



Public Meeting

US 81/US 287 Frontage Roads Project:
Rhome to Avondale
From north of Pioneer Road to south of Avondale Haslet Road
Wise and Tarrant Counties, Texas

CSJ:s: 0013-08-111 & 0014-15-076 Thursday, November 7, 2019

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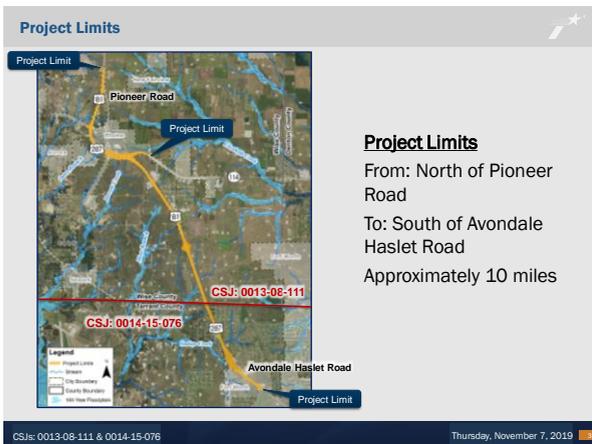
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Project Limits



Project Limits
From: North of Pioneer Road
To: South of Avondale Haslet Road
Approximately 10 miles

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Legend: Interstate Corridor, Street, City Boundary, County Boundary, Water Features

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Project Scope

- Data collection
- Alternatives analysis
- Site investigations (geotechnical studies) of the subsurface conditions
- Environmental studies
- Preliminary design (schematic) of preferred alternative
- Value Engineering (process of evaluating options to improve the value and quality of the project)
- Right-of-way mapping

Public Involvement & Stakeholder Coordination

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Project Purpose and Objectives

Purpose

- Improve mobility
- Enhance access
- Reduce congestion
- Improve safety

Objectives

- Continuous system of one-way frontage roads
- Improvements to meet current design criteria
- Remove direct driveway access and crossovers on mainlanes
- Accommodate NCTCOG Mobility 2045, City of Fort Worth and Wise County Thoroughfare Plans
- Add an additional mainlane in each direction south of Avondale Haslet Road
- Provide pedestrian and bicycle accommodations

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Benefits of One-Way Frontage Road Conversion

- Safety
 - Two-way frontage roads typically have higher crash rates than one-way, mainly due to the intersections of the ramps with the frontage roads
 - Reduces the potential of wrong-way entry onto mainlanes
- Operations
 - Simplifies the operations of the intersections of frontage roads with cross streets
 - Makes the signal timing, phasing, and sequencing more efficient and reduces delays
 - One-way frontage roads can accommodate more traffic than two-way frontage roads on the same width of roadway
 - As the area becomes more urban and suburban, development increases traffic along the corridor; conversion to one-way frontage roads increases mobility and better accommodates increased traffic

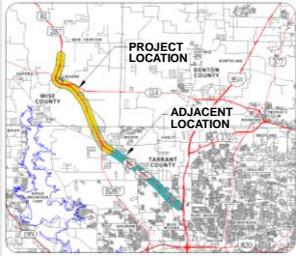
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Considerations – Adjacent TxDOT Projects

US 81/US 287 from Avondale Haslet Road to I-35 W

- Adjacent TxDOT project to the south
- Proposed Improvements:
 - Add one mainlane in each direction
 - New interchanges with proposed roadways
 - Add frontage roads and convert to continuous system of one-way frontage roads
- Project in schematic development



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Considerations – Current Design Criteria

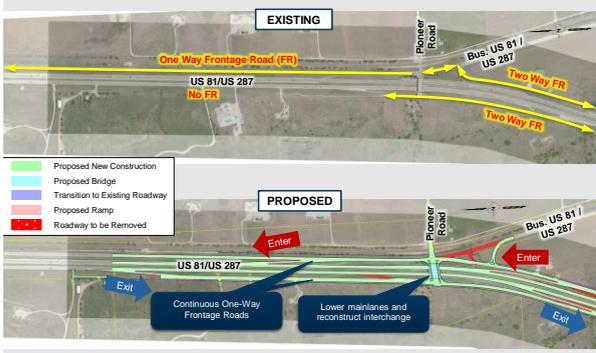
Improve design criteria:

- Minimum vertical clearance over roadways
 - Provide a minimum 18.5-feet of vertical clearance over the mainlanes of Freight Networks (US 81/US 287 is a designated freight network)
 - US 81/US 287 underpass at:
 - Pioneer Road, SH 114/BC Rhome, Main Street/FM 3433, SH 114 (including direct connector), Ramhorn Hill Road, Business US 287 director connector, and Avondale Haslet Road
 - Provide a minimum 16.5-feet of vertical clearance over all crossing roadways
 - US 81/US 287 overpass at CR 4840 and future Northstar Parkway
 - SH 114 direct connector over SH 114
 - Business US 287 direct connector overpass at Avondale Haslet Road and the US 81/US 287 northbound frontage road.
- Design Speed
 - Bring frontage roads and ramps up to a 50-mph design speed

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US 81/US 287 Recommended Improvements – Beginning to STA 25+00



EXISTING

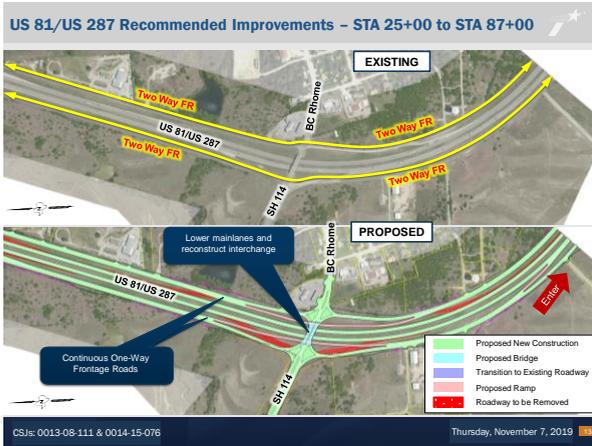
- One Way Frontage Road (FR)
- US 81/US 287 No FR
- Two Way FR

PROPOSED

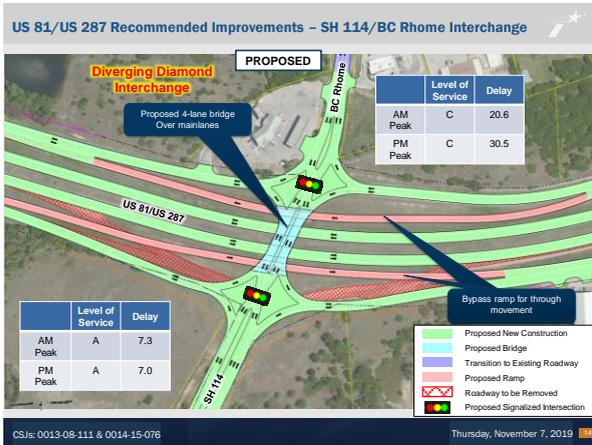
- Proposed New Construction
- Proposed Bridge
- Transition to Existing Roadway
- Proposed Ramp
- Roadway to be Removed
- Continuous One-Way Frontage Roads
- Lower mainlanes and reconstruct interchange

