



# Virtual Public Hearing Southeast Connector

Reconstruction and Widening of I-20, I-820, & US 287

I-20 from Forest Hill Drive to Park Springs Boulevard

I-820 from I-20 to Brentwood Stair Road

US 287 from Bishop Street to Sublett Road

Tarrant County, Texas



# #EndTheStreakTX

End the streak of daily deaths on Texas roadways.



**1** Welcome

**2** Public Comments

**3** Project Design

**4** Environmental

**5** Right of Way

**6** Adjournment



- Inform the public of project status, summarize studies conducted to date, and present recommendations.
- Describe the project so the public can determine how they may be affected.
- Provide the public the opportunity to provide input.
- Develop a record of public participation.

# How to Submit Your Comments



## Verbal Comment:

Call (817) 887-6150 and leave a voice message.

Email: [SoutheastConnector@txdot.gov](mailto:SoutheastConnector@txdot.gov)

Mail: TxDOT Fort Worth District Office  
Attn: Loyl C. Bussell, P.E.  
2501 SW Loop 820  
Fort Worth, Texas 76133

All comments must be received on or before:  
**June 22, 2020**

## Virtual Public Hearing Website:

<https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing>

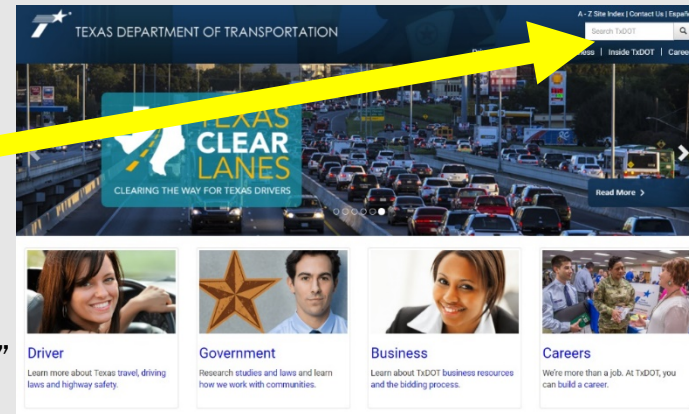
## Submit Online:

Visit [www.TxDOT.gov](http://www.TxDOT.gov)

In the upper right-hand search box enter:

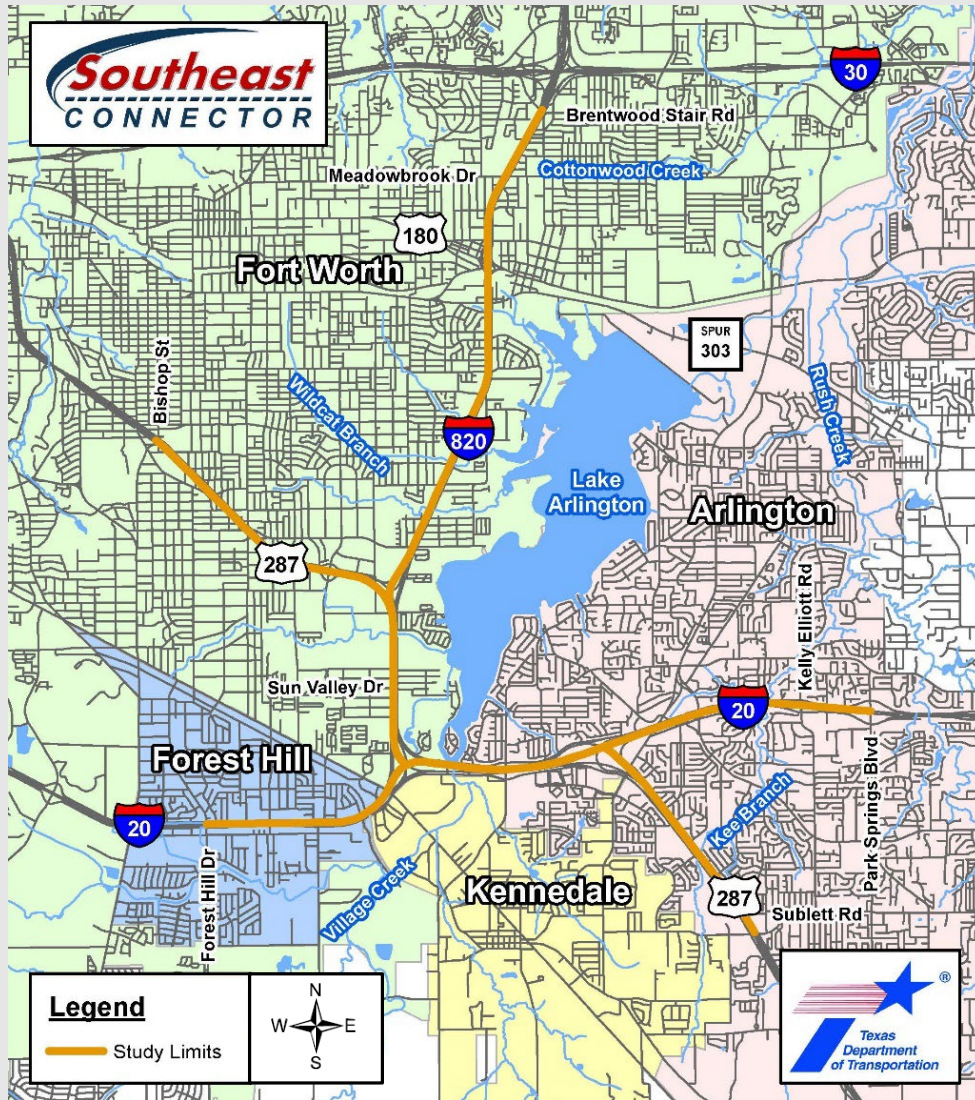
Select “Virtual Public Hearing and Draft Environmental Assessment Available for Public Review – Southeast Connector”

Then click:





- Federal Highway Administration (FHWA)
- North Central Texas Council of Governments (NCTCOG)
- City of Fort Worth
- City of Forest Hill
- City of Arlington
- City of Kennedale
- Tarrant County
- Trinity Metro



## ■ Project Limits

- I-20 from Forest Hill Drive to Park Springs Boulevard
- I-820 from I-20 to Brentwood Stair Road
- US 287 from Bishop Street to Sublett Road
- Total Project Length: 16 miles



## ■ Project Needs

- Traffic congestion, reduced mobility, and an unacceptable Level of Service (LOS).
- Inefficient roadway connectivity.
- No continuous pedestrian or bicycle accommodations.

