

IH 820 (NORTHEAST LOOP)

IH 35W (North Fwy) to SH 183 (Airport Fwy)

Current Conditions

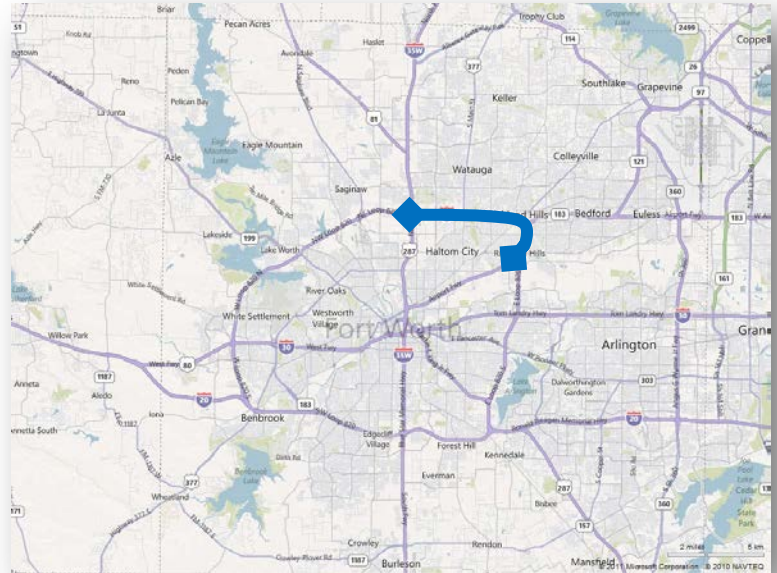
IH 820 Northeast Loop, completed in 1963, is four-lane freeway in Northeast Tarrant County. It provides an east-west commuter route in north Fort Worth to Dallas County and access toward the south entry of Dallas/Fort Worth International Airport. Congestion loosely follows a traditional pattern; however inbound morning traffic is actually headed toward Dallas rather than Fort Worth. Traffic slows in both directions but less heavily in the off-peak direction. Congestion intensifies dramatically in the westbound direction during the evening peak period. The corridor retains some form of congestion throughout entire day.

- Segment Length: 5.1 miles.
- Road Type: 4-lane freeway.
- Annual Hours of Delay: 2,213,000.
- Texas Congestion Index: 1.86.
- Commuter Stress Index: 2.18.

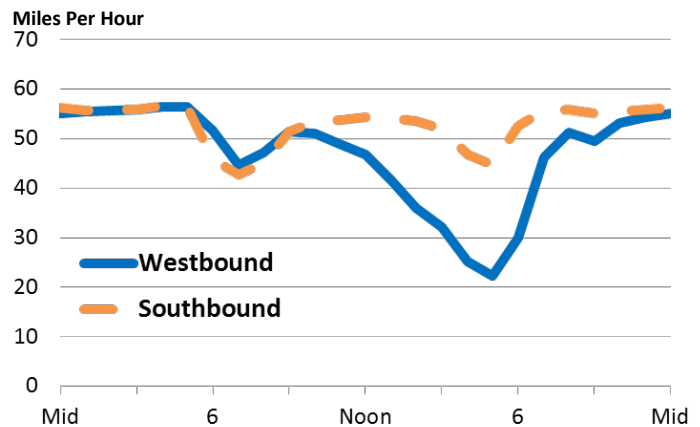
The need for improvements in this corridor has been discussed as far back as 1974 in the region's *Total Transportation Plan for the North Central Texas Region for 1990*. Specific freeway/HOV/managed lane improvements have been recommended in this corridor since 1986 in *Mobility 2000*.

Possible Congestion Causes

Increased population growth and commercial development in the cities immediately north of the corridor have placed much greater demand on a facility that has maintained its original four-lane configuration. Few improvements have taken place at the western terminus of the corridor at IH 35W. Major reconstruction of the interchange with SH 183/SH 121 has improved congestion at the eastern end for traffic departing the roadway, but the improved interchange still feeds westbound traffic into an outdated facility.



2010 Rank: 14	2013 Rank: 11*
Annual Hrs of Delay/Mile: 434,000	
Congestion Time: 14 Hours	
Annual Cost of Delay: \$45.7 Million	
Average Daily Traffic: 130,000 Vehicles	



Projects in Progress or Completed

North Tarrant Express (NTE) Expansion
 Construction began October 2010. The project (estimated to be completed in 2015) will rebuild and expand 13 miles of IH 820 and SH 121/SH 183 from IH 35W to the SH 121/SH 183 split. The project will rebuild the existing four to six mainlanes, add four toll-managed lanes, plus frontage roads and auxiliary lanes to



approximately double the existing capacity. The project also includes provisions for two additional non-tolled main lanes, which will be added no later than 2030 at no additional cost.

There is a construction zone traffic management program in place for the NTE. The program will be monitored and enhanced, if necessary, to reduce delays where possible.

Traffic Management

Traffic management strategies include regional mobility assistance patrol that is operated by Tarrant County outside of the operations area performed by NTE Mobility Partners.

The City of Fort Worth and the TxDOT Fort Worth District Traffic Management Centers are connected via fiber optic cable and exchange transportation data and video between each other.

This corridor has ITS technology deployed for incident detection and management.

Incident Management

The police and fire departments in the City of Fort Worth have participated in Freeway Incident Management training, as well as photogrammetry training. Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.

Shared Commuting

The region has implemented regional ridesharing software TryParkingIt.

This corridor is part of an area served by the Fort Worth Transportation Authority (The T) vanpool program.

Bicycle and Pedestrian

Included in Bike Fort Worth is the existing Big Fossil Creek Trail that intersects this corridor.

Planning Efforts to Date

Expansion

This corridor is part of the North Tarrant Express CDA Master Development Agreement that will widen and reconstruct the freeway to include managed lanes. No planning efforts for further improvement of the corridor are being conducted.

Rail Transit

The TEX Rail/Cotton Belt commuter line is anticipated to relieve some demand on this corridor. In fall 2012, regional planners were identifying an implementation strategy for TEX Rail after receiving a letter of interest from a private-sector consortium seeking to submit an unsolicited proposal.

Next Steps

- NTE Mobility Partners will **operate and maintain the roadway under a CDA**. The improvements should significantly mitigate the congestion on the roadway.
- Regional planners will **develop an implementation strategy** for an unsolicited TEX Rail proposal.
- The corridor is listed in *Mobility 2035* as a **potential corridor for truck lane restrictions** after NTE construction is complete.