

Yes, please include me on the IH 820 Corridor Alternatives Analysis mailing list.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Tel.: () _____

Complete this form and mail to:
Matthew Asaolu, P.E.
Texas Department of Transportation
P.O. Box 6868
Fort Worth, Texas 76115-0868

To add your name to the mailing list please complete this form and mail back to us.

IH 820 Alternatives Analysis Study Consulting Team:



Aerial Data Service, Inc.
DeShazo, Tang & Associates
Gorrondona & Associates, Inc.
Hicks & Company
North Central Texas Council of Governments
Turner, Collie & Braden, Inc.
VEI, Inc



WHAT CAN I DO TO GET INVOLVED?



- Send your comments/concerns to the project team
- Contact your local officials to let them know that this study is important to you
- Add your name and address to the mailing list
- Attend the public meetings and public hearing
- Discuss issues and concerns with the study team
- Complete comment sheets and questionnaires
- Visit the project web site to monitor the study's progress
- Read the project newsletter
- Invite the study team to make a special presentation at your next neighborhood or association meeting.

The input received throughout the study, and the results from the screening process will provide a basis for selecting specific alternatives in the corridor. The study will culminate in a public hearing scheduled for Spring 2002 where the public will review and provide comments on the preferred alternative.

TxDOT Fort Worth District
P.O. Box 6868
Fort Worth, TX 76115-0868



IH 820 CORRIDOR ALTERNATIVES ANALYSIS STUDY



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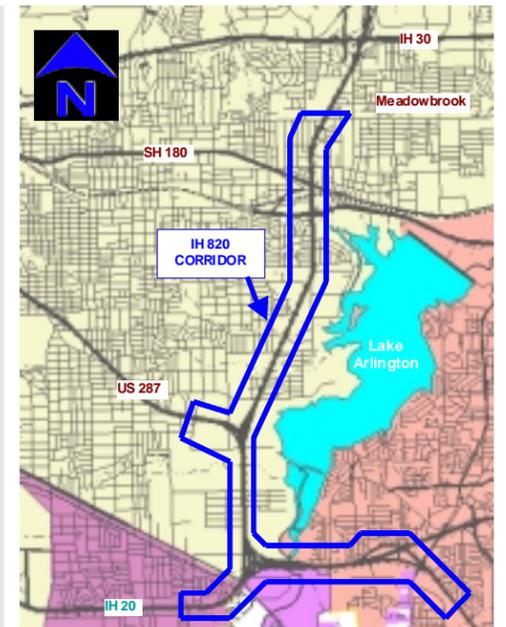
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Alternatives Analysis Study Begins!

The Fort Worth District of the Texas Department of Transportation (TxDOT) has initiated an Alternatives Analysis (AA) study and National Environmental Policy Act (NEPA) Process of the 6-mile IH 820 corridor from Meadowbrook Drive to IH 20, and the 2.5 mile IH 20 corridor between IH 820 and US 287, in the cities of Fort Worth, Arlington, Kennedale and Forest Hill. This is a comprehensive study of all possible alternative transportation modes suitable for this corridor. The study will determine the long and short-term transportation needs of the corridor and result in recommended alternatives to address those needs. The federal Intermodal Surface Transportation Efficiency Act of 1991, and the updated Transportation Equity Act of the 21st Century (TEA -21) require that an Alternatives Analysis (formerly referred to as a Major Investment Study) be performed before undertaking urban area transportation improvements having significant capital costs.



The EA considers likely effects of the proposed project on such conditions as noise, water and air quality, historical resources, social and economic characteristics, neighborhoods, and aesthetics.

A transportation Alternatives Analysis (AA) Study is a specific approach to transportation corridor planning and decision-making processes that directly involves the public through enhanced public information and participation. Data and information will be gathered that will allow for a complete evaluation of numerous options to address the future transportation needs of the IH 820 Corridor. As the study moves forward, the number of alternatives under consideration will be refined so that a detailed analysis of the remaining alternatives can occur.

