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Project Update

The IH 820 Alternatives Analysis (AA) Study was launched in the Summer of 2000 and gained momentum with the start of the first work group meeting of the IH 820 Project Coordination Work Group. This study is sponsored by the Texas Department of Transportation (TxDOT), Fort Worth District. In the first quarter of the project schedule the study team performed data collection tasks, initiated public involvement, and began to examine and screen the range of transportation alternatives that are possible for the IH 820 Corridor.

The data collection efforts enabled the study team to gather a clear picture of the existing transportation system and its deficiencies, as well as understand the surrounding communities. This information is invaluable in making longer-term transportation decisions that will improve the corridor for travelers. Next, the project team completed an evaluation of existing conditions that described the current demographics of the area, current design (roadway curves, bridge clearances), existing utilities, environmental data, and current pedestrian, bicycle, and transit conditions. Following an assessment of future travel demands, the study team developed several concept alternatives that were presented to the project coordination work group in November 2000, and in January of 2001.

TxDOT partners in the study process have included transportation agencies, civic associations, public officials, and neighborhood organizations. The North Central Texas Council of Governments (NCTCOG) and the technical advisory study team have worked diligently along with the IH 820 Work Group to provide initial solutions for improving the IH 820 Corridor.

The types of improvements being considered for the IH 820 Corridor include: widening the existing roadway, widening the frontage roads and improving their intersections, adding high-occupancy (HOV) lanes or express lanes, reconstructing interchanges, and possibly

providing new access points. Improvements to the corridor are intended to provide necessary capacity, update safety and design problems, and improve traffic operations, thereby reducing congestion and helping the region achieve improved air quality goals.

Public Involvement News

The IH 820 AA Study Work Group has continued to meet to discuss the results of the analysis performed by the study team and provide input on the study process. Selection of the Locally Preferred Alternative (LPA) will be a result of continued coordination with the work group and responsiveness to comments from adjacent communities and the general public.

In February, the study team met with the Fort Worth Neighborhood Policing District #7 Citizens' Advisory Group to provide background information and answer questions about the project. Once a preferred alternative is selected, the study team will be available for meetings to discuss particular aspects of the chosen alternative.

Public Information Meeting

The first of two public information meetings and open houses will take place from 6-9 PM on April 19th at Dunbar High School. Citizens will have the opportunity to view project exhibits at the come-and-go open house and express their opinions about future improvements to the IH 820 Corridor.

PUBLIC MEETING ANNOUNCEMENT

You are invited to attend the first public meeting for the IH 820 Alternatives Analysis Study.

April 19th from 6:00-9:00 PM at

Dunbar High School,

5700 Ramey Avenue Fort Worth, Texas 76112.

If you have questions, please call 817-370-6852

- I WILL BE UPDATED ON THE STATUS OF THE PROJECT
- THE ALTERNATIVES ANALYSIS EVALUATION WILL BE DESCRIBED IN DETAIL
- I WILL BE ABLE TO ASK QUESTIONS OF THE STUDY TEAM
- I CAN COMMENT ON THE PROJECT BOTH VERBALLY AND IN WRITING.

Study Area Map

The study area for the IH 820 corridor below encompasses the west side of the City of Arlington, the east side of the City of Fort Worth, the northeast side of the City of Forest Hill and the north side of the City of Kennedale. The highway enables drivers to reach the Fort Worth Business District, IH 20 at the south and IH 30 at the north end. IH 820 is an outer loop of Fort Worth that connects IH 20 and IH 30 in the study corridor.



Introduction of Highway Alternatives

In addition to other alternatives studied, improvements to the existing highway facility will result in significant reductions in congestion. The study corridor has been divided into three segments with the alternatives for each segment identified below. The segments are divided as follows: Segment I - IH 820 between US 287 and Meadowbrook; Segment II - IH 820 between IH 20 and US 287; Segment III - IH 20 between US 287 and IH 820.

Most of the highway improvements in all segments include mainlanes (general purpose lanes), frontage road and ramp improvements. Segments II and III may incorporate High Occupancy Vehicle (HOV) lanes or Express lanes (dedicated lanes with specific entrance or exit points designed for faster speeds). Elevated and depressed roadway options are considered where right-of-way is constrained.

