



FORT WORTH DISTRICT

City of Fort Worth Community Meeting Southeast Connector

I-20, I-820 & US 287
September 15, 2018

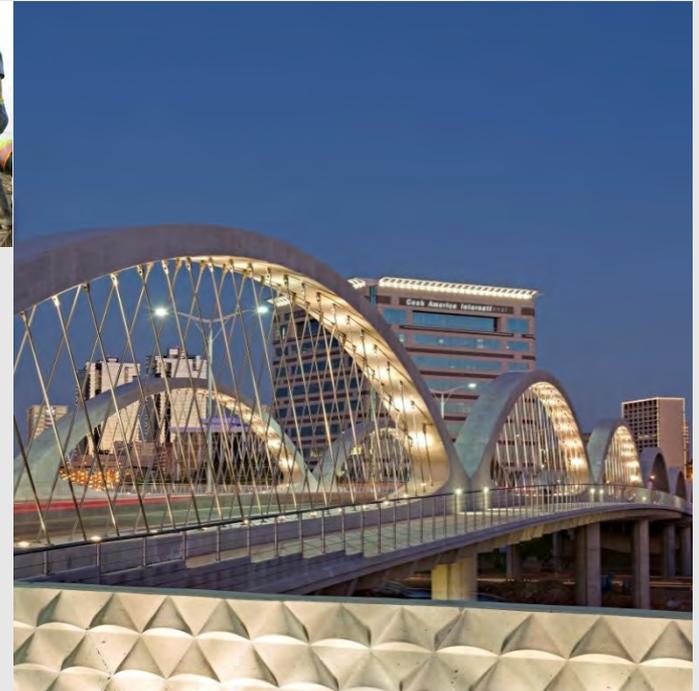


Photo by Liam Frederick



Agenda

- 1 Southeast Connector Study Area
- 2 Project History, Issues, and Constraints
- 3 Study Goals & Objectives
- 4 Recommended Alternative
- 5 Public / Agency Outreach & Involvement
- 6 July 19, 2018 Public Meeting – Stats & Feedback
- 7 Project Schedule
- 8 Project Contact Information
- 9 Questions



Southeast Connector Study Area

I-20

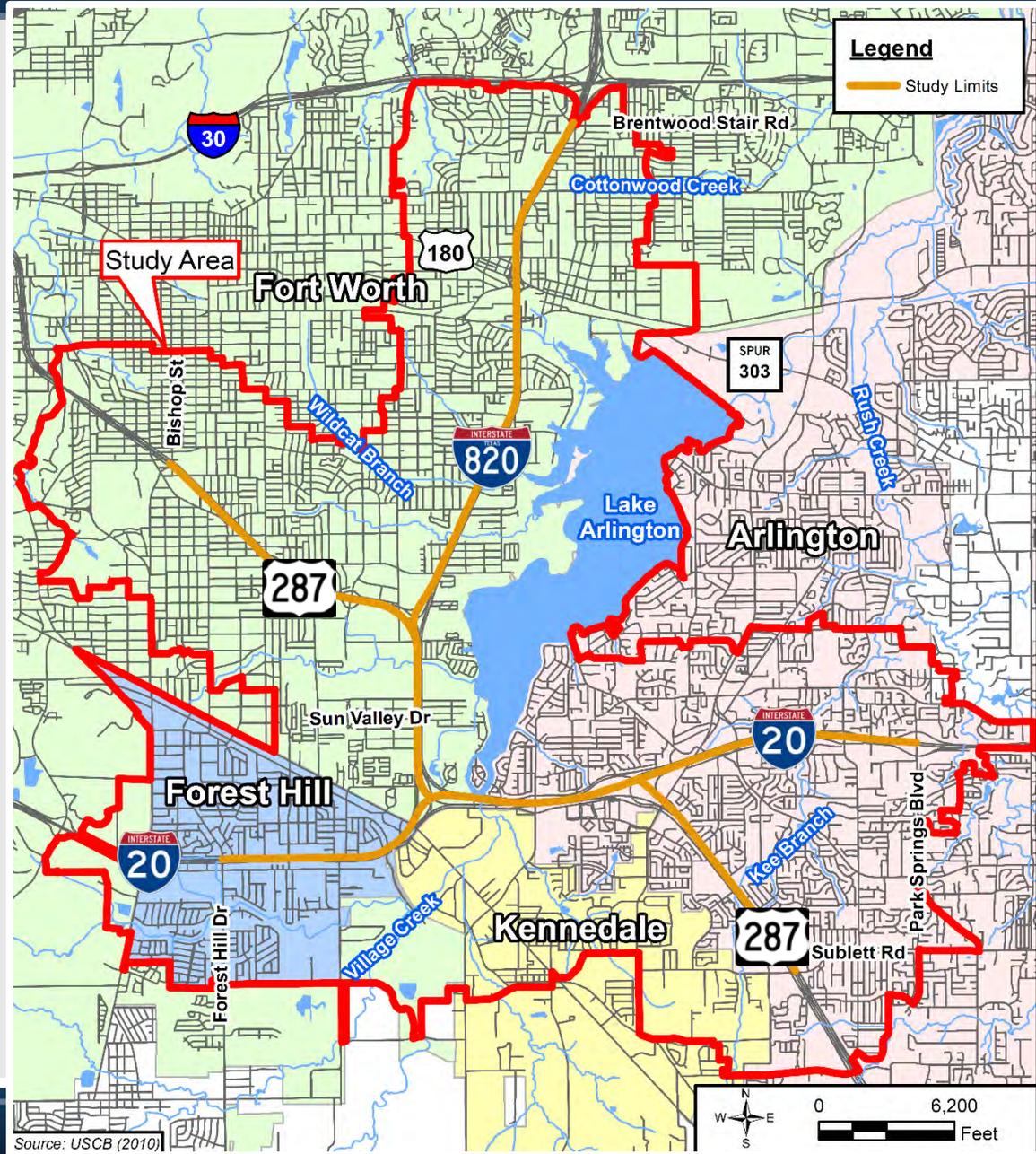
- From Forest Hill Drive To Park Springs Boulevard

