

Public Meeting

IH 820

FROM: Mark IV Pkwy

TO: SH 121/SH 183



April 27, 2006

Carter=Burgess

Looking North Toward IH 35W Interchange



Looking West Toward IH 35W Interchange



Looking South Toward IH 35W Interchange



Looking East Toward SH 26 Interchange



Project Development Process

Metropolitan Transportation Plan

**Preliminary Engineering
and Environmental Assessment**

**Right-of-Way Acquisition
Construction Plan Preparation**

Construction

We Are Here

TxDOT

Project Development Process

Level of Authority

- **Planning**
- **Development**
- **Construction**

Planning Authorization

- **Prepare route studies & design layouts.**
- **Perform environmental impact studies.**
- **Conduct public meetings and hearings.**
- **Complete the necessary right of way determination including drafting the right of way map.**

Development Authorization

- **Prepare the construction plans.**
- **Acquire the necessary right of way.**
- **The amount of projects in development is constrained to seven years of anticipated funding.**

Construction Authorization

- **Complete the construction plans.**
- **Perform the utility adjustments.**
- **Award contract for construction.**

Construction Authorization

- The construction plans and right of way acquisition should be substantially complete before moving from development to construction.
- The number of projects under construction is constrained to three years of anticipated funding and the current year projects.

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Has Construction Authorization

- **Prepare route studies - design layouts.**
- **Perform environmental impact studies.**
- **Conduct public meetings and hearings.**
- **Prepare the right of way map.**
- **Acquire the necessary right of way.**
- **Prepare the construction plans.**

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Advanced Project Development

**Current study limits include
from Mark IV Pkwy to SH 121/SH 183
&
from Pipeline/Glenview to SH 121 S**

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Advanced Project Development

Current scope of work:

- **Prepare route studies - design layouts.**
- **Prepare environmental assessment.**
- **Conduct public meetings and hearings.**
- **Develop HOV/Managed Lane connectivity from North Loop 820 to HOV/Managed Lanes along East Loop 820.**

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Previous Project Development

- **Design work began in 1992.**
- **Design based upon Year 2015 Traffic.**
- **Public meeting conducted in June 1993.**

Public Meeting Alternatives

Presented June 1993

Design prepared for Year 2015 traffic.

- Alternative I - Reconstruct to eight/twelve lane freeway with 24' median.**
- Alternative II - Reconstruct to six/ten lane freeway and two express lanes.**
- Alternative III - Reconstruct to six/ten lane freeway with four express lanes.**

Development of Previous Preferred Alternative

- **Design based upon 2020 traffic.**
- **Reconstruct to ten lane freeway with one-lane reversible HOV.**

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Current Project Development

- Updated forecast traffic to Year 2030.
- Updated aerial photography in 2006.

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Current Alternative

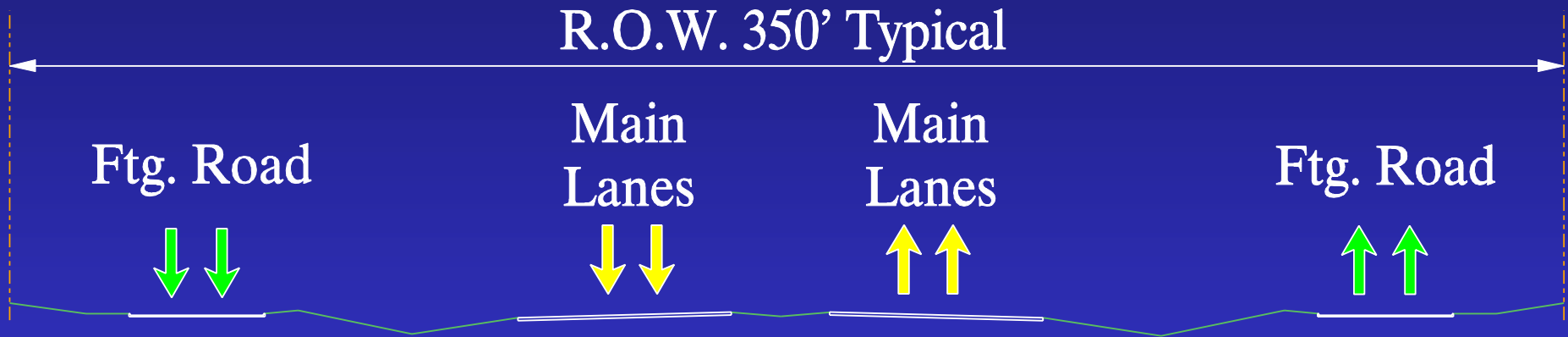
Mobility Needs

Design to accommodate Year 2030 Traffic:

