



FORT WORTH DISTRICT

City of Fort Worth Lions Club Meeting Southeast Connector

I-20, I-820 & US 287

October 31, 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

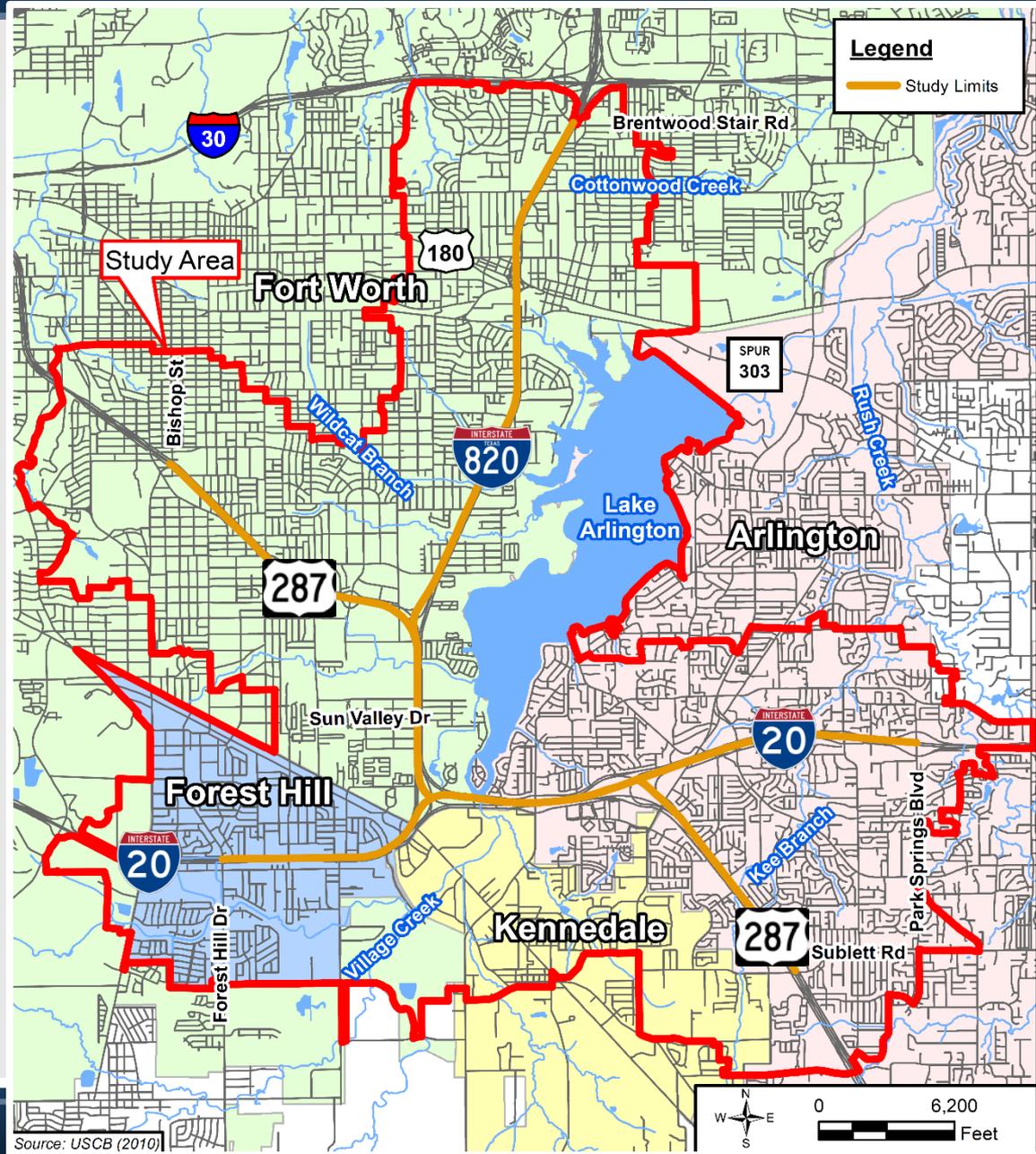
- From Forest Hill Drive To Park Springs Boulevard