I-820

- From I-20 To Brentwood Stair Road

US 287

- From Bishop Street To Sublett Road





Project History



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

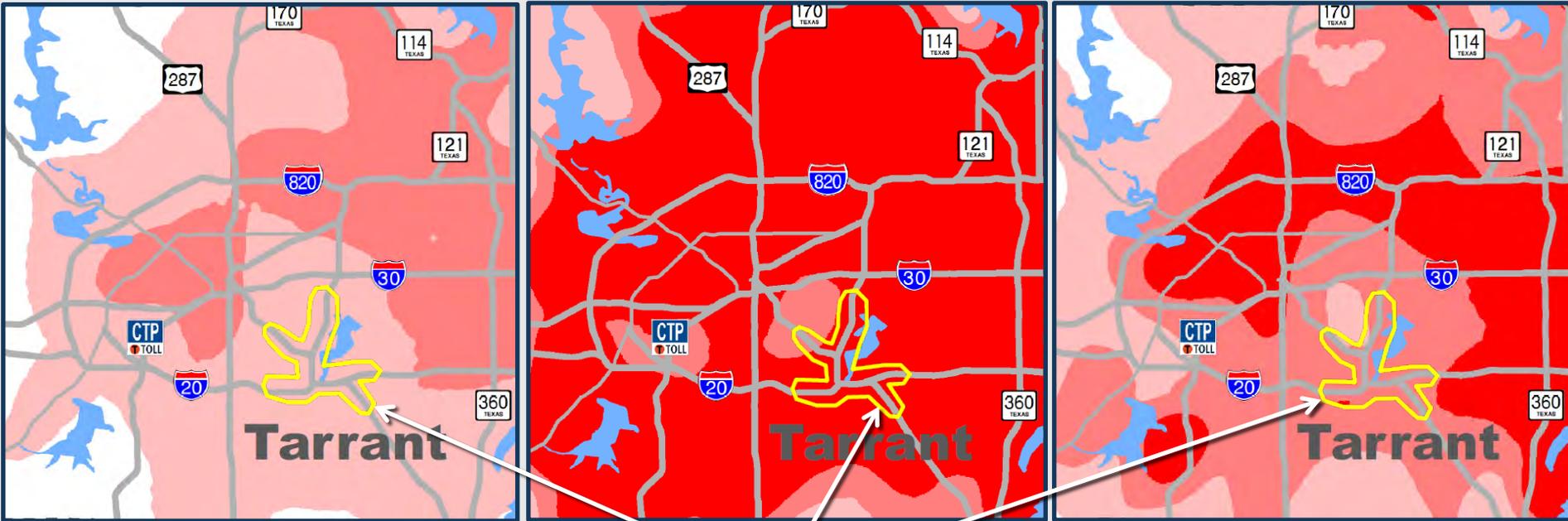


Congestion Levels / Delay

Year 2018
Current Congestion

Year 2045
No-Build Scenario

Year 2045
MTP¹ Build Scenario



¹ Metropolitan Transportation Plan (MTP)

Study Area

Congestion Index*

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

Source: MTP¹ Draft Mobility 2045, NCTCOG

* Congestion Index is based on a percent increase in travel time.