## ■ Project Purpose

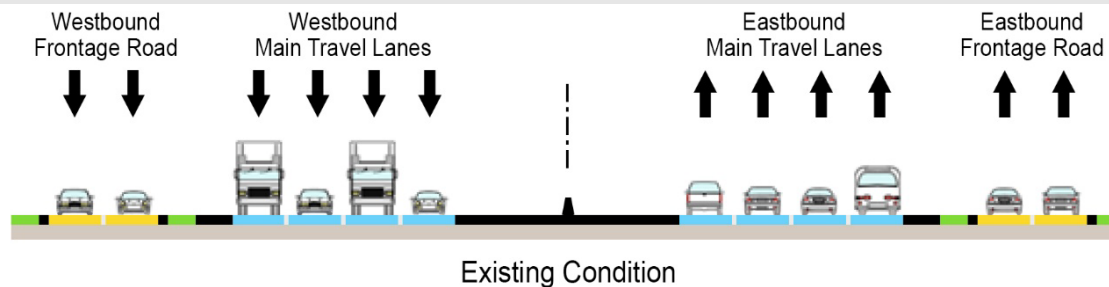
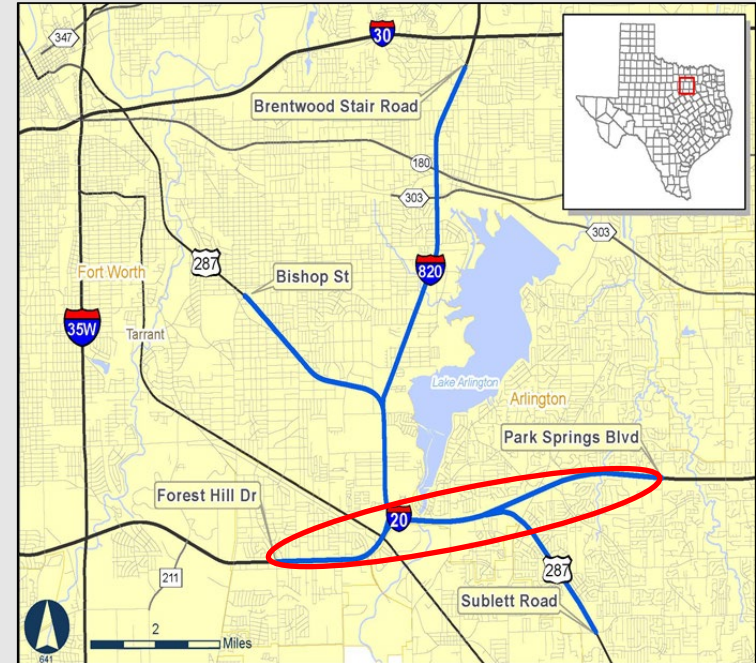
- Reduce traffic congestion.
- Improve mobility and connectivity.
- Provide continuous pedestrian or bicycle accommodations.





## ■ I-20 from Forest Hill Drive to Park Springs Boulevard:

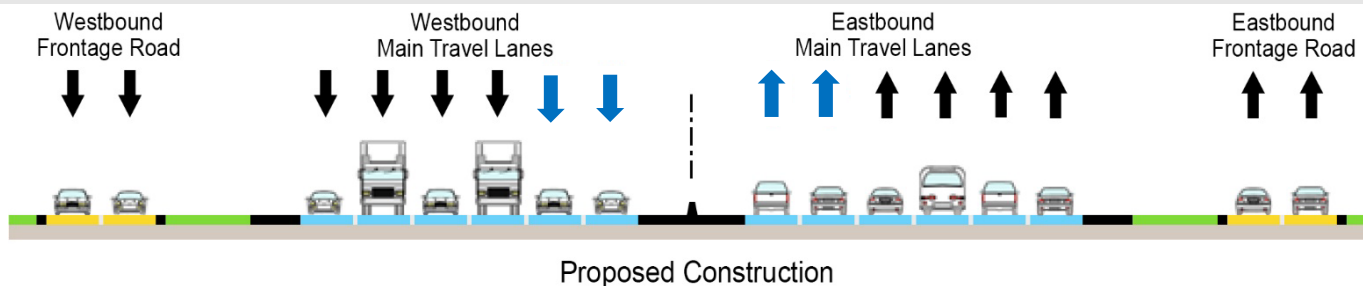
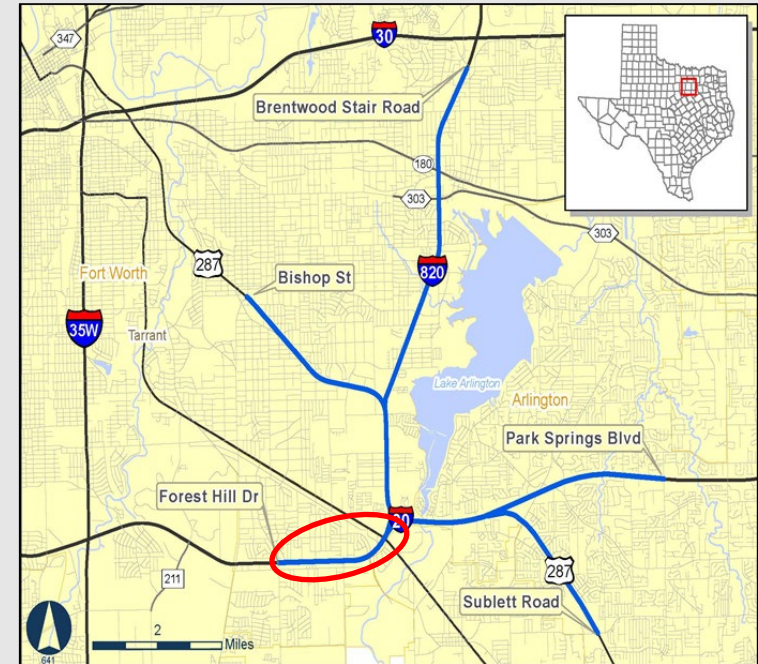
- 4 to 5 main travel lanes in each direction separated by a concrete safety barrier or metal beam guard fence, with inside and outside shoulders.
- 2 to 3 lane discontinuous frontage roads.





## ■ I-20 from Forest Hill Drive to I-20/I-820 Interchange:

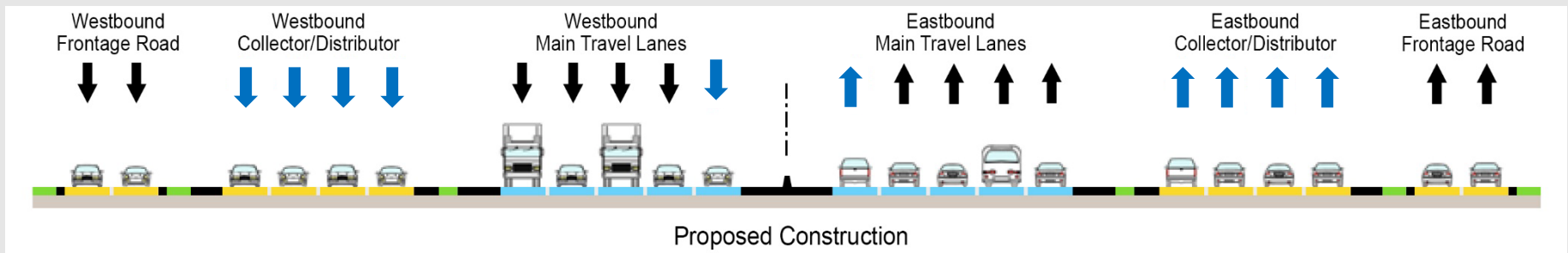
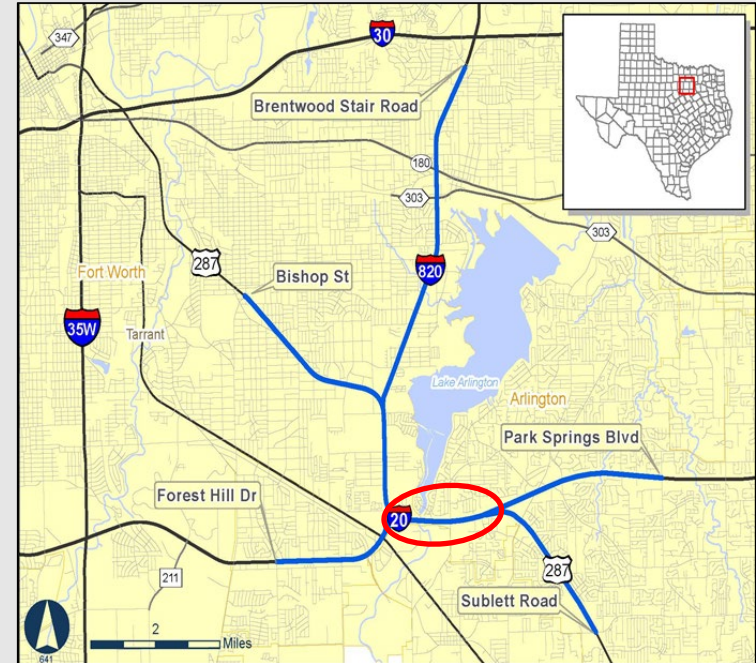
- Reconstruct and widen to 6 main travel lanes in each direction.
- Auxiliary lanes would be added between the entrance and exit ramps.
- Frontage roads would be reconstructed and widened to 2 to 4 continuous lanes in each direction.





