



August 15, 2024

Virtual Public Meeting with In-Person Option SH 114

SH 114 from FM 1709 to Trophy Lake Drive
Tarrant and Denton Counties, Texas
CSJs: 0353-03-109 and 0353-02-084

Welcome to the Texas Department of Transportation's pre-recorded virtual public involvement presentation. We appreciate your interest in the project and welcome each of you. Please note that you may pause this presentation at any point to allow more time to view the slides, and you may also pause the presentation and navigate forward or backward as needed. In this presentation, we will cover the public involvement purpose, project overview, environmental, and right of way considerations. This is followed by an explanation of how to provide comments for the proposed project and the adjournment.



Ricardo Gonzalez, P.E.
Director of Transportation Planning and Development

Texas Department of Transportation (TxDOT)
Fort Worth District

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My name is Ricardo Gonzalez, and I serve as the Director of Transportation, planning and development for the Fort Worth District of the Texas Department of Transportation, better known as TxDOT. Your input on the proposed improvements is valuable and will help benefit the community and shape the final project recommendations. The virtual public materials and project information can be found on www.txdot.gov by typing the project keyword in the search box in the upper right-hand corner. After the project information is presented, we would appreciate your feedback.

HELP #EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)



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November 7, 2000, was the last deathless day on roadways in Texas. That means for over two decades, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family.

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In this presentation, we will cover the proposed improvements to SH 114, provide information on other SH 114 projects in the area, discuss existing roadway conditions, environmental considerations, project status, the project timeline, and the public comment process.

Project Limits

Project Limits: FM 1709 (Southlake Boulevard) to Trophy Lake Drive

Length: Approximately 7.8 miles

- Extends from City of Grapevine to Town of Trophy Club
- Usual existing SH 114 right-of-way width varies from 380 feet to 666 feet



The proposed project is located on SH 114 from FM 1709 (Southlake Boulevard) to Trophy Lake Drive in Tarrant and Denton Counties, Texas. The proposed project is approximately 7.8 miles in length and extends from the City of Grapevine to the Town of Trophy Club.

Need for the Project

Traffic Volume Increase

- 119,000 average daily traffic (2025)
- 282,000 average daily traffic (2055)

Enhance Safety*

- 671 crashes on main lanes
- 258 crashes on frontage roads
- 17 crashes on entrance/on ramp
- 20 crashes on exit/off ramp

* Source: TxDOT Crash Record Information System (January 2019 to December 2023)

Improve Mobility

- Mobility 2045 Update includes recommended increase to SH 114 Corridor capacity from Trophy Lake Drive to Park Boulevard (2026-2036)

Reduce Congestion/Delay

- Mobility 2045 Update shows increase in levels of congestion/delay from moderate congestion (2023) to severe congestion (2045)

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The proposed project would improve connectivity and enhance safety along the SH 114 corridor. The average daily traffic count is expected to grow from 119,000 vehicles in 2025 to 282,000 vehicles in 2055. Crash data from January 2019 to December 2023 shows 671 crashes on the main lanes, 258 crashes on the frontage roads, 17 crashes on entrance ramps, and 20 crashes on exit ramps.

The Mobility 2045 Update recommends improving mobility on the SH 114 Corridor from Trophy Lake Drive to Park Boulevard between the years 2026 and 2036. This project aims to improve mobility and address anticipated congestion, which is expected to increase from moderate levels in 2023 to severe levels by 2045. These improvements are essential for efficient traffic flow, safety, regional growth and development.

Background Information

SH 114 Projects Currently Under Construction and Planned:

- Construction of continuous eastbound and westbound SH 114 frontage roads from Dove Road to FM 1938 (Davis Boulevard). Project includes entrance/exit ramp reversals and addition of turnarounds at Kirkwood/Solana Boulevard and Dove Road.
- Improve N Carroll Avenue between FM 1709 (Southlake Boulevard) and SH 114. Project includes new medians, turn lanes and lane realignments, pavement markings, and intersection improvements (planned/project timeline 2021-2025).

SH 114 Projects Recommended in Mobility 2045 Update:

- SH 114 from east of US 377 to Trophy Lake Drive: six-lane freeway with discontinuous frontage road lanes (recommended between 2023-2026).
- SH 114 from Trophy Lake Drive to Kirkwood Boulevard: eight-lane freeway with continuous frontage road lanes (recommended between 2026-2036).
- SH 114 from Kirkwood Boulevard to Park Boulevard (south of FM 1709): eight-lane freeway with continuous frontage road lanes (recommended between 2026-2036).