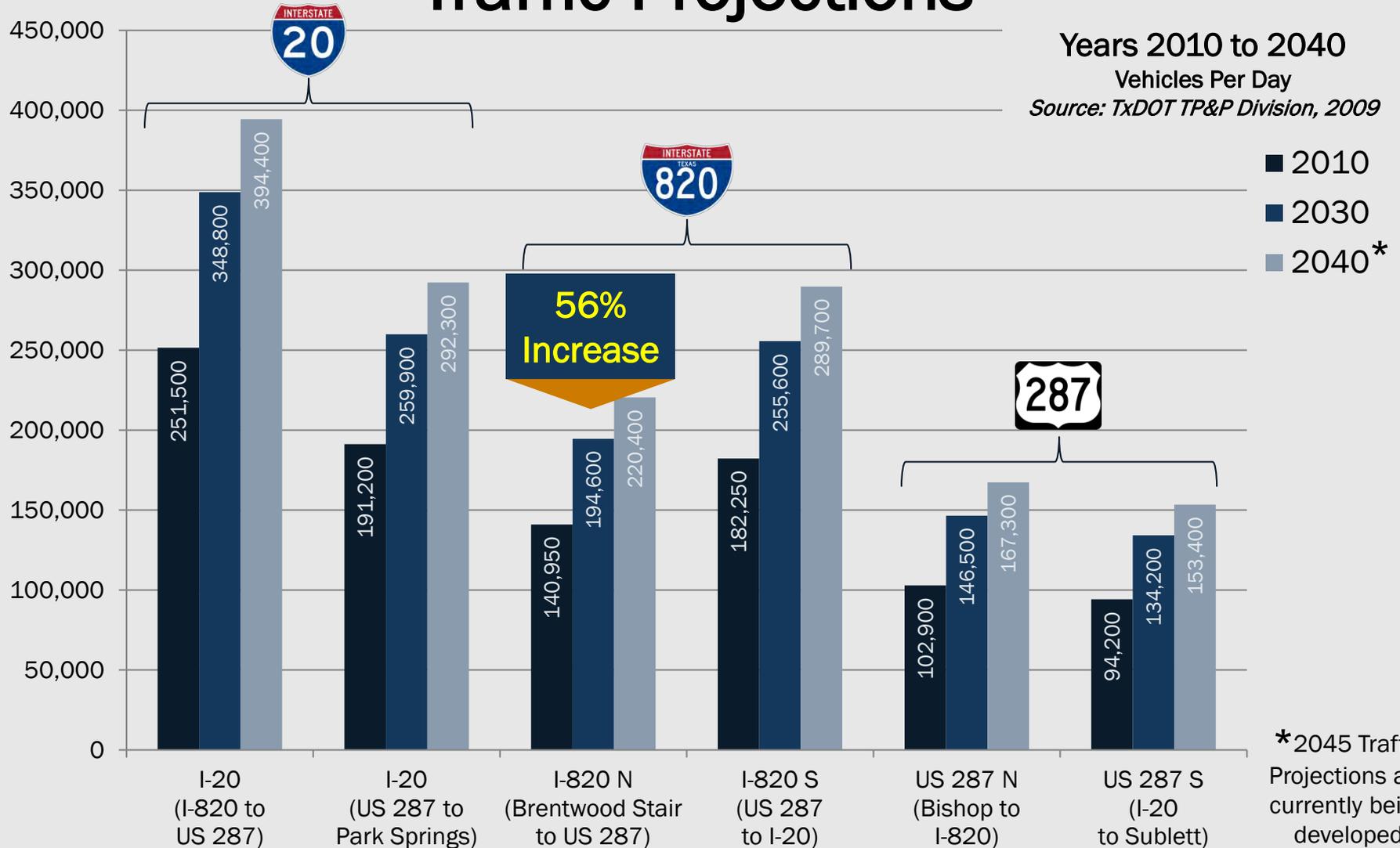


Traffic Projections

Years 2010 to 2040

Vehicles Per Day

Source: TxDOT TP&P Division, 2009

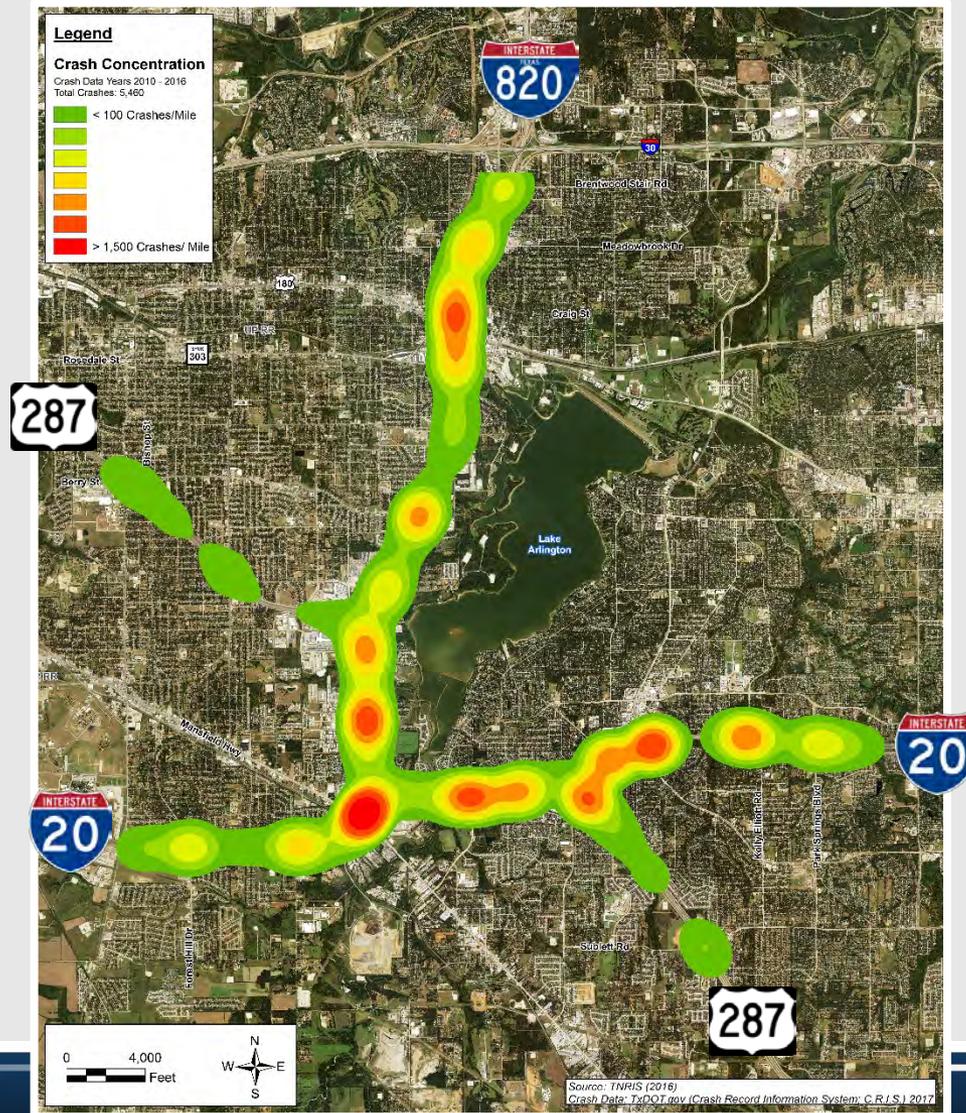




Crash History & Concentration

From 2010 to 2016

- 5,460 Crashes
- 47 Fatalities
- A main goal of the project is to improve safety

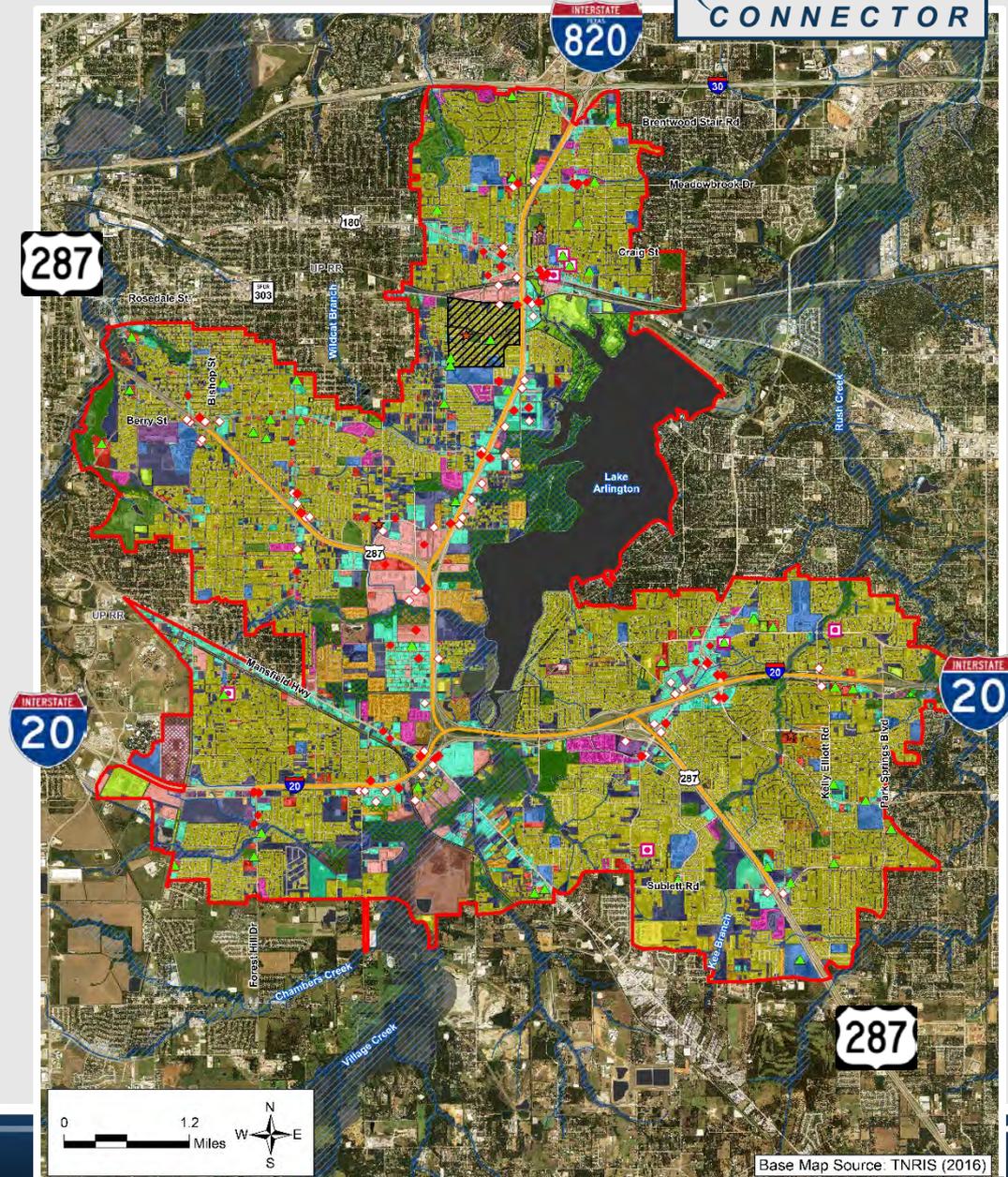




Study Area Constraints Map

LEGEND

- Project Limits
- Study Area
- Cemeteries
- Commercial
- Communication
- Education
- Group quarters
- Hotel/motel
- Industrial
- Institutional/semi-public
- Landfill
- Stadium
- Mobile home
- Multi-family
- Parks/recreation
- Railroad
- Ranch land
- Retail
- Single family
- Utility
- Vacant
- Woodland
- 100 Yr Flood Zone
- Carver Heights Local Historic District
- Stream
- Petroleum Storage Tank (PST)
- Leaking Petroleum Storage Tank (LPST)
- Places of Worship
- Recreation Center
- Historical Marker





Study Goals & Objectives

- Improve Safety
- Improve Mobility
- Improve Operations
- Provide Transportation Options
- Develop Safe Transportation Solutions
- Update and Modernize a Design from the early 1960s





Recommended Alternative

Along I-20 between I-820 and US 287



- Reconstruct existing interchanges
- Add general purpose lanes
- Construct collector-distributor road systems

Along I-820 between I-20 and US 287



- Reconstruct and add general purpose lanes

Throughout the Project Study Limits



- Reconstruct interchanges
- Widen or Reconstruct general purpose lanes
- Modify ramp locations
- Eliminate left-hand exits
- Reconstruct frontage roads with shared use lanes
- Add sidewalks



Recommended Alternative

The recommended alternative **DOES NOT** include tolled managed or express lanes.



