



interchange

November 2003
Texas Department of Transportation
Fort Worth District

Public Hearing Notice

December 16, 2003
7–9 p.m.
Calvary Lutheran Church
7620 Baker Blvd.
Richland Hills, TX

For more information, contact:
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Project Manager
TxDOT–Ft. Worth District
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Public Input Sought on Project to Improve IH 820

On December 16, the Texas Department of Transportation (TxDOT) – Ft. Worth District will hold a public hearing on a project to improve IH 820 from the north interchange at State Highway 121 (SH 121) south to Randol Mill Road. The purpose of the hearing is to discuss the proposed plan and environmental effects for the reconstruction of IH 820, and to provide an opportunity for the

public to offer additional comments and concerns.

TxDOT's preliminary engineering design (schematic) and environmental assessment for the project were approved for further processing by the Federal Highway Administration (FHWA) in October and are now ready for additional public input. As shown on the project timeline in this newsletter, public

involvement continues to be an important part of this roadway improvement project.

Project History

In the initial phases of the project, TxDOT met with public agencies to identify possible alternatives for the proposed expansion.

TxDOT presented the most reasonable alternatives during an initial public meeting and, with public input, selected a preferred alternative for expansion of an approximately three-mile stretch of IH 820 in



interchange

Tarrant County from the north interchange at SH 121 south to Randol Mill Road within the cities of Richland Hills, Hurst, and Fort Worth.

Since the public meeting, the draft environmental assessment and preliminary schematic have been developed. TxDOT has continued to meet with public agencies to discuss and incorporate developments affecting this project.

Proposed Improvements

IH 820 is currently an eight-lane freeway with frontage roads between the north interchange at SH 121 and the south interchange at SH 121. From the south interchange to Randol Mill Road, the freeway has four lanes with no frontage roads.

The proposed project would include reconstruction of the south interchange

with SH 121. IH 820 would be widened and upgraded to 8/10 lanes with auxiliary lanes supplementing the freeway where needed. Continuous frontage roads and a reversible high occupancy vehicle (HOV) lane would be provided from the north interchange at SH 121 to Trinity Boulevard.

The planned right-of-way width for the project would vary from 350 to 400 feet, with greater widths at crossroads and interchange connections. The project would require approximately 50 acres of additional right-of-way. In addition, vertical retaining walls are proposed at many locations to reduce residential and business displacements.

Why This Project?

The map shows the project area limits. The proposed improvements are needed

to safely accommodate existing and projected traffic in this area of Tarrant County and to maintain access to various businesses and other developments along the highway.

As Tarrant County grows, so too will traffic volumes. IH 820 is already experiencing congestion because of the high number of vehicles using this roadway. Additional lanes and a reversible HOV lane will increase the capacity of the freeway.

For Additional Information:

Curtis Hanan, P.E.
 Project Manager
 TxDOT-Ft. Worth District
 817-370-6535



Project Development Timeline		PUBLIC INVOLVEMENT
April 1987	Initiated Preliminary Project Planning	
May 1992	Held Project Concept Conference	
May 1993	Conducted Public Meeting	
	Prepared Draft Environmental Assessment (EA) and Preferred Alternative Design Schematic	
November 1999	Held First Public Agency Meeting	
November 2000	Held Second Public Agency Meeting	
January 2003	Submitted Preferred Alternative Design Schematic to Federal Highway Administration (FHWA)	
July 2003	Submitted Draft EA to FHWA	
October 2003	Received Approval for Further Processing from FHWA	
December 2003	Conduct Public Hearing	
January 2004	Prepare and Submit Final EA and Summary and Analysis of Public Hearing to FHWA	
March 2004	Anticipate Finding of No Significant Impact (FONSI)	
To be determined	Prepare Final Design and Acquire Right-of-Way (ROW)	
2015+	Construct (Contingent on Funding Availability)	

We are now here