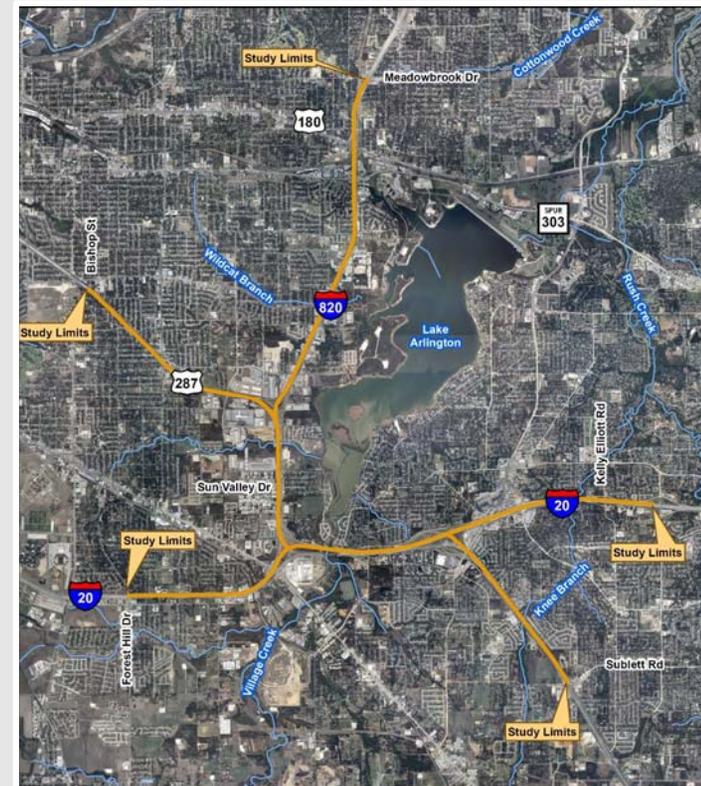


# *Southeast* CONNECTOR

IH 820 from IH 20 to Meadowbrook Drive

IH 20 from Forest Hill Drive to East of Kelly Elliott Rd

US 287 from Bishop Street to Sublett Road



- Project Study Area
  - Project Goals & Objectives
  - TWG Goals & Objectives
  - Project History & Data
  - Alternatives Being Considered
  - Public / Agency Outreach & Involvement
  - Project Schedule

# Project Study Area

## IH 820

- From IH 20
- To Meadowbrook Dr

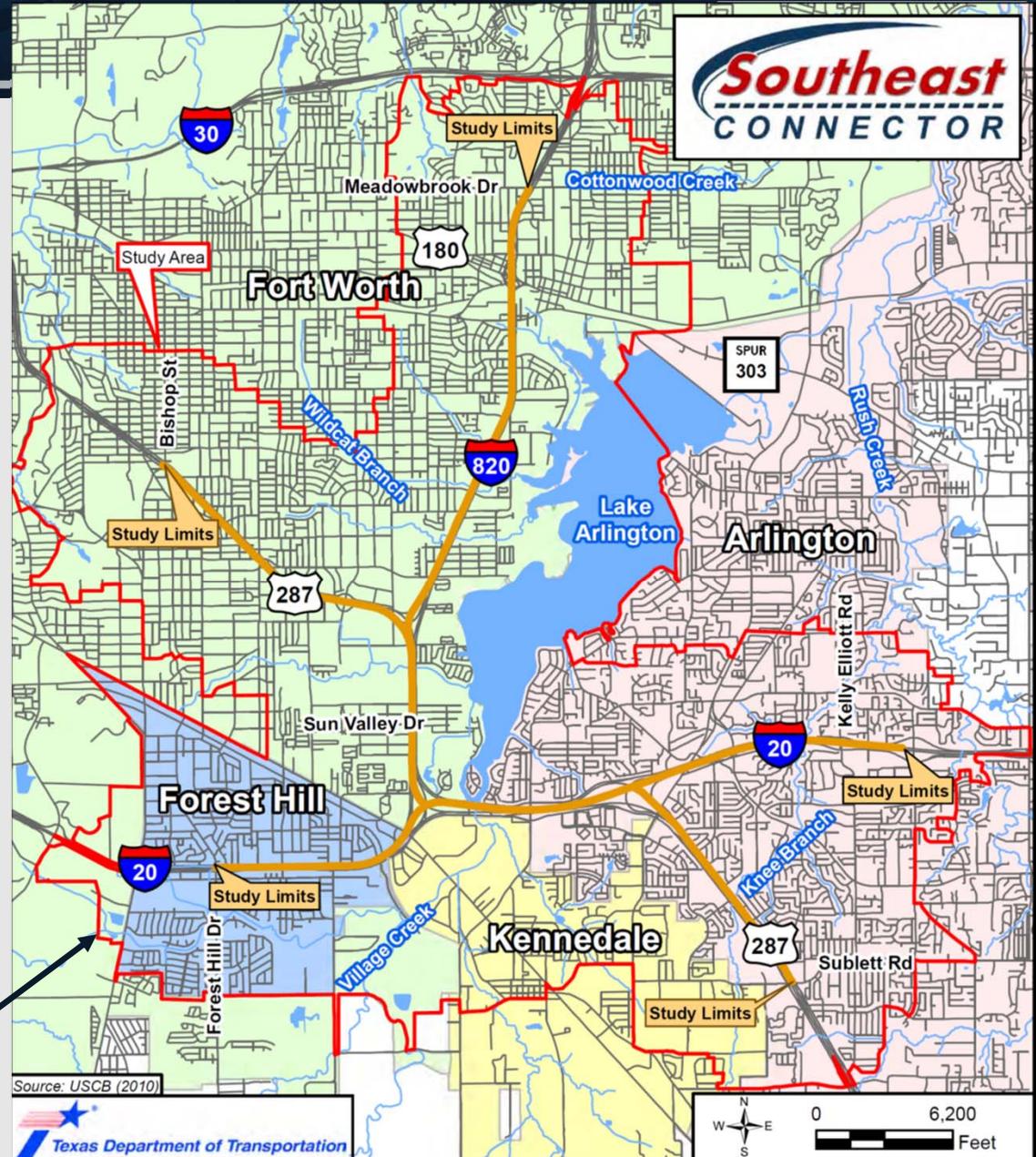
## IH 20

- From Forest Hill Dr
- To East of Kelly Elliot Rd

## US 287

- From Bishop St
- To Sublett Rd

Study Area



- Project Study Area
- Project Goals & Objectives
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# Project Goals & Objectives



- Alleviate Congestion
- Improve Operations
- Improve Safety
- Provide Transportation Options
- Develop Implementable Solutions



- Project Study Area
- Project Goals & Objectives
-  ▪ TWG Goals & Objectives
  - Project History & Data
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- Initiate Dialogue to Achieve **Consensus Solutions**
- Gather Input on **Issues, Aspects, and Safety & Operations** of the Corridor
- Provide Data and Constraints
- **Suggest Alternatives / Solutions** to be Considered
- **Share Project Info** via TWG Representatives