IMPROVE
SAFETY



IMPROVE
MOBILITY



IMPROVE
OPERATIONS



PROVIDE
TRANSPORTATION
OPTIONS



DEVELOP SAFE
TRANSPORTATION
SOLUTIONS



Public / Agency Outreach & Involvement

Technical Work Group (TWG)

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

Public Meeting & Hearing

- **Public Meeting** – Open House Format; Recommended Alternative and Alternatives Considered
- **Public Hearing** – Formal Presentation describing the Preferred Alternative and Environmental Studies
- **Advertisements**
- **Legal Notices**
- **Press Releases**
- **Public Input**
- **Public Comment**

Other Outreach

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



July 19, 2018 Public Meeting – Quick Stats

- ▶ 273 Attended
 - ▶ 203 General Public
 - ▶ 14 Elected Officials
 - ▶ 56 Project Representatives

- ▶ 174 Written Comments
 - ▶ 33 Received at Meeting
 - ▶ 115 E-mailed
 - ▶ 26 Mailed





Public Input Continues

Future Public Hearing

On-Call Presentations

Town Hall Meetings

Meeting with Property Owners

Workshops



Comments in Study Area

NB Entrance Ramp from Meadowbrook

- 88 Comments

SB Entrance Ramp from Brentwood Stair

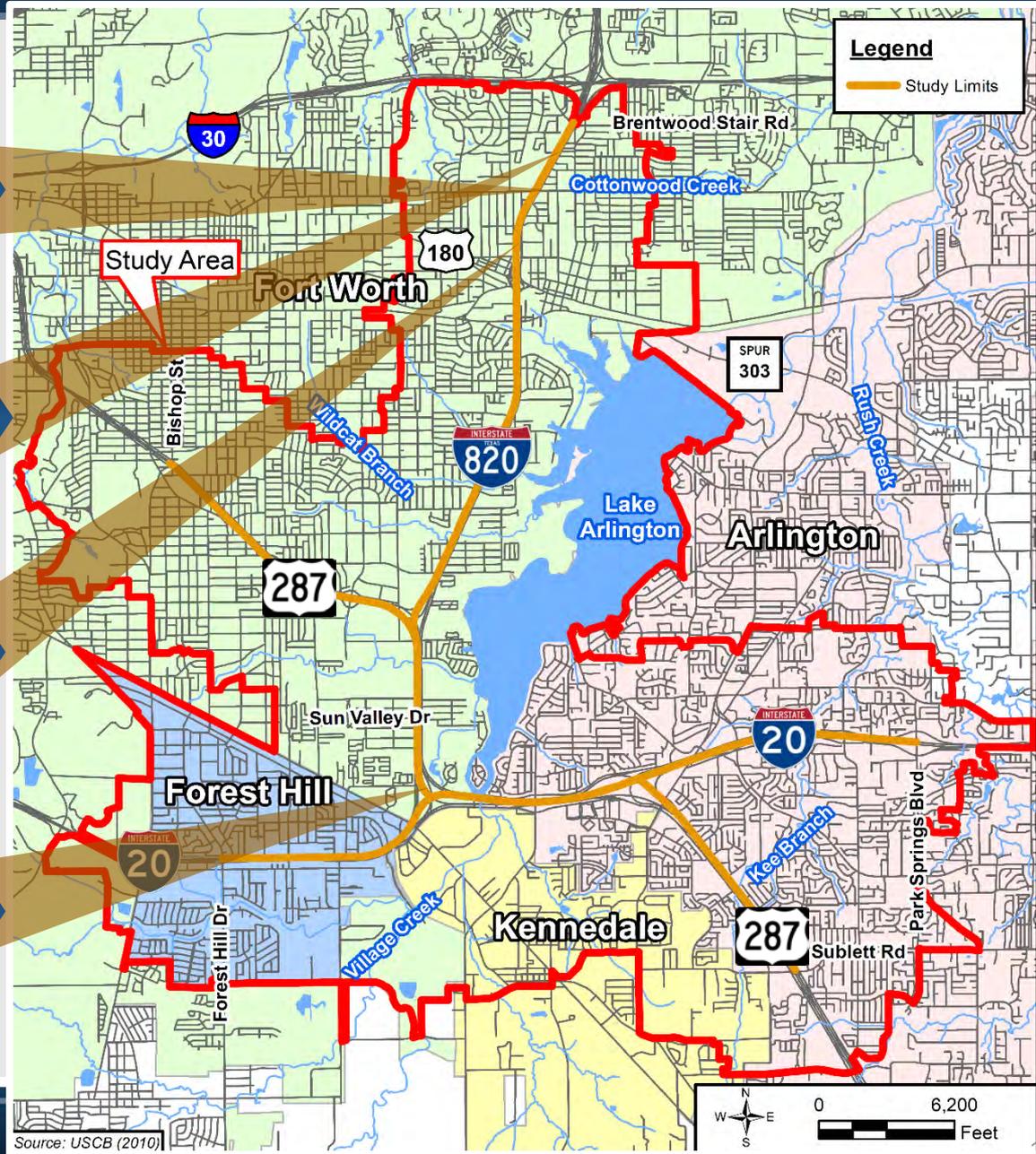
- 49 Comments

Craig Street Bridge Access / Ped Bridge

- 25 Comments

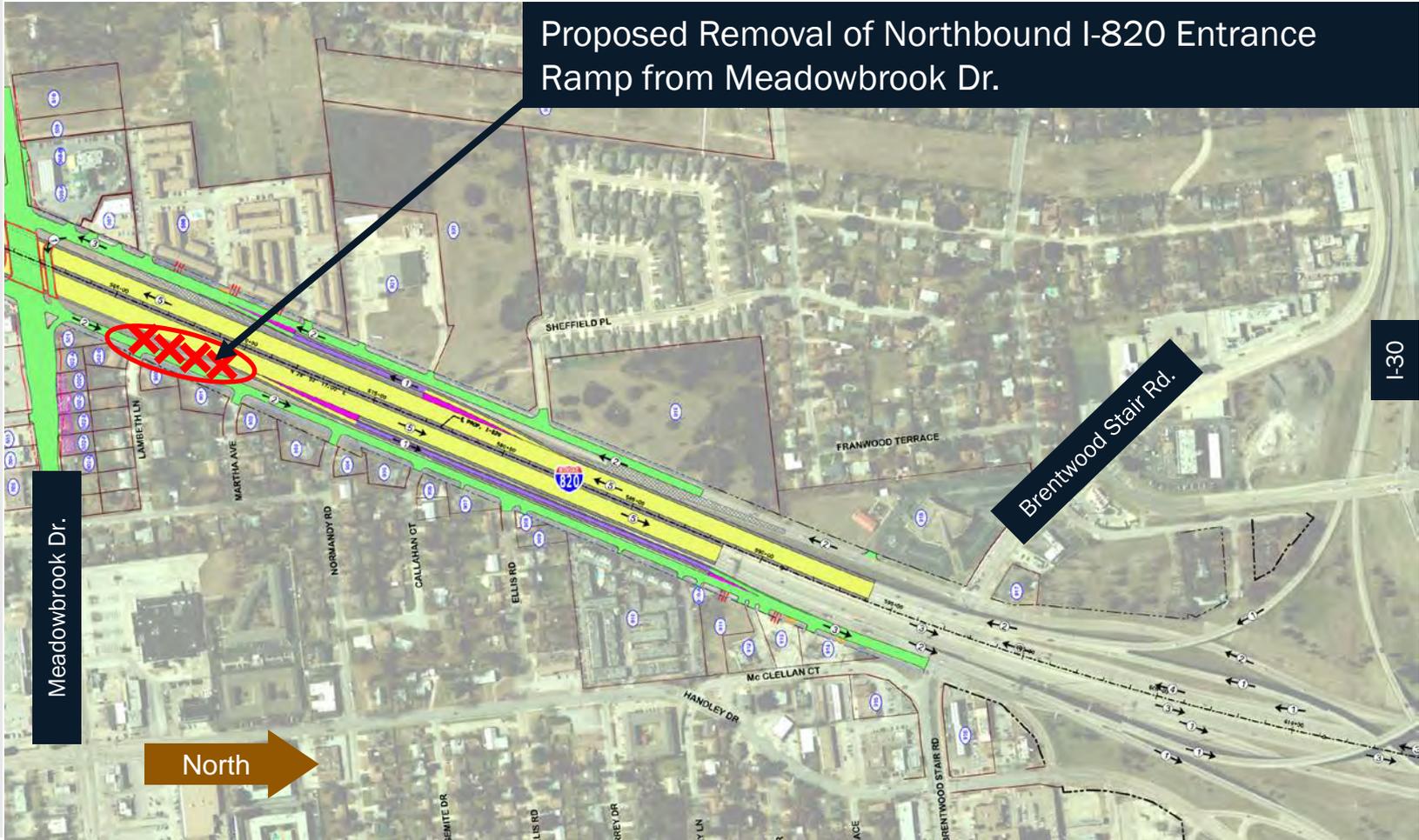
Noise Wall Study

- 51 Comments





Northbound Entrance Ramp from Meadowbrook





Northbound Entrance Ramp from Meadowbrook

WHY?

- **Congestion and Safety**