- **2004 Existing Traffic - 172,000 ADT**
- **2030 Forecast Traffic - 290,000 ADT**

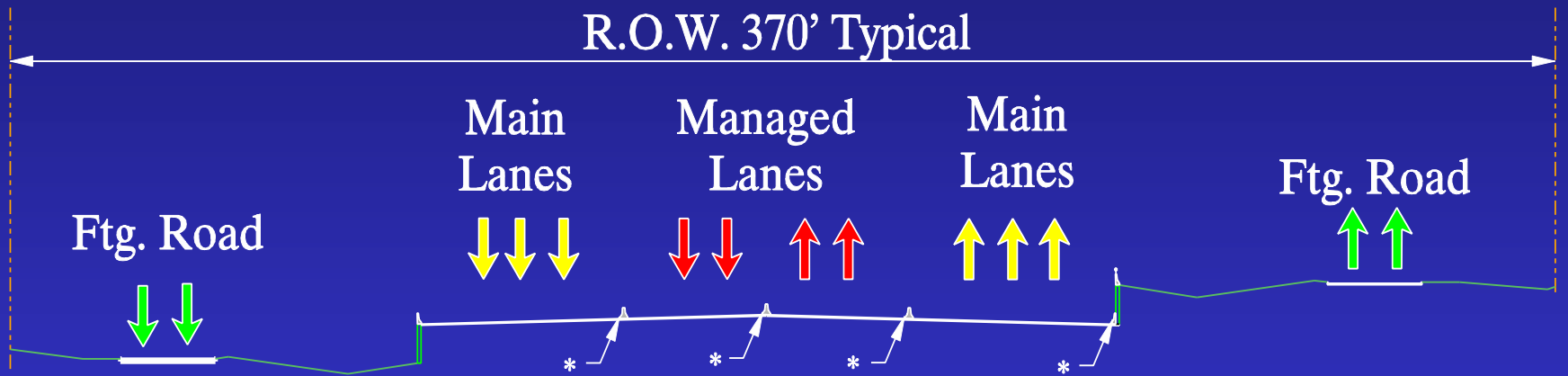
ADT – Average Daily Traffic

Existing Freeway



Proposed Freeway

IH 820: From Mark IV Pkwy to SH 26



* Concrete Traffic Barrier

Managed Lane Facility

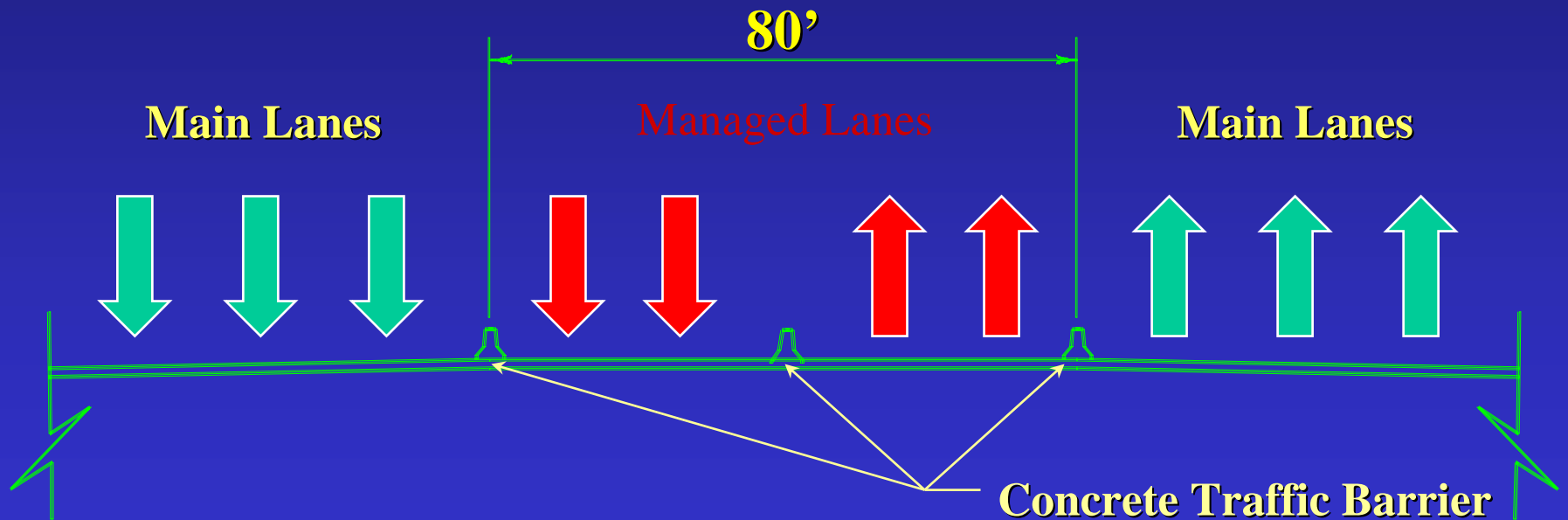
- **A vital segment of a system being planned to extend from IH 35W to IH 35E.**
- **Managed on the basis of time of day, auto occupancy, value pricing/toll.**