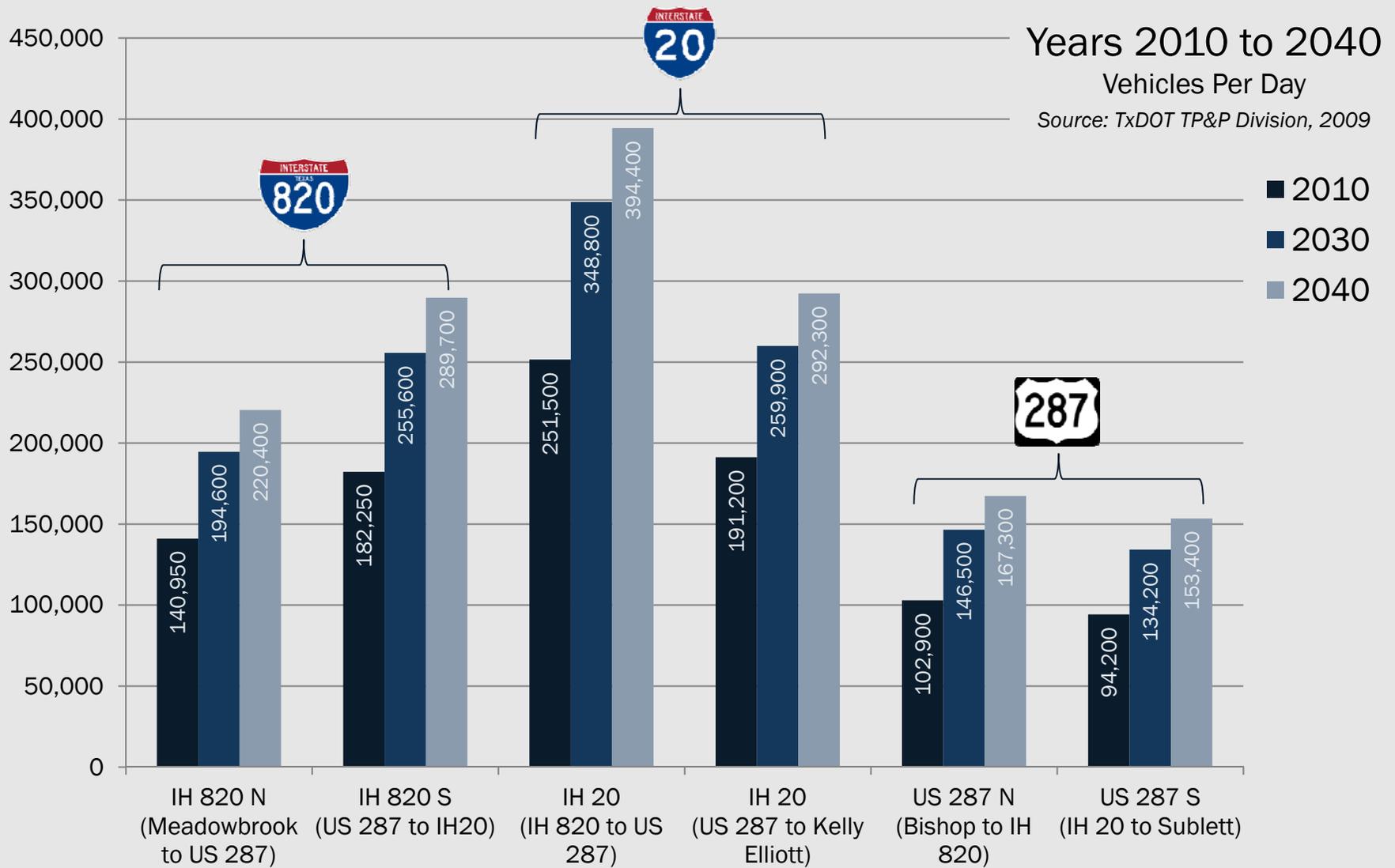
- Project Study Area
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# Project History



- April 2016
- Update Previous Study
  - Evaluate Alternatives
  - Analyze Future Traffic
  - Integrate with Mobility 2045
  - Produce Preliminary Design
  - Produce Environmental Assessment

