

*One Step Closer to
Linking the West*

0 2 ★ 1 9 ★ 1 0

**GROUND
BREAKING
CEREMONIES**

fact sheet

I-20/SH 183 local access improvements at SH 121/Southwest Pkwy

FORT WORTH, TEXAS

- **Project Area**
 - SH 121/Southwest Parkway frontage road from Arborlawn Drive to Overton Ridge Boulevard
 - I-20 and SH 183 from Hulen Street to Bryant Irvin Road
- **Scope of Project**
 - Construct new north and southbound SH 121 frontage roads
 - Lower and rebuild SH 183 main lanes and frontage roads
 - The addition of three new ramps and a Texas Turnaround bridge
- **Contractor** - W.W. Webber, LLC - Houston, TX
- **DBE goal** - 12.5 percent
- **Funding** - North Central Texas Council of Governments' Regional Transportation Council (MPO - American Recovery and Reinvestment Act (ARRA) funds)
- **MPO ARRA Allocation** - \$134 million
- **Contract Bid** - \$117 million



- **Design** - North Texas Tollway Authority
- **Construction** - Texas Department of Transportation
- **ARRA supported jobs** - 66 (according to federal ARRA formula)
- **Project Begins** - March 2010
- **Estimated completion** - Summer 2014
- Total Project length is approximately 3.5 miles. (1.5 miles from Bryant Irvin Road to Hulen Street and 2 miles from Overton Ridge Boulevard to Arborlawn Drive)

MOBILITY AND ACCESS IMPROVEMENTS

- These ARRA funded improvements are a stand-alone project that will produce huge benefits in the area for mobility and safety. They also lay the foundation for the future connectivity to the SH 121 Southwest Parkway/Chisholm Trail Corridor.
- A new bridge at Arborlawn Drive will be constructed spanning over the southbound SH 121 frontage road.
- New SH 121 frontage roads relieving north/south congestion on Hulen Street and Bryant Irvin Road. The southbound SH 121 frontage road will extend from Arborlawn Drive to Overton Ridge Boulevard. The new SH 121 northbound frontage road will extend from Overton Ridge Boulevard to SH 183.
- A new Texas Turnaround bridge will be constructed at Bryant-Irvin Road and I-20. Motorists will access it from westbound I-20, reducing congestion through the signalized intersection.
- Three new ramps will be constructed: from Hulen Street to westbound I-20; from Bryant Irvin Road/River Ranch Boulevard to eastbound I-20, and from eastbound I-20 to River Ranch Boulevard. Providing three new access points to/from I-20 will relieve congestion on Bryant Irvin Road and Hulen Street.

- The project provides greatly improved mobility, access and congestion relief for southwest Fort Worth. This project sets the infrastructure in place for motorists to access the future SH 121/Southwest Parkway at I-20 and SH 183.

STATISTICS

- The average daily vehicle count for I-20 is approximately 79,000 vehicles and 41,000 for SH 183 in the project area. The average count is 131,000 before the SH 183/I-20 split (2008).
- Approximately 3.5 million cubic yards of dirt will be removed to make way for the new frontage roads. The dirt will be used to help construct the new SH 121 frontage road south of I-20.
- The SH 183 main lanes will be lowered to a maximum depth of 40 feet from its current elevation in order to conduct extensive drainage work.
- Through the competitive bid process the project was let approximately \$17.3 million under the original estimate. The Regional Transportation Council has dedicated the under runs to a second project on U.S. 67/SH 121 project.