

TO: Maleshia B. McGinnis, City Attorney

FROM: Nathan Frohman, P.E., CFM, City Engineer

SUBJECT: Bedford Euless Road Temporary Construction Speed Limit

DATE: September 29, 2022

The Bedford Euless Road Improvement Project is a minor arterial right-sizing project in the City of North Richland Hills. The project will reduce the existing 5-lane undivided roadway to a 3-lane undivided roadway, per the Vision2030 Transportation Plan. The project will be constructed in multiple phases, during which time only two travel lanes are provided; one eastbound and one westbound. Please accept the following justification for enforcement of a 30mph reduced speed during the construction phase.

Public Safety: The TCP includes narrow lanes, lane shifts and closures, requiring motorists to make lateral adjustments. For two of the three phases, the two travel lanes will be shifted next to one another. With the narrow lanes and the distraction of construction activity, enforcing the 30mph design speed during construction will greatly reduce the likelihood of a motorist failing to maintain their lane.

Worker Safety: During the course of the project there will be work crews present in immediate proximity to the functioning roadway. Enforcing the 30mph design speed during construction will greatly reduce the likelihood of a motorist failing to maintain their lane and potentially injure a nearby worker.

Access Points: There are no signalized intersections within the construction work zone, four local street connections, one major collector road intersection (at Strummer Drive) and 24 commercial driveway connections. All of the commercial lots on the South of Bedford Euless Road either have two standard size drive approaches or one larger drive approach; which allows construction to maintain access to each property during the entirety of the project. However, during construction it will be required to close down one of the driveways for reconstruction (two driveway lots) or half of the driveway (single driveway lots) for at least part of the time. As a result, it is necessary for entering and/or exiting cars to slow down dramatically to safely make the turn. This increased disparity between through traffic speeds and turning traffic speeds is a safety concern, particularly considering the frequency of access points along the corridor.

Because the work zone is dynamic during the course of the project, requiring lane closures, excavation and paving activities at any point along the project limits, the recommended 30mph speed should apply to the full project limits until such time as the project is complete (anticipated October 2023).