- Conflicts with Exit to Brentwood Stair and I-30 Direct Connections causing heavily congested weaving movements and accidents
- Distance between ramps near minimum spacing lengths described in roadway design guidelines



Northbound Entrance Ramp from Meadowbrook

PROPOSED ALTERNATE ROUTES

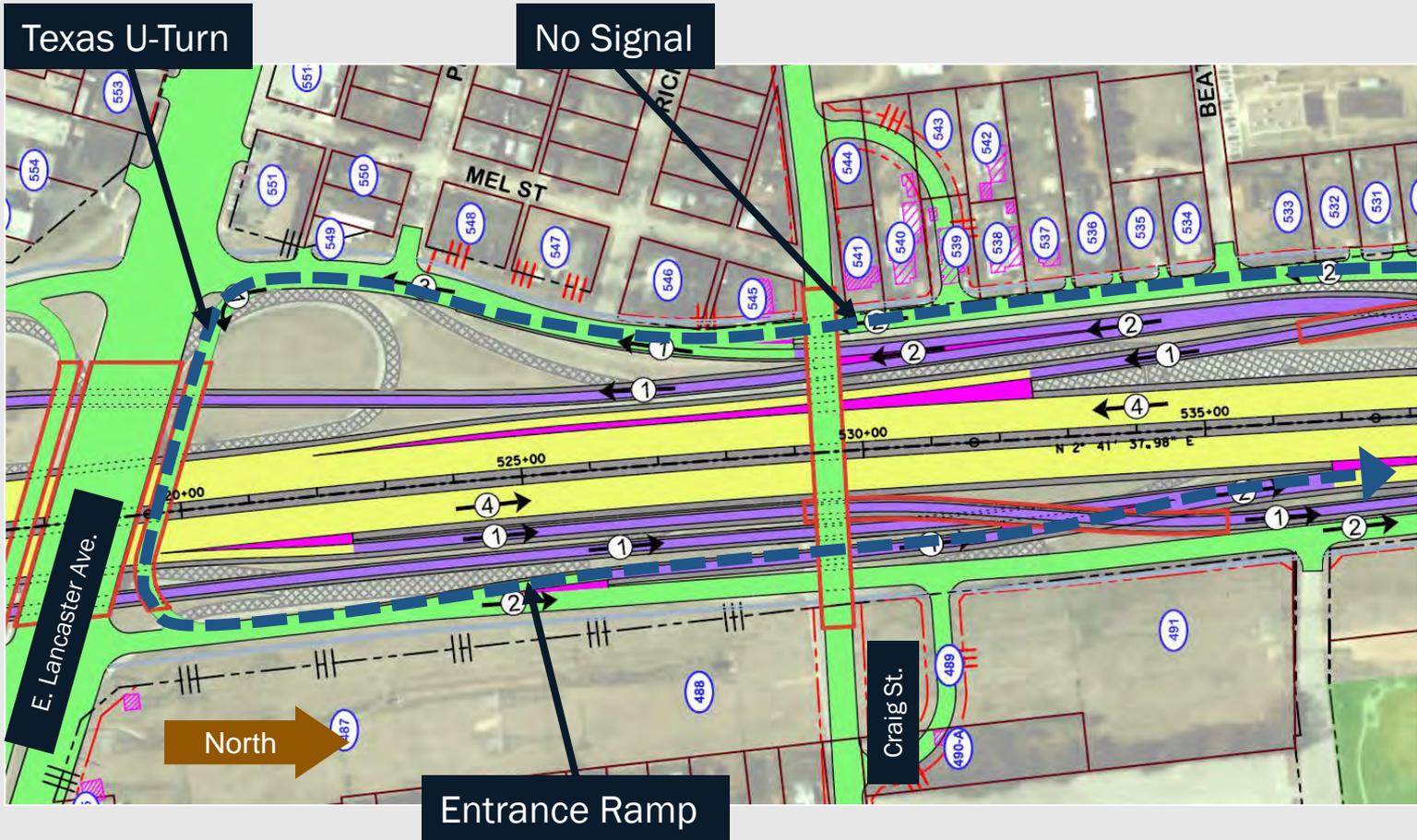
- A. Head south toward Lancaster Ave, use the improved U-turn lane, and take northbound I-820 entrance ramp





Northbound Entrance Ramp from Meadowbrook

PROPOSED ALTERNATE ROUTE A





Northbound Entrance Ramp from Meadowbrook

PROPOSED ALTERNATE ROUTES

B. Head north through Brentwood Stair Rd intersection to go north on I-820 or east on I-30





Northbound Entrance Ramp from Meadowbrook

PROPOSED ALTERNATE ROUTES

C. Head toward Brentwood Stair Rd and Bridgewood Dr to go west on I-30





Northbound Entrance Ramp from Meadowbrook

PROPOSED ADDITIONAL ALTERNATIVES TO BE EVALUATED

- No-Build (Do Nothing)
- Adding entrance ramp from Meadowbrook Dr and exit ramp to Brentwood Stair Rd as they currently exist
- Adding entrance ramp from Meadowbrook Dr and removing the exit ramp to Brentwood Stair Rd
- Removing the exit ramp to Brentwood Stair Rd but adding a northbound bypass frontage road lane for Brentwood Stair Rd under Meadowbrook Dr bridge
- Adding braided ramps (*ramps that are bridged, one over the other*) for entrance from Meadowbrook Dr and exit to Brentwood Stair Rd

Evaluate all alternatives for right-of-way impacts*, mobility, and traffic operations for safety.