SH 114 Projects Funded in NCTCOG FY 2023-2026 Transportation Improvement Program:

- SH 114 from FM 1709 to Dallas County Line/construct remaining components of DFW Connector Project including: SH 114/SH 121 interchange; SH 114 connections to/from International Parkway and SH 121/International Parkway to I-635; U-turns at FM 1709, SH 114, and Texan Trail; and westbound SH 114 connection to westbound FM 1709 (CSJ: 0353-03-101).

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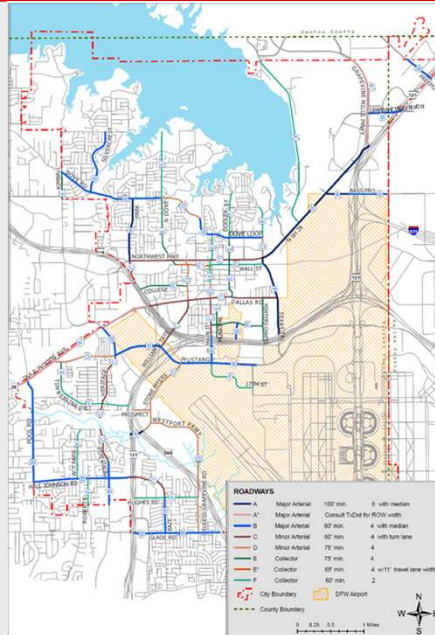
Construction is currently underway to construct continuous frontage roads from Dove Road to FM 1938, adjust exit and entrance ramps and add new turnarounds. Improvements are also being made to North Carroll Avenue with new medians, turn lanes, and intersections, scheduled for completion by 2025.

The Mobility 2045 Update recommends a six-lane freeway from east of US 377 to Trophy Lake Drive by 2026, and an eight-lane freeway from Trophy Lake Drive to Park Boulevard by 2036.

Additionally, SH 114 projects listed in the 2023 to 2026 Transportation Improvement Program for Fort Worth District Projects include constructing remaining components of the DFW Connector Project. These projects are funded in fiscal year 2026. These efforts also focus on improving traffic flow, enhancing safety, and supporting regional growth and development.

City of Grapevine Thoroughfare Plan

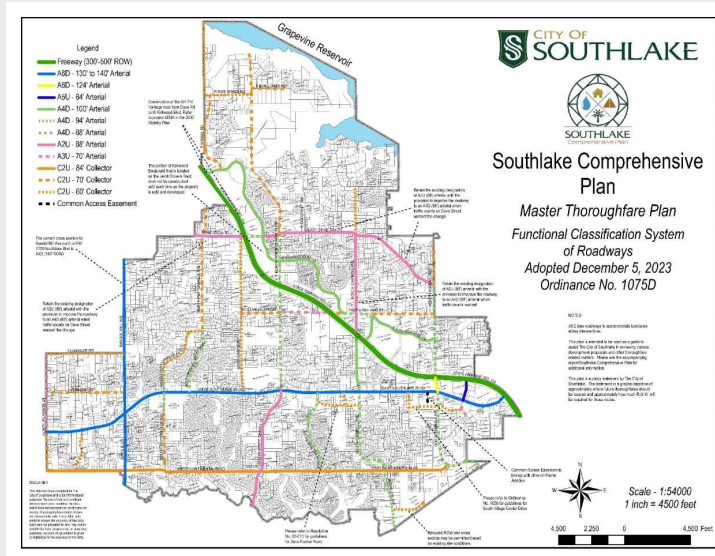
City of Grapevine Thoroughfare Plan
Revised August 15, 2017
Heritage Ave at Big Bear Creek



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This slide shows the City of Grapevine Thoroughfare Plan in relation to SH 114 and the surrounding roadway network. To access a full version of this map, please visit www.txdot.gov, keyword search “SH 114 to Trophy Lake Drive.” For more information about the Plan, please visit the City’s official website at www.grapevinetexas.gov.

