

**We Want to Hear from You!**

The next opportunity for formal public input will be at the sixth open house and public meeting scheduled for 6:00 pm on February 23, 2006 in the Grapevine Convention Center, 1209 S. Main Street, Grapevine. The Project Team will discuss the current status of the study and review the decisions to date. The goal of the meeting is to present the findings of the revised proposed plan and gain consensus. The format for this public meeting will include an open house followed by a formal presentation and an opportunity for comments and questions. The public meeting is one of the many ways to voice your opinions on the SH 114/SH 121 project.

You may also:

- Mail comments on the SH 114/SH 121 Project to:  
Texas Department of Transportation  
P.O. Box 6868  
Fort Worth, TX 76115-0868  
Attention: Curtis Loftis, P.E.
- Email your comments to: [cloftis@dot.state.tx.us](mailto:cloftis@dot.state.tx.us)

**SH 121/ SH 114 Study Newsletter**



*The SH 114/SH 121 Study newsletter is a publication of the Fort Worth District – Texas Department of Transportation. Its purpose is to inform interested citizens of the SH 114 and SH 121 Project progress and upcoming events.*



Texas Department of Transportation  
P.O. Box 6868  
Fort Worth, TX 76115-0868  
Attention: Curtis Loftis, P.E.

**Next Open House/Public Meeting:**  
February 23, 2006  
6:00 pm Open House  
7:00 pm Public Meeting  
Grapevine Convention Center  
1209 S. Main St., Grapevine



**Texas Department of Transportation**



**SH 114/SH 121  
STUDY NEWSLETTER**



Volume 10

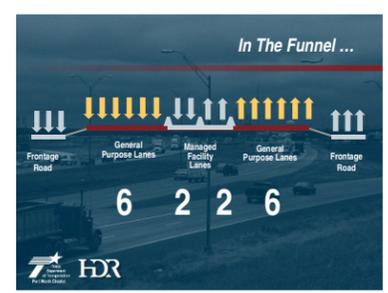
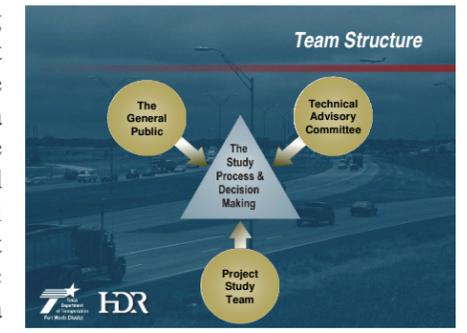
February 2006

**What is the SH 114/SH 121 Corridor Project?**

The SH 114/SH 121 Corridor Project, initiated in September of 1996, has reached a major milestone in the identification of measures for relieving congestion north of DFW airport. The new SH 114/SH 121 corridor will be an innovative system to collect and distribute traffic among several major highways efficiently. The new corridor will allow the five converging highways (SH 114, SH 121, SH 360, IH 635 and International Parkway) to interconnect while allowing traffic to flow smoothly. Future demographic projections indicate that an additional 180,000 vehicles per day will use this already overburdened system by the year 2025 resulting in increased congestion and environmental issues. The goal of this study is to gain consensus on potential mobility solutions for the corridor while minimizing any adverse environmental or engineering impacts.

**Public Involvement and Community Coordination**

Throughout the SH 114/SH 121 Project, the Study Team has been meeting with a Technical Advisory Committee (TAC) to build consensus on the most efficient method for easing congestion and increasing mobility through the Funnel (SH 114/SH 121). During these meetings, TAC members came to a consensus concerning the proposed alternative. The TAC concluded that the proposed SH 114/SH 121 alternative has met the local access needs and provided the capacity improvements needed to provide good regional mobility. This alternative can be seen on pages 2-3. The TAC was formed at the beginning of this project to represent various stakeholder and public interests associated with the SH 114/SH 121 region while acting as a facilitator for public input within the communities. In addition, five public meetings were held to inform and solicit additional input from concerned citizens regarding this project.



**The Preferred Alternative**

To develop the preferred alternative, the Study Team looked at environmental, mobility and engineering factors to screen the alternatives to promote the favored recommendation. At the fifth public meeting, the express/managed facility option was the proposed option to be carried forward in the study process. This option provides additional general purpose lanes going each direction as well as four managed lanes in the Funnel. The Funnel is the east-west convergence point of five highways, as shown on pages 2-3. The managed lanes will provide flexibility to accommodate additional flow during peak commuter times in the appropriate direction while providing a significant bypass of the SH 114/SH 121 congestion to commuters. Commuters who elect to use the managed lanes may be assessed a toll in the future that may be variable based on the time of day, level of congestion, and number of passengers; while the general purpose lanes will remain free to commuters. In addition, local intersecting streets will undergo engineering and signalization enhancements benefiting local traffic relying on this system.

**Project Features**

**Managed Lanes**

The managed lanes were developed to reduce congestion in the SH 114/SH 121 common corridor segment. These managed lanes will serve as express lanes from the FM 1709 area to near Freeport Parkway on SH 114. These lanes also provide flexibility to adjust to changing traffic conditions.

**Western Direct Connectors**

The proposed direct connectors, located on the western portion of the Funnel Project, provide improved capacity for the projected traffic for the northbound SH 121 to westbound SH 114 and eastbound SH 114 to southbound SH 121 movements. Currently this traffic movement is handled using William D. Tate Road to the SH 114 westbound frontage road.

**Collector-Distributor Roads**

Collector-distributor roads are proposed to reduce mainlane weaving between interchanges. These roads function similar to a frontage road but are built at freeway specifications. Instead of drivers making a decision to exit to a frontage road, drivers will exit to the collector/distributor lanes from the freeway then choose their appropriate exit.

**IH 635 and FM 2499**

Due to the close proximity of the IH 635/SH 121 interchange and the FM 2499/SH 121 interchange a collector-distributor system was necessary in order to provide for the local access connections as well as the freeway to freeway connections required in this area. In addition, the IH 635 Interchange and the FM 2499 interchange will be reconstructed in order to enhance local access operations near the Grapevine Mills Mall. These improvements will increase main lane capacity, enhance SH 26 and FM 2499 connectivity and minimize SH 121 mainlane weaving.

**SH 114/International Parkway Interchange**

There will be a complete reconstruction of this interchange with the addition of multiple new structures. For users of the interchange to maintain expected travel speeds on all connections, low-speed ramps will be replaced by high-speed direct connectors. In addition, a collector-distributor system was needed in order to provide good access between IH 635 and SH 114 along SH 121. This upgrade will meet the mobility needs of the corridor by minimizing traffic weaving and enhancing safety within the corridor.