***Most of these alternatives would require additional right-of-way.**



Example of “Bypass Frontage Road Lane”

- Northbound US 75 at Legacy Dr in Plano



Image from Google.com street view



Example of “Braided Ramps”

- Eastbound I-30 exit to Nolan Ryan Expwy/Baird Farm Rd/ AT&T Way in Arlington

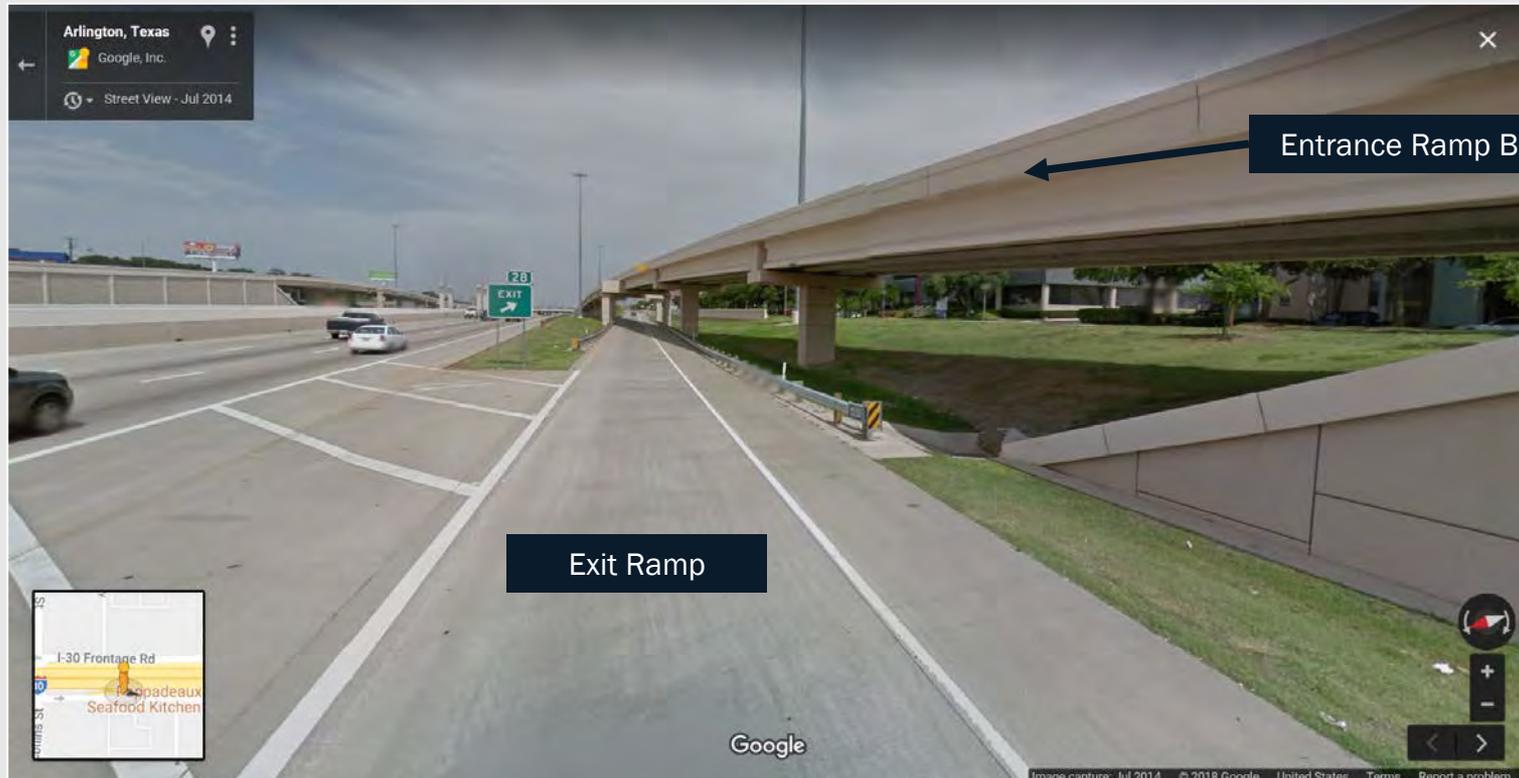


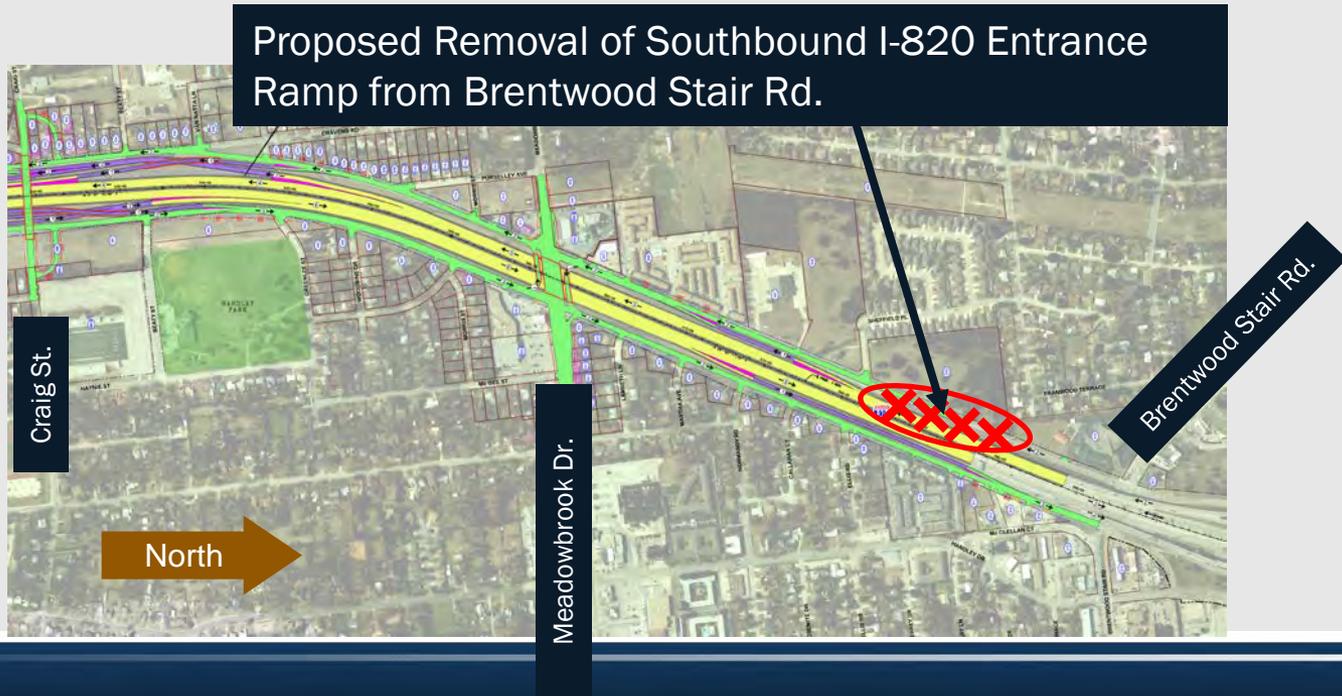
Image from Google.com street view



Southbound Entrance Ramp from Brentwood Stair

WHY?