## ■ I-20 from I-820 Interchange to US 287 Interchange:

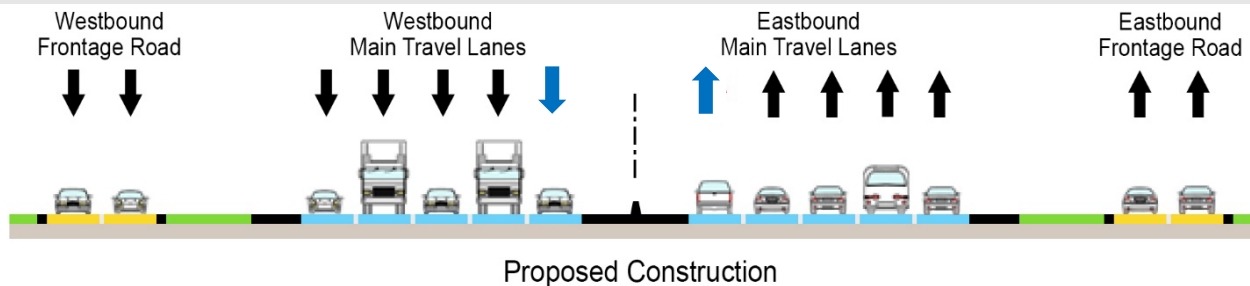
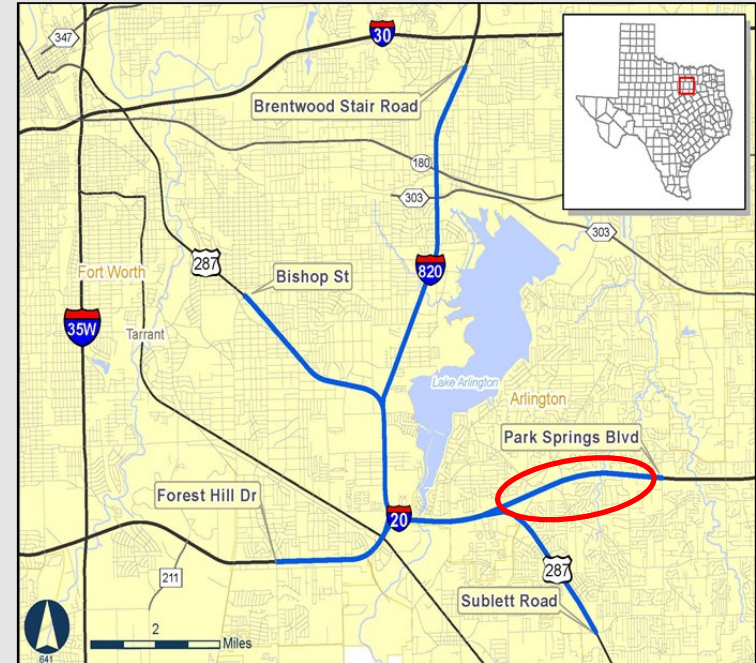
- Reconstruct to 5 main travel lanes in each direction.
- Construct a 4-lane collector-distributor road system in each direction.
- Frontage roads to be reconstructed and widened to 2 to 4 continuous lanes in each direction.





## ■ I-20 from I-20/US 287 Interchange to Park Springs Boulevard:

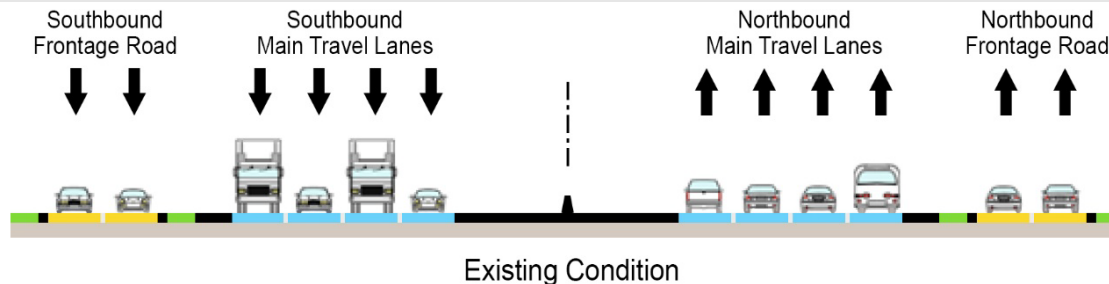
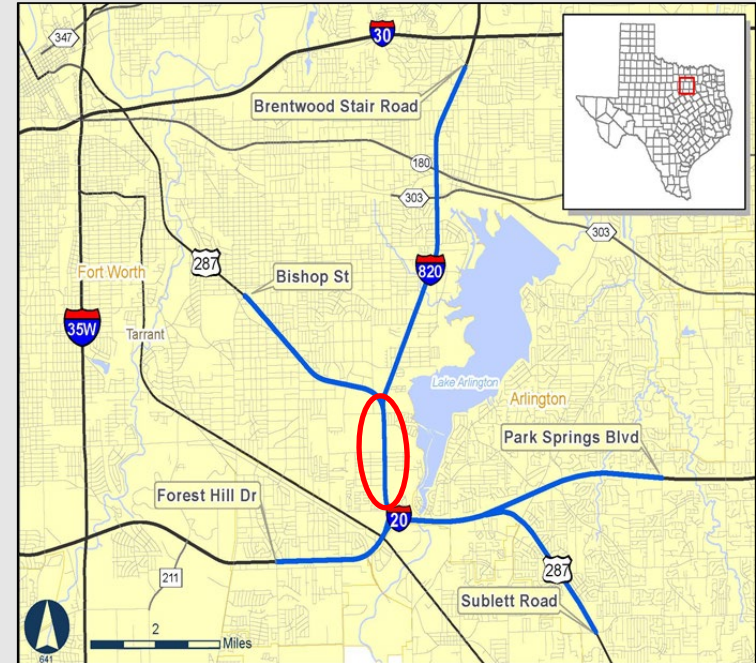
- Reconstruct and widen to 5 main travel lanes in each direction.
- Auxiliary lanes added between the entrance and exit ramps.
- Frontage roads to be reconstructed and widened to 2 to 4 lanes in each direction.





