FORT WORTH DISTRICT

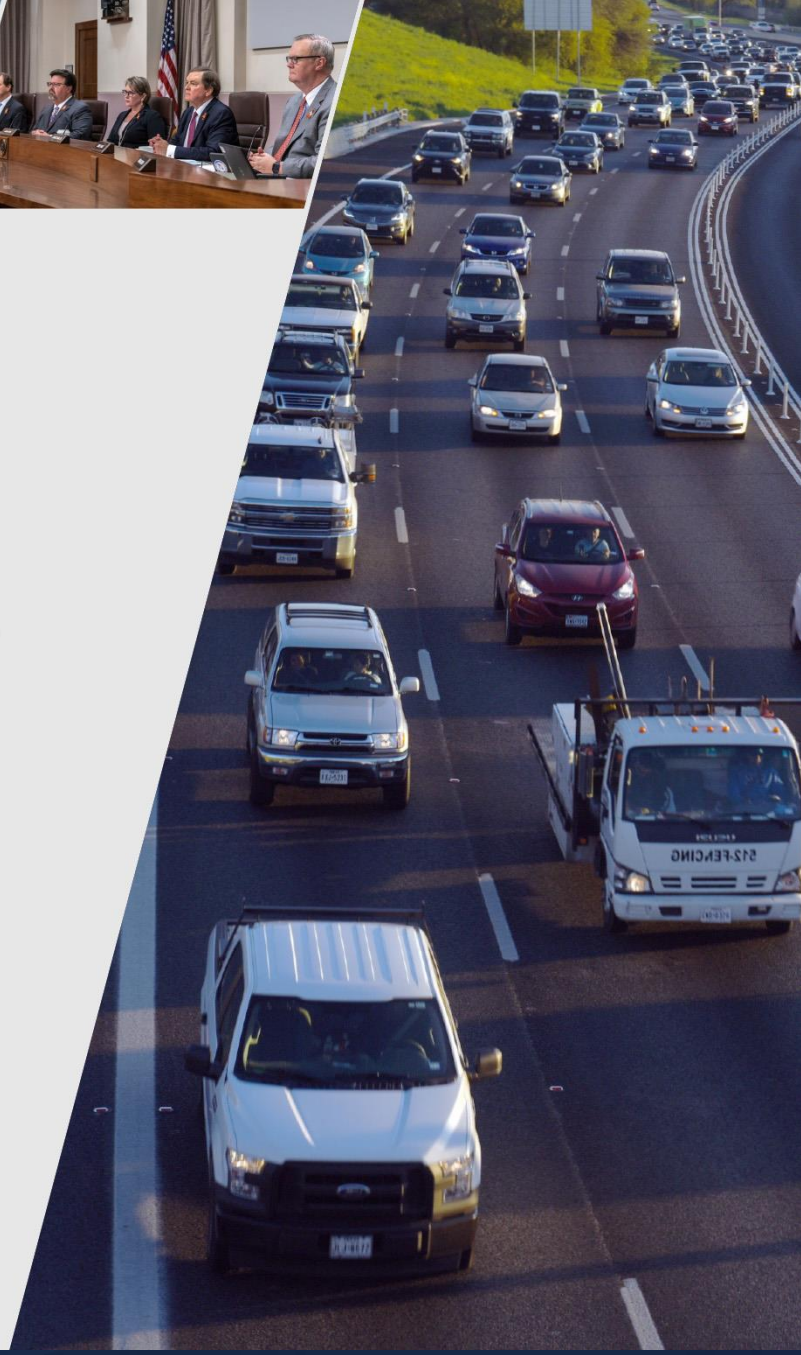
I-35W Technical Work Group Meeting

Tejas Soni, P.E.

TxDOT – Project Manager

Matt Craig, P.E.

Halff Associates, Inc. – Project Manager



May 7, 2020

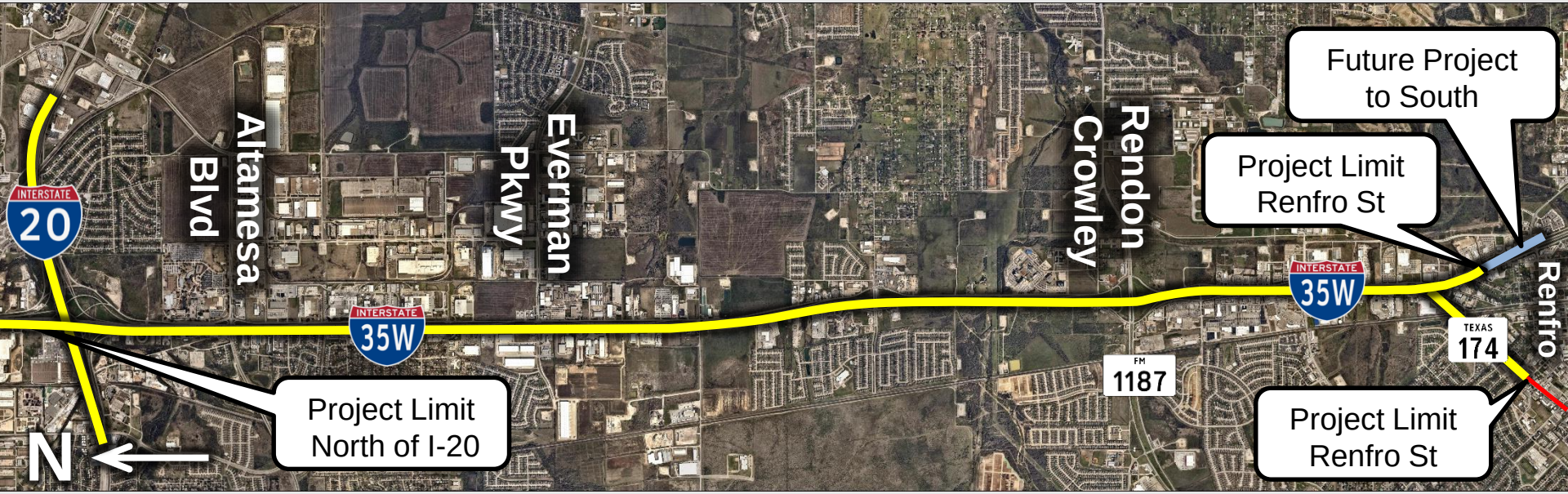
Webex Conference Call Protocol

- Please Mute your Audio
- Post questions using the Webex chat function
- Questions will be addressed periodically during the presentation
- This presentation is not being recorded

Agenda

1. Project Overview
2. Prior Technical Work Group - Summary
3. City of Fort Worth Review Meeting – Summary
4. City of Burleson Review Meetings - Summary
5. Proposed Ramping Concepts
6. Alternatives
7. Project Schedule
8. Questions & Review of Exhibits

