

# INTERSTATE HIGHWAY (I) 35W



## FRONTAGE ROAD CONVERSION TO ONE-WAY OPERATION & I-35W INTERCHANGE RECONSTRUCTION AT FM 917



### OVERVIEW

The Texas Department of Transportation (TxDOT) is seeking input regarding two projects along I-35W in Johnson County:

- (1) Proposed conversion of the I-35W frontage roads from two-way to one-way operation from Ricky Lane to County Road (CR) 604/CR 707 and the
- (2) Reconstruction and widening of FM 917 at the I-35W interchange, along with ramp improvements between Bethesda Road and CR 604/CR 707.

### PROJECT FACTS

#### *(1) Frontage Road Conversion Project*

- Convert I-35W frontage roads from two-way to one-way operation for a distance of approximately 7.0 miles from Ricky Lane to CR 604/CR 707.
- Improvement of ramp ties to the frontage road
- Estimated cost: \$3 million
- \$3 million in funding identified (federal and state)
- Right of way: No additional right of way required
- Anticipated Schedule: Environmental Approval – Spring 2019; Awarded for construction in **May 2019**

#### *(2) Alternatives for I-35W Improvements at FM 917 Interchange Project*

- Reconstruct and widen FM 917 at the I-35W interchange
- Provide U-turns at interchange
- Improve vertical clearance along I-35W mainlanes
- Recommendation to swap the southbound entrance ramp from Bethesda Road and the southbound exit ramp to FM 917 to an “x-pattern” from the current “diamond pattern” to allow better access to properties along the frontage road between Bethesda Road and FM 917
- Determine need for traffic signal installation at the I-35W/ FM 917 frontage road intersections
- Estimated cost: \$17 million to \$33 million
- \$15 million in funding identified (federal and state)
- Right of way: Approximately one acre additional required
- Anticipated Schedule: Environmental Approval – Fall 2019; Awarded for construction in **Summer 2020**

### NEED FOR ONE-WAY FRONTAGE ROAD CONVERSION

- Higher crash rates are normally experienced when frontage roads are two-way because of the risk of head-on collisions at the ramp terminals.
- Increased potential for wrong-way entry to the mainlanes.
- The intersection operations of the frontage roads with the arterials are much more complicated as two-way. Left turns from the arterial onto the frontage road must be accommodated from both directions. The signal phasing and sequencing options normally available at signalized diamond interchanges cannot be used.
- The overall traffic-carrying capacity of the frontage roads is substantially less than if the same facility were re-stripped for one-way operation.
- The area is becoming urbanized, and development along the corridor and regional growth are creating additional travel demands.

### ONE-WAY FRONTAGE ROAD BENEFITS

- One-way frontage roads improve safety and mobility. According to the Texas A&M Transportation Institute, conversion of frontage roads from two-way to one-way results in nearly 60% reduction in crashes and improves mobility by approximately 35%.
- Reduces wrong-way entrance onto highway mainlanes.
- Improves intersection safety and efficiency.
- Creates smoother traffic flow. Drivers benefit from uniform, one-way frontage roads statewide.
- Improves air quality.
- Improves safety at entrance & exit ramps.

### CONTACT

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\*Project Location Map on back