## ■ I-820 from I-20 to I-820/US 287 Interchange:

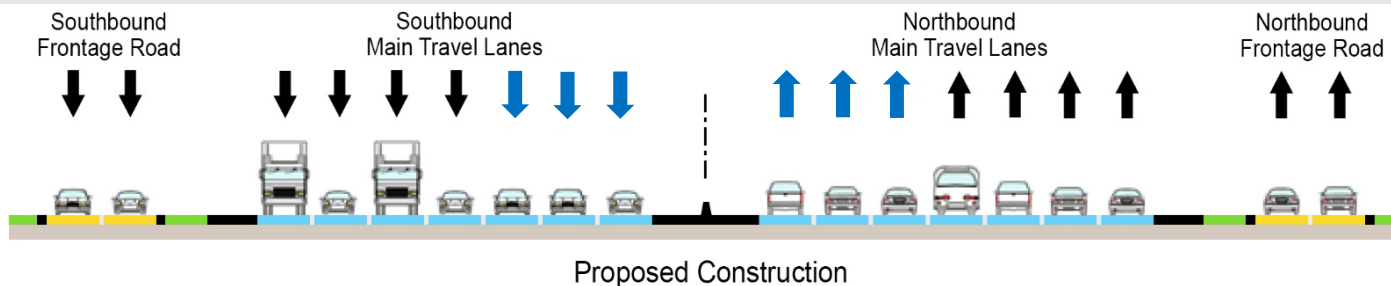
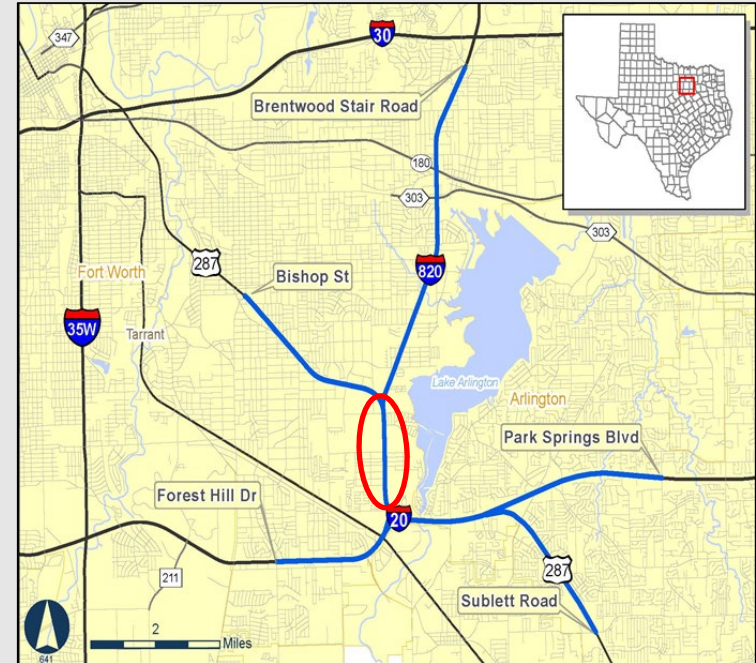
- 4 main travel lanes in each direction separated by a concrete safety barrier or metal beam guard fence, and inside and outside shoulders.
- Continuous frontage roads from I-20 to the I-820/US 287 Interchange.





## ■ I-820 from I-20 to I-820/US 287 Interchange:

- Reconstruct and widen to 7 main travel lanes in each direction.
- Frontage roads to be reconstructed and widened to 2 to 4 continuous lanes in each direction.

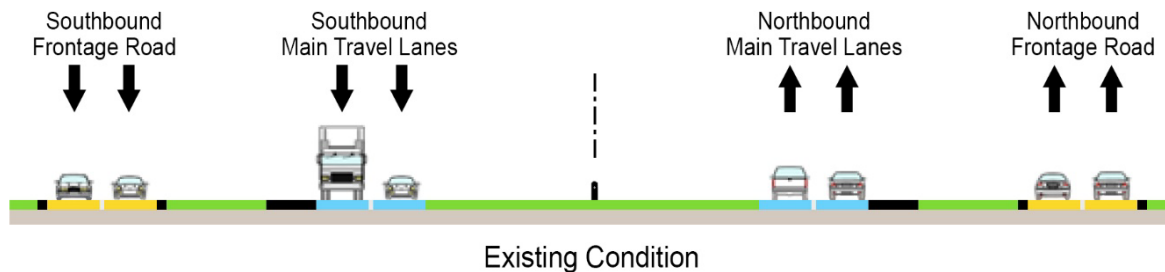
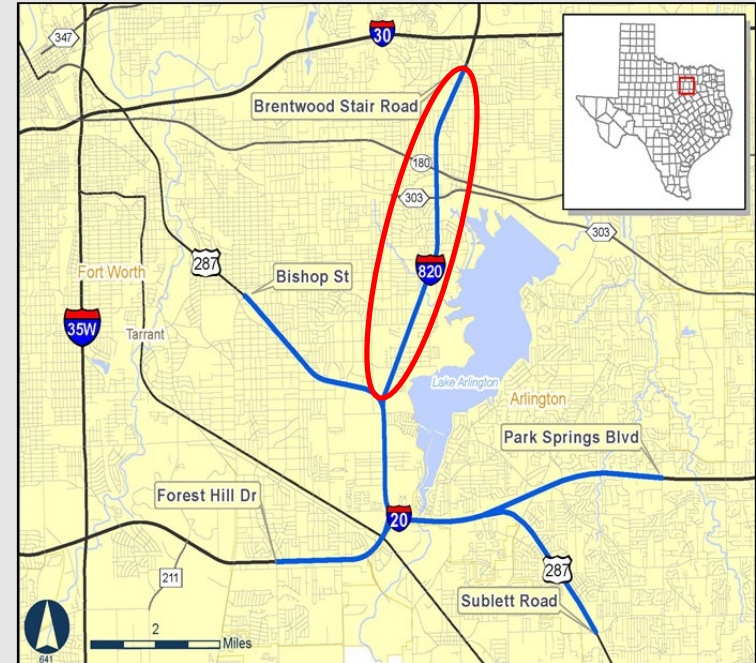




## ■ I-820 from I-820/US 287 Interchange to Brentwood

### Stair Road:

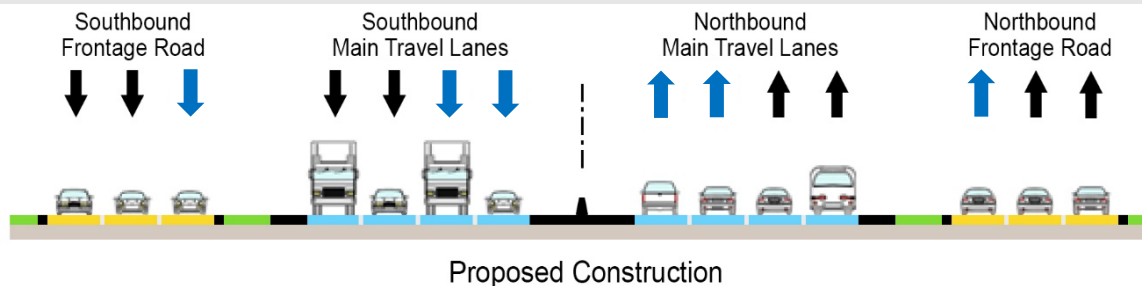
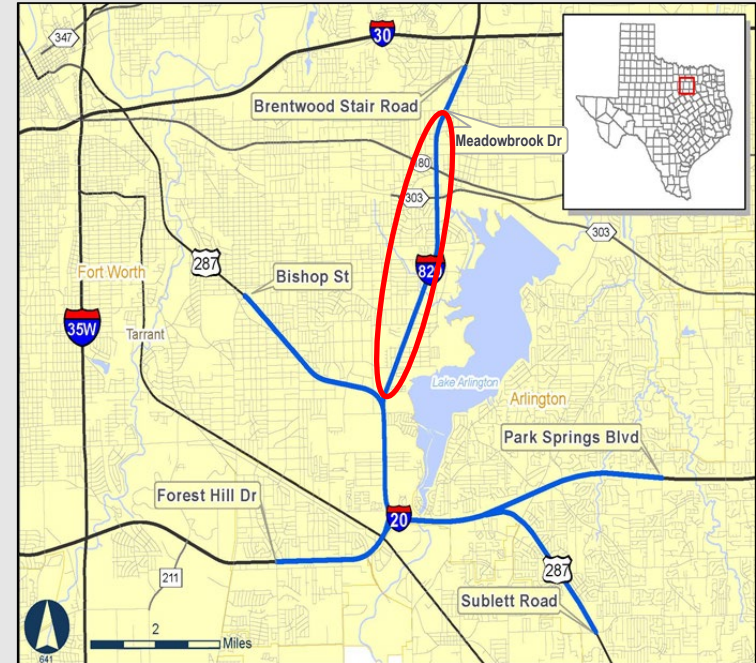
- 2 main travel lanes in each direction separated by grass median with a cable barrier.
- Discontinuous frontage roads.