I-820

- From I-20 To Brentwood Stair Road

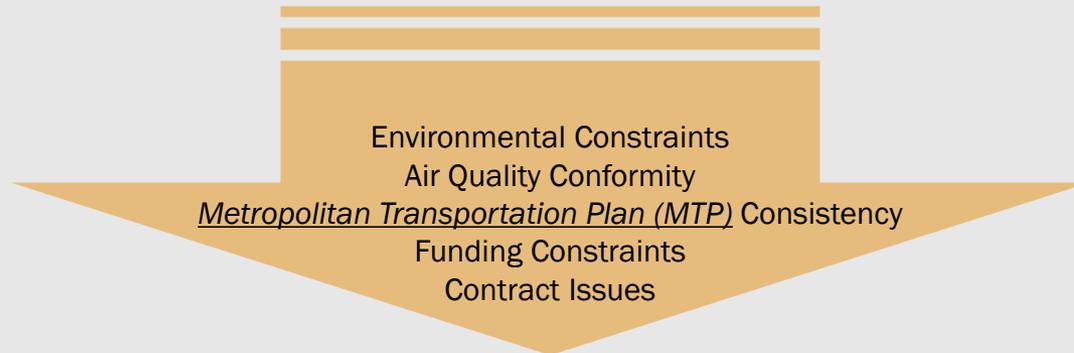
US 287

- 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

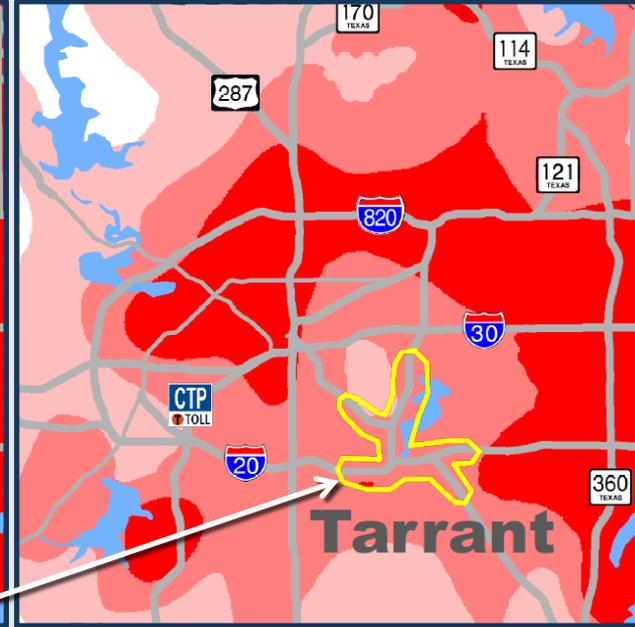
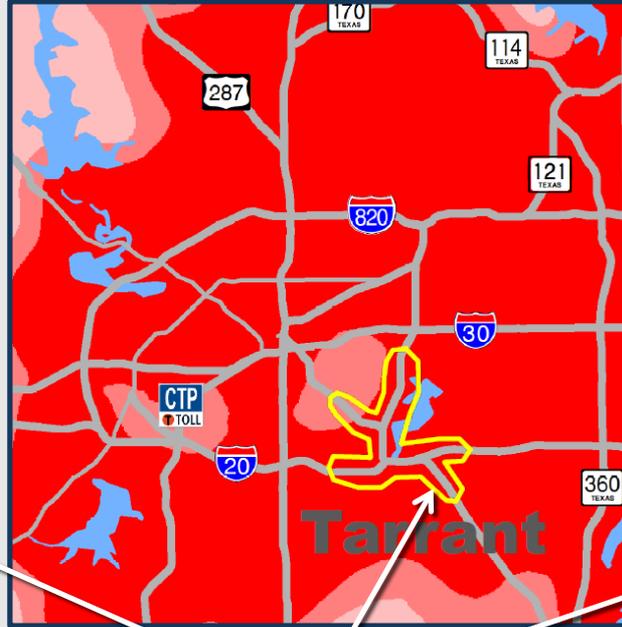
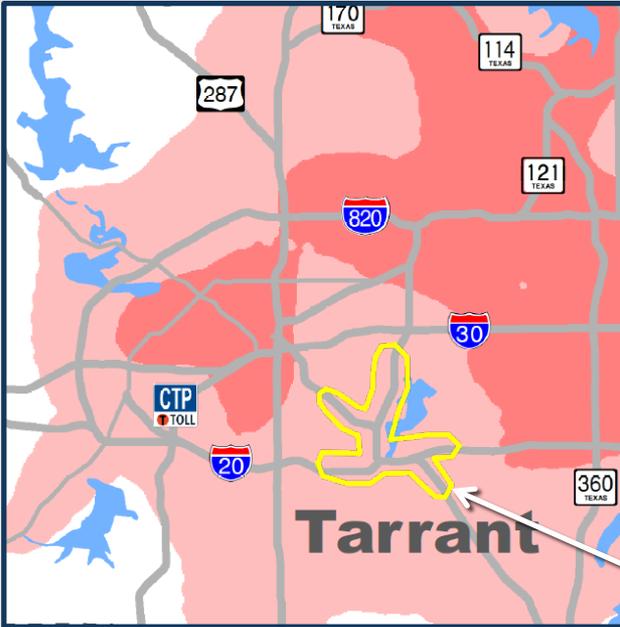


Congestion Levels / Delay

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.

