

I-820 HISTORY

1955

A study authorized by the Texas Highway Commission recommends a traffic loop around Fort Worth.

1958

The first segment of the loop is completed from McCart Avenue to U.S. 377.

1965

Southeast Loop I-820 is completed from Hemphill Street to SH 121.

1966

Northeast Loop I-820 is completed from SH 121 to I-35W.

1969

Northwest Loop I-820 is completed from I-35W to Spur 496 (present-day Business U.S. 287).

1973

I-820/I-20 East Interchange is completed.

1975

I-30/I-820 West Interchange is completed.

1977

Northwest Loop I-820 is completed as a six-lane highway with frontage roads from Spur 496 to I-30.

1978

Northeast Loop I-820 is expanded from four lanes to eight lanes from SH 10 to Bedford Euless Road.

1982

Southwest Loop I-820 is completed as a six-lane highway with frontage roads from US 80 (present-day Spur 580) to Hulen Street and completes the continuous loop around Fort Worth.

1991

I-30/I-820 East Interchange is completed.

2001

I-820/SH 121/SH 26/FM 1938 Northeast Interchange is completed.

2000-2005

The TxDOT Fort Worth District initiates design and environmental studies to address traffic congestion, traffic operations, and safety for the southeast Loop I-820 (including the I-20 and US 287 interchanges); public meetings were conducted in 2001 and 2003.

2016

The Fort Worth District initiates updated design and environmental studies for the I-820 Southeast Corridor that will involve public meetings and a public hearing.