- Congestion and Safety
- Conflicts with I-30 Direct Connections and Exit Ramp to Meadowbrook Dr causing heavily congested weaving movements
- Distance between ramps near minimum spacing lengths described in roadway design guidelines





Southbound Entrance Ramp from Brentwood Stair

PROPOSED ALTERNATE ROUTE

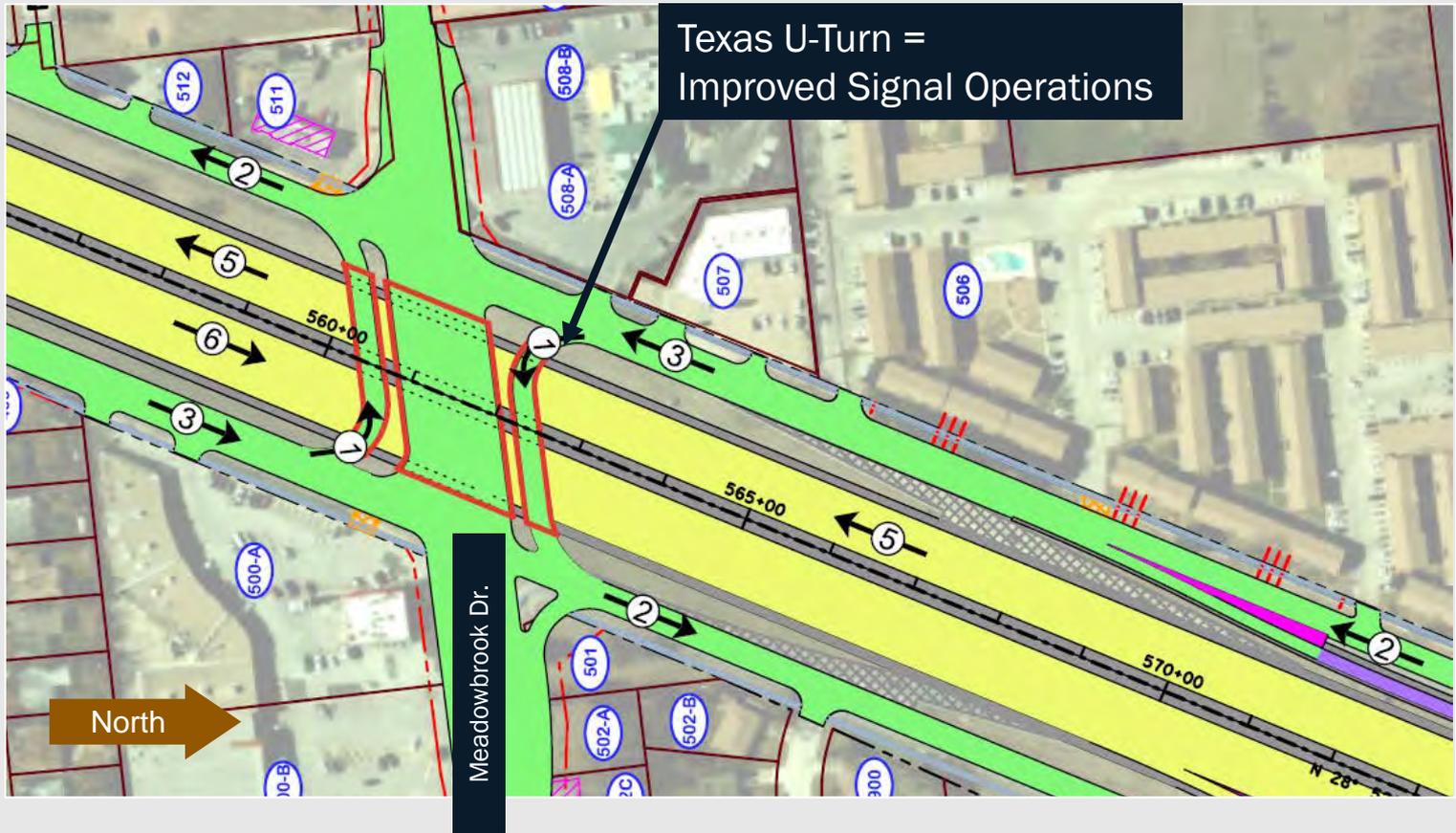
- Head south through Meadowbrook Dr. and take improved entrance ramp to southbound I-820