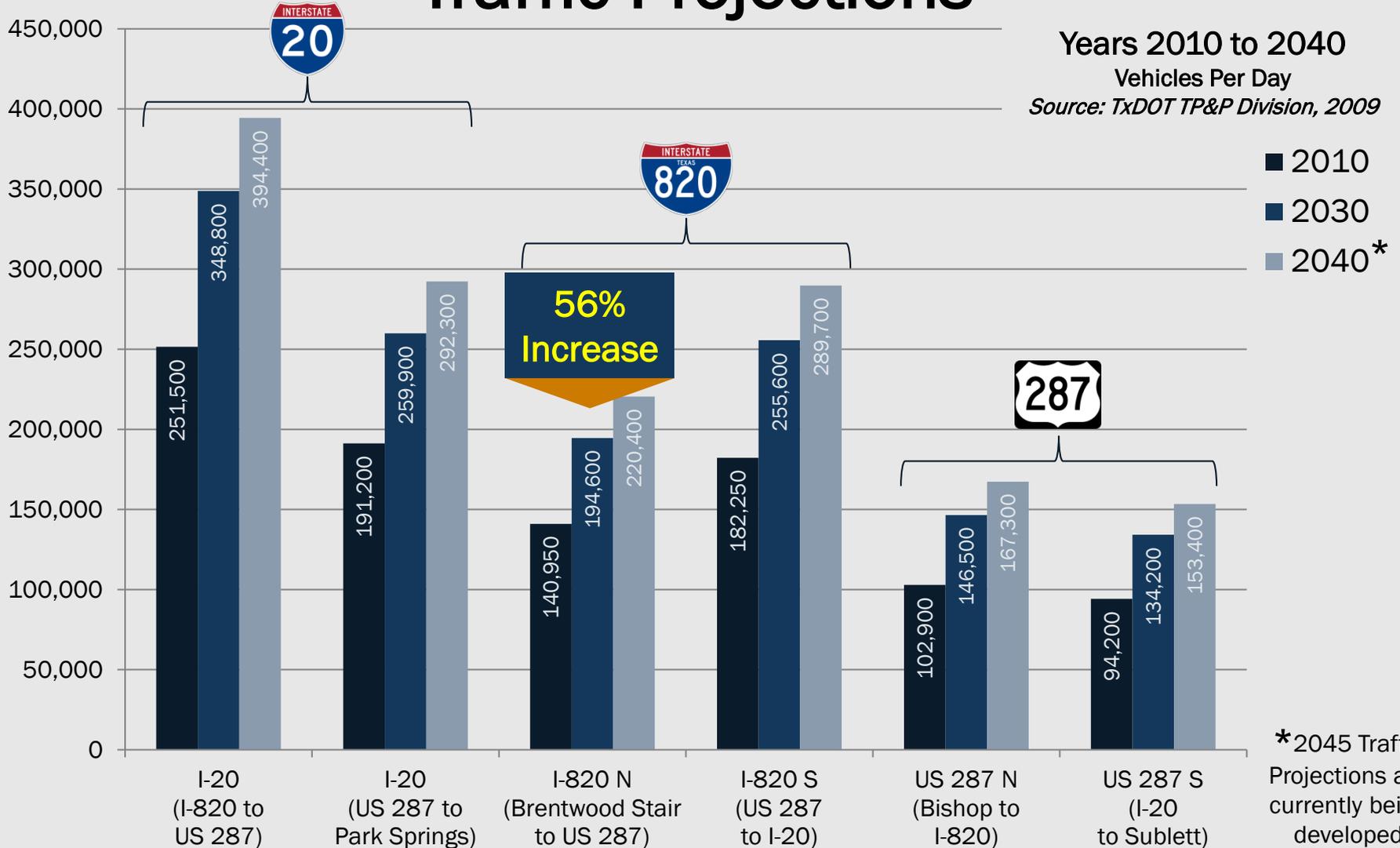


Traffic Projections

Years 2010 to 2040

Vehicles Per Day

Source: TxDOT TP&P Division, 2009

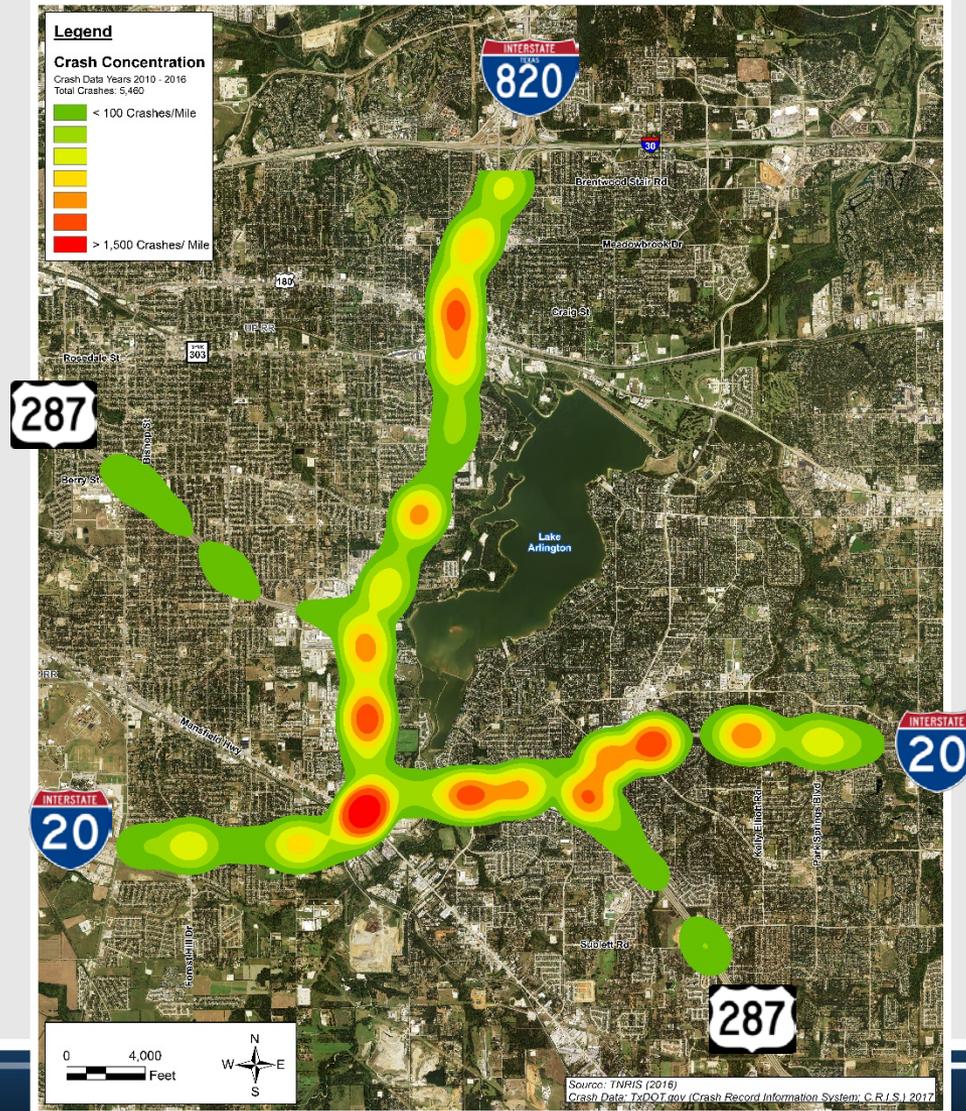




Crash History & Concentration

From 2010 to 2016