City of Southlake Thoroughfare Plan



This slide shows the City of Southlake Thoroughfare Plan. To access a full version of this map, please visit www.txdot.gov, keyword search "SH 114 to Trophy Lake Drive." For more information about the Plan, please visit the City's official website at www.cityofsouthlake.com.

Existing Conditions

Existing Typical Section: SH 114 Corridor

SH 114 Eastbound/Westbound Main Lanes

- Three 12-foot travel lanes
- 12-foot inside shoulder
- 10-foot outside shoulder
- Center median treatments vary and include concrete traffic barrier, depressed grassy median, and cable barrier

SH 114 Eastbound/Westbound Ramps

- 14-foot ramps with two-foot inside shoulder and six-foot outside shoulder

SH 114 Eastbound/Westbound Frontage Roads

- Three 12-foot travel lanes within curb and gutter
- All frontage roads are one-way

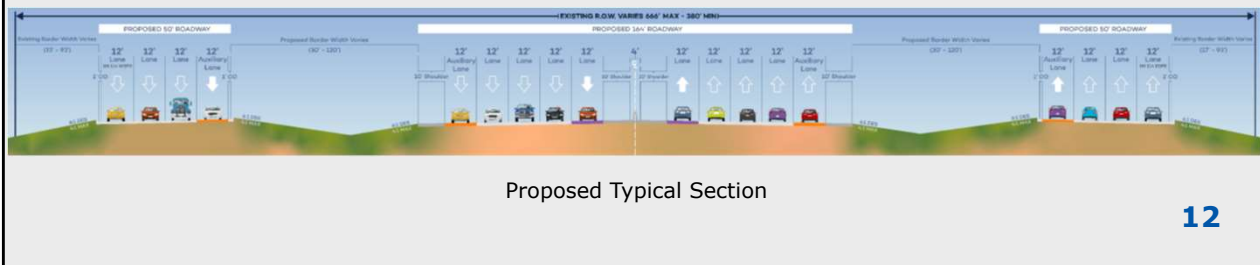


Existing SH 114 is a six-lane divided roadway with three 12-foot-wide travel lanes in each direction. The mainlanes include 12-foot inside and 10-foot outside shoulders. The east and westbound mainlanes are separated by a continuous center concrete traffic barrier for the majority of the project limits. One-way frontage roads consisting of two to three lanes are located on each side of the roadway. Construction is currently underway to provide continuous frontage roads throughout the project limits. The existing right of way width is usually between 380 feet and 666 feet.

Proposed Improvements

SH 114 Corridor Improvements

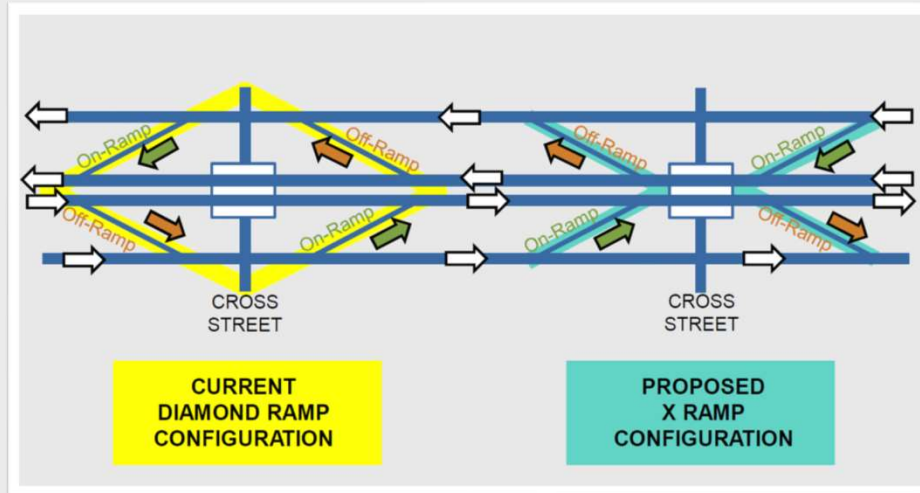
- Add one main lane in each direction within center median area
- Reverse entrance/exit ramps from conventional diamond configuration to X-ramp configuration between N. White Chapel Boulevard and Kimball Avenue, and add auxiliary lanes near ramp reversals
- Add and connect shared-use paths/sidewalks
- Additional right of way needed is being evaluated



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The proposed project would add two travel lanes, one in each direction, to the median area on SH 114 and reverse entrance and exit ramps from the current diamond ramp configuration to an X-ramp configuration. In other words, the proposed X-ramp design would reverse the existing entrance and exit ramps—and an entrance ramp would become an exit ramp and vice versa. Mainlane and frontage road improvements would include adding auxiliary lanes near ramp reversals and connecting shared-use paths and sidewalks. Additional right of way needed for these improvements may be required and is being evaluated. The proposed ramp improvements are further explained in the next slide.