I-35W Project Overview



Prior Technical Work Group Summary

- Met June 26th 2019
- Requested everyone to share their comments and concerns
- Cities were going to share the latest thoroughfare plans
- Halff to set up the website for the public in advance of future Public Meeting / Technical Work Groups
- Still evaluating Express Lanes (No Toll Lanes considered)
- Accommodated shared use path in the project

Express Lanes Alternatives

- Analysis of traffic projections
- Determination of alternatives to further analyze
- Analysis of impacts
- Operational analysis

Traffic Analysis

- Draft Methodology – Approved by TPP
- Existing and Future (2045) No-Build Projected Volumes
- Proposed Build Projected (2045) Volumes TBD After Alternative is Determined

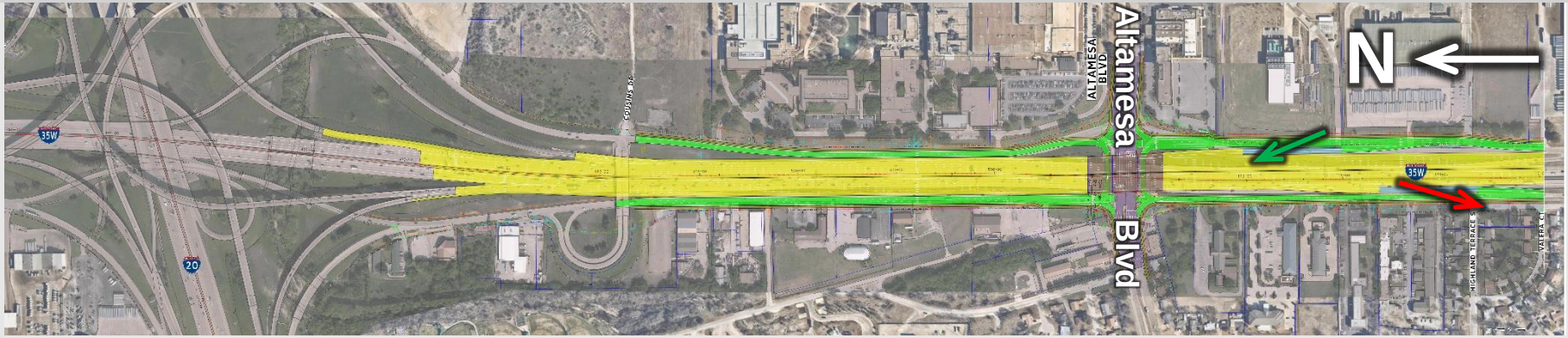
City of Fort Worth Coordination Meeting Summary

- Met September 16th 2019
- Incorporate City of Fort Worth Thoroughfare Plan and Active Transportation Plan components such as bike lanes, shared use paths and trails into schematic typical sections
- Coordinate with adjacent City of Fort Worth project on Risinger Road and accommodate future widening to the North
- Facilitate early coordination on ROW impacts in areas of future development such as the development between FM 1187 & McAlister Road

City of Burleson Coordination Meetings Summary

- Met September 26th 2019
  - Emphasized safety on the corridor
  - SH 174 Redevelopment Plans/Initiative
  - Consider NB I-35W to SB SH 174 direct connector
  - City of Burleson to review initial SH 174 concepts and brainstorm other solutions
  - 10 Mile regional bike loop
- Met January 14th 2020
  - Introduced additional concepts at SH 174 interchange
  - Discussion regarding SH 174 improvements