## ■ I-820 from US 287 to Meadowbrook Drive:

- Reconstruct and widen to 4 main travel lanes in each direction.
- Auxiliary lanes added between the entrance and exit ramps.
- Frontage roads to be reconstructed and widened to 2 to 3 continuous lanes in each direction.

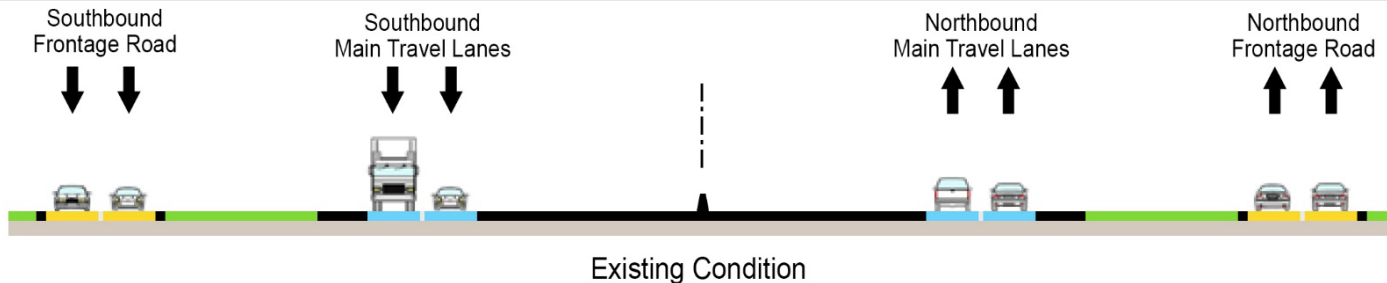
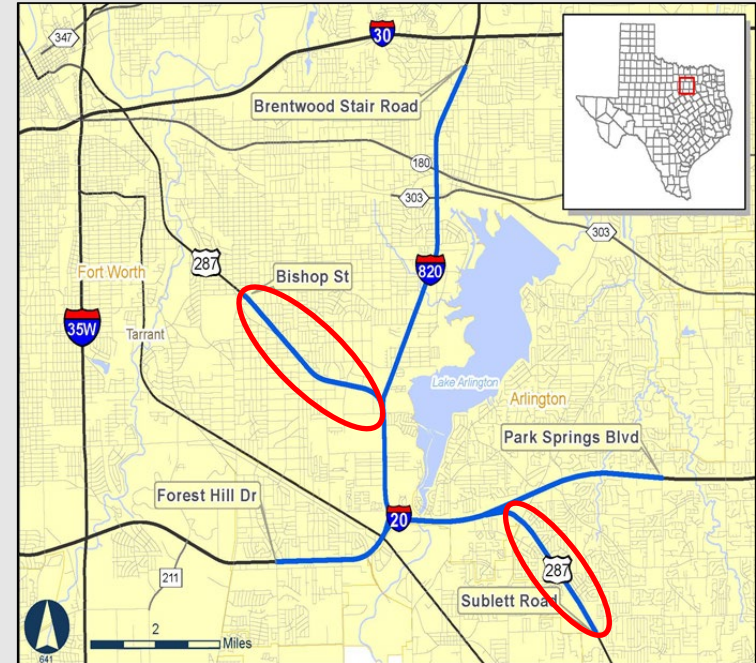






## ■ US 287 from Bishop Street to Sublett Road:

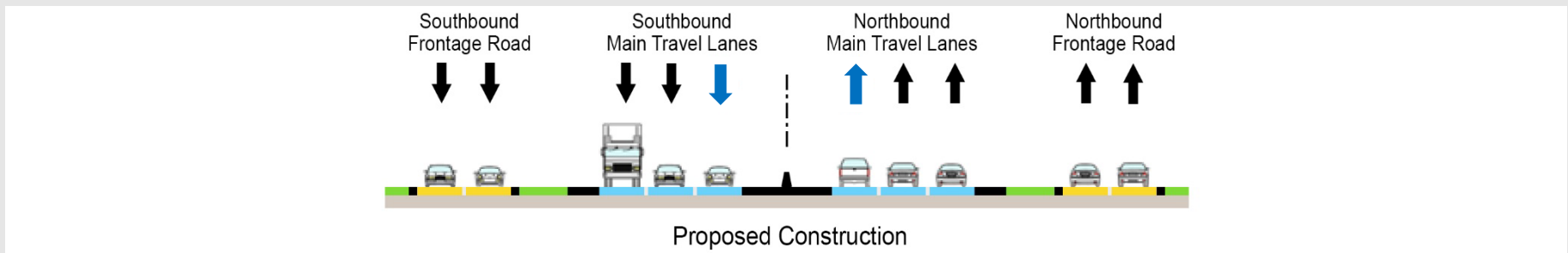
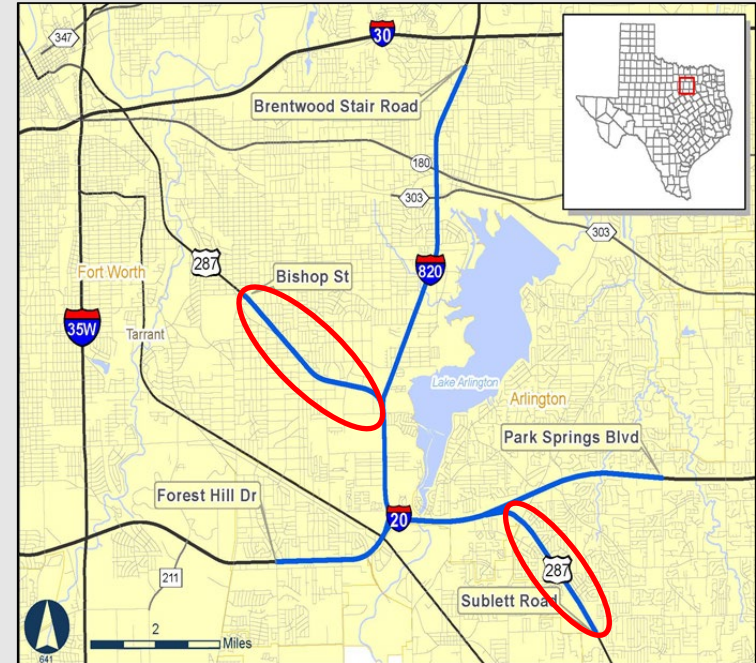
- 2 to 3 main travel lanes in each direction separated by a concrete safety barrier, metal beam guard fence, or grass median, with inside and outside shoulders.
- 2 lane discontinuous frontage roads.