# Traffic Projections



# Congestion Levels / Delay



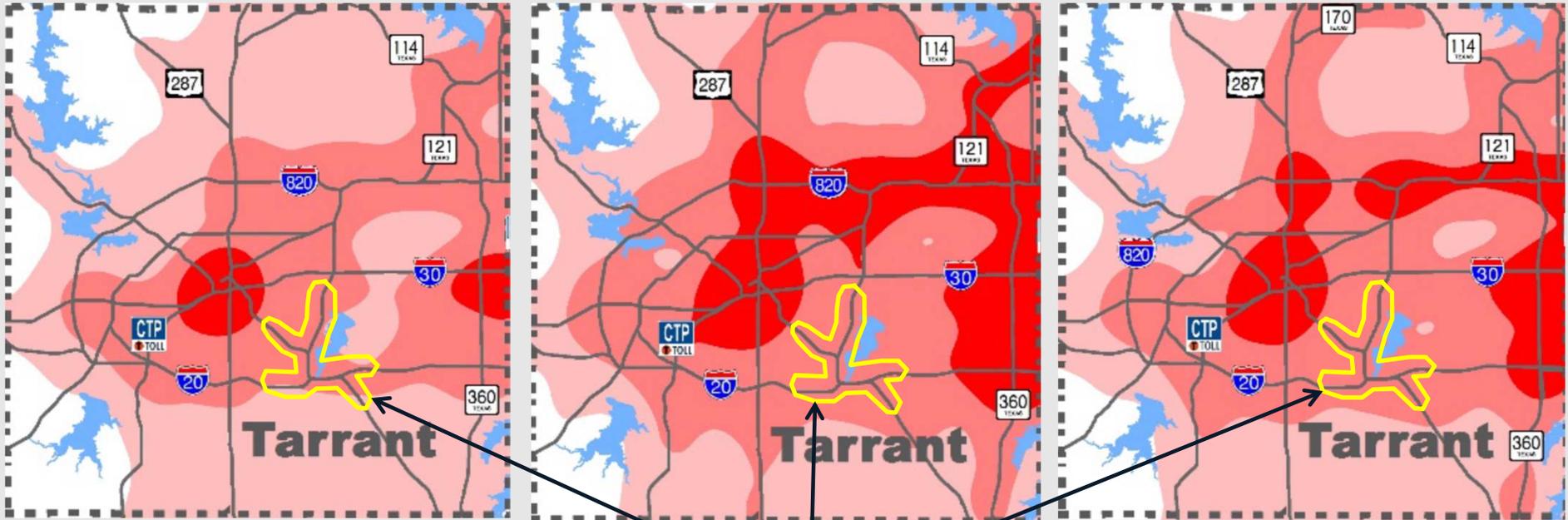
Year 2017

Year 2040

No-Build Scenario

Year 2040

MTP Build Scenario



Project Area

Congestion Index\*

- No Congestion
- Light Congestion
- Moderate Congestion
- Severe Congestion

Source: Mobility 2040, NCTCOG, 2016

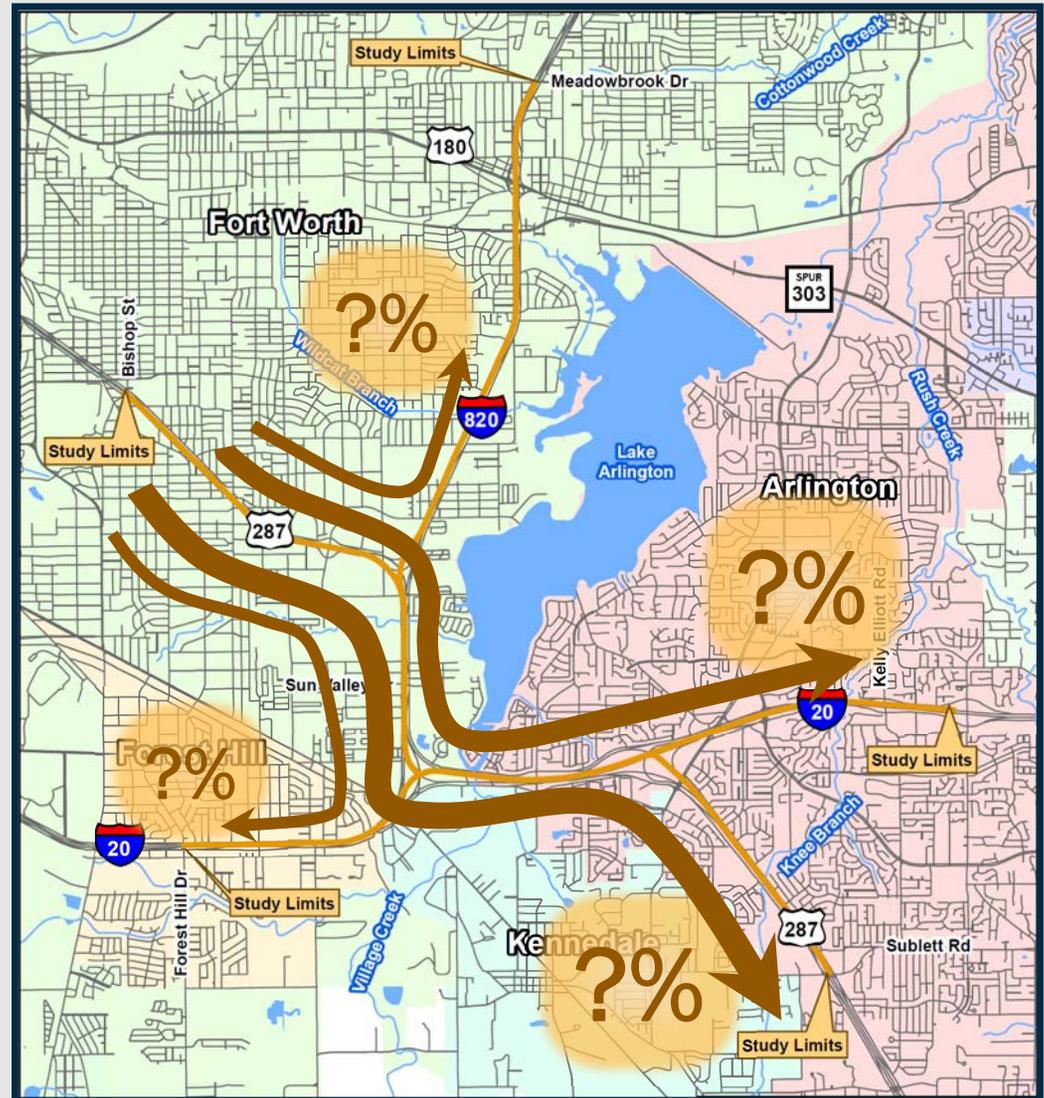
\* Based on increase in travel times

# Origins & Destinations



## O-D Study

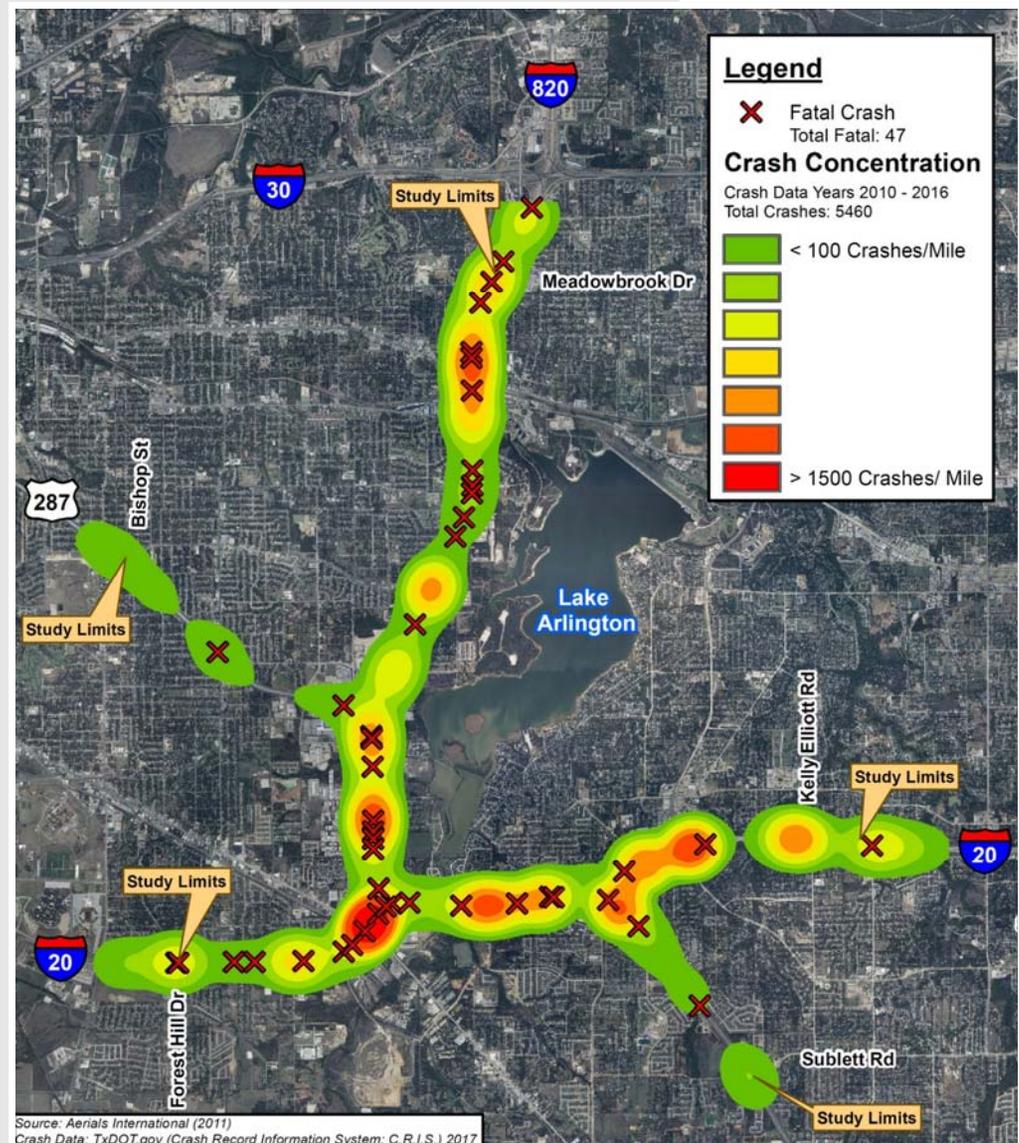
- An Origin-Destination Study will be conducted to determine major movements through the interchanges through the interchanges