Conceptual Illustration of Diamond and X-Ramps



Source: TxDOT

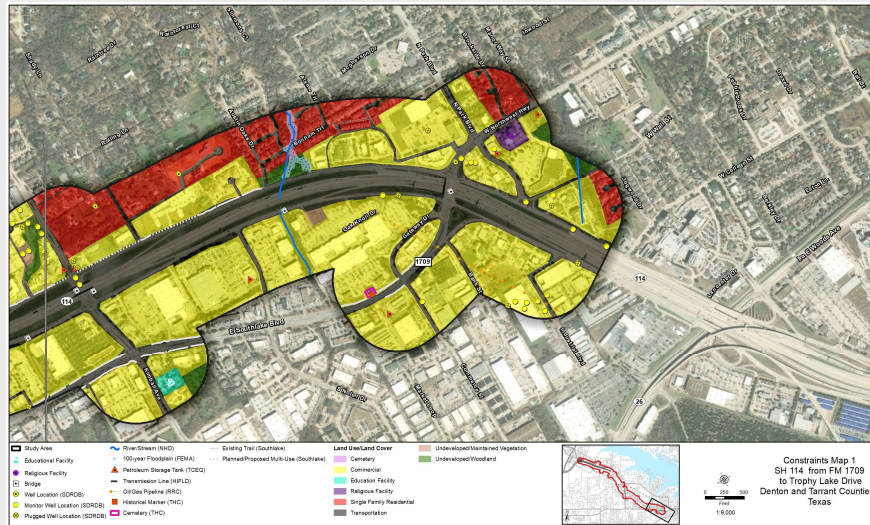
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Redesigning the existing access ramps to and from the SH 114 mainlanes from the current diamond ramp design to the proposed X-ramp design is shown in this conceptual illustration.

A ramp reversal is the replacement of an entrance ramp with an exit ramp and vice versa. For example, an entrance ramp or on-ramp would become an exit ramp or off-ramp. The proposed ramp modifications via ramp relocations and ramp reversals would provide several benefits to the SH 114 corridor:

- The X-ramp design would provide more queueing space before each signalized intersection, which will reduce vehicle backups onto ramps and mainlanes plus provide more room for vehicles to maneuver into desired turn lanes at the intersections after exiting the highway.
- The X-ramp design would serve to provide direct access to properties from entry and exit ramps between interchanges. This would reduce traffic volumes at each signalized intersection, and in turn, reduce air pollution from idling vehicles.
- The X-ramp design would provide a bypass along the frontage road system between the local street intersections route.

