IH 820 CORRIDOR IMPROVEMENT STUDY
RANDOL MILL ROAD TO NORTH SH 121 INTERCHANGE

Public Meeting
Thursday April 24, 2014
CSJ: 0008-13-124, 0363-03-051
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Goals & Objectives of the IH 820 Study

- Evaluate A Range Of Viable Transportation Alternatives
- Alleviate Congestion & Improve Mobility Within The Study Area
- Receive Approval Of Geometric Layout (Preliminary Design)
- Receive Environmental Clearance For The Preferred Alternative (FONSI)
Purpose of Today’s Meeting

Provide Updates On The Schematic And Environmental Re-Evaluation Along With Proposed Project Changes:

- Convert Reversible High Occupancy Vehicle Lanes (HOV) To Concurrent Tolled Managed Lanes (One Lane In Each Direction) Along IH 820 From Trinity Blvd To The North SH 121 Interchange And SH 121 From Handley-Ederville Rd To IH 820

- Include Direct Connections To/From SH 121 To Trinity Blvd

- Schematic Revisions Based On Accepted Value Engineering (VE) Study Recommendations and Comments Received From The April 4, 2013 Public Meeting
Project Activity Since First Public Meeting

- Conducted A Value Engineering (VE) Study For The IH 820 Corridor In February 2013.
- Evaluated Public Meeting Comments And Incorporated VE Study Recommendations Into The Schematic Presented Today.
- Accepted VE Recommendations Saved Approximately $14.5 Million in Construction Dollars.
- Conducted Several Meetings With The Trinity Lakes Development Group And The City Of Fort Worth In Developing The Direct Connections To/From Trinity Boulevard To SH 121.
IH 820 Traffic Growth

- Existing Facility’s Capacity – 72,525 ADT

- 2011 Traffic Counts
  - From Randol Mill Road To South SH 121 Interchange - 99,000 ADT
  - From South SH 121 Interchange To North SH 121 Interchange - 172,000 ADT
  - SH 121 From Handley-Ederville Road To IH 820 - 88,000 ADT

- 2035 Projected Traffic Volume
  - From Randol Mill Road To South SH 121 Interchange - 191,850 ADT
  - From South SH 121 Interchange To North SH 121 Interchange - 321,600 ADT
  - SH 121 From Handley-Ederville Road To IH 820 - 164,500 ADT

- (ADT - Average Daily Traffic)
Existing Facility

R.O.W. 350' Typical

Ftg. Road (Discontinous)
Main Lanes
Main Lanes
Ftg. Road (Discontinous)

North Of SH 121

R.O.W. 350' Typical

Main Lanes
Main Lanes

South Of SH 121
Previous Project Development

- Planning Work Began In 1992
- Layouts Originally Developed Based Upon 2010 Traffic Projections
- Public Hearing Held At Calvary Lutheran Church, December 16, 2003
- Finding Of No Significant Impact (FONSI) Issued By The Federal Highway Administration (FHWA) On The Environmental Assessment And Schematic Approval On March, 2004
Purpose of Tolled Managed Lanes

- Increase Corridor Efficiency
- Improve Travel Time Reliability
- Relatively Congestion-Free Travel
- Provide For Operational Flexibility in Response To Changing Corridor Needs
- Provide Additional Capacity
- Provide Revenue To Construct, Operate, And Maintain Facility

Source: North Central Texas Council of Governments (NCTCOG)
RTC* Adopted Managed Lane Policy (RTC Modified June 13, 2013)

- RTC Managed Lane Policy
  http://www.nctcog.org/trans/committees/rtc/13.06.13TollManagedLanePolicy_RTCRevised_June2013.pdf

- Single Occupant Vehicles (SOV) & Two Occupant Vehicles: Full Rate

- Trucks: Higher Rate

- High Occupant Vehicles (HOV) 3+: 50% Discount For Peak Period;
  - Peak Period Is 6 Hours Per Weekday; 6:30 am–9:00 am & 3:00 pm–6:30 pm
  - Phase Out After Air Quality Attainment Maintenance Period
  - Eligible HOV’s Must Pre-Register As Part Of The HOV Pre-Declaration Process
  - HOV 3+ Occupancy Requirements May Begin On/Or Before June 1, 2016

* RTC = Regional Transportation Council
RTC* Adopted Managed Lane Policy (RTC Modified June 13, 2013)