# Crash Concentration

## From 2010 To 2016

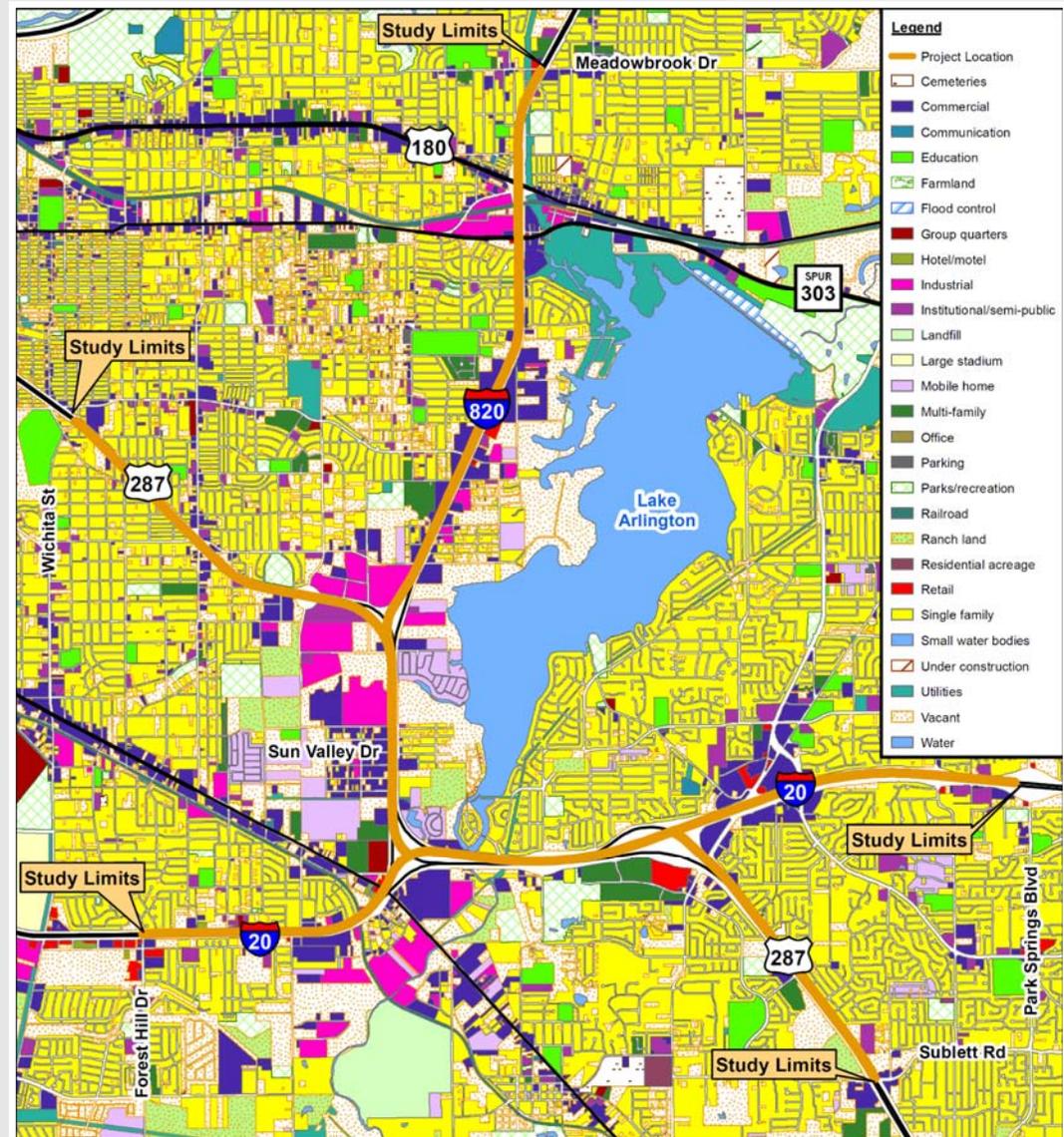
- 5,460 crashes
- 47 fatalities



# Land Uses

## Variety along Corridor

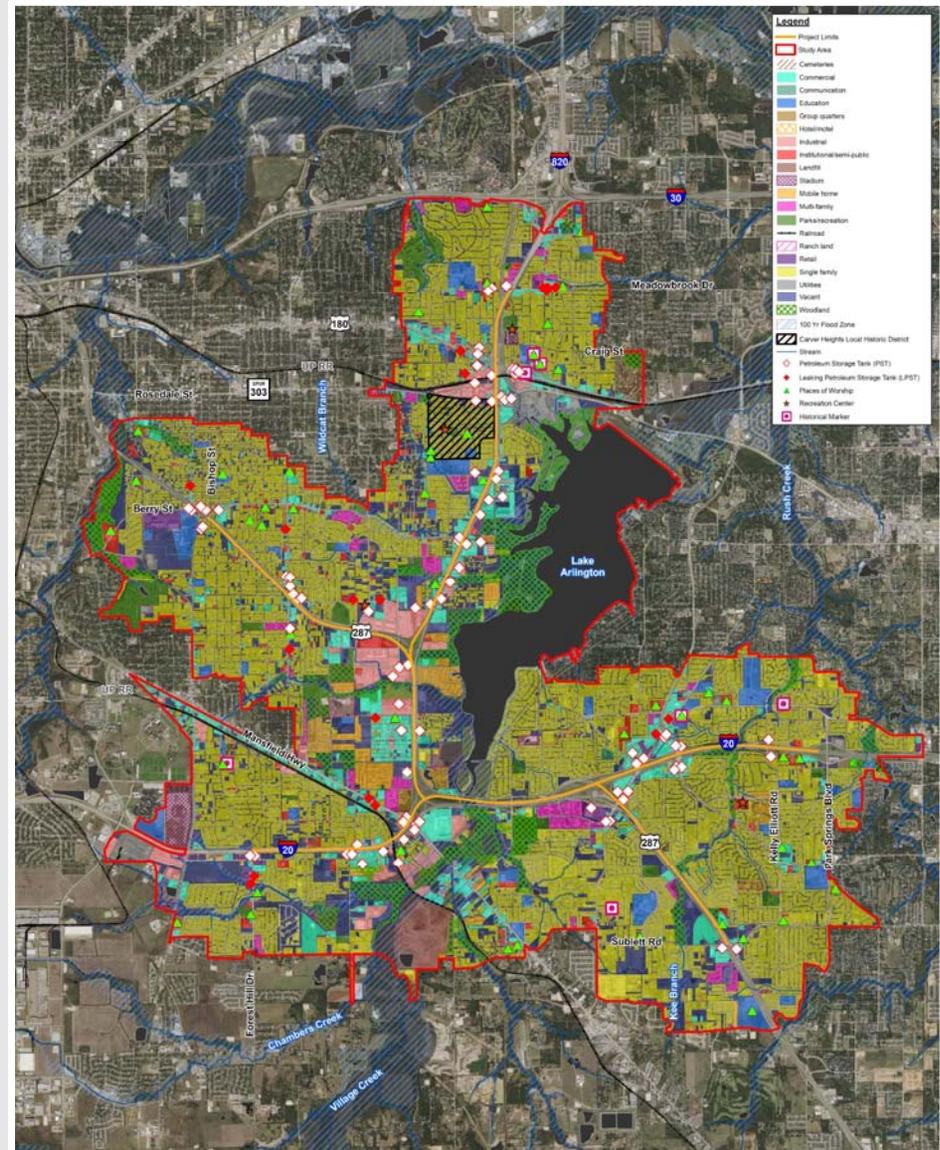
- Residential
- Commercial
- Retail
- Industrial



# Constraints Map

## Natural and Physical

- Neighborhoods
- Railroads
- Streams / Creeks
- Cultural / Historic and Archeological Resources
- Hazardous Materials (Petroleum Tanks)