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

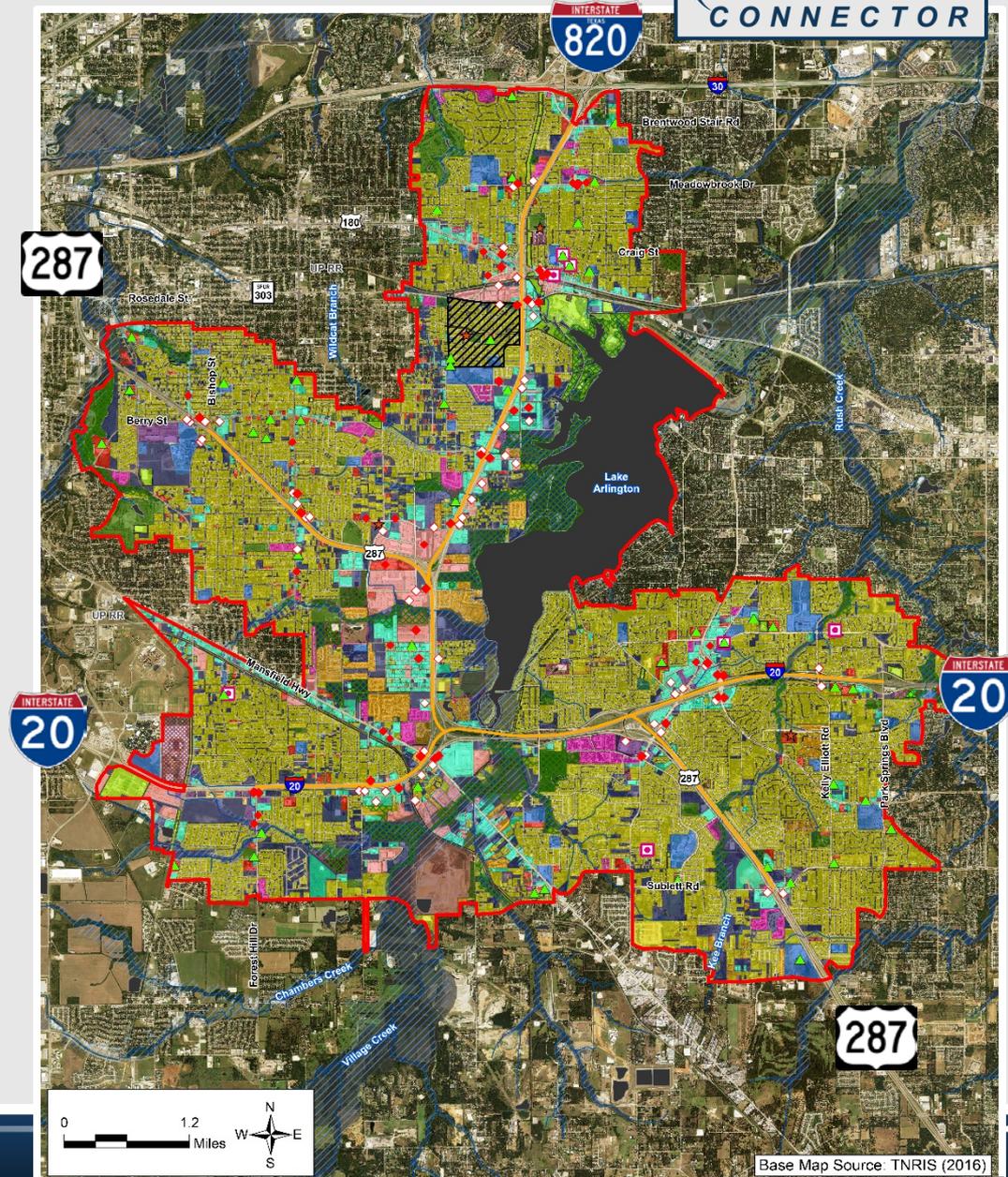




Study Area Constraints Map

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



Base Map Source: TNRIS (2016)