Proposed Ramping Concepts



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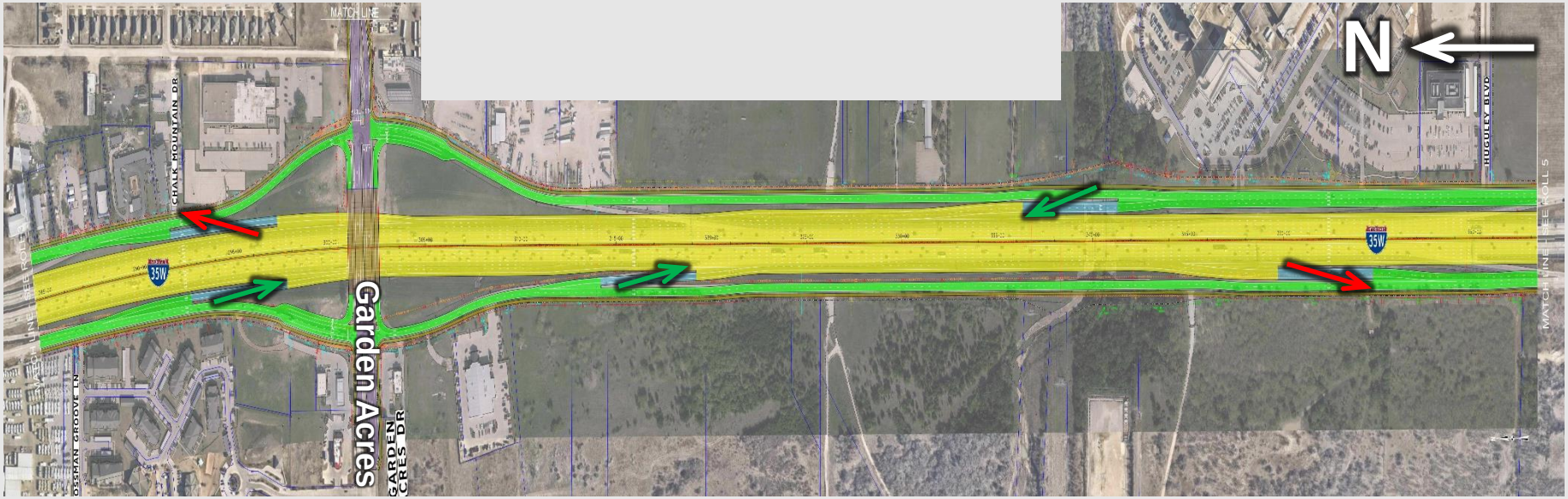
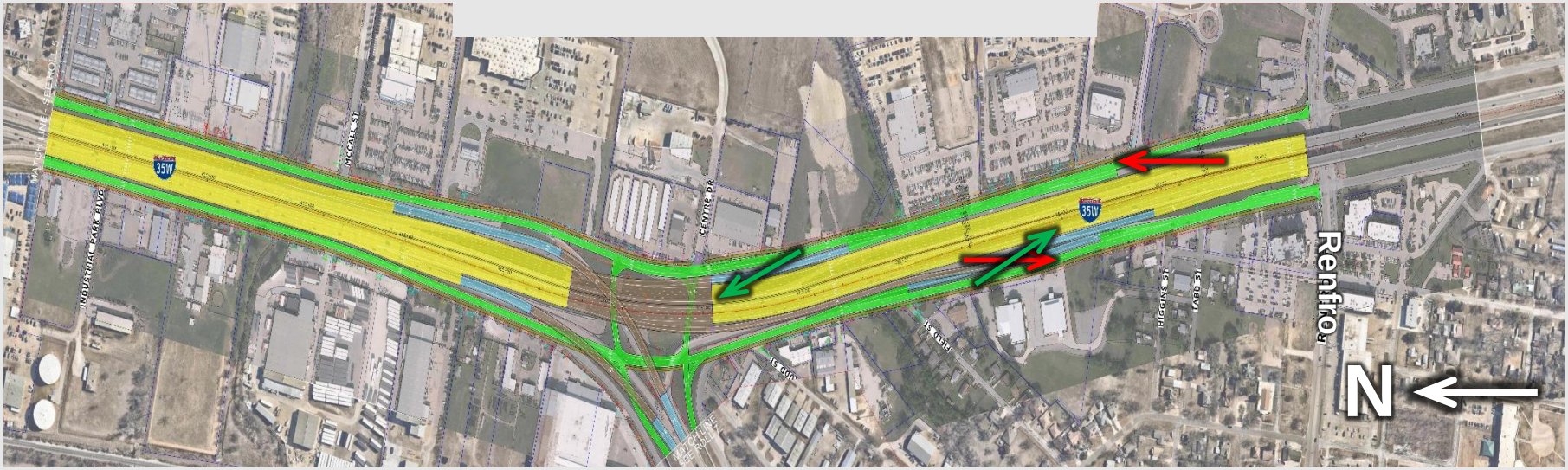
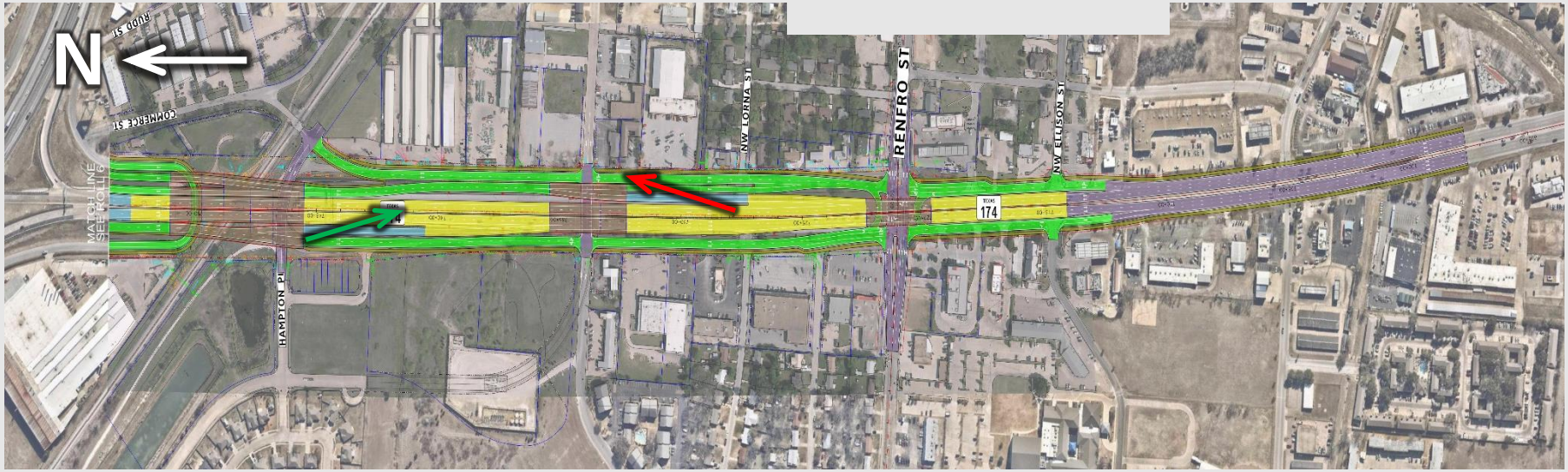


Proposed Ramping Concepts



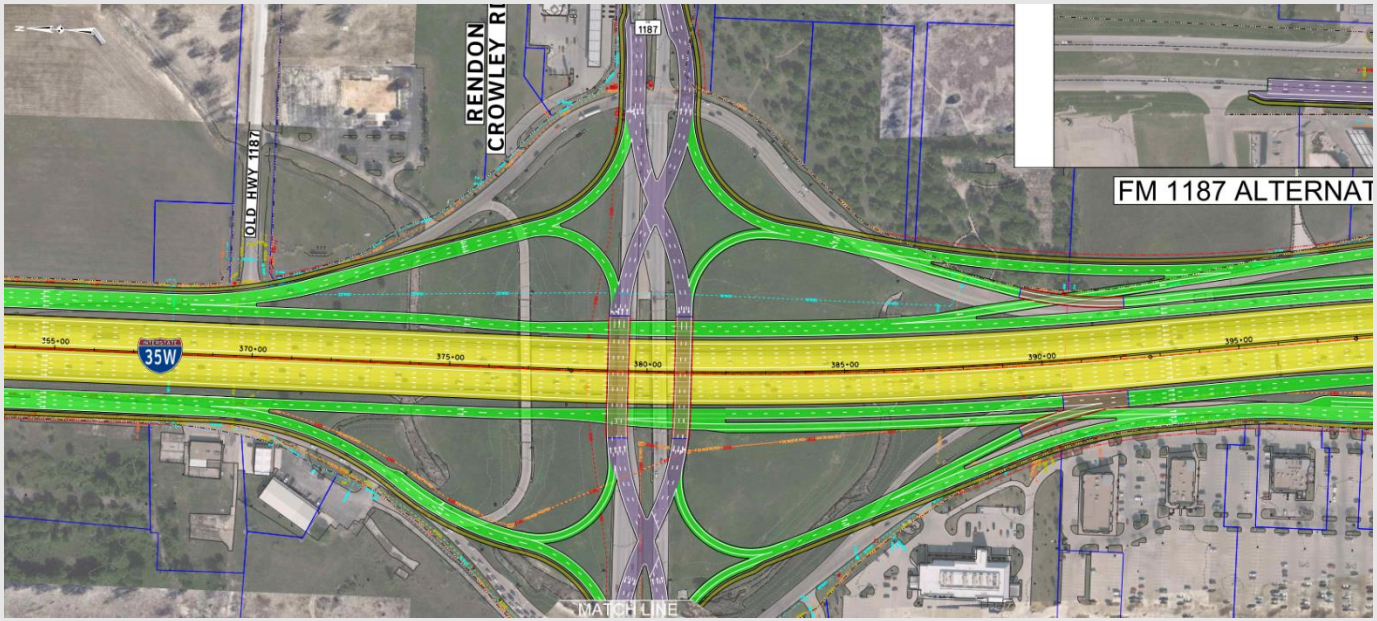


FM 1187 Alternatives

- Diverging Diamond
- Traditional Intersection
- Partial Cloverleaf
- Diverging Diamond with Alternative Ramping
- Traditional Intersection with Direct Connector
- Hybrid Displaced Left Turn