# Bicycle Routes



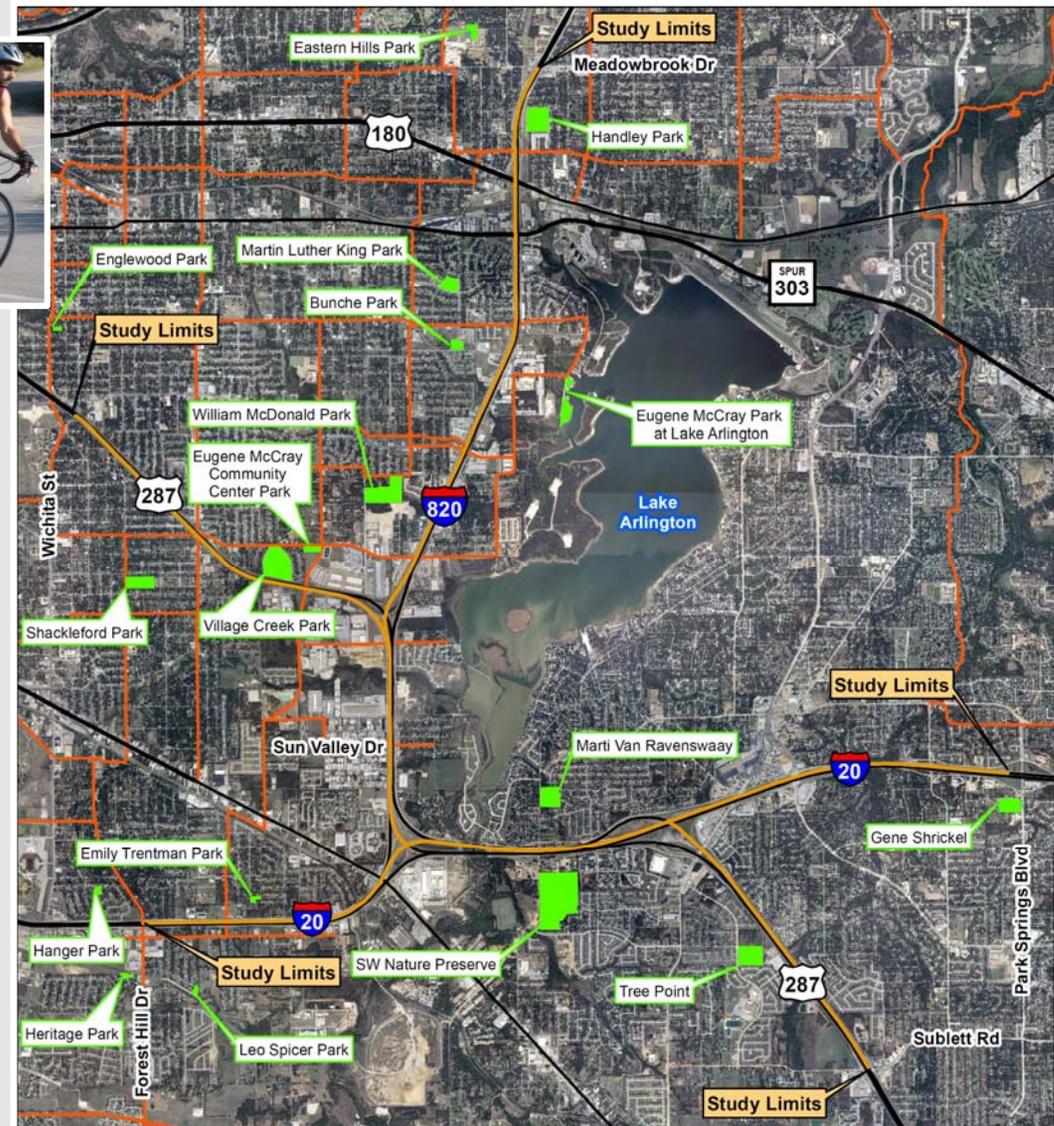
## Crossing Corridor

- Shared Use Lanes
- Bike Lanes
- Veloweb



## Connecting:

- Neighborhoods
- Schools
- Parks
- Recreation Centers
- Employment



- Project Study Area
- Project Goals & Objectives
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- Project History & Data
-  ■ Alternatives Being Considered
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# Alternatives Being Considered



- **Alternative 1** - No-Build / Do Nothing Alternative
- **Alternative 2** - Reversible Tolloed Managed\* or Express Lanes  
*\* Previously Developed Alternative – Satisfactory Approval to Proceed in 2005*
- **Alternative 3** - Bi-directional Express Lanes
- **Alternative 4** - Bi-directional Tolloed Managed Lanes
- **Alternative 5** - Extend Tolloed Managed Lanes to IH 30
- **Alternative 6** - Add Capacity as General Purpose (GP) Lanes with Interchange Reconfiguration to eliminate left-hand Entrance & Exit Ramps
- Pedestrian and Bicycle Accommodations for all Alternatives
- Combination of the Above

## Tolled Managed Lanes

- Limited access lanes serving through movements managed through vehicle occupancy and price (toll)
- Fewer entrances and exits to avoid congestion from local trips
- Dynamically priced tolled lanes that provide discounted tolls for HOVs during peak periods of congestion
- Speeds are guaranteed because of dynamically priced tolls

## Express Lanes

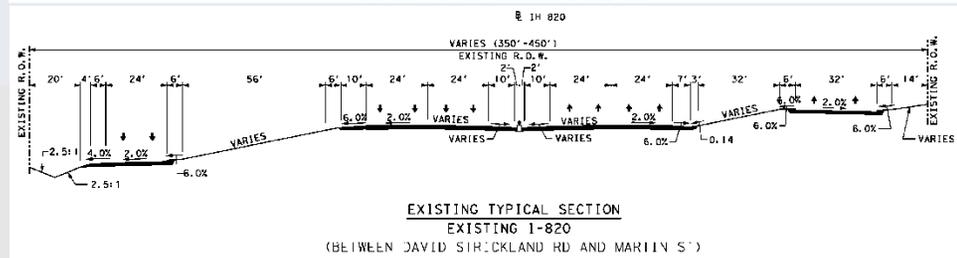
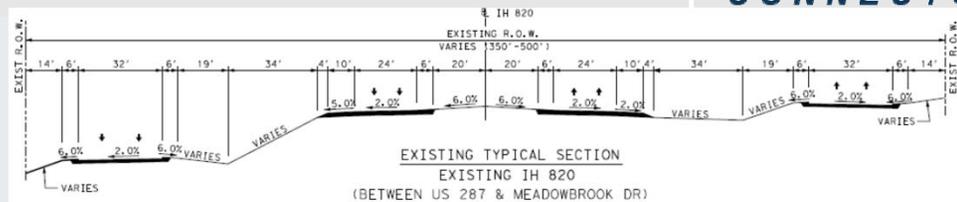
- Limited access lanes serving through movements that are toll free
- Fewer entrances and exits to avoid congestion from local trips
- Additional tax funding allows for roadway to be built without tolls
- Speeds are not guaranteed

- Baseline Alternative
- No Improvements on Project Corridor
- Includes Mobility 2040 Recommendations outside Project Corridor
- Includes Mobility 2040 Regional Congestion Mitigation Strategies
- Includes Maintenance

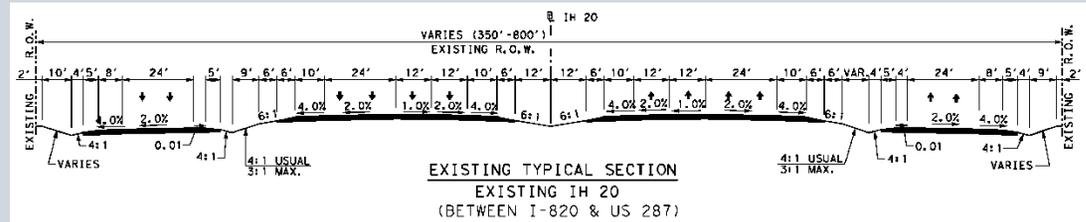
# Alt 1 – No-Build / Do Nothing



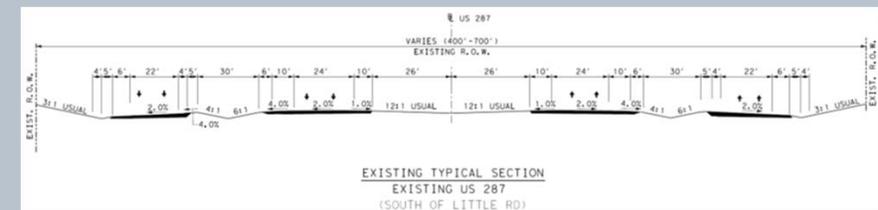
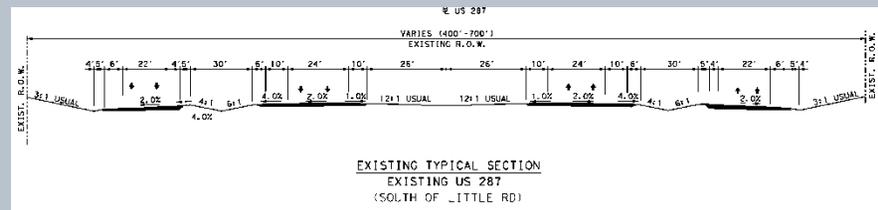
- Existing 2 to 4 GP Lanes per direction
- Existing 2 FR Lanes per direction



