

Keller Independent School
District
Transportation Infrastructure Update



Presented to the
Keller ISD Board
February 23, 2006

City of Fort Worth

Transportation Needs

- Huge gap between needs/funding city-wide and in north Fort Worth
 - \$700M in CFW roadway needs.
 - \$360M – Neighborhood/\$300M – Arterial
 - \$122M funded through the 2004 CIP.
 - \$65M for neighborhood/\$57M for arterials including N. Tarrant Pkwy and Golden Triangle.
 - Additional funding sought through NCTCOG Call for Projects and the Tarrant County Bond Program.

North Fort Worth

Status of Transportation Projects

- North Tarrant Parkway
 - IH-35W to Beach = Complete
 - Beach to US 377 = June Completion
- Golden Triangle Blvd (IH-35W to US 377)
 - Consultant on-board (TN&P)
 - \$7.3M included in 2004 CIP
 - Additional funding through NCTCOG Call for Projects and the Tarrant County Bond Program
 - Could result in \$25M total for project (4-lane divided with curb/gutter/sidewalks)
 - Construction to start in 2008/2009 timeframe (environmental reviews)
 - Completion in 2010
 - 6-lanes needed by 2020

Roadway Improvements

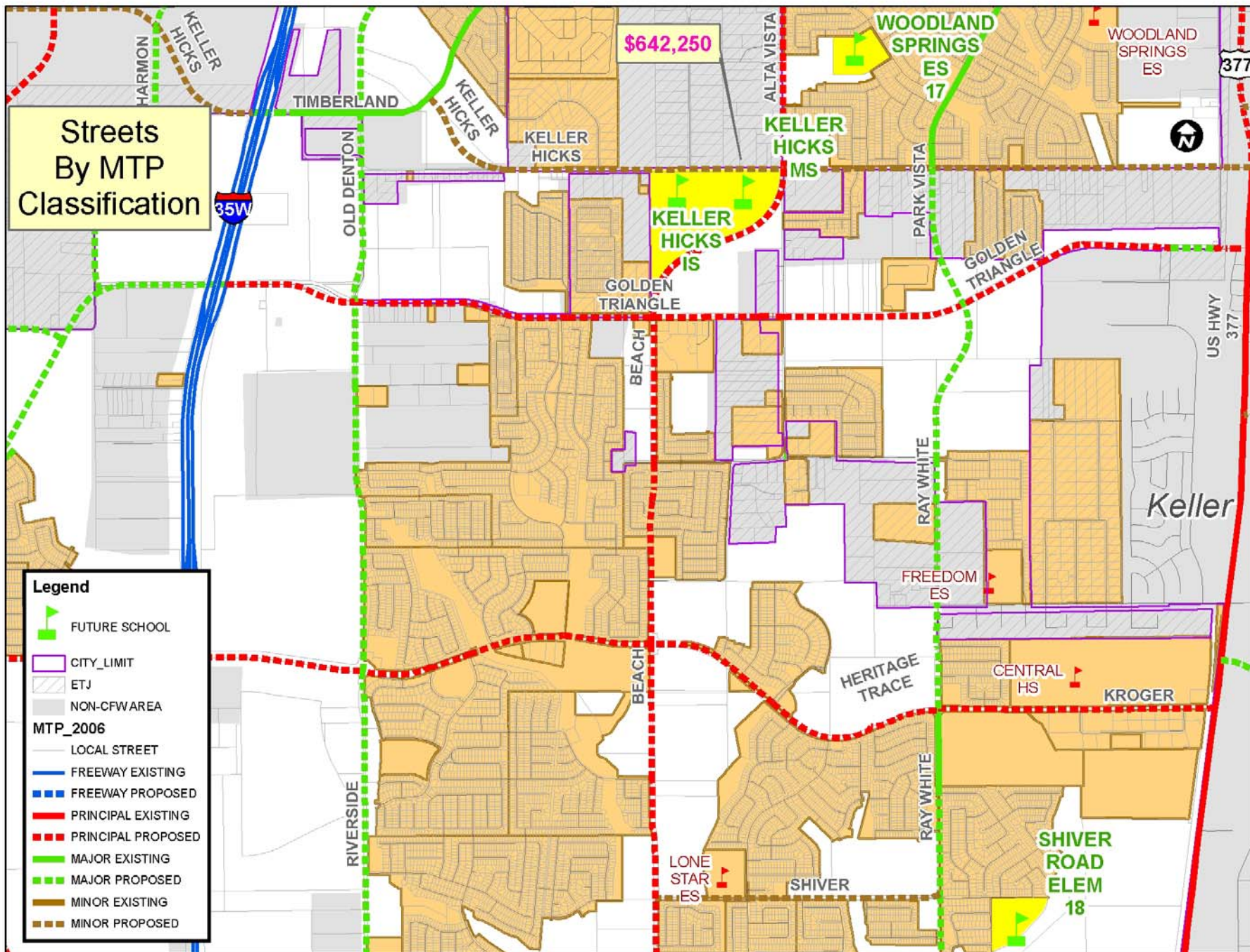
New Intermediate and Middle Schools

- Keller-Hicks (Keller Hicks IS east to Alta Vista)
 - Minor Arterial (4-lane undivided)
 - Estimated Construction Cost \$1,253,000
 - KISD Community Facility Agreement
 - Total Funds: \$642,250
 - Includes 3 lanes, temporary signal at Keller Hicks and Beach, and sidewalk in front of schools
- Beach Street (Golden Triangle to Keller Hicks)
 - Major Arterial (Four-lanes)
 - Estimated Construction Cost \$2,502,000
 - No Community Facility Agreement with KISD per findings of Traffic Impact Study