Cost effectiveness and project financing will also be examined in this very important study. The study will conclude with the selection of a locally preferred alternative and proposed design scheme. TxDOT will host two public meetings to enable the public to view and comment on the early phases of the study. A formal public hearing will be conducted presenting the findings of the Alternatives Analysis, including a schematic ("design footprint") of the selected alternative and an overview of the Environmental Assessment.

The refined alternatives will be evaluated against a detailed set of criteria, which will be developed early in the study. An Environmental Assessment (EA) will be performed simultaneously with the assistance of community input, government, and agency input.



PROJECT SCHEDULE

| Tasks | 2000 | | 2001 | | | | 2002 | |
|------------------------------|-----------------------------|----|--------------|--------|--------------|----|------|--------------|
| | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 |
| Public Involvement | [Bar spanning all quarters] | | | | | | | |
| Data Collection | [Bar] | | | | | | | |
| Screen Alternatives | [Bar] | | | | | | | |
| Evaluate Alternatives | | | [Bar] | | | | | |
| Select Preferred Alternative | | | | [Star] | | | | |
| Alternatives Analysis Report | | | [Bar] | | | | | |
| Public Meetings | | | [Red Circle] | | [Red Circle] | | | [Red Circle] |
| Public Hearing | | | | | | | | [Red Circle] |
| Design Schematics | | | [Bar] | | | | | |
| Environmental Assessment | | | | | [Bar] | | | |

Study Process and Schedule

Over the next two years, the alternatives analysis for IH 820 will examine a range of viable transportation alternatives. The study process for the alternatives analysis includes several phases of analysis including evaluation of the existing corridor, establishing technical methodology, travel forecasting, alternatives analysis, refinement of alternatives, selection of a preferred alternative, and environmental assessment. During the initial screening phase, a long list of alternative strategies will be narrowed down to a set of alternatives showing the greatest promise in meeting the needs of this Study.

This "screening" of alternatives will be accomplished by assessing the alternative transportation strategies in relationship to general qualitative criteria. These criteria will be based on proposed study goals and objectives. After the entire range of corridor-wide conceptual alternatives has been assessed according to the screening criteria, and a set of promising alternatives has been selected, this short-list of alternatives will be subjected to a more extensive analysis.

Possible Alternatives

The evaluation of alternatives will include a comprehensive examination and evaluation of transportation modes and modal combinations, including bicycle and pedestrian improvements. This will require extensive public input through a series of public meetings designed for effective exchange of information, as well as coordination with public agencies and private organizations.

Possible Alternatives for IH-820

- Do Nothing (No-build option)
- Work Trip Reduction programs
- Bicycle/Pedestrian Facility Improvements
- Transit (Bus/Rail)
- Arterial Road Improvements
- High Occupancy Vehicle (HOV) Lanes/Express Lanes
- Freeway/Tollway Improvements
- Interchange Improvements
- Intelligent Transportation Systems

In developing the range of alternatives for evaluation, many issues will be addressed. These include: the possibility of improved highway alignments; design improvements that incorporate the latest interstate highway design standards; and the physical relationships between different transportation modes.

In addition, the study will identify the effects of each alternative on the natural, social, and built environment; highway right-of-way; stormwater drainage; construction and operational costs; and travel demand.

Study Goals

The goals of this study are based on the content of the various federal, state, and regional and local plans, studies, and regulations. These goals and objectives address key issues related to existing and future transportation facilities and services, existing and future problems, transportation infrastructure deficiencies, and the ability of existing facilities to meet future travel demand. Goals such as improved transportation mobility and efficiency, safety, multiple travel modes, environmental quality, land use and transportation compatibility, and social and economic development will be emphasized throughout this study.

Goal 1: Transportation Mobility and Efficiency - Provide transportation facilities and services in the IH 820 corridor that improve mobility, circulation, connectivity, and efficiency; reduce congestion; and effectively carry increased local, regional and interstate traffic.