- Existing 4 to 5 GP Lanes per direction
- Existing 2 FR Lanes per direction



- North (IH 820 to Bishop Street)
- Existing 3 GP Lanes per direction
  - Existing 2 FR Lanes per direction
- South (IH 20 to Sublett Road)
- Existing 2 GP Lanes per direction
  - Existing 2 FR Lanes per direction



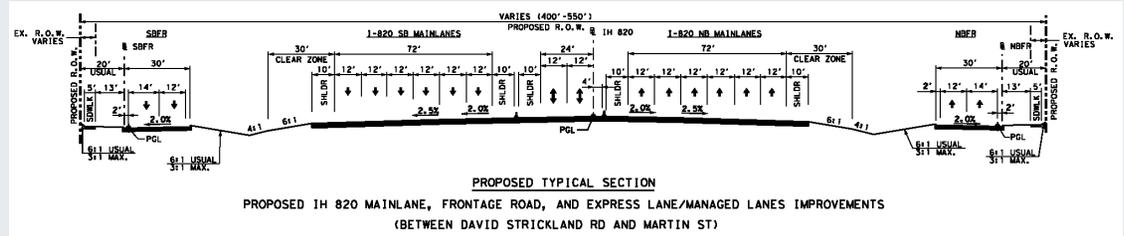
# Alt 2 – Reversible Managed\*/Express Lanes



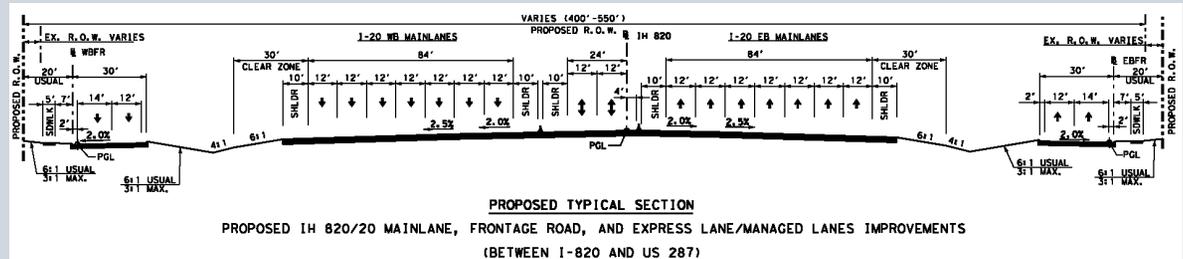
\* Previously Developed Alternative except for *Bike/Ped* and *2-lane FR*



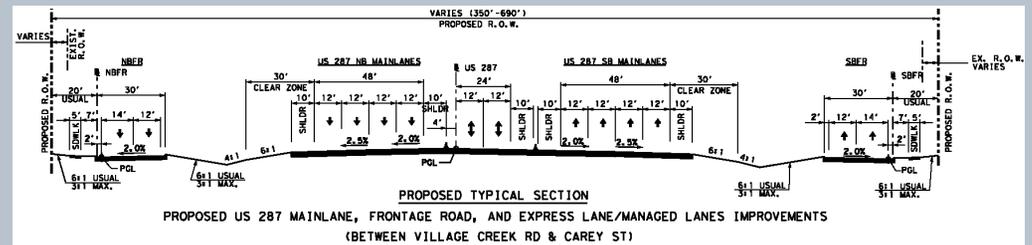
- Add 2 GP Lanes per direction
- Add 2 Rev Tolled Managed Lanes
- Add Sidewalks and Shared-Use Bicycle Lanes on FR



- Add 1 GP Lane per direction
- Add 2 Rev Tolled Managed Lanes
- Add Sidewalks and Shared-Use Bicycle Lanes on FR

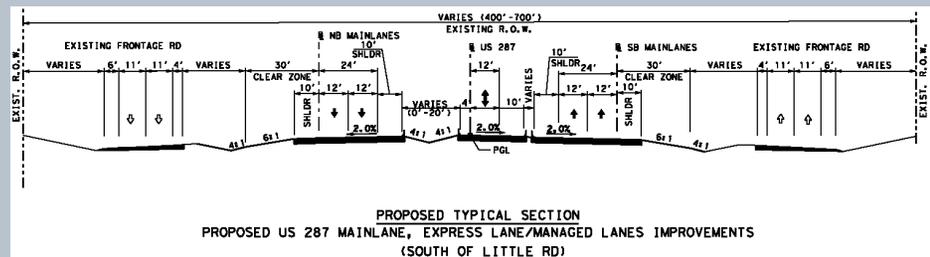


- North (*IH 820 to Bishop Street*)
- Add 1 GP/Aux Lane per direction
  - Add 2 Rev Tolled Managed Lanes
  - Add Sidewalks and Shared-Use Bicycle Lanes on FR



South (*IH 20 to Sublett Road*)

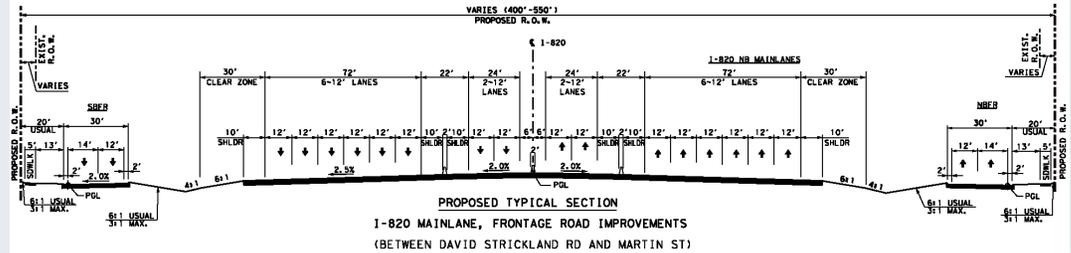
- Add 1 Rev Tolled Managed Lane in median



