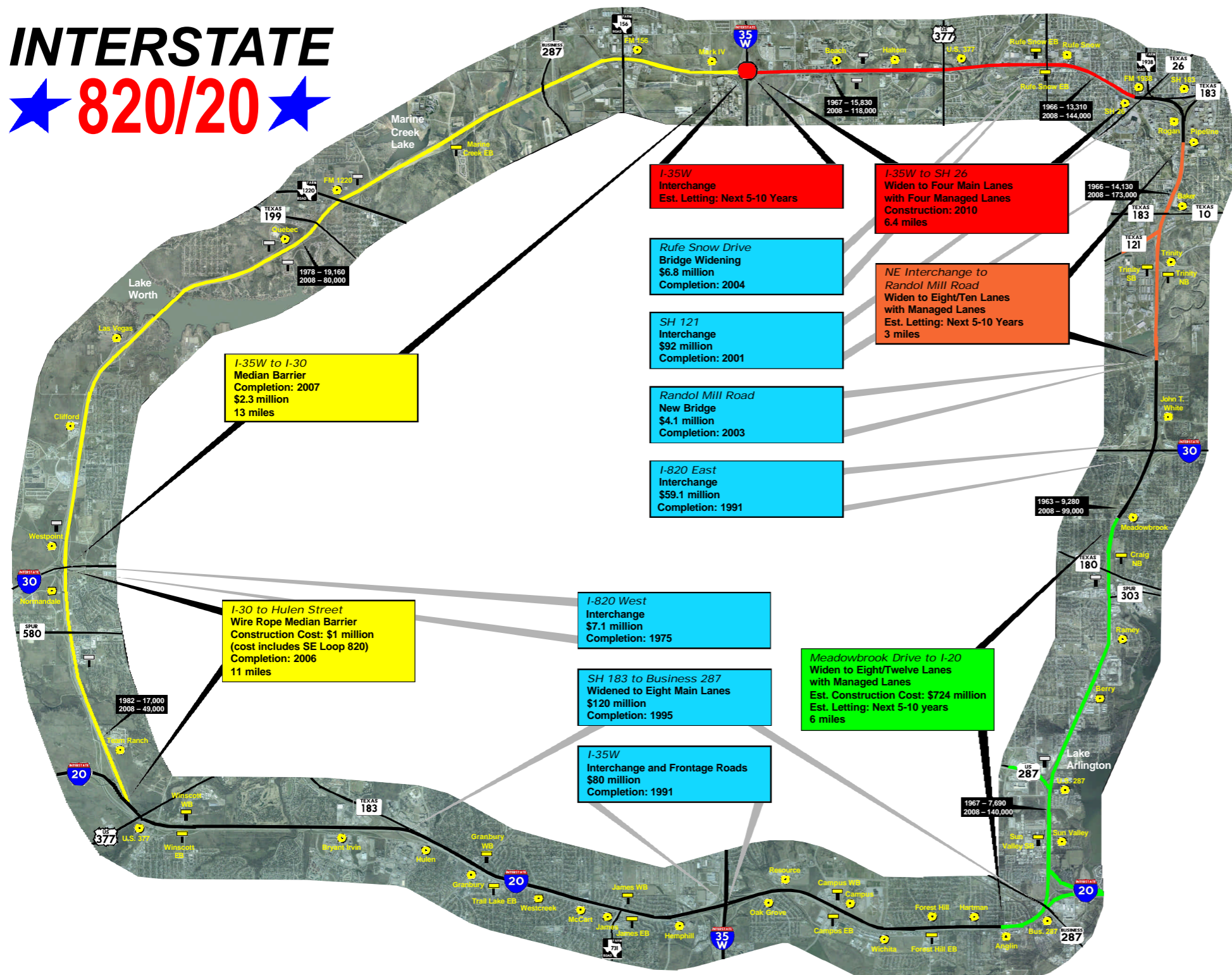


INTERSTATE 820/20



Since 1949, the Texas Department of Transportation (TxDOT) has been developing I-820 as a loop around Fort Worth. I-820 is 49 miles long and passes through 11 cities — Benbrook, White Settlement, Lake Worth, Saginaw, Haltom City, North Richland Hills, Hurst, Richland Hills, Kennedale, Forest Hill and Fort Worth. The endeavor to construct a continuous loop around Fort Worth took 33 years and cost about \$116 million.

I-20 West to I-35W
The I-820 West Loop was constructed in six stages between 1969 and 1982, culminating with the final piece opening from U.S. 80 (Spur 580) to Winscott Road. Totalling \$63 million in construction, the west loop continues to function well today even as it handles three times the traffic load it had when it first opened. In 2007, wire rope and concrete median barrier were installed along all 16 miles of the west loop as part of a statewide initiative to improve safety on the highway system.

I-35W to NE Interchange
Prior to the opening of Northeast Loop I-820 in 1966, north Tarrant County consisted mainly of north-south highways including SH 121 (SH 26), U.S. 377, FM 156 and U.S. 81/287. I-820 linked all of these systems together with the new I-35W that was completed the following year. Today, I-820 has reached capacity as it serves the fastest-growing area in the Metroplex. Construction begins in 2010 to reconstruct Northeast Loop 820 and add four managed lanes, plus frontage roads and auxiliary lanes. This \$2 billion public-private partnership will approximately double the existing capacity of this corridor. NTE Mobility Partners will finance, design, construct, operate and maintain all lanes for 52 years. As part of the contract, two additional main lanes will be provided at no additional cost to the state of Texas before 2030. Also included in the master plan is a new I-35W interchange.