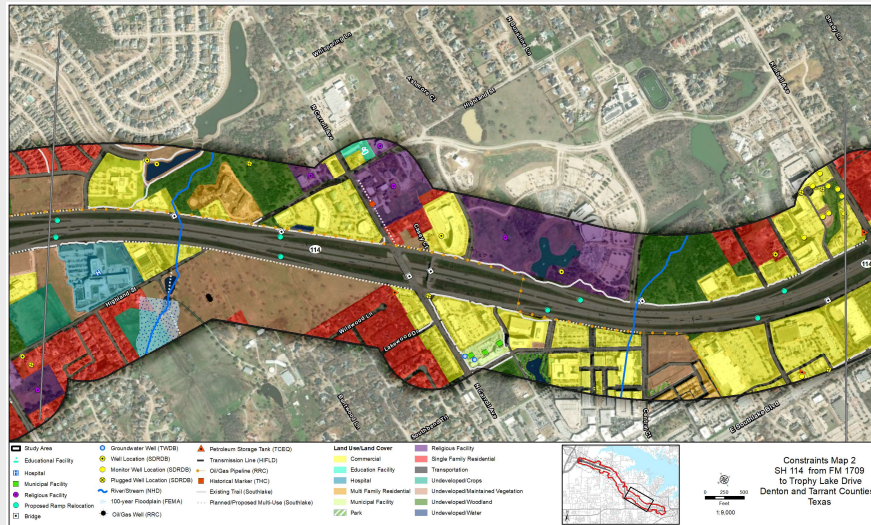
Study Area Constraints



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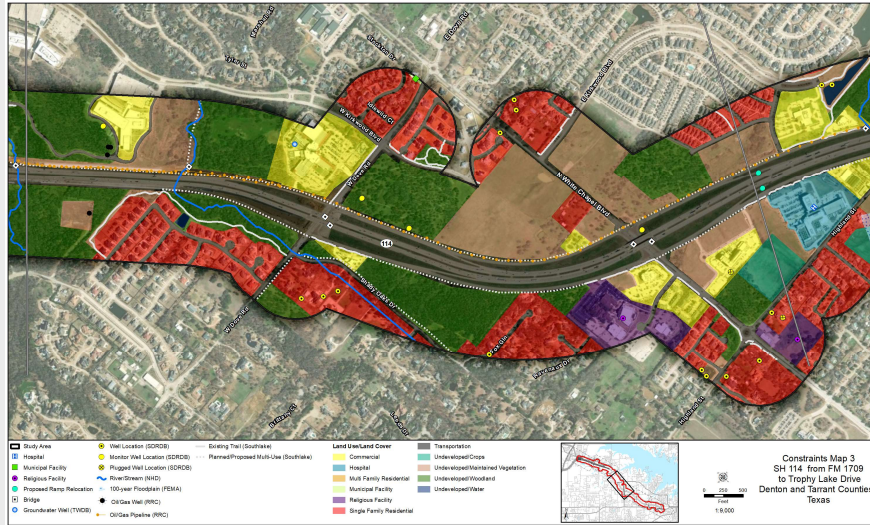
The following slides show the study area where the proposed improvements are being considered. The study area is approximately 0.2 mile (2,100 feet) wide on each side of SH 114 and outlined by a black solid line. Various features and land uses are shown on current aerial photography from east of FM 1709 to west of Trophy Lake Drive. The main land uses in the study area are residential, commercial, and undeveloped. The areas shaded in red are single family residential, areas shaded yellow are commercial land use, and undeveloped properties are shaded brown, green or blue based on land cover. Potential environmental constraints identified within the study area include water wells, petroleum pipelines, natural features, and various land uses. Also shown are existing and planned bicycle and pedestrian facilities in the City of Southlake and Town of Westlake. The general area of the proposed ramp relocations and ramp reversals are shown as a solid blue dots at existing ramp locations. These features and constraints will continue to be taken into consideration throughout project development. To view and download this map please visit www.txdot.gov and enter "SH 114 to Trophy Lake Drive."

Study Area Constraints



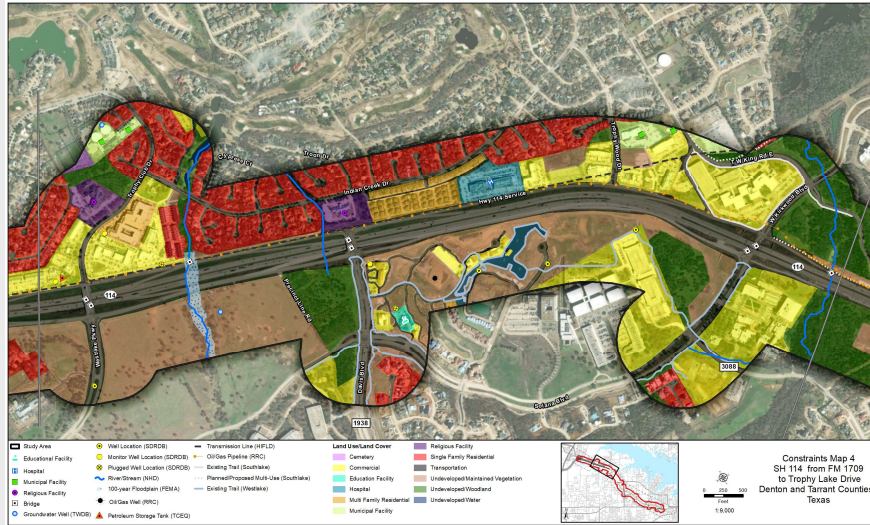
To view and download this map please visit www.txdot.gov and enter “SH 114 to Trophy Lake Drive.”