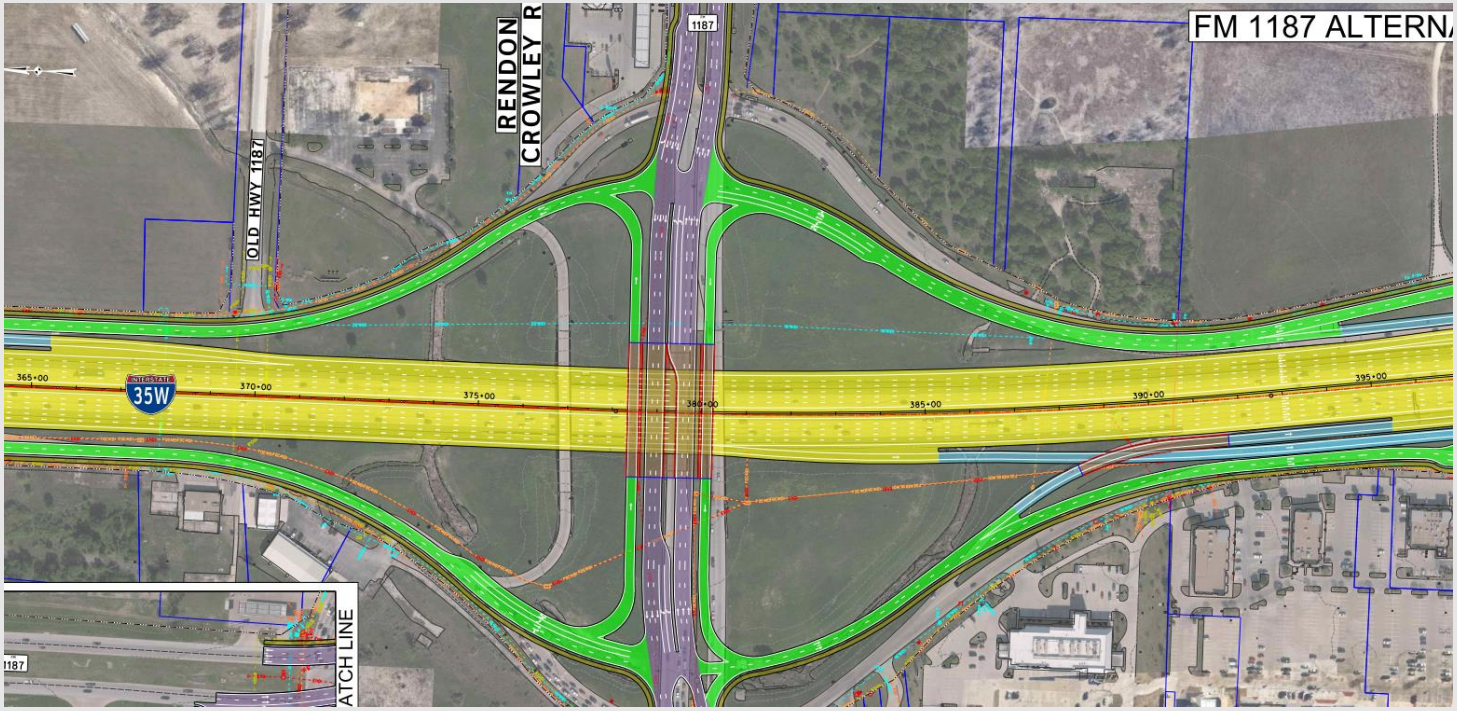
FM 1187 ALT – Diverging Diamond

- Pro:
  - Reduces Congestion
  - Provides access to Huguley Blvd
- Con:
  - Driver inexperience with innovative configuration
  - No access to FM 1187 Corner Properties



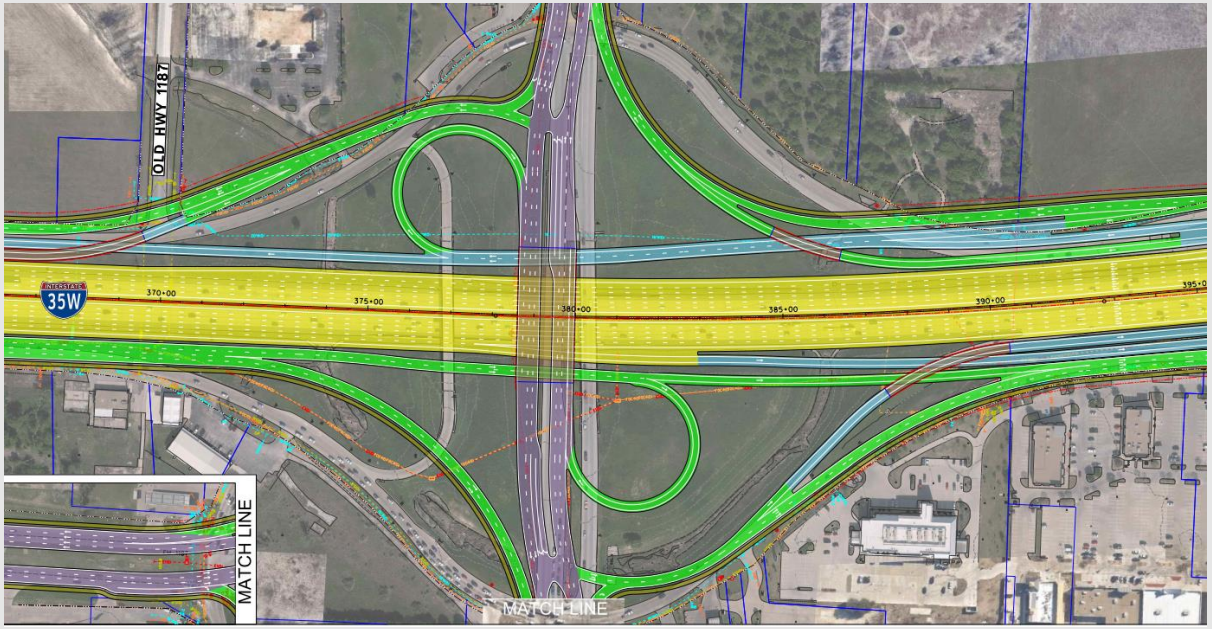
FM 1187 ALT – Traditional Intersection

- Pro:
  - Driver expectancy
  - Provides access to FM 1187 Corner Properties
- Con:
  - Reduces Congestion less than other Alternatives