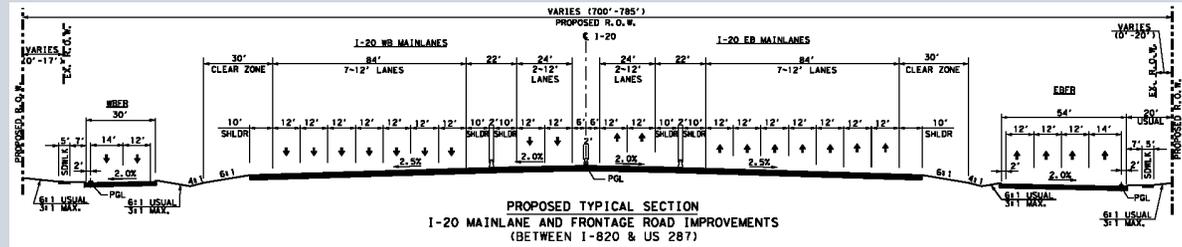
# Alt 3 – Bi-Directional Express Lanes



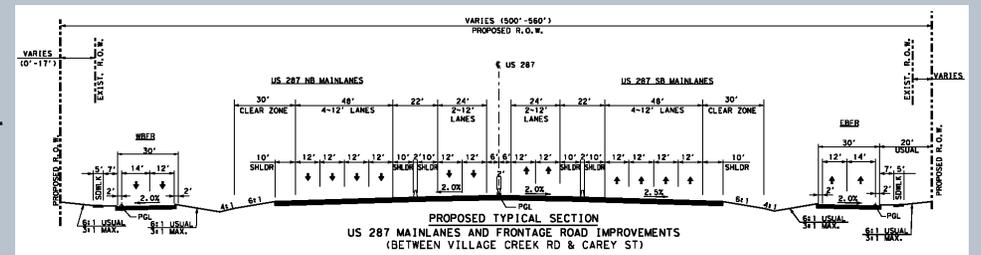
- Add 2 GP Lanes per direction
- Add 1 or 2 Express Lanes per direction\*
- Add Sidewalks and Shared-Use Bicycle Lanes on FR



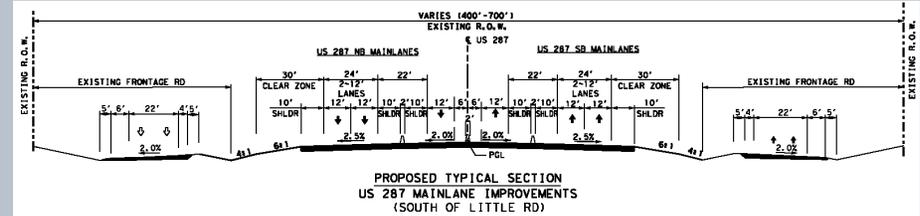
- Add 1 GP Lane per direction
- Add 1 or 2 Express Lanes per direction\*
- Add Sidewalks and Shared-Use Bicycle Lanes on FR



- North (IH 820 to Bishop Street)
- Add 1 GP/Aux Lane per direction
  - Add 1 or 2 Express Lanes per direction\*
  - Add Sidewalks and Shared-Use Bicycle Lanes on FR



- South (IH 20 to Sublett Road)
- Add 1 Express Lane per direction in median

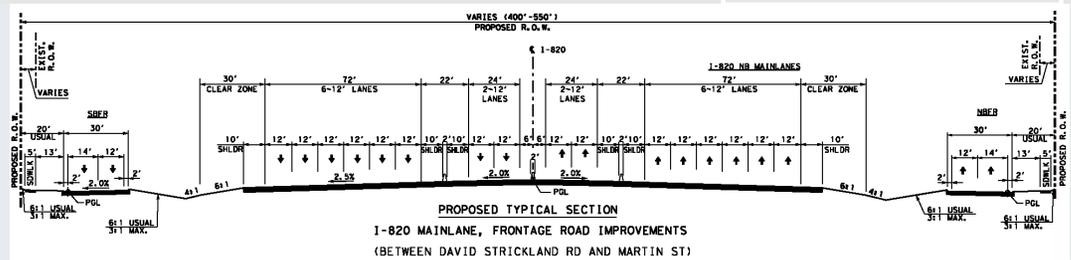


\*: Investigate Express Lane(s) from US 287 North to US 287 South with no connection to IH 20

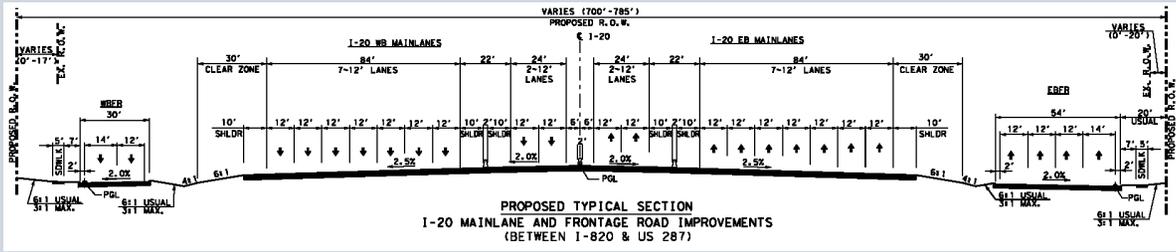
# Alt 4 – Bi-Directional Managed Lanes



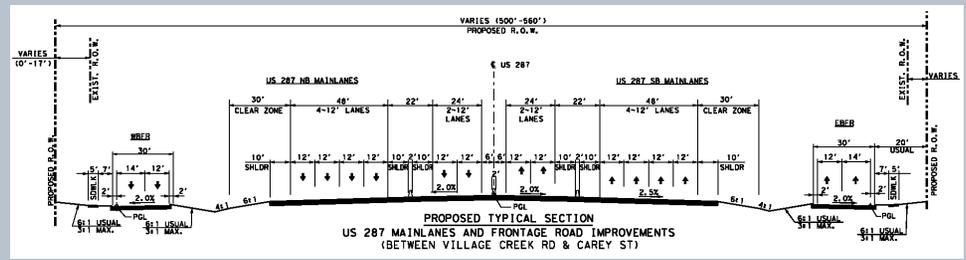
- Add 2 GP Lanes per direction
- Add 1 or 2 Tolloed Managed Lanes per direction\*
- Add Sidewalks and Shared-Use Bicycle Lanes on FR



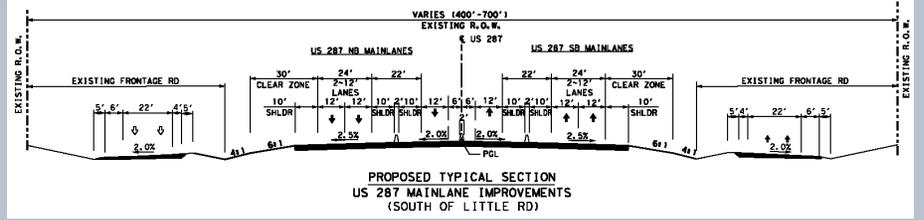
- Add 1 GP Lane per direction
- Add 1 or 2 Tolloed Managed Lanes per direction\*
- Add Sidewalks and Shared-Use Bicycle Lanes on FR



- North (IH 820 to Bishop Street)
- Add 1 GP/Aux Lane per direction
  - Add 2 Tolloed Managed Lanes per direction\*
  - Add Sidewalks and Shared-Use Bicycle Lanes on FR



- South (IH 20 to Sublett Road)
- Add 1 Tolloed Managed Lane per direction in median

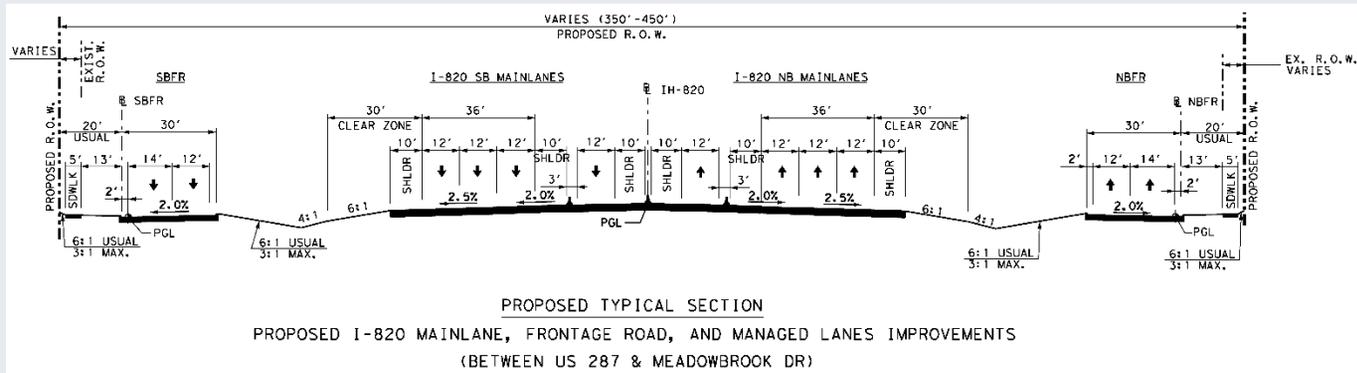


\*: Investigate Tolloed Managed Lane(s) from US 287 North to US 287 South with no connection to IH 20