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

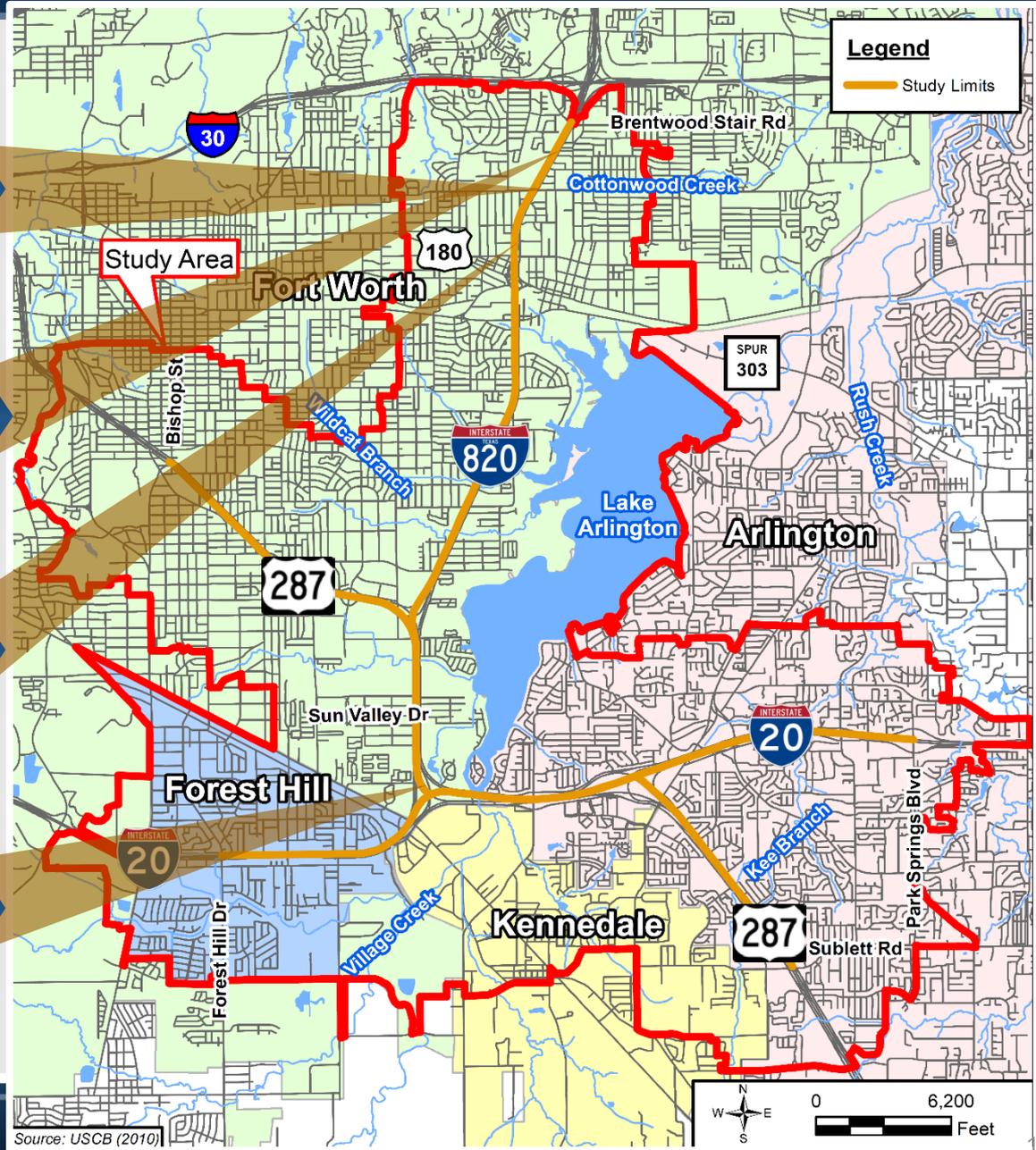
- 49 Comments

Craig Street Bridge Access / Ped Bridge

- 25 Comments

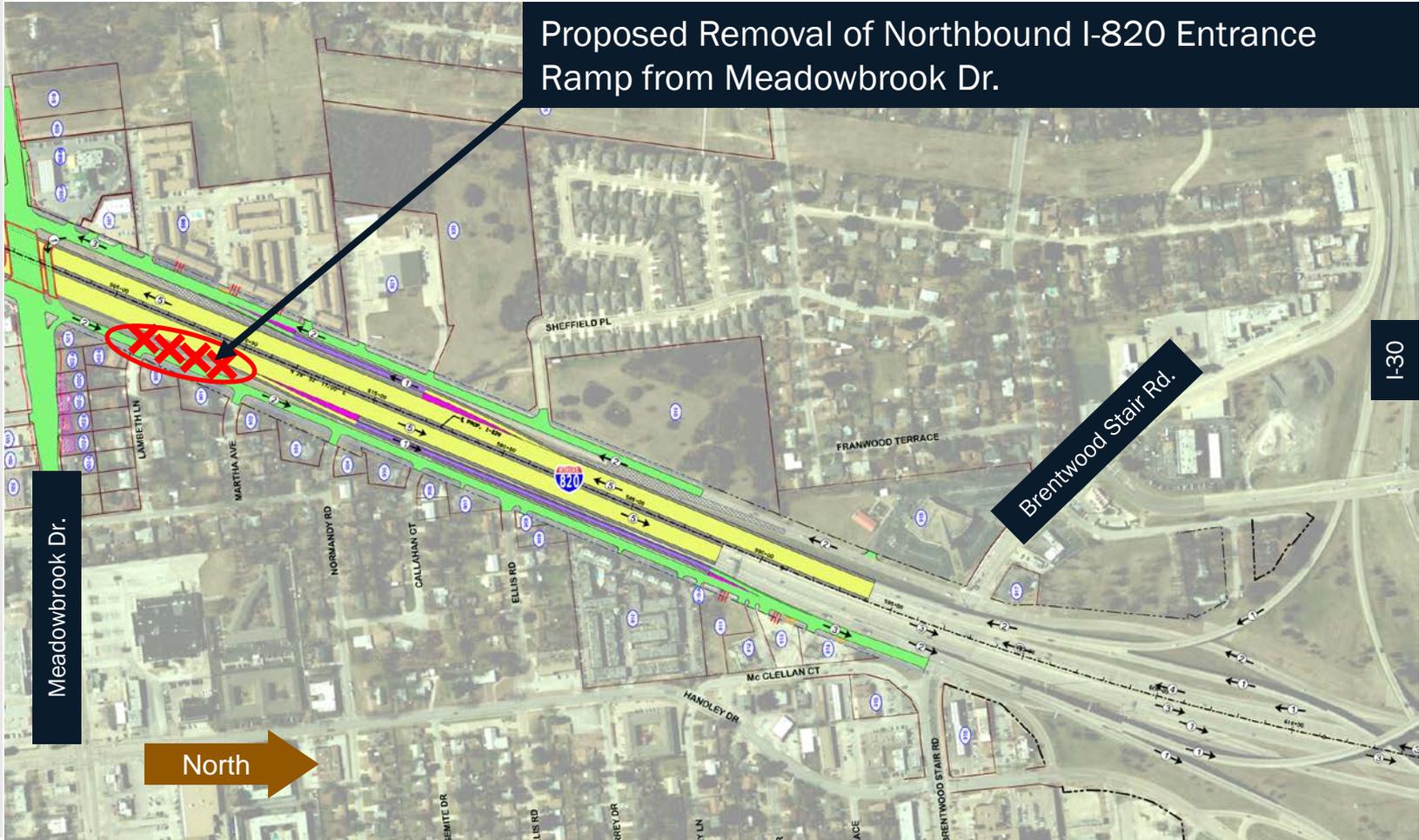
Noise Wall Study