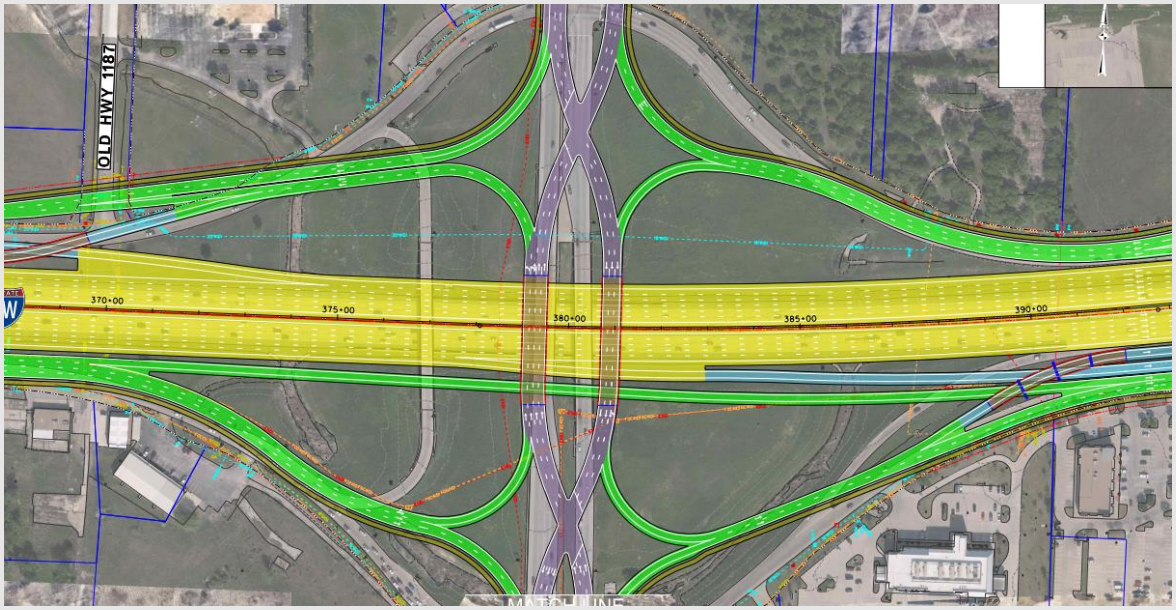
FM 1187 ALT - Partial Cloverleaf

- Pro:
  - Reduces Congestion Most
- Con:
  - Complicated
  - No U-turn on North side of FM 1187
  - No access to FM 1187 Corner Properties



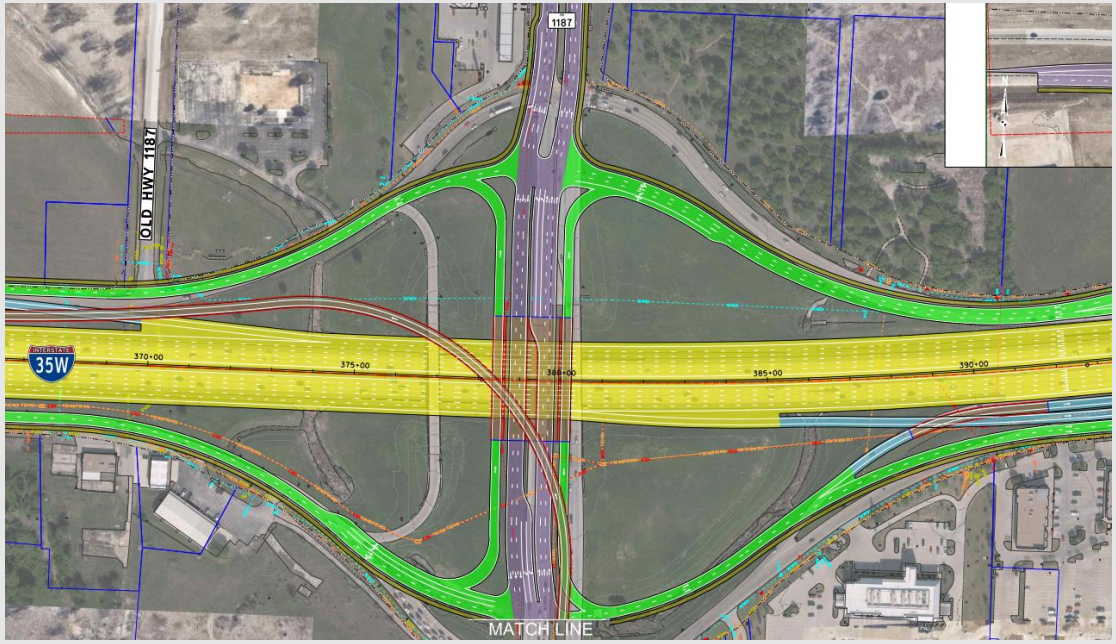
FM 1187 ALT - Diverging Diamond with Alternative Ramping

- Pro:
  - Reduces Congestion
  - Improved access over regular DDI.
  - Individual on-ramp for major Eastbound to Northbound traffic movement
- Con:
  - Driver inexperience with innovative configuration
  - No access to FM 1187 Corner Properties
  - No NB 35W access from McAlister
  - More expensive than regular DDI



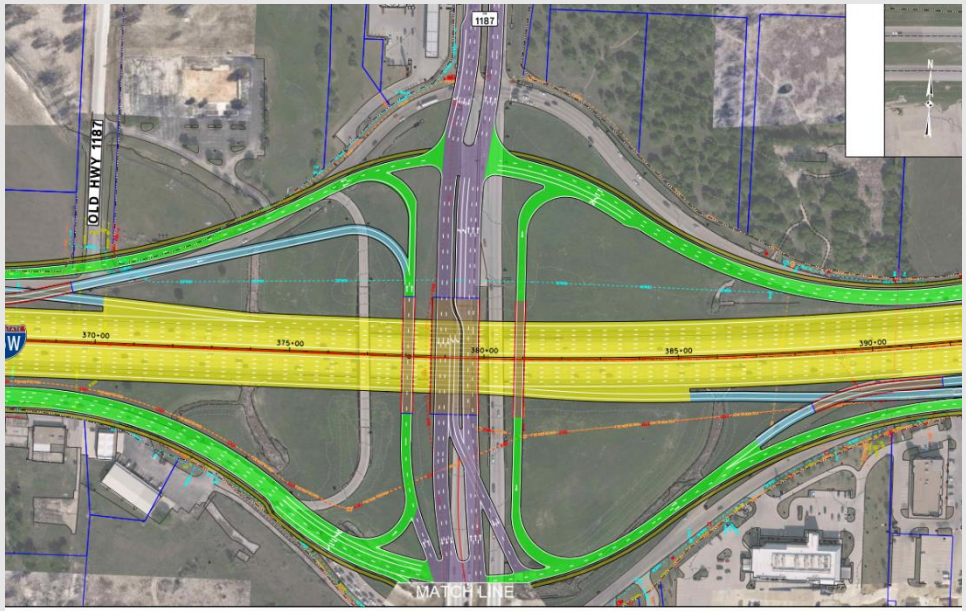
FM 1187 ALT - Traditional Intersection with Direct Connector

