

Hazardous Road Overtopping Mitigation (HROM) Program Fact Sheet



WHO?

The **HROM Program** is a focused effort of the City of Fort Worth’s Transportation & Public Works Department/Stormwater Management Division as a part of its Mission to, “**Protect people and property from harmful stormwater runoff**”.

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To report observed hazardous roadway flooding, call the City Call Center at 817-392-1234.

WHAT?



Before/After Butler at McClure
Major Project Example

Three basic approaches will be used to make hazardous road overtopping locations safer:

- **Reconfigure the crossing** to reduce the level of overtopping. This could be done by raising the roadway and/or making the opening under the roadway larger.
- **Add safety enhancements** to a roadway crossing such as guard rail, signage, road striping, and/or improved lighting.
- In a few situations, **closing a section of the roadway** in the immediate vicinity of the hazardous location will be considered.

The HROM Program will significantly reduce hazards with reconstruction (or road closure) at 11 locations before the end of 2025. During the same timeframe, the Program will also install safety improvements such as guard rails, signage, striping, and/or lighting at 30 locations where more extensive reconstruction is not practical.

WHY?

The HROM Program directly supports the City in achieving one of its Strategic Goals.

“Make Fort Worth the nation’s safest major City.”

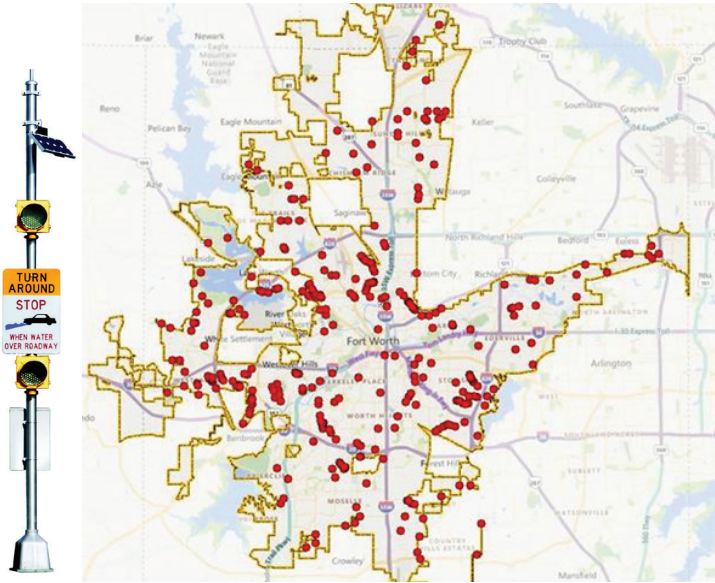
This Program is one key way the Stormwater Management Division fulfills one of its four primary responsibilities.

“Mitigate hazards through capital projects.”

The HROM Program is a high priority because of the magnitude of life safety risk at some of these locations. There have been 13 fatalities associated with hazardous road overtopping within the City of Fort Worth since the year 2000.

Over half of all flood-related drownings occur when a vehicle is driven into hazardous flood water. People underestimate the force and power of water. Many of the deaths occur in cars swept downstream. Just a few inches of fast-moving flood water can knock over an adult. Quickly flowing water, regardless of depth, can carry away many cars, as well as SUVs and trucks. Additionally, when water rushes over a street, it can hide dips, debris, and roads that have been washed away entirely.

WHERE?



Over 300 potentially hazardous road overtopping locations have been identified within the City. As new information becomes available, in the form of engineering analysis and/or flood incidents, the current inventory will be updated accordingly.

Approximately 50 of the more frequently flooded locations have signs that warn drivers to **“TURN AROUND WHEN WATER IS OVER THE ROADWAY”** and flashers that activate when water levels overtop the road.

WHEN?



The HROM Program includes all phases of hazard reduction from identification of hazard locations, prioritizing based on risk, developing solution concepts, engineering design, and construction. Although the Stormwater Management-Program has already improved some locations, there is currently a focused effort to develop feasible solutions at several additional locations that can be designed for future construction.

The Program is actively prioritizing locations and developing solutions, and construction plan preparation is in progress for Shoreview Drive near Bomber Road.

After conceptual solutions have been identified, engineering plans would be prepared, followed by construction. The commitment is to begin construction and/or add safety improvements at over 40 locations before the end of 2025.

The Stormwater Utility was created in 2006 with the goal of reducing a broad range of stormwater hazards across the City. The needs are extensive and it is not feasible to fund them all immediately. However, the Stormwater Management Program has significantly reduced road overtopping hazards at several locations (such as Butler Street/McClure Street and Cromwell-Marine Creek Road). Reducing road overtopping hazards has been a focus of the Program from the beginning and will continue into the future.

HOW?

Each location in the Program inventory is evaluated first in terms of hazard level. Then, beginning with those that are most hazardous, further assessment is made of the technical feasibility and affordability. Locations that are the most hazardous with affordable and technically feasible solutions are addressed first. **Prioritization also considers the potential for funding partners, and other community initiatives.** The Stormwater Management Division continuously updates project priorities as new information becomes available.

As with any public construction project, for neighborhoods in which improvements are planned, there is a potential of temporary detours, presence of equipment, and stored construction material. Once the locations are determined, our planning process considers community concerns such as historical resources, and public meetings will be included so additional neighborhood concerns can be considered in the design.

The HROM Program is funded by the Transportation and Public Works Department Stormwater Management Division through a stormwater utility fee. The stormwater utility is a monthly fee (included on water bill) that pays for maintenance, improvements to the stormwater drainage system and other stormwater program activities. A recent Utility Fee increase of 6.5%, along with plans to sell \$70M in revenue bonds has allowed the Program to increase its emphasis on over 40 hazardous road overtopping locations by the end of FY2025.

City of Fort Worth
Transportation and Public Works
Department
Stormwater Management Division

www.FortWorthTexas.gov/stormwater/