## ■ US 287 from Bishop Street to Sublett Road:

- Reconstruct and widen to 3 main travel lanes in each direction.
- Auxiliary lanes added between the entrance and exit ramps.
- Frontage roads to be reconstructed and widened to 2 to 3 lanes in each direction.





- The proposed project would provide bicycle and pedestrian accommodations along the entire corridor including:
  - 10-foot wide shared-use path on one side of the project corridors & 6-foot wide sidewalk on the other side of the corridors.
  - Reconstructed cross street interchanges would include Americans with Disabilities Act (ADA) compliant sidewalks and bicycle accommodations (such as bike lanes or shared use paths).
  - Each intersection would include wheelchair-accessible ramps and marked crosswalks.



# Pedestrian Bridge Closure



- A pedestrian bridge is currently located north of Craig Street and provides access across I-820 highway lanes.
- TxDOT conducted pedestrian/bike counts on the bike/pedestrian bridge, the Craig Street bridge, and the Meadowbrook Drive bridge.
- Based on the pedestrian and bike counts, the pedestrian bridge would be removed as part of the proposed project.
- Bike/pedestrian users would be expected to cross I-820 using the proposed sidewalk or shared-use paths on the Craig Street and Meadowbrook Drive bridges.

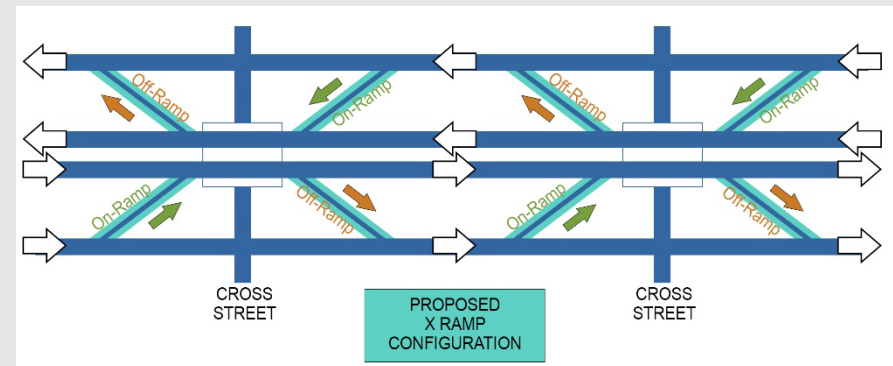
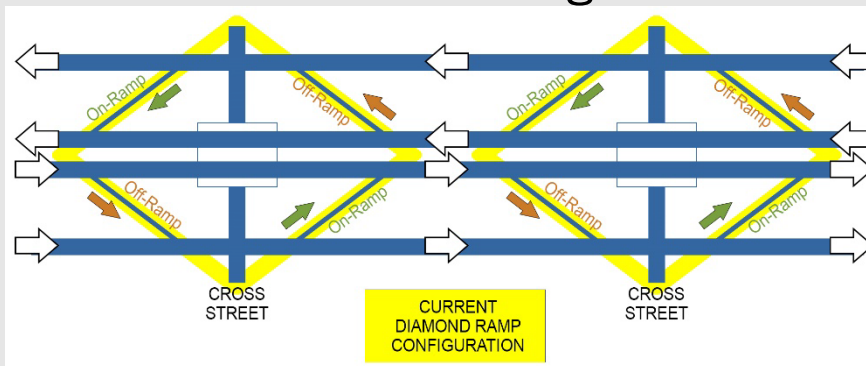




- Reconfiguration of existing exit/entrance ramps.
- Ramp updates require denial of access from private properties to the frontage road and removal or relocation of driveways.
- This is anticipated to impact direct main lane access for the following cross streets:
  - Anglin Drive
  - Sun Valley Drive
  - Martin Street
  - Wilbarger Street
  - Ramey Street
  - Lancaster Avenue
  - Craig Street
  - Brentwood Stair Road



- Improved access and mobility by converting the “Diamond” ramp configurations to “X” ramp configurations.
- This is anticipated to benefit the following areas:
  - Between Green Oaks Boulevard and Kelly Elliott Road along I-20.
  - Between Wilbarger Street and E. Berry Street along southbound I-820.
  - Between Ramey Ave. and E. Rosedale Street along I-820.
  - Between Miller Avenue/Wilbarger Street and Village Creek Road along US 287.
  - Along US 287 between Little Road and Sublett Road.





- Cul-de-sacs (dead-end streets) are anticipated to impact the following streets:
  - Bolen Road at Bowman Springs Road.
  - Forest Bend Drive at eastbound I-20 Frontage Road.
  - Dowdell Street and Childress Street at southbound/eastbound US 287 Frontage Road.
  - Hillside Avenue would end at Pierce Avenue (and no longer connect to southbound/eastbound US 287 Frontage Road).
  - Hart Street at southbound I-820 Frontage Road.
  - Tension Avenue to southbound I-820 Frontage Road (just south of E. Lancaster Avenue).
  - Rich Street is proposed to dead-end west of the I-820 southbound frontage road with no cul-de-sac provided.
  - Mel Street at Craig Street.
  - Lambeth Lane at northbound I-820 Frontage Road (just north of Meadowbrook Drive).



- Addition of jughandles to maintain access between Craig Street and the I-820 Frontage Roads.







- Re-alignment of Anglin Drive at I-20.





## ■ Additional Frontage Roads:

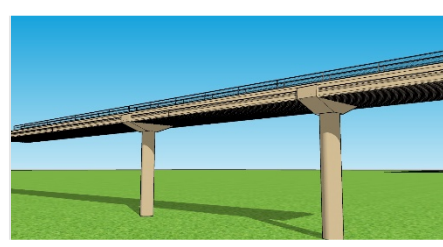
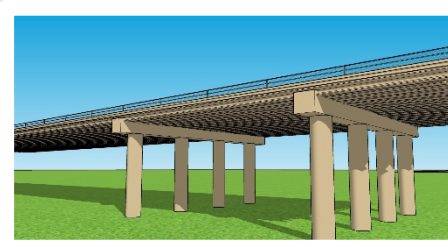
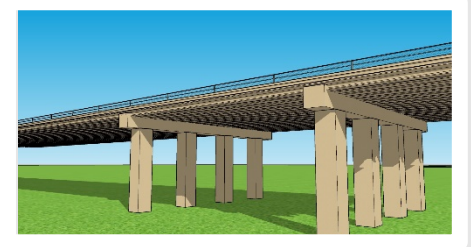
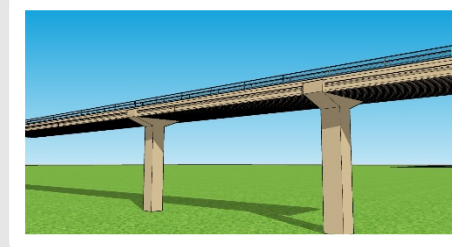
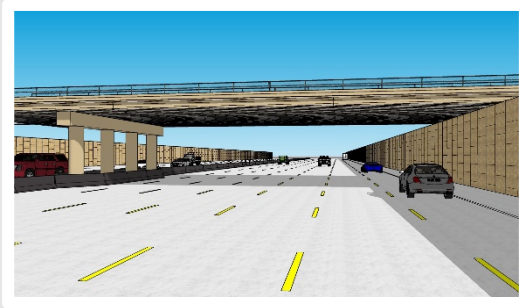
- I-20 Eastbound Frontage Road between Forest Hill Drive and Anglin Drive.
- I-20 Frontage Roads over Union Pacific Railroad.
- I-20 Frontage Roads between Green Oaks Boulevard and Kelly Elliott Road bridging over Kee Branch.
- I-820 Frontage Roads between Rosedale Street and Craig Street.
- New Frontage Road between Carey Street at US 287 and Wilbarger Street at I-820.