- 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

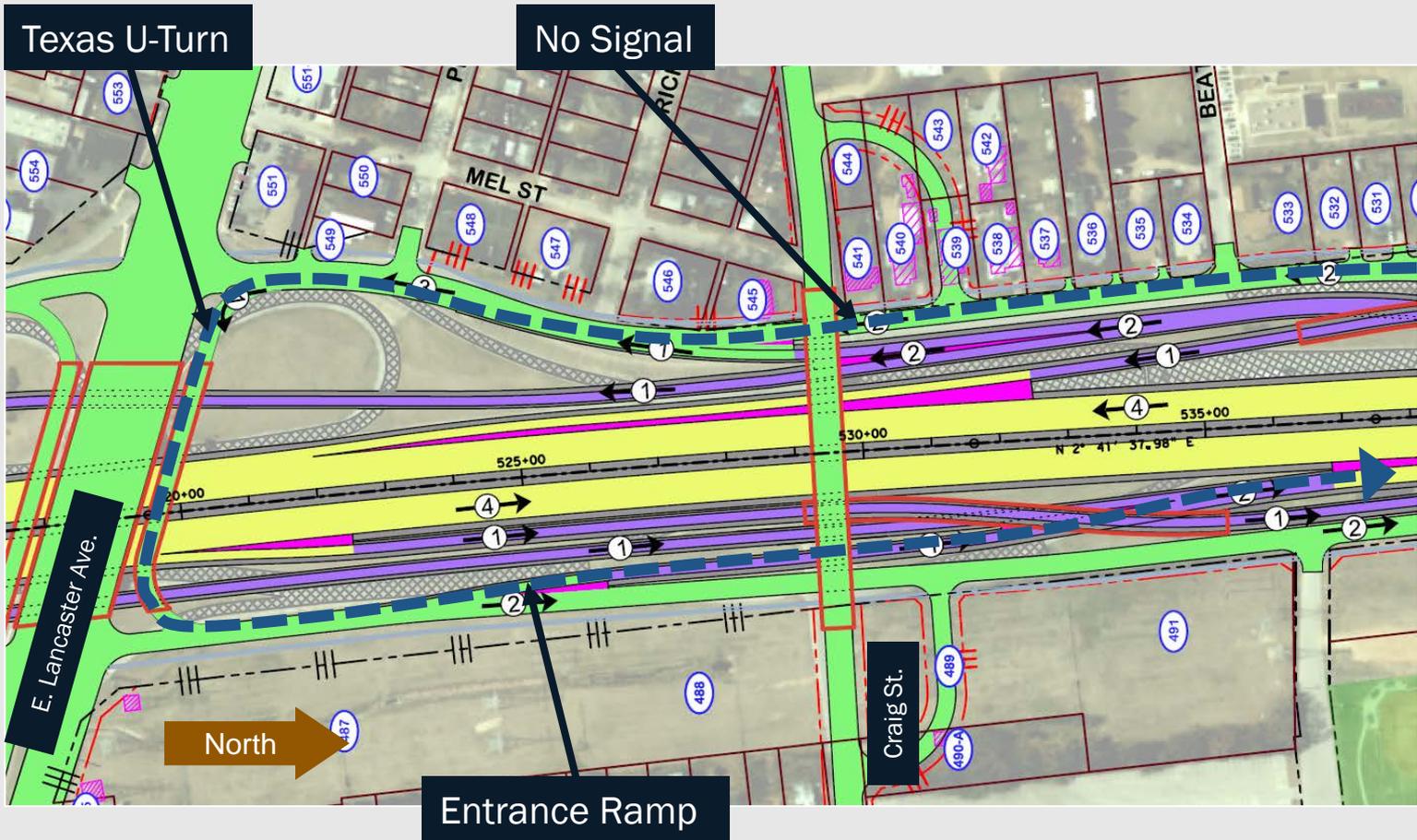
- A. Head south toward Lancaster Ave, use the improved U-turn lane, and take northbound I-820 entrance ramp