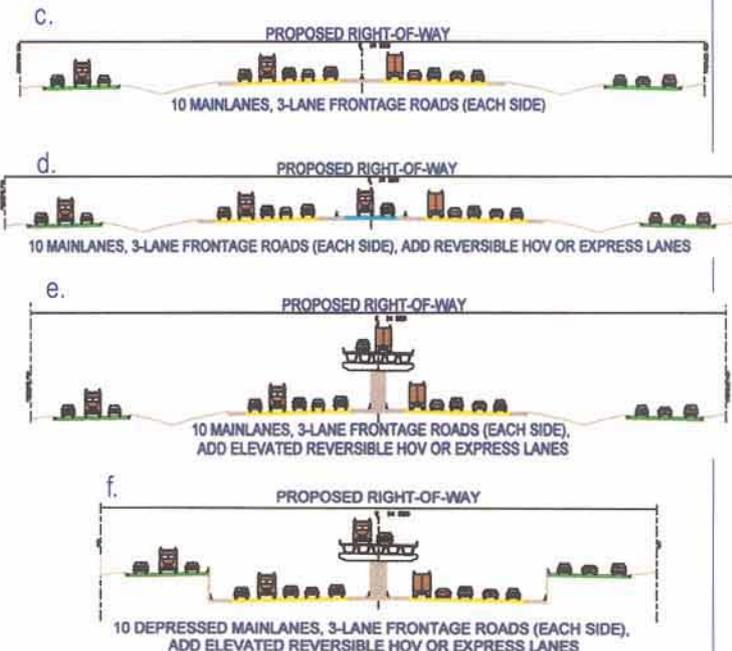
Segment I

a & b: Additional mainlanes (8 total) with 3-lane frontage roads in each direction (at-grade or depressed lane options).



Segments II and III

- c: Additional mainlanes (10 total) with 3-lane frontage roads in each direction.
- d: Additional mainlanes (10 total) with 3-lane frontage roads in each direction, reversible HOV or reversible Express lanes.
- e: Additional mainlanes (10 total) with 3-lane frontage roads in each direction, reversible Elevated HOV or reversible Elevated Express lanes.
- f: Additional depressed mainlanes (10 total) with 3-lane frontage road in each direction, reversible Elevated HOV or reversible Elevated Express lanes.



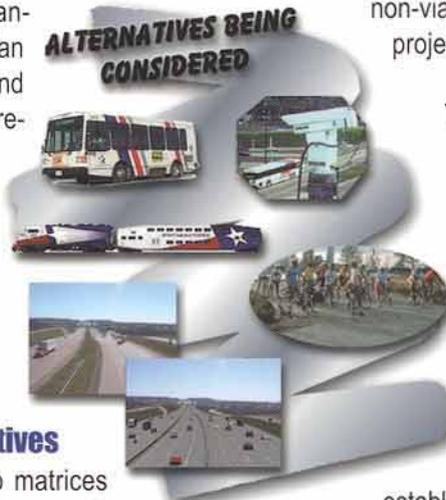
Determining Travel Demand

To determine the most effective improvements to the IH 820 Corridor, the study team obtained the most recent information on traffic volumes, trip origins and destinations, study area demographics, and congestion levels on the facility. This information is based on the 1995 Travel Demand Model, and is projected to the year 2025. This model serves as the baseline that the Study Team will use to compare each alternative throughout the study process. Already, the model has proved to be effective in determining which transportation options would be needed at a minimum to improve mobility in the corridor.

Other Alternatives Being Considered

Several alternatives will be evaluated in the study process to determine their engineering feasibility, operational performance, and potential environmental effects.

In addition to the highway alternatives, the IH 820 AA Study will consider the No-build and Regional Congestion Management Strategies/System (CMS) alternative that includes only planned and funded improvements in *Mobility 2025* (the region's transportation plan) and assumes that no additional improvements will be made to the corridor except for maintenance and operational repairs. In addition, the study will examine Travel Demand Management and Transportation Systems Management (TDM/TSM) and bicycle and pedestrian measures that are designed to decrease demand on the transportation system (e.g. employer trip reduction programs, telecommuting options, and bike/pedestrian). Parallel route improvements will be considered along Wichita, Mitchell, and Green Oaks. Rail alternatives that will be analyzed include a Union Pacific (UP) Commuter line along the east-west route between Lancaster and 303 used for special events.