Managed Lane Facility Current Alternative

- **Barrier separated from freeway main lanes.**
- **Barrier separated directions.**
- **Located in the median of IH 820.**

Managed Lane Facility

Typical Cross Section at Freeway Grade



IH 820: From Mark IV to SH 26

Managed Lane Facility Preliminary Access Locations

- **IH 35W – Direct Connectors.**
- **Haltom Road – Wishbone (WB access).**
- **US 377/Denton Hwy – Wishbone (EB access).**
- **Iron Horse Drive – Drop Ramp (EB access).**
- **Holiday Lane – Weave Area (EB & WB access).**

Proposed Roadway Typical



Proposed Wish Bone Ramps – US 377, Haltom Road



Proposed Drop Ramps – Iron Horse Drive



Proposed Overall View



Texas Has a Problem

- **The Texas transportation system has not kept pace with the needs of a rapidly increasing population.**
- **Texas mobility needs are significant.**
- **Texans can't wait on Congress.**
- **Texas funding resources are stretched.**
- **Texans need a new approach to some transportation issues.**

TxDOT Has a Plan

- **The TxDOT plan calls for faster completion of transportation projects with the use of additional money to get the job done right.**

The TxDOT Plan has Five Goals:

- **Reduce Congestion**
- **Enhance Safety**
- **Expand Economic Opportunities**
- **Improve our Air Quality**
- **Increase the Value of Our Transportation Assets**

The TxDOT Plan is Founded on Four Strategies:

- **Use new financial options to build transportation projects.**
- **Empower local & regional leaders to solve local & regional transportation issues.**
- **Increase competitive pressure to drive down the cost of transportation projects.**
- **Demand consumer-driven decisions that respond to traditional market forces.**

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From Mark IV Pkwy to SH 26 Dedicated Construction Funds

~\$213,396,000

80% Federal / 20% State

Total Construction Cost ~\$406,638,000

- **Funding shortfall of ~\$193,242,000.**
- **Construction funding will be available in 2008 or later.**
- **Funding gap does not include revenue generated from managed lanes.**

**The Texas Transportation Commission
Directed TxDOT to Solicit Proposals to Develop
a Comprehensive Development Agreement
(CDA) for the Following Corridors:**

- **IH 820 & SH 121/183 from IH 35W to SH 161**
- **IH 35W from IH 30 to SH 170**
- **IH 820 to Randol Mill Road**

**A financial option to help close the funding gap
on IH 820 is a CDA.**

A CDA is:

- **A Private/Public Partnership.**
- **Enables TxDOT to construct projects to reduce congestion & improve traffic operations faster.**
- **Provides assistance to TxDOT through design, financing, construction, maintenance & operation of the corridor.**

Right of Way

State and Local Funds

\$35,000,000

80% Federal / 20% State

- **ROW appraisal and acquisition process expected to begin in late summer 2007.**
- **ROW process expected to be completed during 2010.**

Further Public Involvement

Public Hearing

**IH 820: From Mark IV Pkwy to SH 121/183
Fall 2006**

Public Meeting

**SH 121/SH 183: From IH 820 to SH 161
May 25, 2006**

IH 820

Study Team

TxDOT - Fort Worth District
Federal Highway Administration
Texas Transportation Institute
North Central Texas Council of
Governments
Carter & Burgess, Inc.

Thank You

