

Photo by Liam Frederick

FORT WORTH DISTRICT

**Interstate Highway I (35W) Frontage Road Conversion to One-Way &
I-35W Interchange Reconstruction at FM 917**

PUBLIC MEETING

Jan. 29, 2019

Project Limits

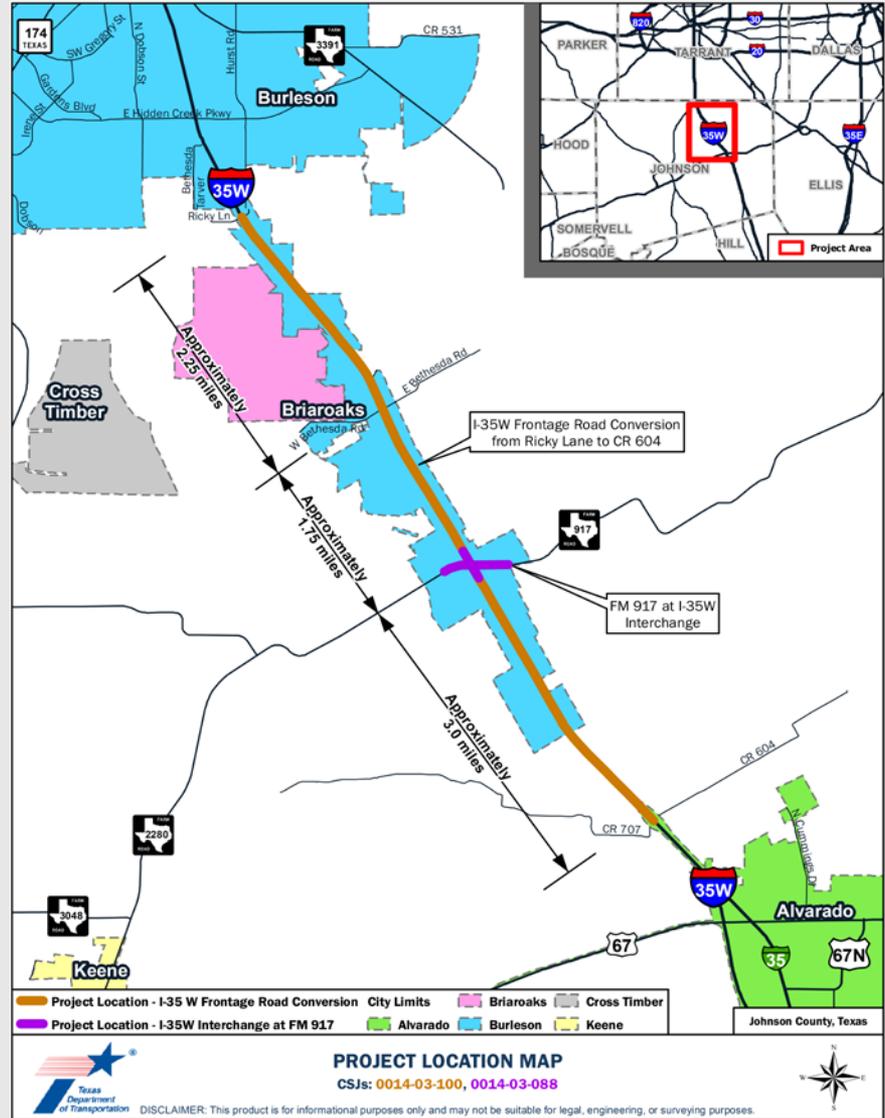
I-35W Frontage Road Conversion

(from Ricky Lane to
CR 604/CR 707)

&

I-35W Interchange Reconstruction at FM 917

Johnson County, TX



Public Meeting Purpose

- Provide public involvement opportunities for stakeholders, roadway users, and the general community to engage with the project team and share feedback
- Update those interested on the project process and timeline

Purpose & Goals

Project Purpose

The purpose of this project is to enhance safety and mobility in the area.