- Pro:
  - Driver expectancy
  - Provides access to FM 1187 Corner Properties
  - Reduces Congestion more than just traditional ALT
- Con:
  - Expensive



FM 1187 ALT – Hybrid Displaced Left Turn

- Pro:
  - Reduces Congestion
  - Retains some traditional design
- Con:
  - Driver inexperience with innovative configuration
  - Provides access to corner properties only on East side

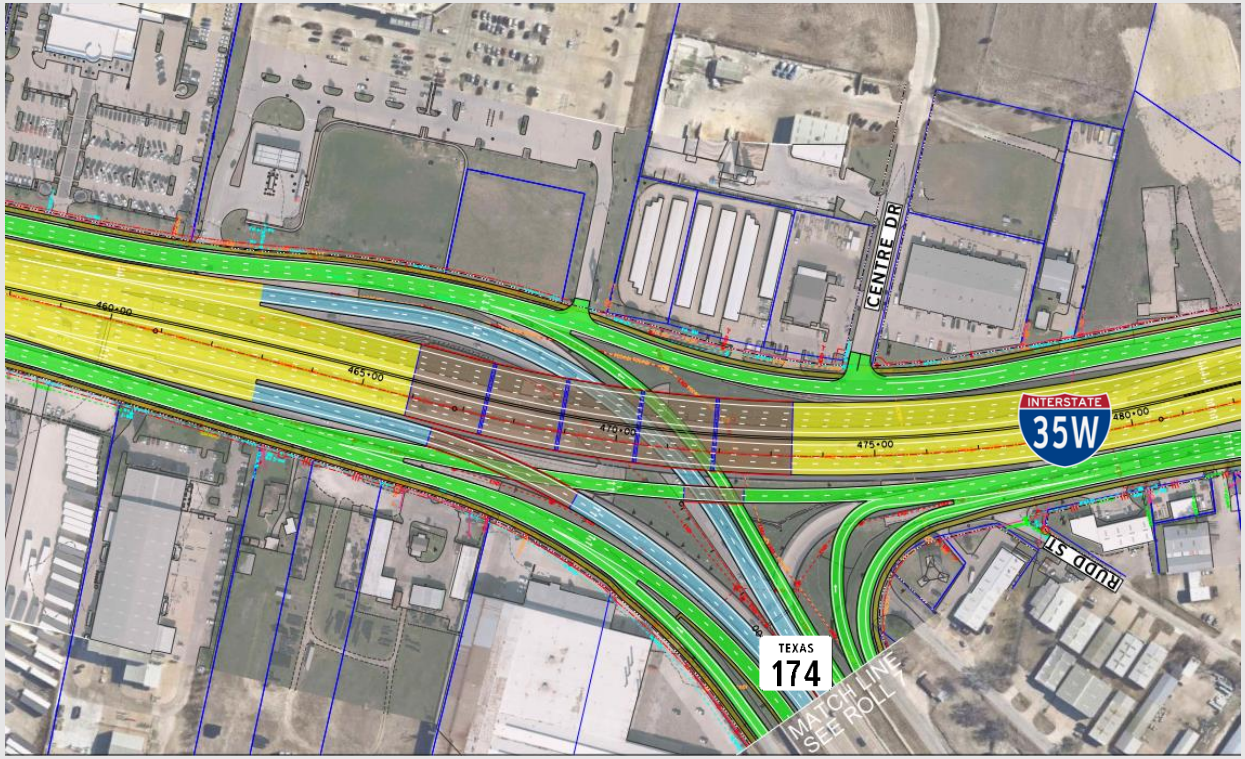


I-35W/SH 174 Interchange Alternatives

- Traditional Interchange w/o NB 35W to SB 174 Direct Connector
- Main Lane Direct Connector
- Frontage Road Direct Connector
- Frontage Road Box
- Frontage Road Couplet

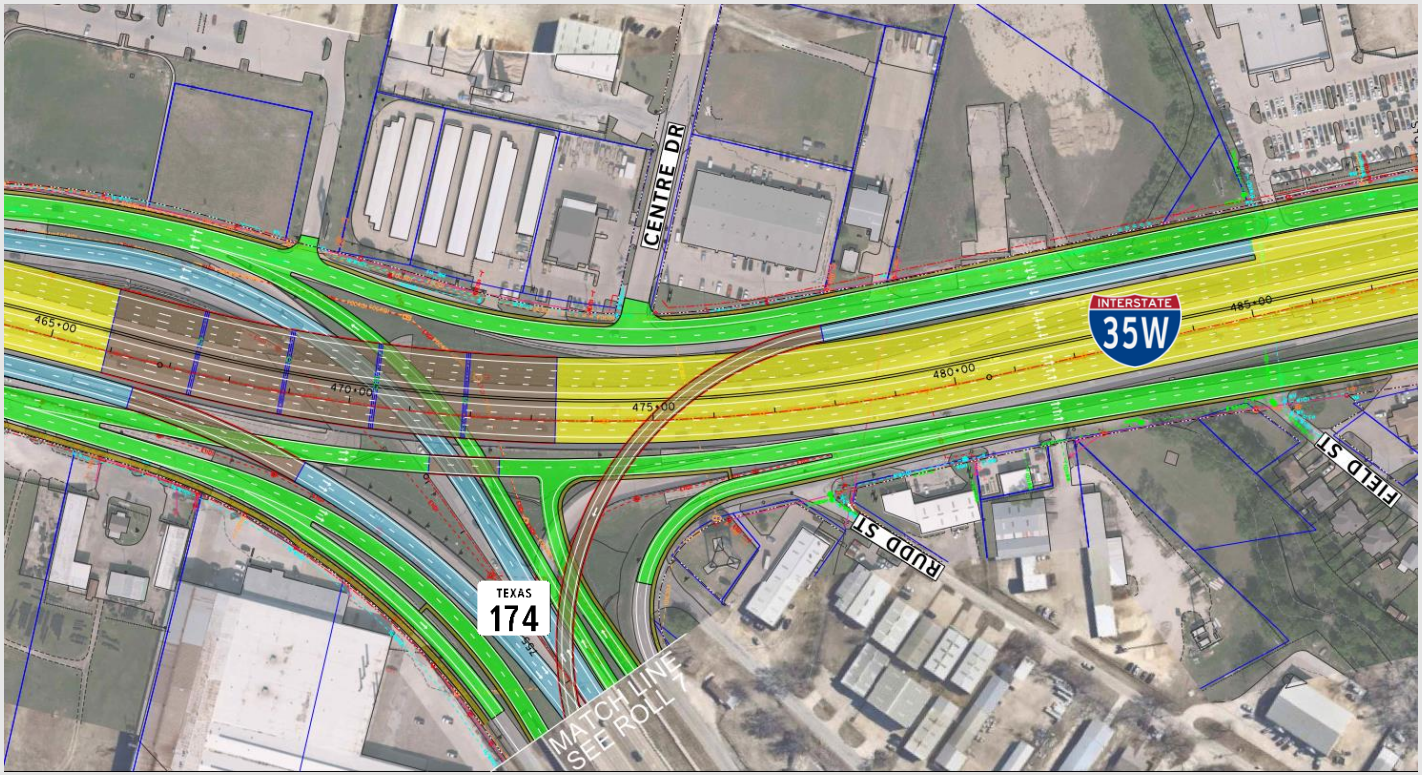
IH 35W / SH 174 Interchange ALT - Traditional Interchange