Study Area Constraints



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Study Area Constraints



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Study Area Constraints



To view and download this map please visit www.txdot.gov and enter "SH 114 to Trophy Lake Drive."

Environmental Considerations

Environmental documentation will be prepared in accordance with the National Environmental Policy Act (NEPA) and TxDOT's Environmental Compliance Toolkits

Air Quality	Traffic Noise Analysis	Community Impacts Assessment
Hazardous Materials Initial Site Assessment	Biological Resources	Water Resources
Cultural Resources	Archeological Sites and Cemeteries	Historic Resources

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The environmental studies being conducted for this proposed project are underway and will comply with the National Environmental Policy Act, or NEPA, process.

The environmental study will identify and assess potential impacts to the natural and human environment, including the resources listed on this slide. This process would help TxDOT make an informed decision on whether or not to proceed with the proposed project.

Some of the environmental resources that will be assessed include air quality, traffic noise, community impacts, hazardous materials sites, biological resources such as threatened and endangered species, water resources, cultural resources, and historical and archaeological resources.

National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by the Federal Highway Administration and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la FHWA (Administración Federal de Carreteras) y TxDOT.

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this proposed project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a memorandum of understanding (MOU) dated December 9, 2019, and executed by Federal Highway Administration (FHWA) and TxDOT. The MOU assigns to TxDOT FHWA responsibilities under the National Environmental Policy Act (NEPA) and other environmental laws. This review and approval process applies to this proposed project as the SH 114 project is receiving federal funds; therefore, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with Federal standards.

Public Involvement

Public Outreach

- Define outreach strategies and milestones
- Identify and engage target audiences
 - Local Community Members
 - Local Business Owners
 - Elected Officials
 - Limited English Proficiency Populations
 - Interested Parties
- Proactively seek public input through technical work groups, public meetings, and public hearing

Major Milestones

- First Technical Work Group Meeting
- First Public Meeting
- Second Technical Work Group Meeting
- Second Public Meeting
- Public Hearing

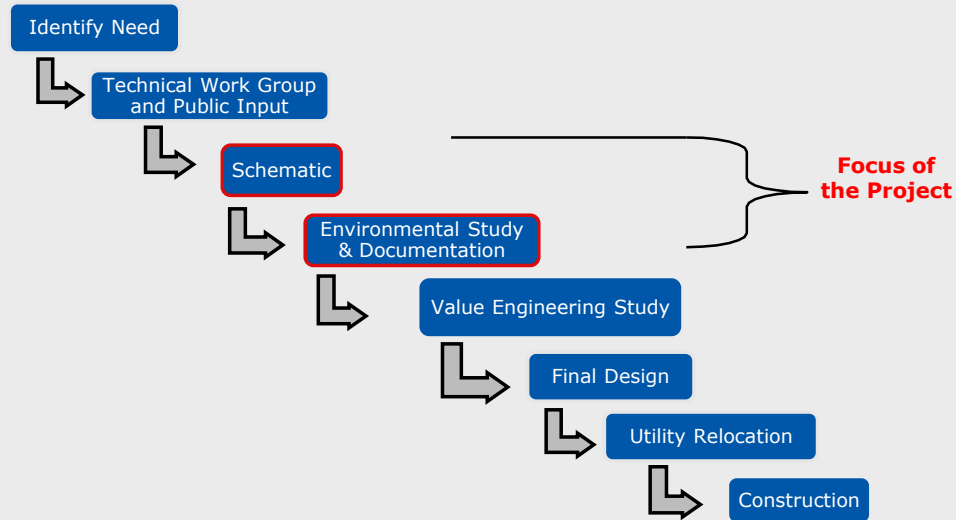
Public Input is Welcome Throughout the Process

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Public involvement is crucial to TxDOT for addressing community needs and concerns throughout the development of transportation projects.

Outreach targets local community members, business owners, elected officials, those with limited English proficiency, and other stakeholders. Engagement methods include technical work groups, public meetings, and hearings. Key milestones include initial and subsequent Technical Work Group Meetings, Public Meetings, and a Public Hearing.