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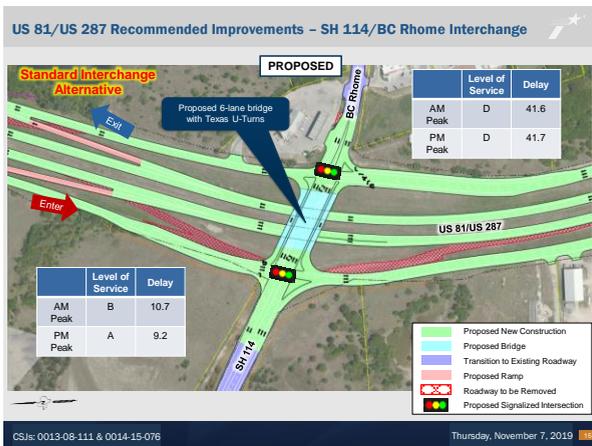
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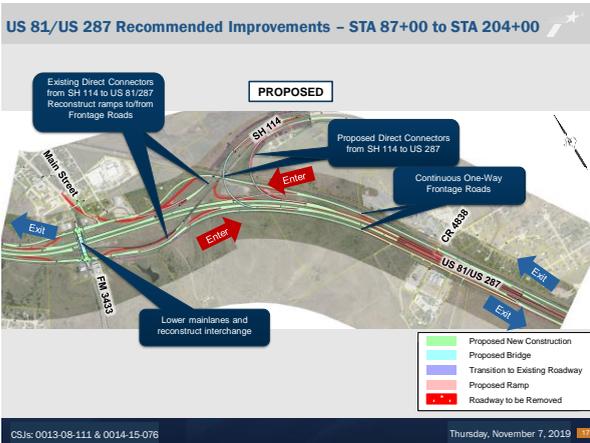
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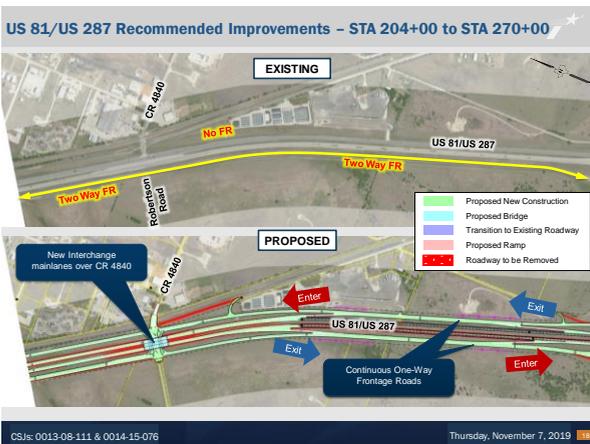
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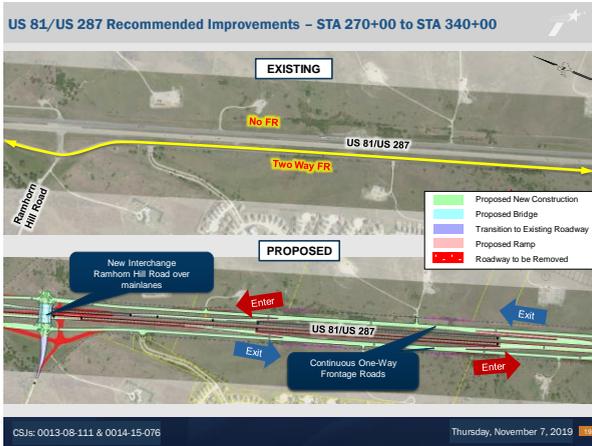
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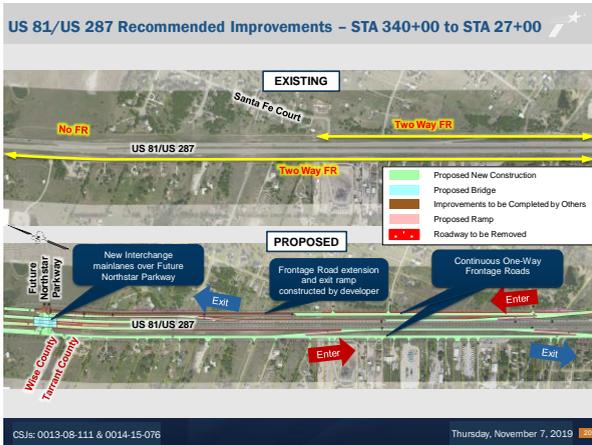
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Thank You!

Project Contact Information
Nicholas V. Spencer, PE, CFM
Design Project Manager
TxDOT – Fort Worth District
 Phone: (817) 370-6570
 Email: nicholas.spencer@txdot.gov

Written comments accepted by postmark due date of
Nov. 22, 2019
<https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html>

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