- Pro:
  - Improved access compared to existing
- Con:
  - Not fully directional



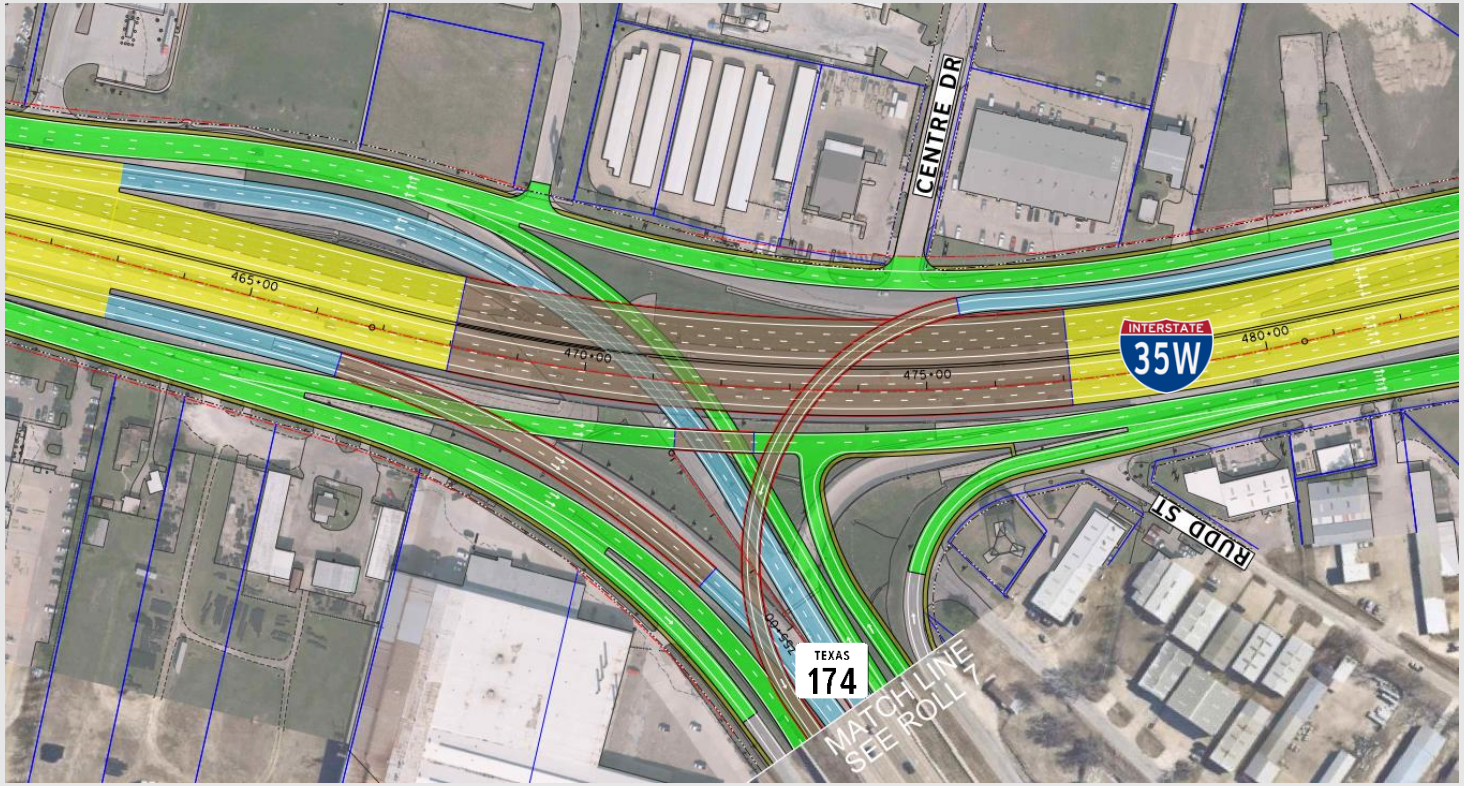
IH 35W / SH 174 Interchange ALT – Mainlane Direct Connector

- Pro:
  - Improved Connectivity
- Con:
  - High Cost for Low Volume Movement



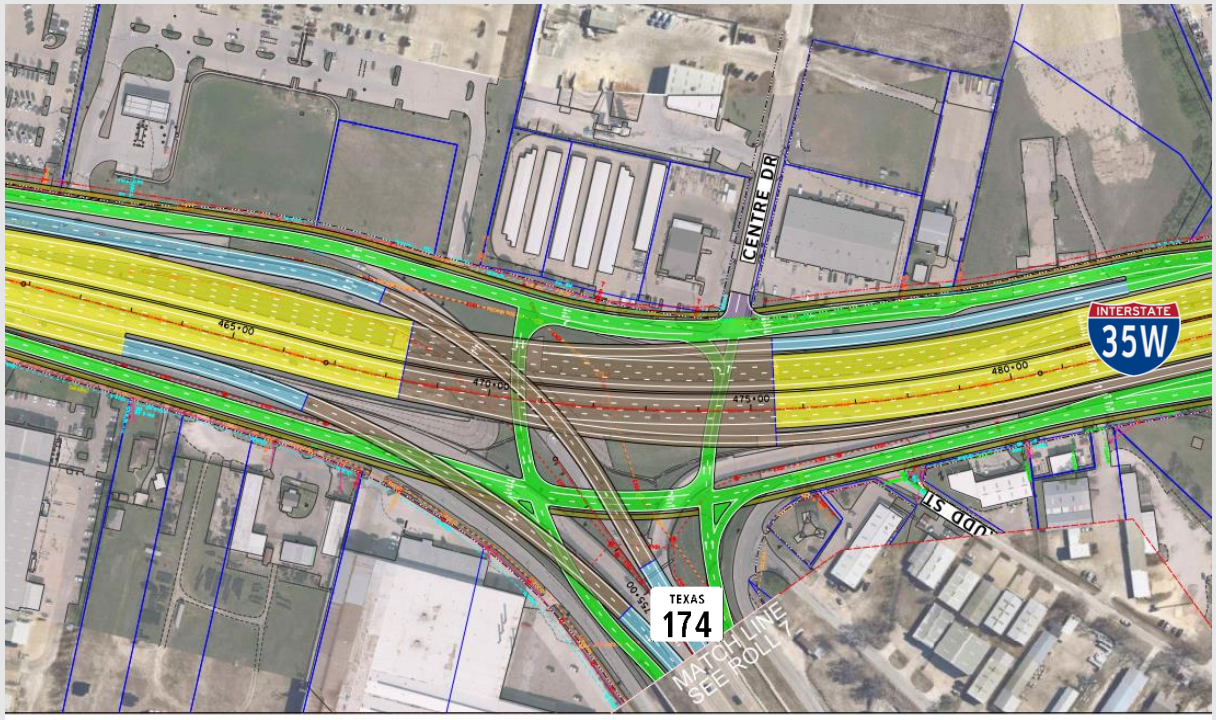
IH 35W / SH 174 Interchange ALT – Frontage Road Direct Connector