- 3D visualization model:
  - Plan View of Project Layout.
  - Exhibits of proposed interchanges and neighborhoods.
  - Fly through animations.
- Available at:
  - TxDOT.gov, Search: Southeast Connector
  - Virtual Public Hearing Website:  
<https://maps.bgeinc.com/portal/apps/sites/#/southeastconnectorpublichearing>



- A Project Aesthetics Plan will be developed during the detailed design phase of the project.
- TxDOT will coordinate with local cities to provide input on the Aesthetic Plan.





- Project alternatives eliminated:
  - Managed Lanes.
  - Express Lanes.
  - Collector-Distributor (C-D) Lanes along I-820.
  - Adding General Purpose Lanes with no Frontage Road Improvements.



- Estimated total cost is approximately \$2 billion dollars.
- The project would be funded with a combination of federal and state funds.
- TxDOT plans to procure a design-build contractor to reconstruct the corridors.
- Construction is expected to begin 2021 and be completed in 2026.



- An Environmental Assessment (EA) was prepared in accordance with the National Environmental Policy Act, or NEPA.
- The environmental documentation identifies social, economic, and environmental effects of the proposed project.

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 FHWA and TxDOT.



## Environmental Resources Evaluated

- Air Quality
- Archeological Resources
- Biological Resources
- Community Impacts
- Historic Resources
- Hazardous Materials
- Indirect and Cumulative Impacts
- Section 4(f) Resources
- Traffic Noise
- Vegetation and Wildlife
- Water Resources





- Traffic Noise Analysis was performed.
- Model considers:
  - Number, type and speed of vehicles;
  - Highway alignment and grade;
  - Cuts, fills and natural berms;
  - Sounding terrain features;
  - Locations of activity areas likely to be impacted by the associated traffic noise.
- Noise impacts were identified.
- Proposed noise-abatement measures must be both feasible and reasonable to be incorporated within the project.



## ■ Proposed Noise Barriers

Proposed Barrier	Approximate Location	Height (feet)
1	I-20 Westbound, from east of Evonshire Dr. to Forest Hill Dr.	10
2	I-20 Eastbound, from east of Forest Hill Dr. to west of Anglin Dr.	8
3	I-20 Westbound, from Village Creek to Bowman Springs Rd.	16
4	I-20 Westbound, east of Bowman Springs Rd. to east of Woodfield Dr.	10
5	I-20 Eastbound, east of Bowman Springs Rd. to Overview Dr.	20
6	I-20 Westbound, from west of Mandalay Dr. to east of Sierra Ln.	10
7	I-20 Westbound, from east of Green Oaks Blvd. to west of Kelly Elliott Rd.	10
8	I-20 Westbound, from Kelly Elliott Rd. to west of Park Springs Blvd.	10
9	I-820 Northbound, from south of Big Fork Rd. to Martin St.	14
10	I-820 Southbound, from Purselley Ave. to Greenlee St.	12
11	I-820 Northbound, from Desert Prairie Dr. to Copperstone Dr.	16
12	US 287N Southbound, from Lois St. to Reed St.	14
13	US 287N Northbound, from Bishop St. to north of Reed St.	12
14	US 287N Northbound, from north of Reed St. to north of Miller Ave.	12
15	US 287N Southbound, from Baylor St. to Wilbarger St.	8 - 12
16	US 287N Northbound, from Hillside Ave. to Wilhelm St. and from S. Edgewood Ter. to Village Creek Rd.	12
17	US 287N Northbound, from Wilhelm St. to S. Edgewood Ter. (runs along the ROW at Village Creek Park)	10
18	US 287S Northbound, from Flintshire Ct. to south of Little Rd.	12
19	US 287S Northbound, from south of El Rancho Dr. to north of Sagebrush Tr.	14
20	US 287S Southbound, from south of Silkcrest Tr. to north of Ridgefield Ct.	10
21	US 287S Northbound, from south of Stagetrail Dr. to Hawkins Cemetery	10
22	US 287S Northbound, from south of Longhorn Ln. to north of Cynthia Ln.	12

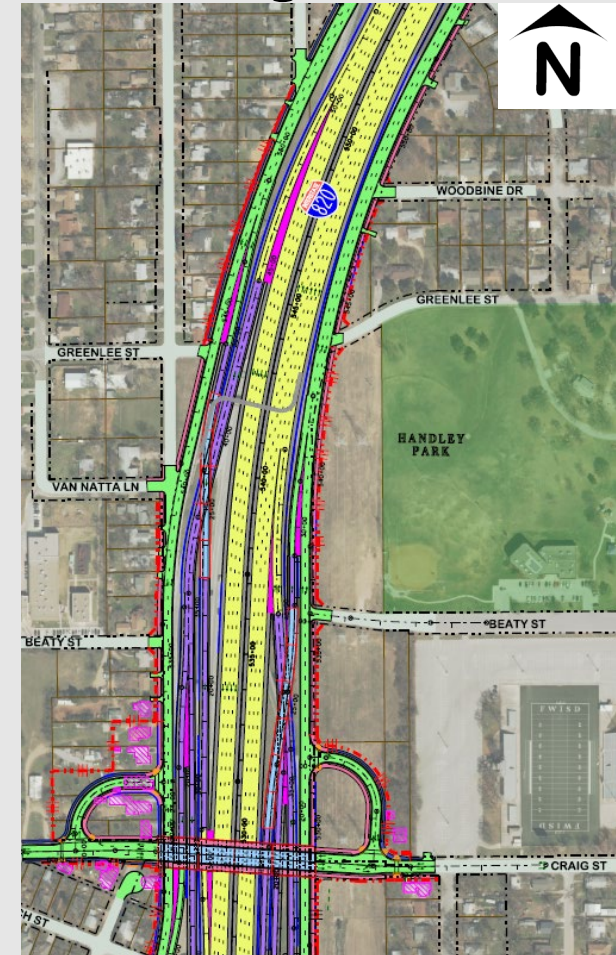


- 13 potential displacements at Anglin Drive to Union Pacific Railroad.
- 11 potential displacements at Craig Street.

## Anglin Drive to Union Pacific Railroad



## Craig Street



\*Displacements shown with pink hashing.



- The addition of shared-use paths for bicyclists and sidewalks for pedestrians would increase mobility for these modes of travel.
- Proposed enhancements to Meadowbrook Drive and Craig Street bridges, where there is more pedestrian traffic, would minimize adverse impact of the bike/pedestrian bridge removal north of Craig Street.
- Multiple outreach and engagement events conducted to better understand affected communities.
- Community cohesion, safety, and access are expected to increase overall due to the proposed project.
- Following the application of minimization and mitigation measures, and considering public input on the proposed project thus far, the proposed project is not expected to result in disproportionately high and adverse impacts to environmental justice populations.



- Section 4(f) Protected Properties:
  - Publicly owned, significant and accessible parks, recreation areas, and wildlife and waterfowl refuges.
  - Significant historic and archeological sites, regardless of whether they are publicly or privately owned.
- The proposed project would not require the use of, nor substantially impair the purposes of, any Section 4(f) Protected Properties.



## ■ Archeology

- Reviews by TxDOT archaeologists indicated no need for field investigations.