Southbound Entrance Ramp from Brentwood Stair

PROPOSED ALTERNATE ROUTE





Southbound Entrance Ramp from Brentwood Stair

PROPOSED ADDITIONAL ALTERNATIVES TO BE EVALUATED

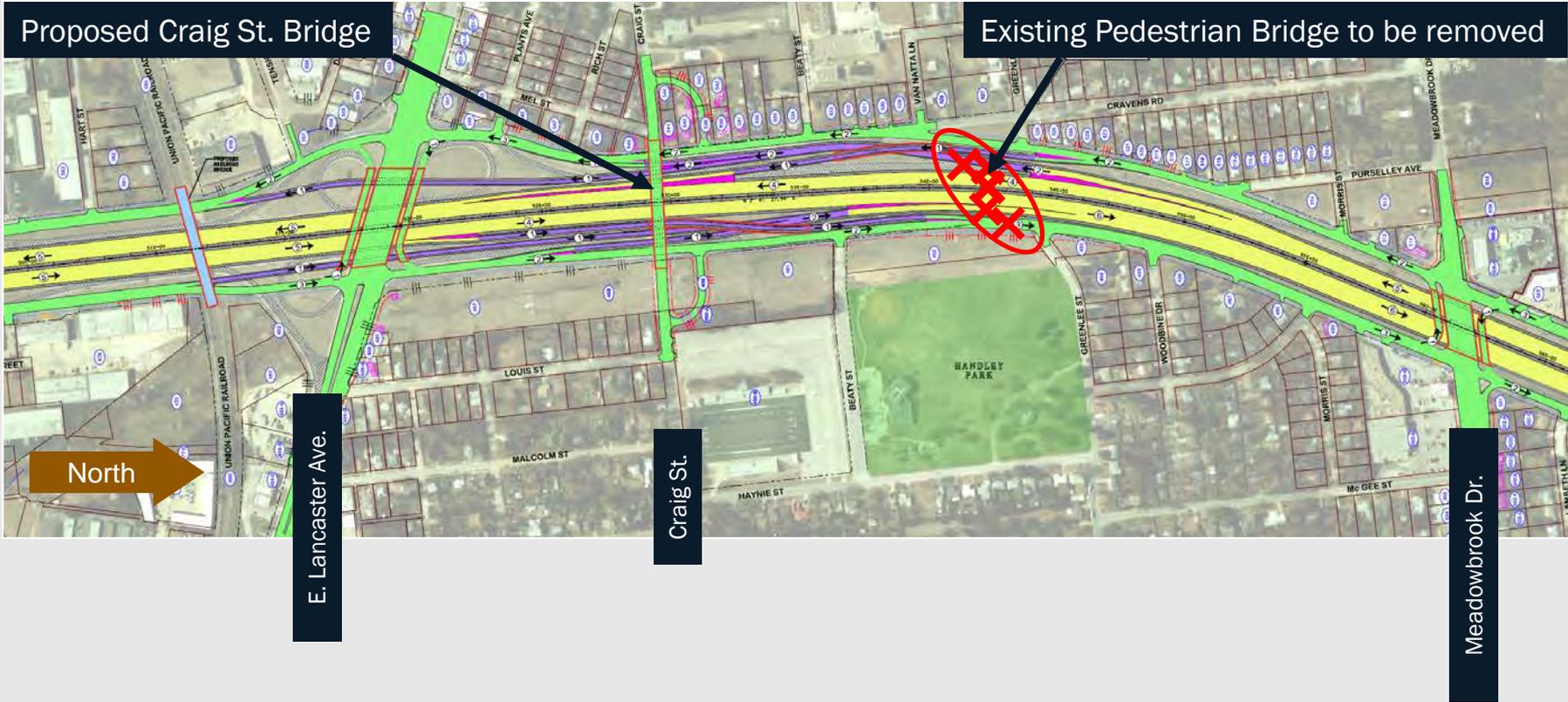
- Adding entrance ramp from Brentwood Stair Rd with ramps as they currently exist
- Adding **braided ramps** (*ramps that are bridged, one over the other*) for entrance ramp from Brentwood Stair Rd and exit ramp to Meadowbrook Dr
- Removing entrance ramp from Brentwood Stair Rd but adding a southbound **bypass frontage road lane** under Meadowbrook Dr to access southbound entrance ramp

Evaluate all alternatives for right-of-way impacts*, mobility, and traffic operations for safety.

***Most of these alternatives would require additional right-of-way.**



Craig Street Bridge Access / Ped Bridge





Craig Street Bridge Access / Ped Bridge

- Existing pedestrian bridge to be removed because of vertical clearance/height conflicts
- Potential conflicts with overhead/high mast power lines
- Potential pedestrian bridge meeting American with Disability Act (ADA) requirements expected to be very long and high over roadway



Image from Google.com street view
Looking South on I-820



Craig Street Bridge Access / Ped Bridge

- Existing Craig Street bridge has narrow sidewalks



Image from Google.com street view
Looking West on Craig Street



Craig Street Bridge Access / Ped Bridge

- Proposed Craig Street bridge would be wider with shared use lanes (cars and bikes) and wide sidewalks

Proposed Craig St. Bridge: 1 shared use lane
in each direction with Wide Sidewalks / Paths
(see typical section below)

Proposed Craig Street





Craig Street Bridge Access / Ped Bridge

ADDITIONAL ALTERNATIVE TO BE EVALUATED

- Plan for pedestrian facilities or bridge meeting ADA requirements

Evaluate alternative for right-of-way impacts*, mobility, and traffic operations for safety.

***This alternative would require additional right-of-way.**



Noise Analyses

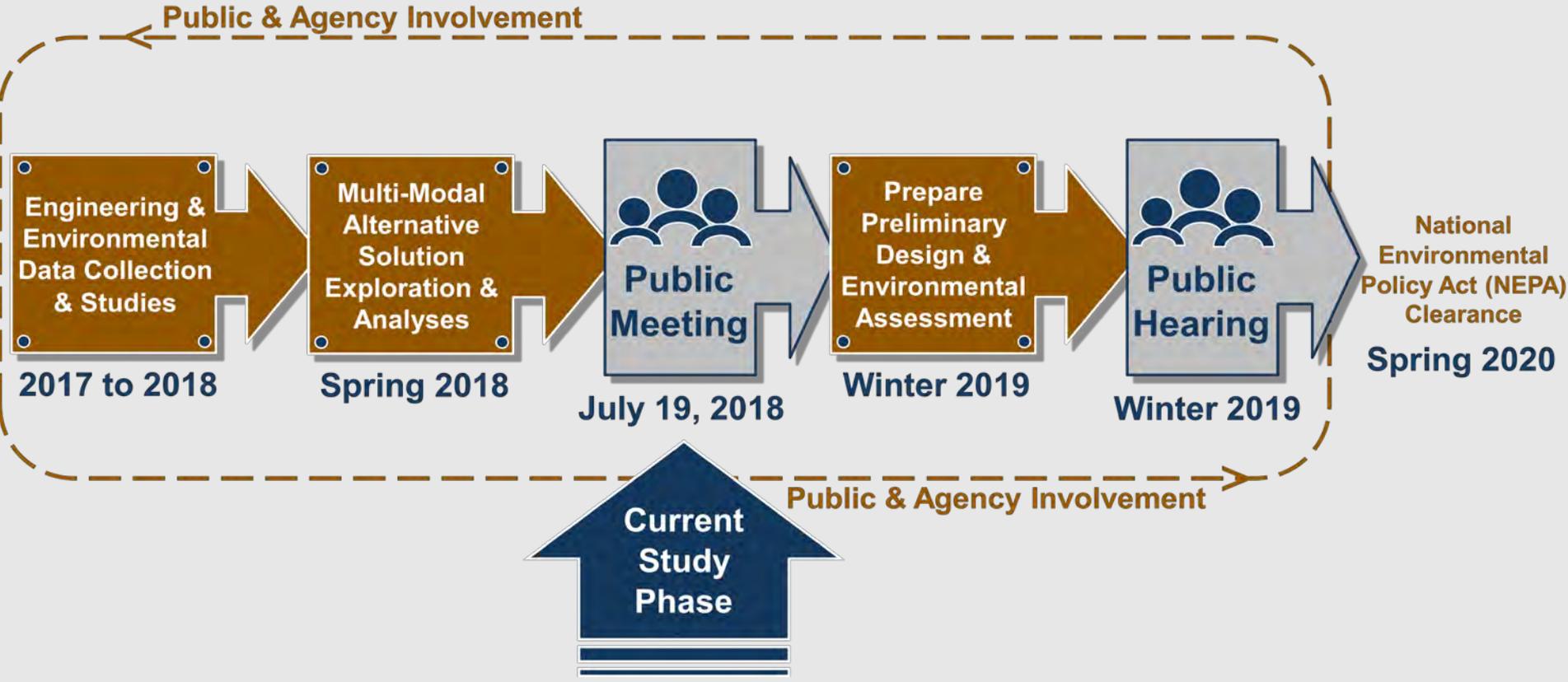
- Noise Analyses would be conducted for entire study limits along I-20, I-820 and US 287
- Noise Abatement would be evaluated for all areas that have noise impacts

Example Noise Walls





Project Schedule





Thank You for Attending!

Project Contact Information



www.txdot.gov

Search for: "Southeast Connector"



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