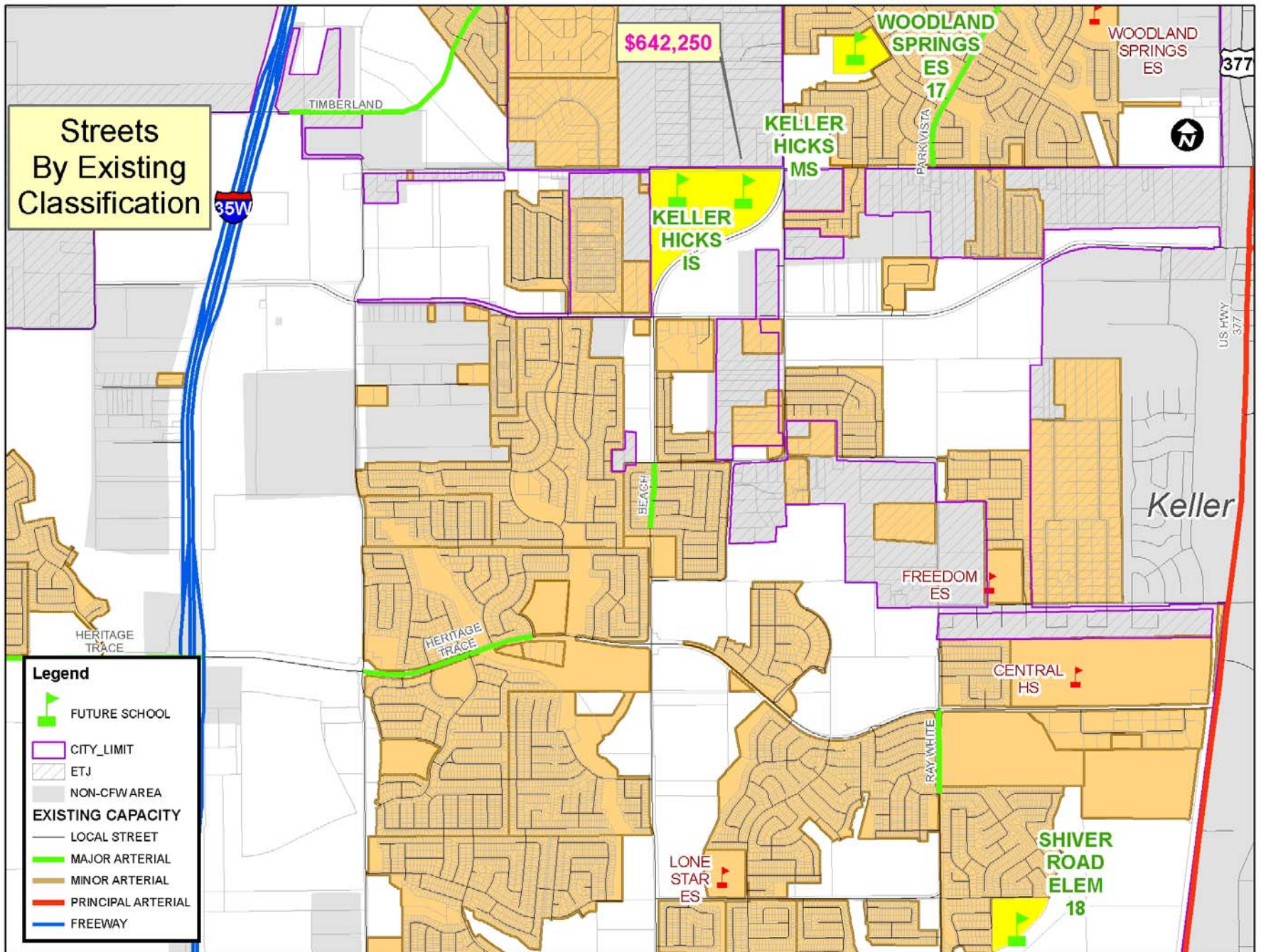
Roadway Improvements

Elementary Schools

- Woodland Springs and Shiver Road Elementary Schools are located within subdivisions and are served by interior residential streets.



Streets By Existing Classification



CFW/KISD Coordination

- CFW and KISD are rapidly growing – More dialogue/coordination on school sites is needed.
 - Optimize locations in terms of existing or soon-to-be constructed infrastructure.
 - Minimize locations along primary arterials.
 - Lower infrastructure costs
 - Safer pedestrian environment
 - Improved mobility
 - Students, parents, and faculty benefit.

Questions?