Goal 2: Safety - Enhance safety on transportation facilities for all travel modes in the IH 820 corridor.

Goal 3: Multiple Travel Modes - Provide a balanced corridor transportation system with multiple travel modes that provides adequate capacity for and convenient access to high occupancy vehicle (HOV) facilities, bus and rail transit, and bicycle/pedestrian travel modes within the study area.

Goal 4: Environmental Quality - Provide a corridor transportation system that protects and enhances air quality; has minimal negative impact on the natural and social environment; protects ecological, cultural, and historic resources; and adheres to the principles of environmental justice.

Goal 5: Quality of Life - Provide transportation improvements in the IH 820 corridor that will enhance and not detract from the quality of life.

Goal 6: Financial Feasibility - Provide transportation facilities and services in the IH 820 corridor that are fiscally responsible and economically feasible.



Corridor Issues

Traffic congestion and safety are major issues under consideration for this study. During peak hours, traffic congestion occurs on IH 820 and IH 20 causing significant delay.

According to demographic forecasts from various sources, the corridor is projected to increase in population and business activity through the year 2025. The Dallas/Fort Worth region is also an air quality nonattainment area for Ozone under the provisions of the federal Clean Air Act. This study will consider alternatives that would contribute to bringing the area into compliance with the Clean Air Act.

Regional Planning Documents Proposing Improvements to IH 820

Mobility 2025 Metropolitan Transportation Plan is the region's transportation document that is updated every five years. Prepared by the North Central Texas Council of Governments (NCTCOG), this document defines the long-term transportation vision for the 16 counties in the Dallas/Fort Worth region. *Mobility 2025* also includes long-term recommendations for the IH 820 corridor, such as:

- Area Park and Ride
- Intelligent Transportation Systems on IH 820 including Mobility Assistance Patrols, Communication Systems and Advance Traffic Management. These systems are currently operational on IH 20.
- Special Event Transit Rail Line on the UP Rail Road crossing IH 820 (between SH 180 and Spur 303).
- Widening IH 820
- Consideration of Express lanes on IH 820 between US 287 and IH 20, and on IH 20 from IH 820 to US 287.

NCTCOG's *Transportation Improvement Program 2000 (TIP)* includes several improvements to the IH 820 corridor. The TIP is a document produced by NCTCOG in cooperation with TxDOT and local transportation authorities that prioritizes roadway and transit projects programmed for construction within the next eight years.

According to the TIP, Rosedale Street may be widened to six lanes by the City of Fort Worth west of IH 820, and Green Oaks Boulevard may be widened to six lanes in late 2000.

Several traffic signal improvements and intersection improvements are under construction or scheduled for implementation within the Study Area.

IH 820 Corridor Project Work Group (CPWG)

A project Work Group has been established for the IH 820 AA Study in August of this year. This project coordination Work Group will offer policy decisions and guidance for the technical development of the study. In addition, the group will meet bimonthly to receive and assess reports on progress, comment on the schedule, and provide oversight of major activities associated with the IH 820 AA Study. The work group is comprised of residents living adjacent to IH 820, transportation officials, locally elected officials, business and environmental interests, and agencies.

At these bimonthly meetings, alternatives for the IH 820 corridor will be refined so that only the most feasible transportation options remain for further analysis. Please check the project web site or call us for meeting times. The study work group meetings are open to the public and will be held at:

Fort Worth East Regional Library
6301 Bridge St. • Fort Worth • TX • 76112
817.871.6436

Public Involvement

Early and on-going public participation is essential in completing a thorough alternatives analysis of IH 820. Public participation will help to identify the transportation needs of the corridor while minimizing the impacts to adjacent communities and the environment. TxDOT and the City of Fort Worth both welcome and encourage your input throughout the study process.

The public involvement efforts include the formation of an IH 820 Alternatives Analysis Work Group, public meetings, newsletters, on-call community meetings and presentations, a public hearing, and a web page.