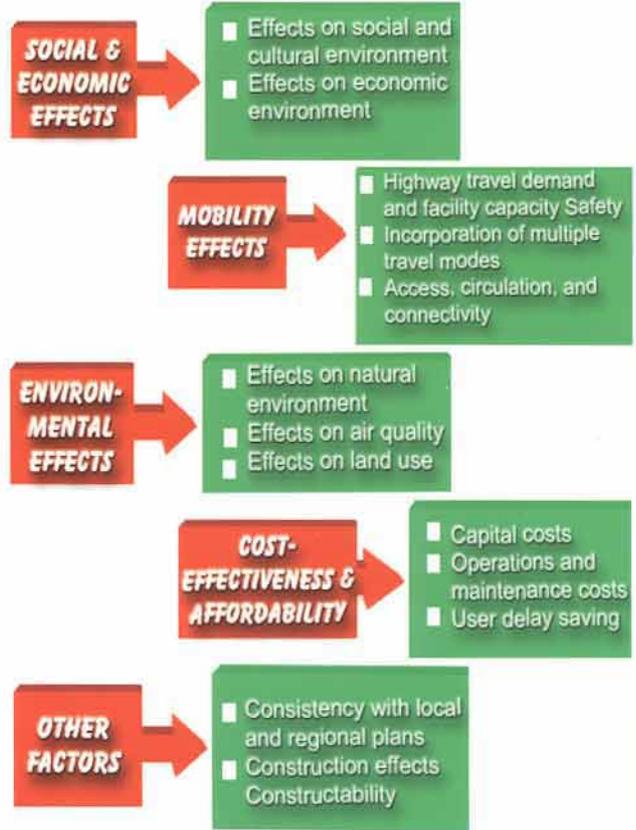


Evaluation and Screening of Alternatives

The alternatives analysis phase produced two matrices that evaluate the effects of the proposed alternatives so that all alternatives are properly documented. This detailed documentation will also inform the public about the decision-making process.

Recently, the project team completed the evaluation of existing conditions and developed a set of evaluation criteria. The criteria were intended to reflect the most critical aspects of the study's goals and objectives.

The first set of initial evaluation criteria represent qualitative measures for evaluating alternatives according to Mobility Effects, Social and Economic Effects, Cost Effectiveness and Affordability, and Other Factors.



The first screening was based on a qualitative analysis of the alternatives and resulted in the elimination of clearly non-viable options that did not address the project goals.

The rating scheme for the initial evaluation was as follows:

| | |
|--------------|----|
| Excellent | ++ |
| Good | + |
| Fair | o |
| Poor | - |
| Unacceptable | -- |

After the entire range of corridor-wide conceptual alternatives has been screened according to the established criteria, and a set of promising alternatives has been selected, these alternatives will be subjected to a more extensive analysis using an expanded list of evaluation criteria. This second phase of comparative evaluation of the alternatives will result in a preferred alternative that will be presented to policy-makers and the public.

Any alternatives dropped from this IH 820 Corridor Study could possibly be incorporated into future studies or projects. Any alternative projects that are found to be feasible will be considered for future funding, based on cost effectiveness. Cost participation from various sources (including federal, state, county, local, or private) will be expected.

What's Next?

The IH 820 Alternatives Analysis study will continue with the refinement of alternatives. During this phase of analysis the alternatives will be examined more closely and in combination with other alternatives. Options such as relocation of ramps, or widening frontage roads will be broadened in the next phase of analysis.

The study team is excited to discuss the project with local, civic, community, and neighborhood organizations whose members have an interest in the IH 820 Corridor. For presentations to your group, please contact Matthew Asaolu, P.E. at (817) 370-6852. You are also invited to attend the project coordination work group meetings held bimonthly on the third Tuesday of the month at the East Fort Worth Regional Library. Meetings begin at 10AM.

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, Collier & Braden, Inc.
VEI, Inc.



Meeting notes are posted on the project web page at www.dot.state.tx.us, under the heading "Major Investment Studies".



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

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Zip: _____

Tel.: () _____

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

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