# Alt 5 – Extend Managed Lanes to I-30



- Add 1 GP Lanes per direction
- Add 1 Tolloed Managed Lane per direction from US 287 northward to I-30
- Add Sidewalks and Shared-Use Bicycle Lanes on FR

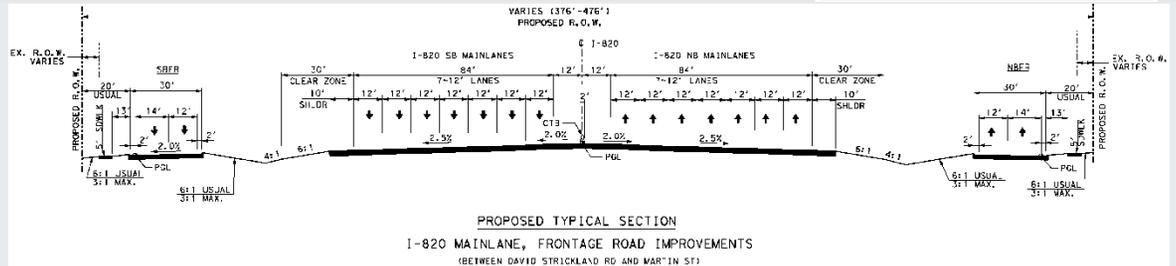


PROPOSED TYPICAL SECTION  
PROPOSED I-820 MAINLANE, FRONTAGE ROAD, AND MANAGED LANES IMPROVEMENTS  
(BETWEEN US 287 & MEADOWBROOK DR)

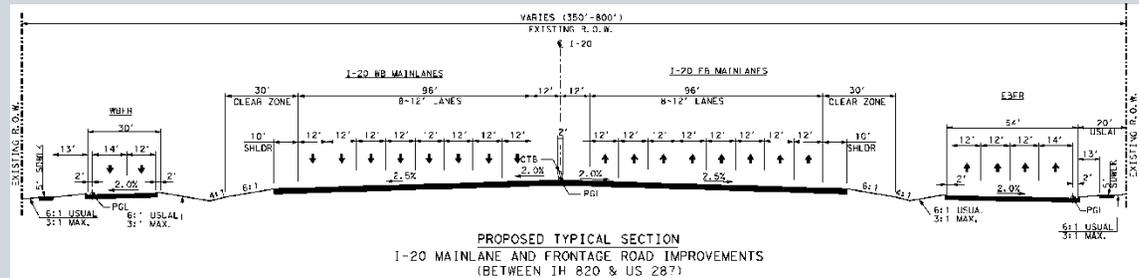
# Alt 6 – General Purpose Lanes Only



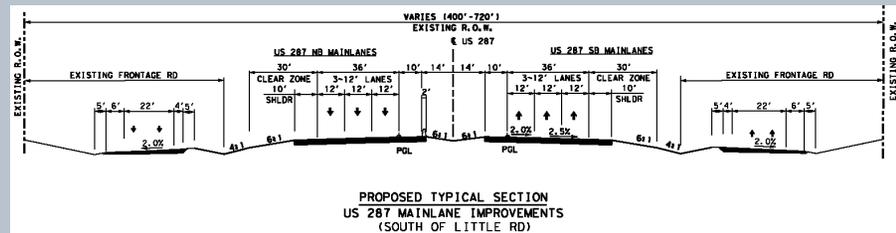
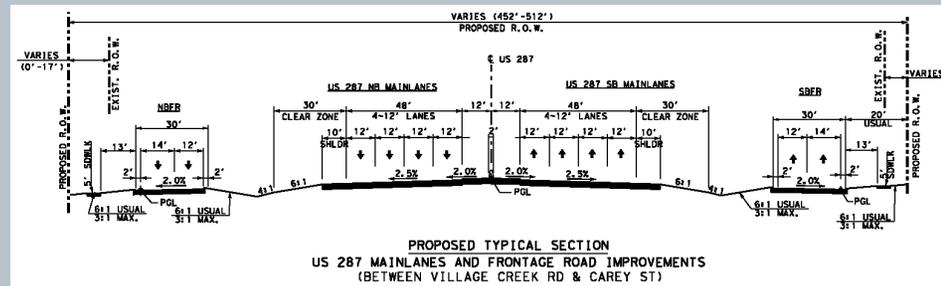
- Add 3 GP Lanes per direction
- Add Sidewalks and Shared-Use Bicycle Lanes on FR



- Add 2 GP Lanes per direction
- Add Sidewalks and Shared-Use Bicycle Lanes on FR



- North (IH 820 to Bishop Street)
- Add 1 GP/Aux Lane per direction
  - Add Sidewalks and Shared-Use Bicycle Lanes on FR
- South (IH 20 to Sublett Road)
- Add 1 GP Lane per direction in median



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## Technical Work Group

- **Up to 6 TWG Meetings**
- Representatives from Agencies, Local Governments, Chambers of Commerce, Schools:
  - TxDOT
  - FHWA
  - NTTA
  - The T
  - NCTCOG
  - FWISD, AISD, KISD
  - Tarrant County
  - Cities (Arlington, Forest Hill Fort Worth, Kennedale, and Mansfield)
  - Southeast Tarrant Transportation Coalition
  - Others

## Public Meetings & Hearing

- **Public Meeting No. 1** – Open House Format (come-and-go); Intro Study and Alternatives Being Considered
- **Public Meeting No. 2** – Open House Format (come-and-go); Refinement of Alternatives
- **Public Hearing** – Formal Presentation of the Preferred Alternative
- **Advertisements**
- **Legal Notices**
- **Press Releases**

## Other Outreach

- Project Website through [www.txdot.gov](http://www.txdot.gov)  
Keyword Search: **Southeast Connector**
- Newsletters
- Mailing List
- Postcards
- Surveys
- On-call Presentations / Briefings
- Meetings with Affected Property Owners (MAPOs)
- Workshops

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# Project Schedule



TASKS	2017				2018				2019			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Data Collection	■											
Alternatives Analysis *		■										
Technical Work Group Meetings		▲	▲		▲	▲			▲	▲		
Public Meeting 1			◆									
Traffic Analysis			■									
Value Engineering Study						●						
Public Meeting 2							◆					
Preliminary Design Schematic					■							
Environmental Assessment				■								
Public Hearing										◆		
Finding of No Significant Impact (FONSI)											★	
Right-of-Way Mapping and Appraisals **										■		
Detailed Design **											■	
Construction **												➔

\* Alternatives are based on currently available Mobility 2040 data  
 \*\* Pending Availability of Funding

Subject to Change

## TxDOT Project Manager & Project Website:



TxDOT Fort Worth District  
ATTN: Curtis Loftis, P.E.  
2501 S.W. Loop 820  
Fort Worth, TX 76133



[Curtis.Loftis@txdot.gov](mailto:Curtis.Loftis@txdot.gov)



817.370.6807



[www.txdot.gov](http://www.txdot.gov)

Keyword Search: [Southeast Connector](#)

*Thank You*

# Feedback, Comments, and Questions?