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



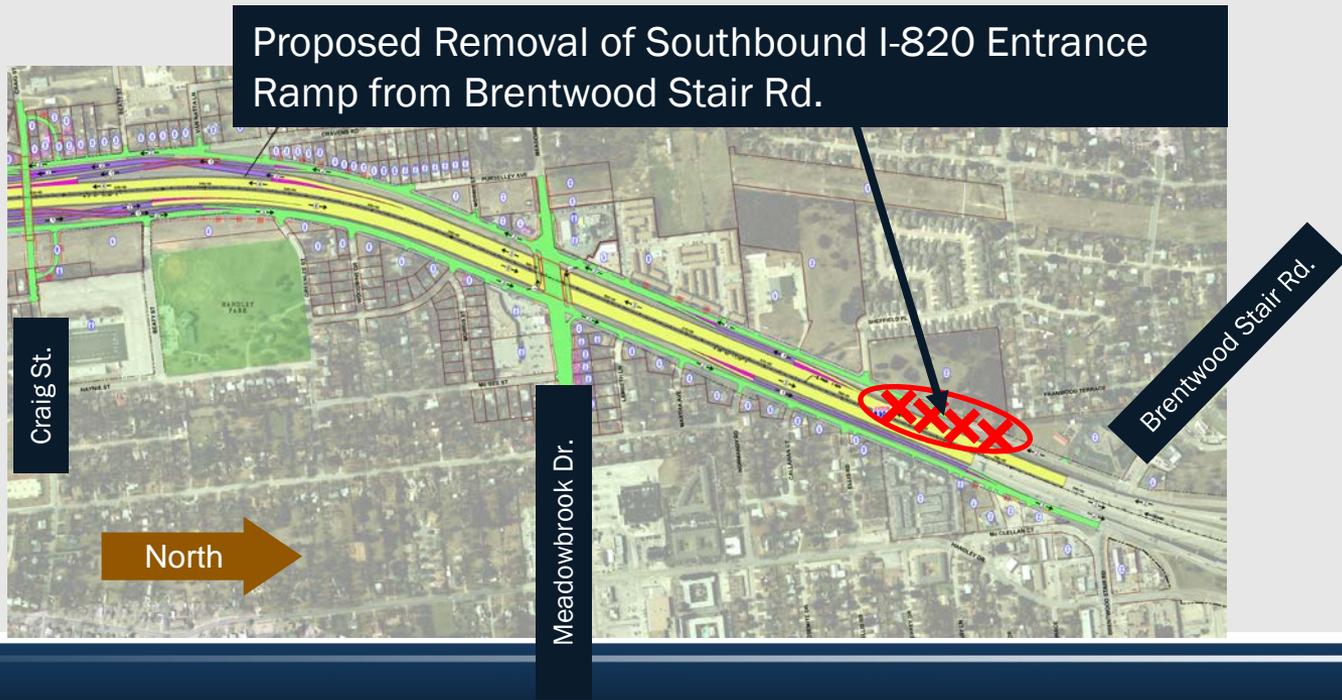
Image from Google.com street view



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

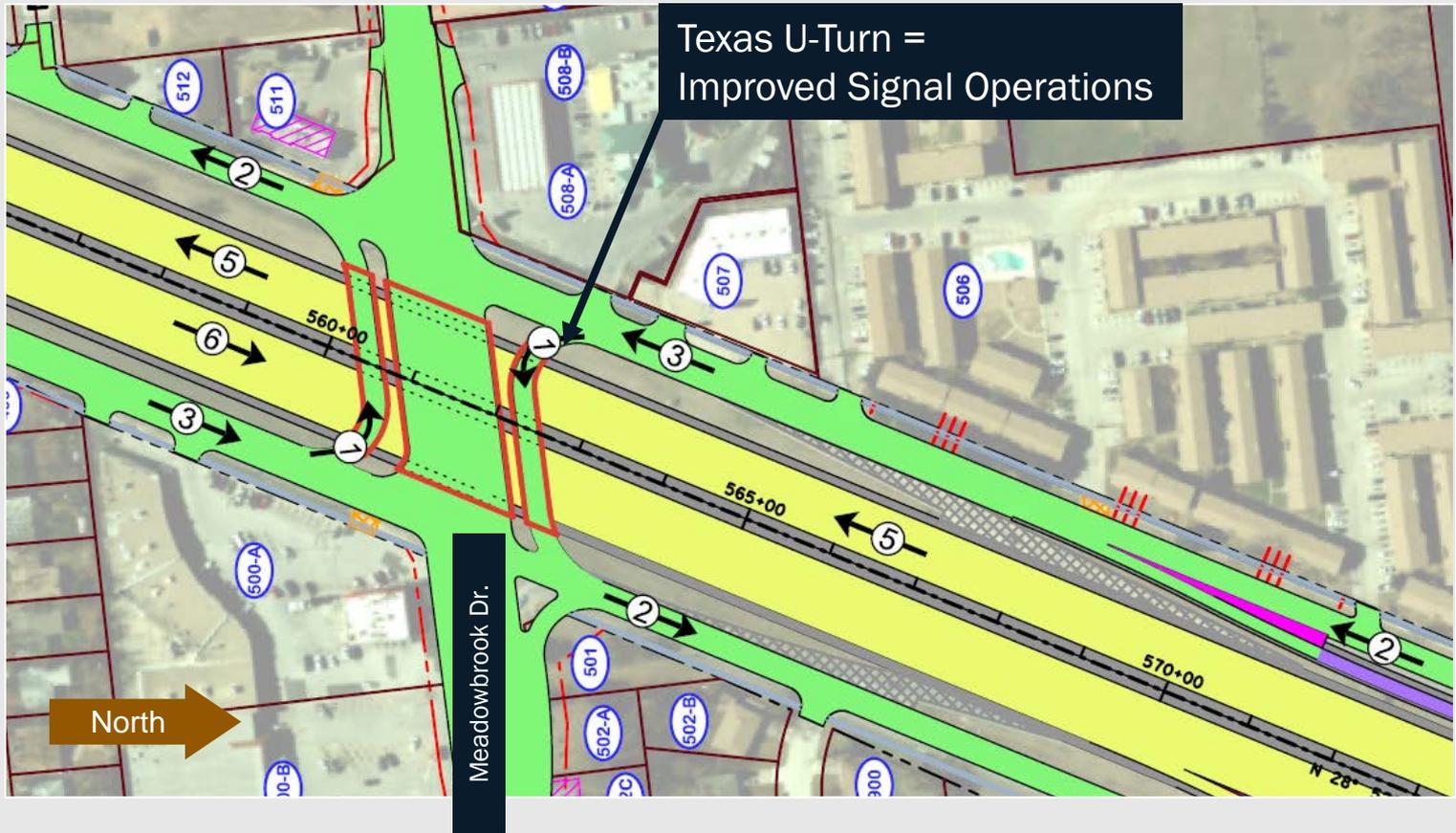
- Head south through Meadowbrook Dr. and take improved entrance ramp to southbound I-820





Southbound Entrance Ramp from Brentwood Stair

PROPOSED ALTERNATE ROUTE





Southbound Entrance Ramp from Brentwood Stair

PROPOSED ADDITIONAL ALTERNATIVES TO BE EVALUATED

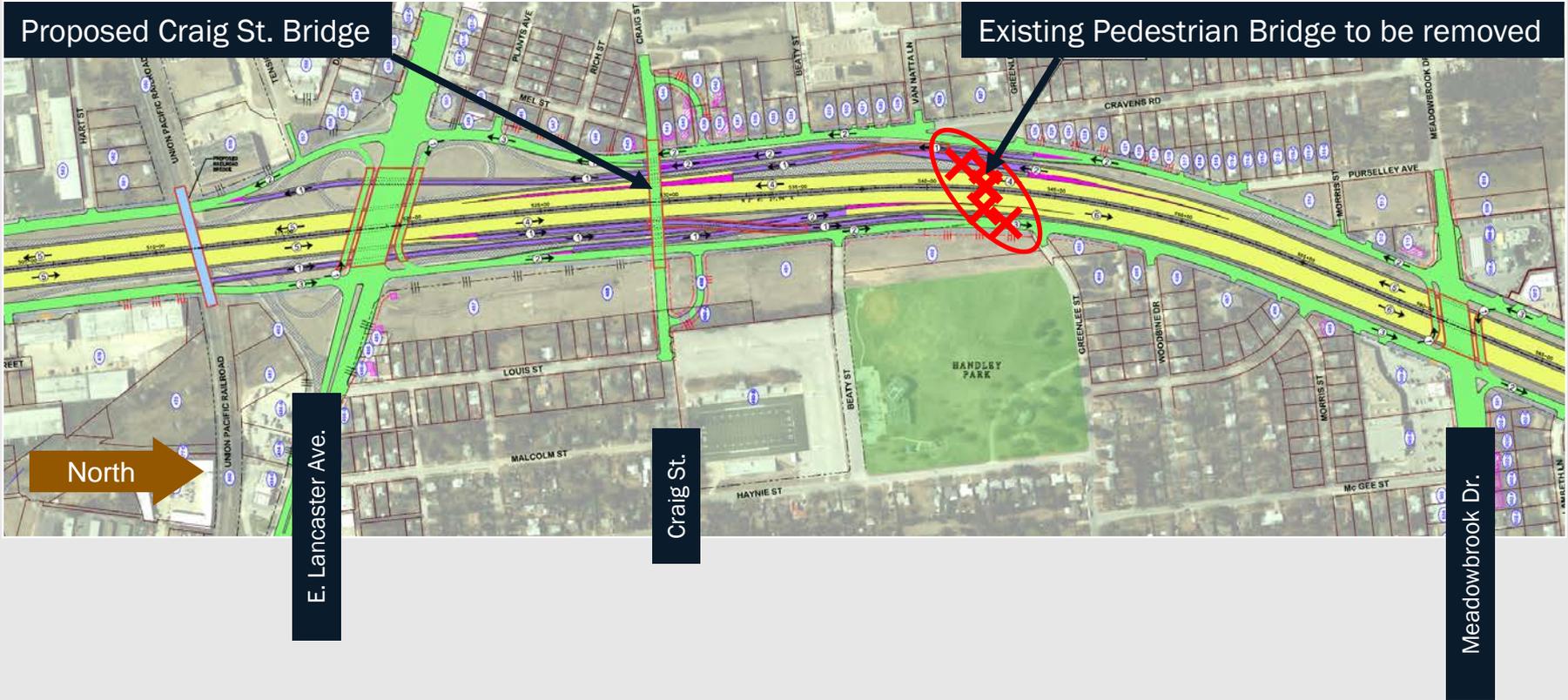
- Adding entrance ramp from Brentwood Stair Rd with ramps as they currently exist
- Adding **braided ramps** (*ramps that are bridged, one over the other*) for entrance ramp from Brentwood Stair Rd and exit ramp to Meadowbrook Dr
- Removing entrance ramp from Brentwood Stair Rd but adding a southbound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