Project Goals

- Improve safety and mobility
- Maintain local access
- Minimize right-of-way impacts
- Avoid existing utility impacts where feasible

Frontage Road Conversion Project

- Convert I-35W frontage roads from two-way to one-way from Ricky Lane to CR 604/CR 707
- 6.8 miles in length
- No additional right of way required
- Estimated construction cost: \$3 million
- \$3 million in funding identified (federal and state)

Need for One-Way Frontage Road Conversion

- Higher crash rates are normally experienced when the frontage roads are two-way. In large part, this is because of the risk of essentially head-on collisions at the ramp terminals.
- Increased potential for wrong-way entry to the mainlanes.

Need for One-Way Frontage Road Conversion

- The operations of the intersections 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.

Need for One-Way Frontage Road Conversion

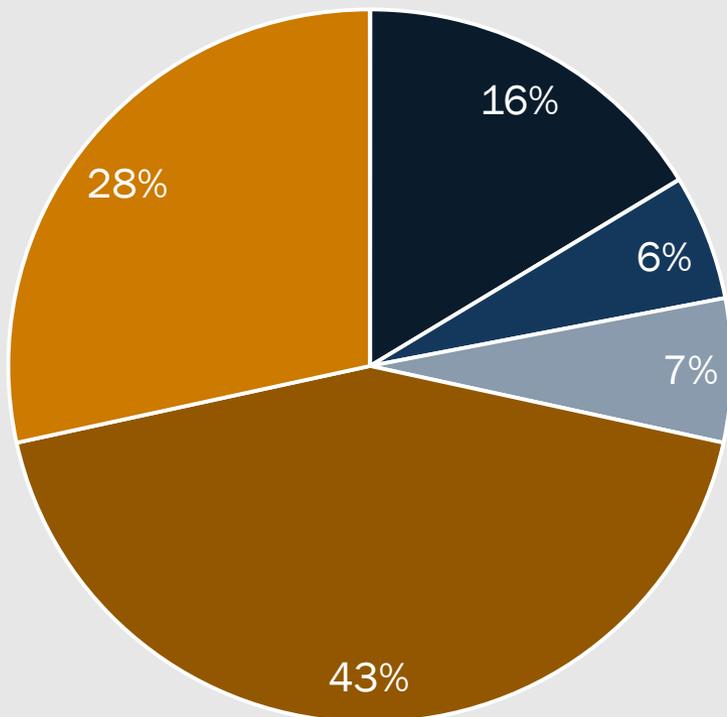
- The overall traffic-carrying capacity of the frontage roads is substantially less than if the same facility were re-striped for one-way operation.
- The area is becoming urbanized, and development along the corridor and regional growth are creating additional travel demands.

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.
- Improved intersection safety and efficiency.
- Smoother traffic flow. Drivers benefit from uniform, one-way frontage roads statewide.
- Improved air quality.
- Improved safety at entrance & exit ramps.

I-35W Frontage Road Crash and Safety Analysis Summary

Segment from Ricky Lane to CR 604/CR 707



I-35W Frontage Road Crashes by Type

■ Angle ■ Head On ■ Sideswipe ■ Fixed ■ Rear End

| 2 Lane, 2 Way Rural | | |
|---|--|----------------------|
| Number of Crashes - Ricky Lane to CR 604/CR 707 | Crash Rate Ricky Lane to CR 604/CR 707 | Statewide Crash Rate |
| 103 | 147.30 | 98.87 |

Notes:

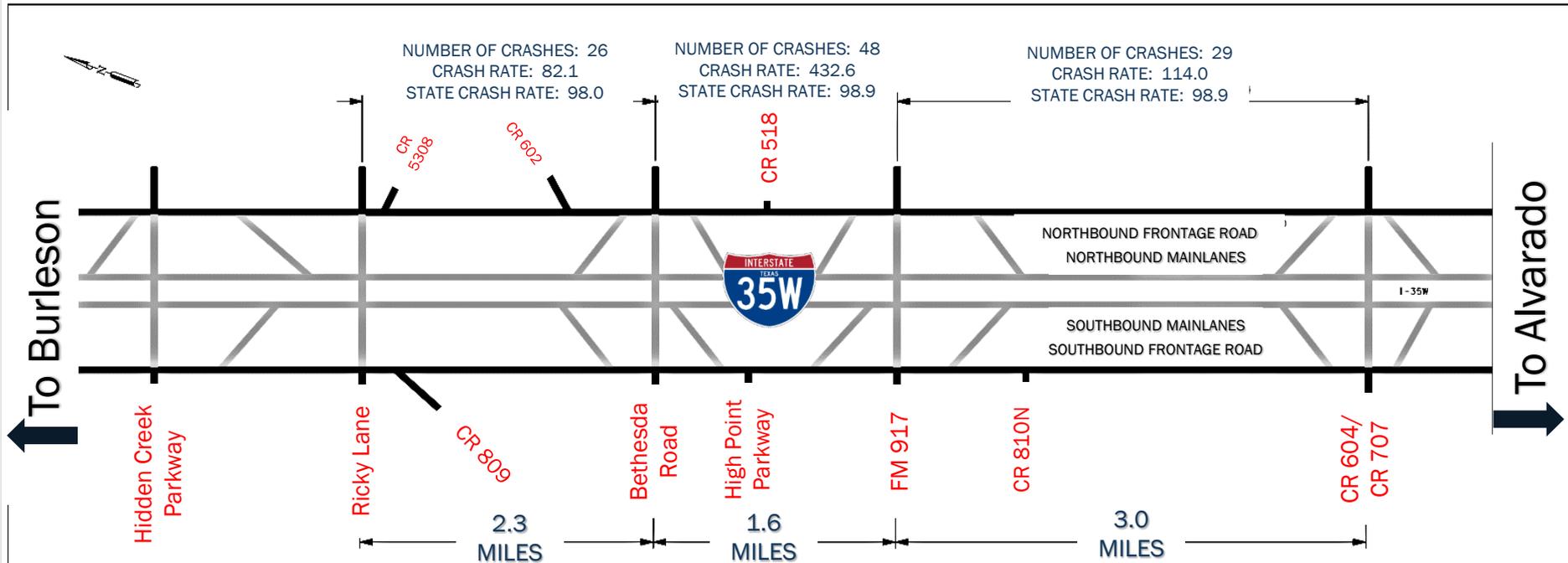
Crash Rates are per 100 million vehicles miles traveled.

Statewide Crash Rates are from TxDOT's Crash Records Information System (CRIS) and based on averages for similar roads.

Number of crashes are based on data from 2013 to 2017.

I-35W Frontage Road Crash and Safety Analysis Summary

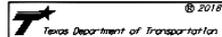
Segment from Ricky Lane to CR 604/CR 707



NOTES:

1. Number of crashes from 2013 to 2017.
2. Statewide averages were obtained from TxDOT's Crash Records Information System and area determined from similar road types. Two-lane, two-way rural used for this analysis.
3. Crash rates are per 100 million vehicle miles traveled.
4. Crash data is for both southbound and northbound frontage roads combined.

NOT TO SCALE



I-35W at FM 917 Interchange Improvement

- Reconstruct and widen FM 917
- Improvements at the I-35W frontage road and FM 917 intersections.
- Turnarounds
- Traffic signal installation at the I-35W and FM 917 frontage road intersections
- Approximately 1.0 acre of additional right of way anticipated

I-35W at FM 917 Interchange Improvement

Two alternatives considered for public comment:

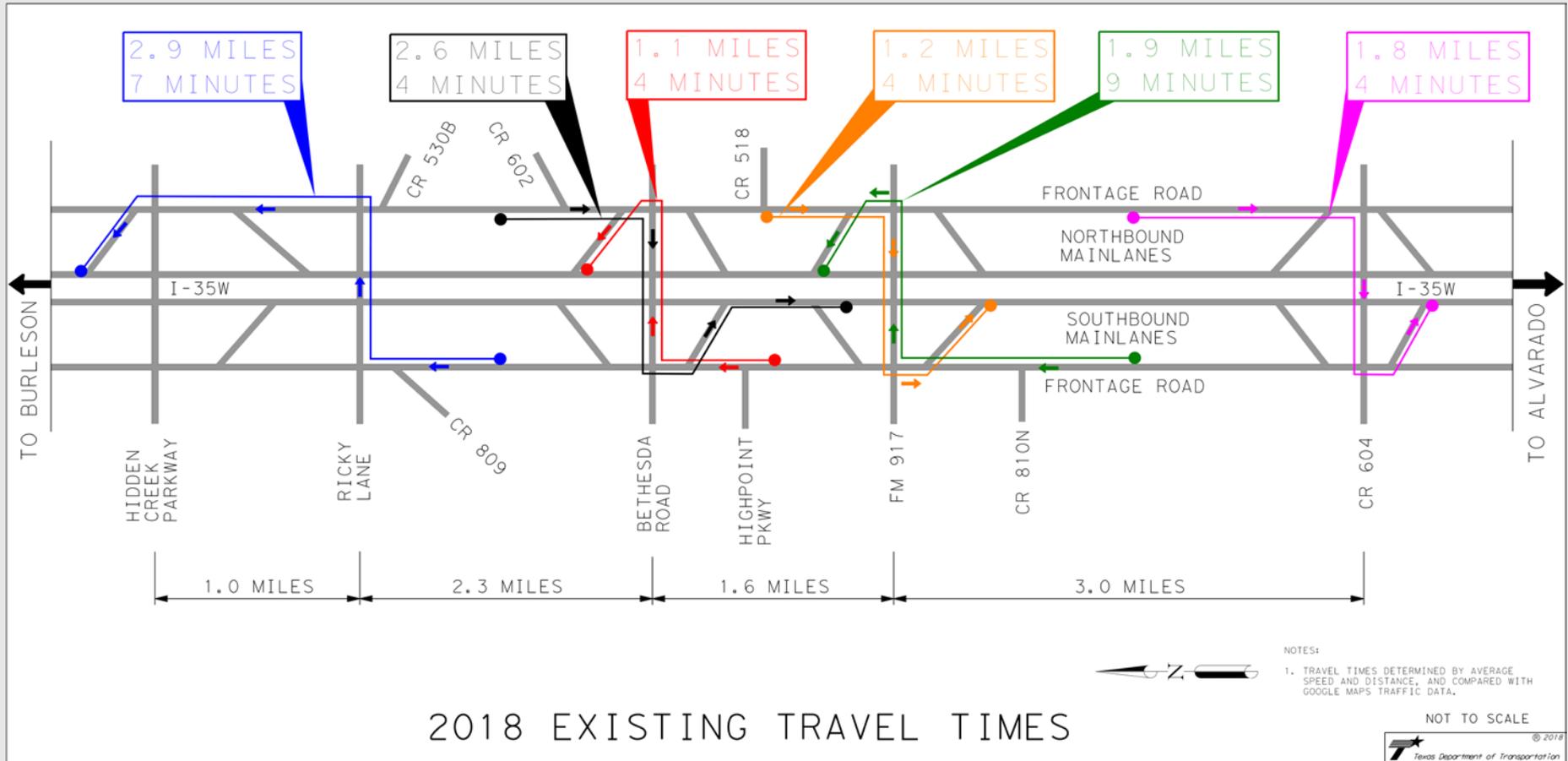
- Alternative 1 - FM 917 over I-35W
(proposed right of way on northeast corner)
- Alternative 2 - I-35W over FM 917
(proposed right of way on southwest corner)

Estimated Construction Cost:

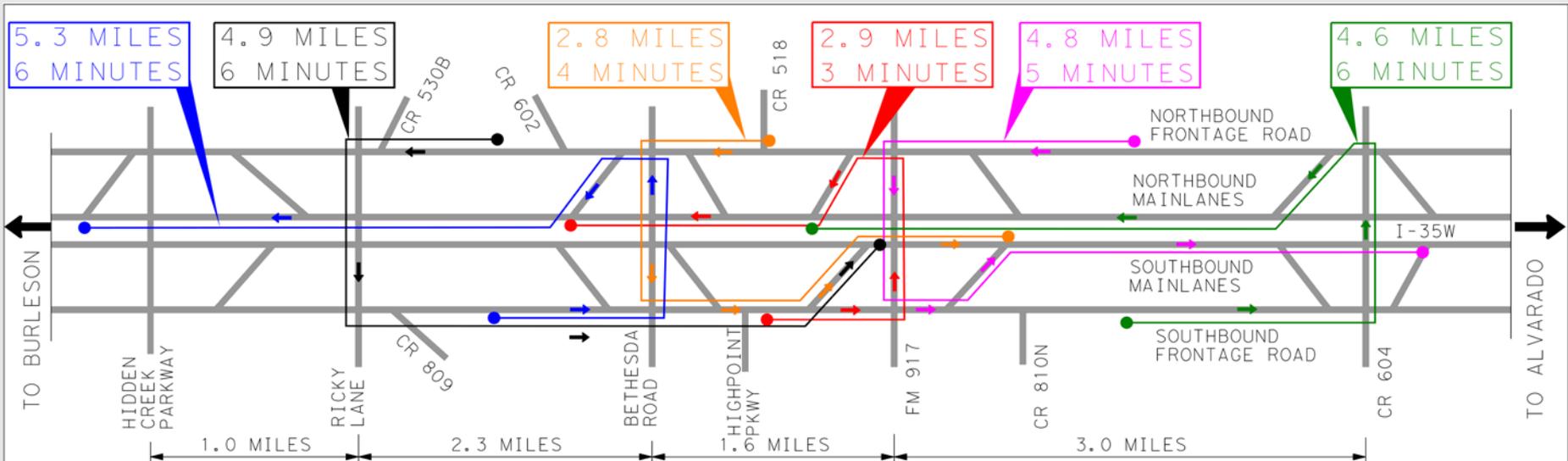
- Alternative 1 - \$17 million
- Alternative 2 - \$33 million

\$15 million in funding identified

I-35W at FM 917 Interchange Improvement

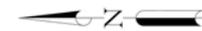


I-35W at FM 917 Interchange Improvement



| Path | Existing 2018 | | Future 2048 | |
|-------------|------------------|-----------------------|------------------|-----------------------|
| | Distance (miles) | Travel Time (minutes) | Distance (miles) | Travel Time (minutes) |
| Blue Path | 2.9 | 7.0 | 5.3 | 6.0 |
| Red Path | 1.1 | 4.0 | 2.9 | 3.0 |
| Black Path | 2.6 | 4.0 | 4.9 | 6.0 |
| Orange Path | 1.2 | 4.0 | 2.8 | 4.0 |
| Green Path | 1.9 | 9.0 | 4.6 | 6.0 |
| Purple Path | 1.8 | 4.0 | 4.8 | 5.0 |

2048 FUTURE TRAVEL TIMES



NOTES:

1. TRAVEL TIMES ARE DETERMINED FROM LEVEL OF SERVICE ANALYSIS BASED ON NCTCOG FUTURE TRAFFIC VOLUMES.

NOT TO SCALE



I-35W at FM 917 Alternatives

| Evaluation Criteria | No Build | Alternative 1 FM 917 over I-35W | Alternative 2 I-35W over FM 917 |
|-----------------------------|----------|------------------------------------|------------------------------------|
| Est. Construction Cost (\$) | 0 | 17 million | 33 million |
| Proposed ROW (acres) | 0 | 0.4 (northeast corner) | 0.3 (southwest corner) |
| Waters of the U.S. Impacts | None | Medium | Medium |
| Impacts to I-35 Mainlanes | None | Low | High |
| Improved Traffic Operations | None | Medium | Medium |
| Noise Impacts | None | Low | Medium |
| Utility Conflicts | None | High | Low |
| Hazardous Materials Impacts | None | Low | Medium |

Estimated Project Milestones

Frontage Road Conversion

| | |
|---------------------------------|-------------|
| Receive Environmental Clearance | Spring 2019 |
| Estimate Begin Construction | May 2019 |

I-35W at FM 917 Interchange Improvement

| | |
|---------------------------------|-------------|
| Receive Environmental Clearance | Fall 2019 |
| Estimate Begin Construction | Summer 2020 |

Share Your Input

Submit comments by:

- Filling out a comment card
- Emailing: Curtis.Loftis@txdot.gov
- Mailing:

Texas Department of Transportation

ATTN: Curtis Loftis, P.E.

2501 SW Loop 820

Fort Worth, TX 76133

While comments are always welcome, they must be received by Feb. 13, 2019, to be included in the official meeting documentation.

Thank You!

Project Contact Information

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