- HOV 2+ And Vanpools: Full Rate In Off-peak
- Motorcycles Qualify As HOV
- No Discounts Given For “Green” Vehicles
- All Managed Lane Corridors Will Operate Under The Same Regional Policy
- Tolls Will Remain On The Managed Lanes After The Comprehensive Development Agreement (CDA) Duration
- Initially, Managed Lanes Will Be Enforced Manually With Technology Support. Over Time, More Advanced Technology Verification Equipment Will Be Phased In
RTC Managed Lane Policy – Excess Toll Revenue Sharing

RTC Approved – June 9\textsuperscript{th}, 2005

- Excess Toll Revenue Is Defined As Annual Toll Revenue Less Annual Debt Service, Annual Reserve Funds Established To Cover Facility Operational Costs, Anticipated Preventive Maintenance Activities, Assigned Profit And Related Expenses For The CDA, And The Expected Cost Of Rehabilitation Or Reconstruction Of The Managed Toll Lanes

- All Excess Revenue Generated From An Individual Managed Toll Lane Project Shall Remain In The TxDOT District In Which The Revenue Generating Managed Lane Project Is Located
RTC Managed Lane Policy – Excess Toll Revenue Sharing

- Local Governments And Transportation Authorities Shall Be Given The Right To Invest In A CDA Project As A Means To Fund The Facility As Well As To Generate Local Revenue

- The Excess Revenue Generated From An Individual Managed Lane Toll Shall Remain In The Counties In Which That Revenue-Generating Project Is Located. Excess Revenue Shall Be Returned To The Funding Partners In Proportion To Their Shares And Be Used To Fund Future Transportation Projects

- RTC Shares Will Be Put In Air Quality Related And Sustainable Programs And Used To Leverage Federal Transportation Funds
Tolled Managed Lanes Along IH 820

- A Vital Segment Of A Managed Lane System Planned To Extend North From The Trinity Boulevard Interchange To The North Tarrant Express (NTE) Along SH 121/SH 183 Airport Freeway
- Located In The Median Of IH 820
- Barrier Separated From General Purpose Lanes
- Managed On The Basis Of Time Of Day, Auto Occupancy, Value Pricing/Tolls
- Connections To SH 121/SH 183 Under Construction
IH 820 Proposed Facility

R.O.W. 400' Typical **

Ftg. Road (2-3) Continuous
Main Lanes
Managed Lanes
Main Lanes
Ftg. Road (2-3) Continuous

North of Trinity Boulevard
* Concrete Traffic Barrier
** Would Be Widened At Interchanges
R.O.W. 400' Typical **

Main Lanes  Main Lanes

South of Trinity Boulevard
* Concrete Traffic Barrier
** Would Be Widened At Interchanges
Tolled Managed Lane Facility Access

IH 820 Entrance/Exit
- Slip Ramp To/From IH 820 Main Lanes At Trinity Boulevard
- No Access To/From Trinity Boulevard

SH 121 Entrance/Exit
- Slip Ramp To/From SH 121 Mainlanes To Handley-Ederville Road
- This Connection Allows Access To/From The TRE Richland Hills Station To Tolled Managed Lanes System
REVISED ENTRANCE AND EXIT RAMP GEOMETRY TO ACCOMMODATE THE FOURTH SB GENERAL PURPOSE LANE
NEW BRIDGE STRUCTURE OVER THE WEST FORK TRINITY RIVER

ELIMINATED AUXILIARY LANE FROM SB IH 820 BY RE-LOCATING THE SB ENTRANCE RAMP AND DC TO THE NORTH

NEW BRIDGE STRUCTURE OVER MOSIER VALLEY LAKE
IMPROVED TRAFFIC OPERATIONS BY TYING SB ENTRANCE RAMP BEFORE THE EB SH 121-SB IH 820 DC.