## ■ Historic Properties

- Surveys conducted in 2004 & 2020.
- Two National Register of Historic Places listings located near the project:
  - Carver Heights Historic District
  - Hawkins Cemetery
- It is anticipated that the proposed construction would have no adverse effect to any historic properties.



## Waters of the U.S

- Proposed project crosses 19 streams and two wetlands.
- Nationwide Permit 14 (Linear Transportation Projects) required.
- No Pre-Construction Notification (PCN) to the USACE is anticipated.

## Floodplains

- Portions of the project are within the 100-year floodplain.
- The hydraulic design for this project would be in accordance with current FHWA, TxDOT, and local design policies, laws, regulations, and standards.

## Air Quality

- Project is in serious and marginal nonattainment areas for the 2008 and 2015 ozone NAAQS.
- Transportation conformity rules apply.

## Hazardous Materials

- 7 sites were determined to be either moderate or high environmental risk to the project.
- Further hazardous materials impact evaluation will be performed to determine the need for additional investigations.

## Vegetation Impacts

- 7 acres of Cross Timbers Woodland and Forest
- 0.3 acre of Disturbed Prairie
- 8.8 acres of Riparian
- 752.5 acres of Urban
- 1.1 acres of Open Water

**Conclusion: Studies, analyses, and evaluation of the proposed project indicate no significant impacts.**



## ■ Completed Agency Coordination

- Tribal consultation with federally recognized federal tribes was initiated on January 6, 2017 and again on May 31, 2019.
- Coordination with Texas Parks and Wildlife (TPWD) was initiated July 18, 2019 and completed on August 9, 2019.

## ■ Ongoing Agency Coordination

- Texas Historical Commission (THC)
- Federal Highway Administration (FHWA)
- Texas Commission on Environmental Quality (TCEQ)





# Previous Public Involvement Efforts



Event	Date
Technical Work Group Meeting #1	June 6, 2017
Technical Work Group Meeting #2	June 20, 2018
City of Forest Hill Meeting	June 26, 2018
Public Meeting	July 19, 2018
Town Hall Meeting #1	August 16, 2018
City of Arlington Meeting	June 20, 2018
Community Meeting	September 15, 2018
City of Fort Worth Lions Club Meeting	October 30, 2018
Town Hall Meeting #2	November 8, 2018
Technical Work Group Meeting #3	February 21, 2019
Cities of Forest Hill and Kennedale Meetings	July 17, 2019
City of Fort Worth Meeting	July 30, 2019
Bicyclist and Pedestrian Design Coordination Meeting	July 30, 2019
Forest Hill Town Hall Meeting	December 10, 2019
Village Creek Neighborhood Association (VCNA) Meeting	February 11, 2020



- Proposed Right of Way (ROW) and denial of access needed:
  - 22.6 acres of proposed ROW
  - 3.3 acres of permanent easements
- 23 residential displacements would occur as a result of the proposed project.
- 19 commercial displacements would occur as a result of the proposed project.



- Uniform Relocation Assistance and Real Property Acquisition Act of 1970:
  - Law passed in 1970 that was designed to ensure that anyone who owned property needed for a public purpose would be treated fairly.
  - The law establishes guidelines for the acquisition of property and the relocation of displaced individuals and businesses.
- It is the policy of the Texas Department of Transportation that individuals impacted by transportation systems expansion shall not be denied benefits excluded from participation or otherwise be subjected to discrimination based on the grounds of race, color, sex, age, handicaps or national origin.



- Each impacted property owner is offered “just compensation” for the property needed for the project.
- To arrive at this value, independent appraisers are hired to prepare detailed appraisals and establish value.
- A written offer to the property owners is made based on the value determined in the appraisals.
- Property owners are given a minimum of 30 days to consider the offer.



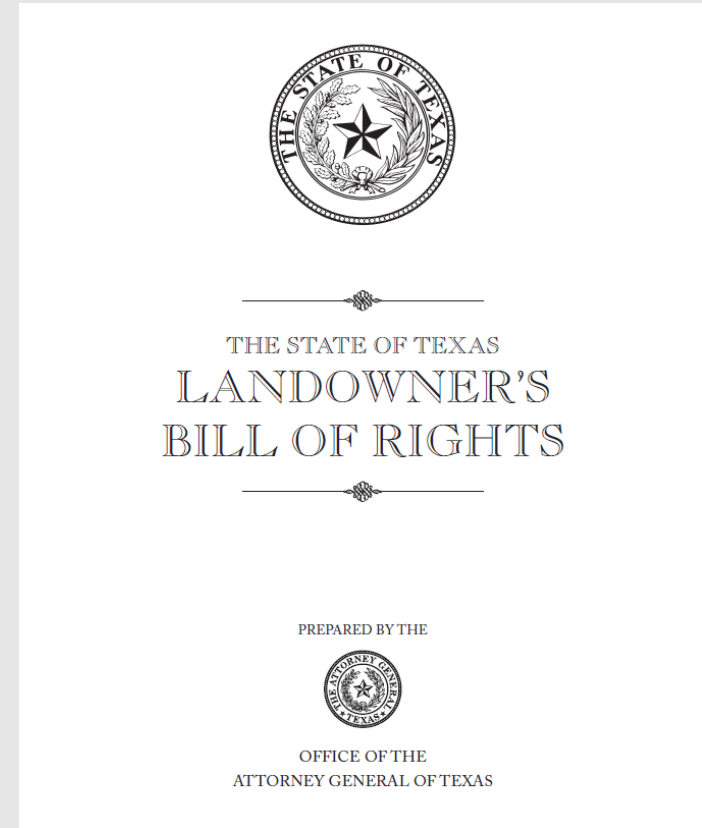
- Advanced acquisition is TxDOT's ability to legally purchase right of way, prior to environmental clearance or before a determination is made that the property is needed.
- Advance acquisition has been utilized for this project.



## ■ Right-of-Way Brochures:

- Available by contacting our office.
- Available on the TxDOT Website, under “Forms & Publications”.

<https://www.txdot.gov/inside-txdot/forms-publications/consultants-contractors/publications/row.html>



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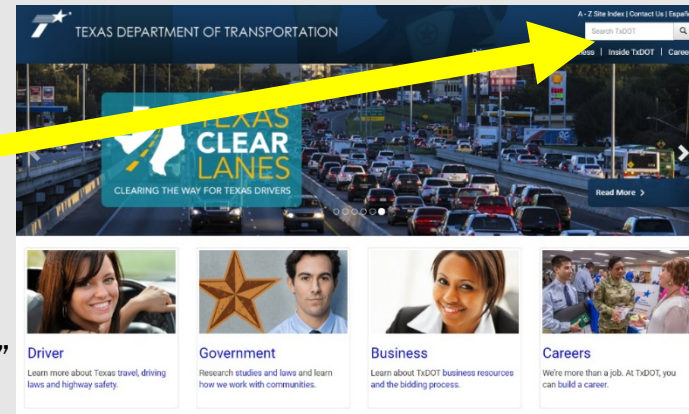
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- Public Comment Period Ends – June 22, 2020
- Preliminary Design Approved – Summer 2020
- Public Hearing Documentation Report - Summer 2020
- Environmental Decision – Summer 2020
- Construction Anticipated to Start – Winter 2021
- Construction Anticipated to be Completed – Winter 2026





- The public may call project staff during regular office hours or email project staff to ask questions about the project at any time in the project development process.

TxDOT Project Manager: Curtis Loftis, P.E.

Phone: (817) 370-6807

Email: [SoutheastConnector@txdot.gov](mailto:SoutheastConnector@txdot.gov)



**Thank you for watching!**