Project Development Process



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This slide shows where we are in the project development process. Currently, the proposed project involves preparing the design schematic and performing environmental studies.

The Value Engineering Study would provide recommendations about possible alternatives that could potentially reduce the time to complete the project, improve the value and quality of the project, and provide a project that functions safely and efficiently at a lower cost. The Value Engineering Study would be done before final design schematic approval.

Project Status

Data Collection and Analysis

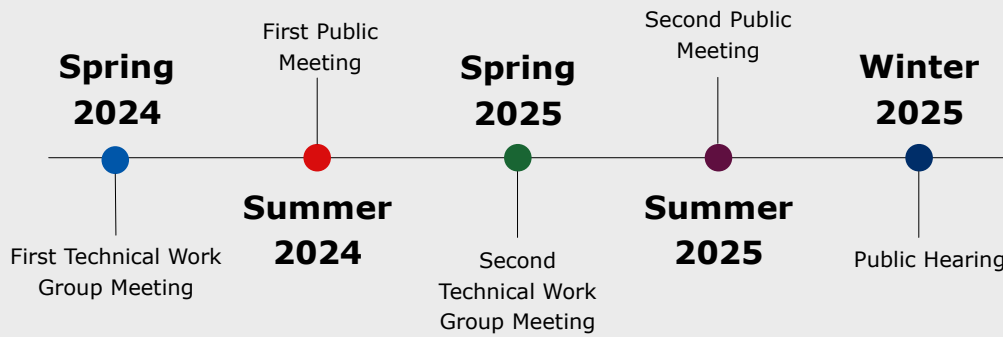
- Subsurface investigations
- Environmental documentation/technical reports
- Traffic studies including capacity analysis, traffic simulations, safety analysis, and 3-D modeling
- Drainage studies
- Right of way surveys and mapping
- Subsurface utility engineering and utility coordination

Design

- Alternatives
- Schematic (design in progress)

The proposed project will include development of a design schematic, preparation of environmental documents and reports in support of the schematic work, traffic and operational analysis, drainage studies, and utility investigation and coordination.

Estimated Timeline



*All dates are tentative and subject to change

This slide shows the proposed SH 114 project schedule. In the next steps of the environmental process, all comments received during the comment period will be reviewed and responses to comments will be provided in the official public meeting record. Comments are taken into consideration throughout the project development process.

Public Comment Process

Submit comments by:

- Email: sbeal1-c@txdot.gov
- Mail: Fill out a comment card and mail to:
Texas Department of Transportation Fort Worth District
ATTN: Tom Marquardt, P.E.
2501 SW Loop 820
Fort Worth, TX 76133
- Online: Visit www.txdot.gov and search "SH 114 to Trophy Lake Drive."



While comments are always welcome, they must be received or postmarked on or before **Friday, August 30, 2024, at 11:59 p.m.** to be included in the official meeting documentation.

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Comments can be provided during the in-person meeting by filling out a comment card and dropping it in one of the comment boxes.

Comments can also be submitted by:

- Email to sbeal1-c@txdot.gov; by
- Mail to the TxDOT Fort Worth District, ATTN: Tom Marquardt, P.E., at 2501 SW Loop 820, Fort Worth, TX 76133; or
- Online by visiting www.txdot.gov, using keyword search "SH 114 to Trophy Lake Drive."

While comments are always welcome, they must be received or postmarked on or before Friday, August 30, 2024, at 11:59 p.m. Responses to comments received during the comment period will be included in the Public Meeting Summary report that will be available online at www.txdot.gov once it has been prepared.

Thank you!

Project Contact Information:

Tom Marquardt, P.E.

Project Manager

TxDOT – Fort Worth District

(817) 370-6772

Thomas.Marquardt@txdot.gov

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Please don't hesitate to contact us with any questions at any time during the project development process.

Tom Marquardt, the TxDOT Project Manager, can be reached at (817) 370-6772 or by email at Thomas.Marquardt@txdot.gov.

Questions and comments can be submitted at any time during the project development process, but comments will only be included as part of the official Public Meeting Summary Report if received during the comment period.

Thank you for participating in this Virtual Public Meeting with In-Person Option. Please do not forget to submit comments by Friday, August 30, 2024, by 11:59 p.m. This concludes the public meeting presentation.