MOVED EXIT RAMP AND NB IH 820-WB SH 121 DC NORTH TO REDUCE ROW ACQUISITION ALONG THE EAST SIDE OF IH 820

SB IH 820 MANAGED LANE EXIT

NB IH 820 MANAGED LANE

Trinity Blvd
VE ALTERNATIVE L: COMBINE IH 820 SB COLLECTOR AND SB FRONTAGE ROAD OVER THE TRE

VE ALTERNATIVE K: COMBINE IH 820 NB COLLECTOR AND NB FRONTAGE ROAD OVER THE TRE
Project Layout

RE-ALIGNED WB SH 121/SH 183 MANAGED LANE DIRECT CONNECTOR TO SB IH 820

WIDENING NB IH 820 BRIDGE STRUCTURE OVER PIPELINE/GLENVIEW DRIVE

NB IH 820 MANAGED LANE DIRECT CONNECTOR TO EB SH 121/SH 183
EB SH 121 MANAGED LANE ENTRANCE RAMP

EXISTING WB SH 121 ENTRANCE RAMP FROM HANDLEY-EDERVILLE ROAD

EB SH 121 EXIT RAMP TO HANDLEY-EDERVILLE ROAD

HANDLEY-EDERVILLE ROAD

STUDY AREA TO RE-LOCATE TRAFFIC SIGNALS ALONG NB HANDLEY-EDERVILLE ROAD TO ADDRESS VEHICLES STOPPING ON TRE TRACKS. STUDY IS NOT A PART OF THE SCHEMATIC DEVELOPMENT.
WB SH 121 ENTRANCE RAMP FROM SH 10/SH 183. ADDED SINCE FIRST PUBLIC MEETING. EXIT TO HANDLEY-EDERVILLE FROM WB SH 121 GP LANES REMOVED TO ACCOMMODATE ENTRANCE RAMP.

VE ALTERNATIVE M: RE-ALIGN EB SH 121 GP LANES TO NB IH 820

NEW EXIT TO SH 10/SH 183 ADDED SINCE FIRST PUBLIC MEETING

VE ALTERNATIVE N: PLAN FOR THE TRINITY BOULEVARD DIRECT CONNECTIONS AND DEFER CONSTRUCTION UNTIL FUTURE TRAFFIC DEMAND WARRANTS

TRINITY BLVD
Project Implementation – Phasing the Project

North Tarrant Express (NTE) Included IH 820 from Randol Mill Rd. To North SH 121 Interchange Seg. 4
Project Implementation

- North Tarrant Express Mobility Partners (NTEMP) Prepared Master Development And Financial Plans For IH 820 East From SH 121/SH 183 To Randol Mill Road (Seg 4).
- Segment 4 Was Removed from The NTEMP Segments 2-4 CDA In November, 2012
- Segment 4 Remains A High Priority To TxDOT
- TxDOT And Local Stakeholders Are Considering All Options For Project Delivery
- TxDOT’s Design Contract With Jacobs Engineering Group Includes Provisions To Prepare Detailed Design Plans For The Project As Funding Is Identified
Current Project Development Status

- Ultimate Project Estimated To Be Constructed Between 2018 And 2028 As Funding Becomes Available
- Concurrent Managed Toll Lanes Included In Current Metropolitan Transportation Plan (MTP) Mobility 2035-2013 Update
- Revising Approved March, 2004 Geometric Layout To Include Tolled Managed Lanes
- Preparing The Environmental Documentation To Include Tolled Managed Lanes
- Interim Project By Year 2018 Included In The Current MTP:
  - Replace Bridge Structures Along IH 820 Over Trinity River And Mosier Valley Lake
  - Add One (1) General Purpose Lane In Each Direction Along IH 820 From Randol Mill Road To The South Interchange With SH 121
Project Development Process

- Metropolitan Transportation Plan
- Preliminary Engineering and Environmental Assessment
- Right-of-Way Acquisition
- Construction Plan Preparation
- Construction

We Are Here
Right of Way Acquisition Process

- Project Must Be Environmentally Clear And The Notice To Proceed Must Be Received
- A Right Of Way Map Will Be Developed And Ownership Of The Properties Determined That Need To Be Acquired
- An Independent Fee Appraiser Will Be Hired To Determine The Value Of The Land, Site Improvements And Any Damages To The Remaining Property
Right of Way Acquisition Process

- Each Landowner Will Be Given A Minimum Of 30 Days To Consider The Offer And Review The Appraisal Report
- For Land Owner’s That Will Be Displaced, Benefits Will Be Provided Through The Relocation Assistance Program
- For Questions Please Call Kelly Price, North Region ROW At 817-370-6723
Tentative Project Schedule

- Notice to Proceed – January 2, 2013
- Stakeholder Meeting – January 7, 2013
- Value Engineering Study – February 12-14, 2013
- First Public Meeting – April 4, 2013
- Second Public Meeting – April 24, 2014
- Submit 60% Draft Geometric Layout – Early Summer 2014
- Submit 100% Geometric Layout – Late Fall 2014
- Submit Environmental Documentation for Review – Summer 2014
- Public Hearing – Winter 2014
- Receive FONSI – Early 2015
Questions??

- Study Team Representatives Are Available To Interpret Exhibits And Answer Questions

- To Submit Comments Or Questions As Part Of The Official Record Of Today’s Meeting, Please Fill Out A Comment Card And Submit By **May 5th, 2014**
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On Behalf Of The Texas Department Of Transportation

Thank You For Your Attendance