NE Interchange to I-30 East
In the early 60s, the I-820 East Loop connected the Dallas/Fort Worth Turnpike (present-day I-30) to northeast Tarrant County highway systems including SH 121 and SH 183. Due to increased traffic demand, I-820 was expanded in 1978 from four lanes to eight lanes from Trinity Boulevard to Bedford Euless Road. Improvements planned for I-820 include expansion to eight/ten lanes from the Northeast Interchange to Randol Mill Road, including a new south SH 121 interchange and a reversible high occupancy vehicle (HOV)/managed lanes facility in the median from the Northeast Interchange to Trinity Boulevard.

I-30 East to I-20
Southeast Loop I-820 has remained at four/eight lanes since it was first constructed in the early 60s. Since then, this area has increased in traffic demand from less than 10,000 vehicles per day to nearly 140,000 vehicles per day. Future improvements planned for I-820 include expansion to eight/ten lanes from Meadowbrook Drive to I-20 with a reversible tolled managed lanes facility in the median. To accommodate this expansion, I-20 would be widened from 10 lanes to 14 lanes from Anglin Drive to the I-820/20 interchange.

I-20 Corridor from I-820 East to I-820 West
The first step in developing a loop around Fort Worth was done from McCart Avenue on present-day I-20 to U.S. 377, along present-day SH 183. First built as Loop 217 in the 40s and 50s, the loop was designated I-820 when the interstate system was created in 1957. Twenty years later, I-820 from Winscott Road to U.S. 287 (Business 287) was incorporated into the I-20 system. Between 1987 and 1995, I-20 was expanded from four lanes to eight lanes from SH 183 to Business 287. This included several new ramp systems and a new I-20/I-35W Interchange.

*Future projects, estimated costs and timelines are based on 2006 estimates and subject to change. Future mobility projects are dependent on the North Central Texas Council of Governments Metropolitan Mobility Plan.

Traffic Management Key

- Operational Electronic Message Board
- Electronic Message Board To Be Installed
- Operational Closed Circuit Television Camera
- Closed Circuit Television Camera To Be Installed

9,999 Traffic Counts
Vehicles Per Day (Lists the first and most recent year of traffic counts.)
2030 NCTCOG Est. Traffic Projections:
I-820 Northeast Loop: 255,800
I-820 Northwest Loop: 168,400
I-820 Southwest Loop: 189,500
I-820 Southeast Loop: 252,200

1940s	1950s	1960s	1970s	1980s	1990s	2000s				
1949 Work begins on Loop 217 (present-day I-20) from Hemphill Street to U.S. 377 (Benbrook Highway). Part of this segment was designated SH 183 when the loop was completed in 1981 and 1982.	1955 A study authorized by the Texas Highway Commission recommends a full loop around Fort Worth. 1958 The first segment of the loop is completed from McCart Avenue to U.S. 377 at a cost of \$11 million.	1959 The first segment of I-20 (present-day I-30) opens from Spur 341 to Camp Bowie Boulevard. 1959 U.S. 80, which was part of the original U.S. 1 east/west state-to-state highway, is designated I-20 (present-day I-30).	1965 Southeast Loop I-820 completed from Hemphill Street to SH 121 at a cost of \$13.8 million. 1966 Northeast Loop I-820 completed from SH 121 to I-35W at a cost of \$5.6 million.	1969 Northwest Loop I-820 completed from I-35W to Spur 496 (present-day Business 287) at a cost of \$7.6 million. 1972 I-20 is designated I-30 after South Loop 820 is designated I-20. 1973 I-820/20 East Interchange completed at a cost of \$9.1 million.	1975 I-820 bridge over Lake Worth completed at a cost of \$13.8 million. 1975 I-30/I-820 West Interchange completed at a cost of \$7.1 million.	1976 Northwest Loop I-820 is named after Congressman Jim Wright. 1977 Northwest Loop I-820 completed as a six-lane highway with frontage roads from Spur 496 to I-30 in four stages at a total cost of \$39 million. 1978 Northeast Loop I-820 expanded from four lanes to eight lanes from SH 10 to Bedford Euless Road at a cost of \$1.4 million.	1977 I-820 from Winscott Road to U.S. 287 (present-day Business 287) re-designated I-20. 1982 Southwest Loop I-820 completed as a six-lane highway with frontage roads from U.S. 80 (present-day Spur 580) to Hulen Street in three stages at a total cost of \$42 million. This opened the last section for a continuous loop around Fort Worth.	1990 I-820 becomes Fort Worth's designated Hazardous Materials Truck Route. 1991 I-30/I-820 East Interchange completed at a cost of \$59.1 million.	1995 I-20 expanded from four lanes to eight lanes with frontage roads from Business 287 to SH 183 in four stages including a new I-20/I-35W Interchange for a total cost of \$200 million.	2001 I-820/SH 121/SH 26/FM 1938 Northeast Interchange completed at a cost of \$92 million.