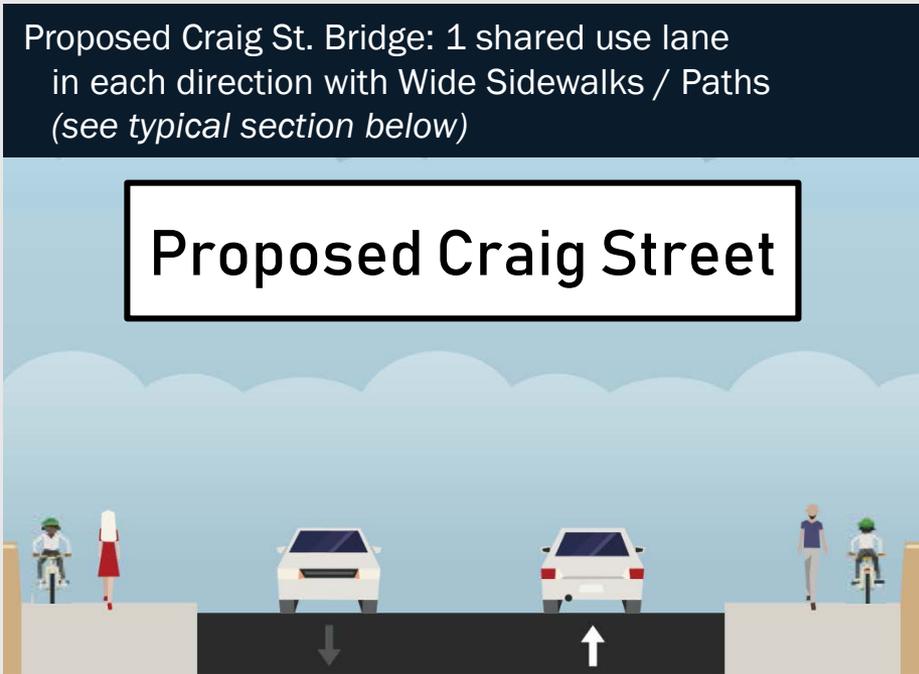


Image from Google.com street view
Looking West on Craig Street



Craig Street Bridge Access / Ped Bridge

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





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

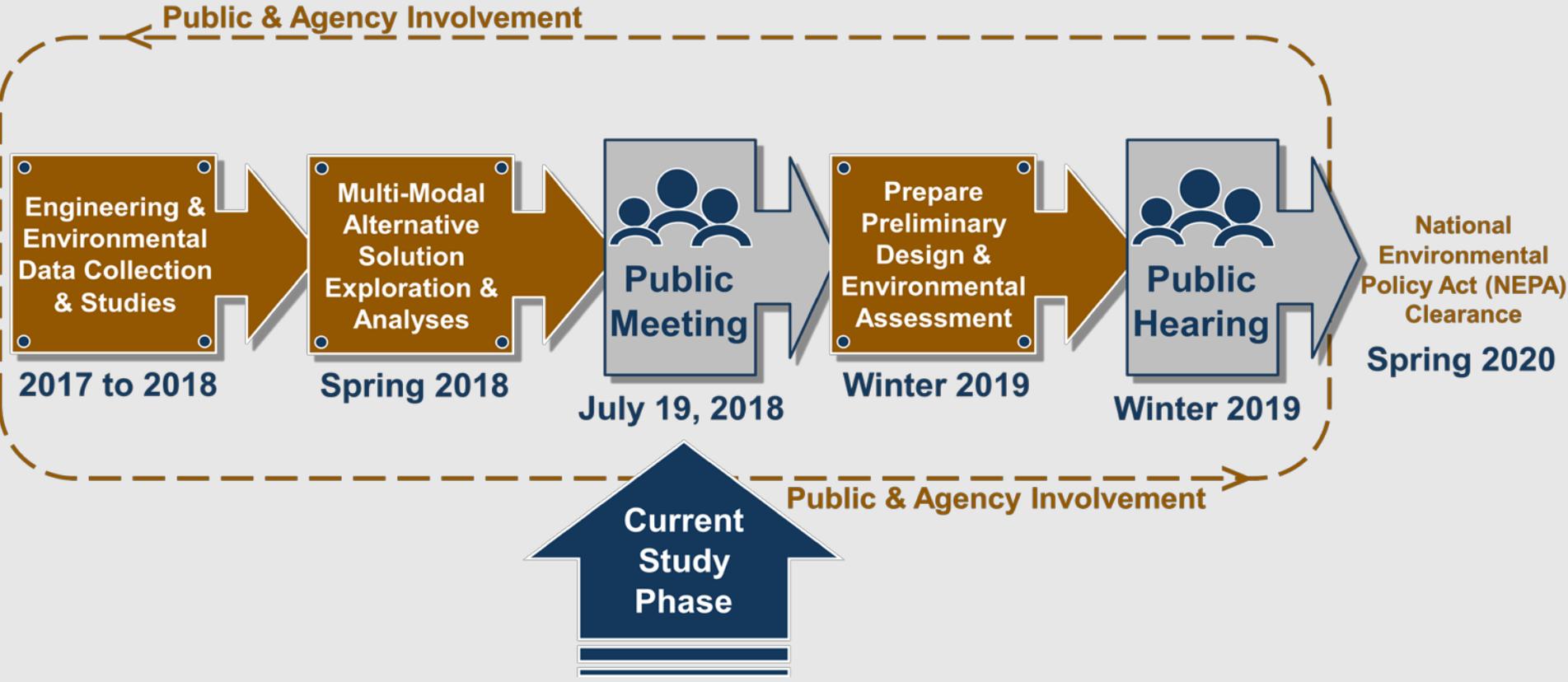
- Noise Analyses would be conducted for entire study limits along I-20, I-820 and US 287
- Noise Abatement would be evaluated for all areas that have noise impacts

Example Noise Walls





Project Schedule





Thank You for Attending!

Project Contact Information



www.txdot.gov

Search for: "Southeast Connector"



SoutheastConnector@txdot.gov



817-370-6807

Curtis Loftis, P.E.
TxDOT Project Manager
Southeast Connector
TxDOT Fort Worth District
2501 S.W. Loop 820
Fort Worth, TX 76133

Naser Abusaad, P.E., AICP
Consultant Project Manager
Southeast Connector
Civil Associates, Inc.
9330 LBJ Frwy., Ste. 1150
Dallas, TX 75243