- Pro:
  - Improved Connectivity
- Con:
  - High Cost for Low Volume Movement



IH 35W / SH 174 Interchange ALT – Frontage Road Box

- Pro:
  - Improved Local Connectivity
  - Reduces Renfro St congestion
- Con:
  - Medium Cost



IH 35W / SH 174 Interchange ALT – Frontage Road Couplet

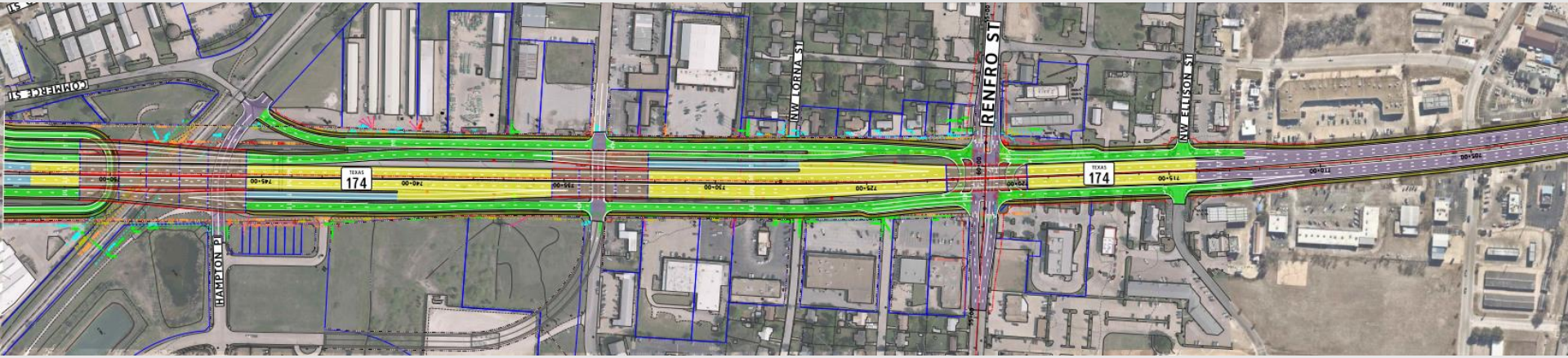
- Pro:
  - Improved Local Connectivity
  - Reduces Renfro St congestion
- Con:
  - Medium Cost

SH 174 Alternatives

- Highway with Renfro Overpass
- Arterial that stops at Renfro
- Limited reconstruction that stops at Hillery St

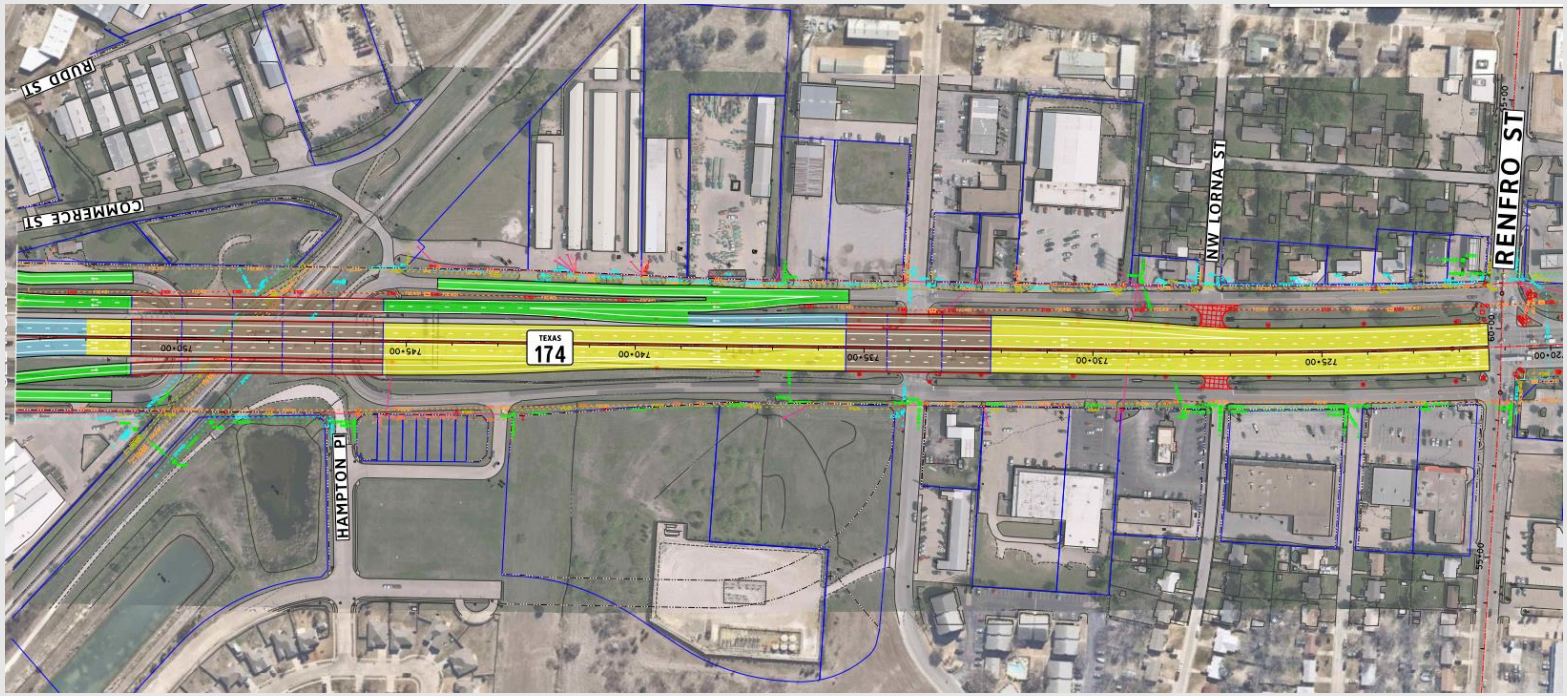
SH 174 ALT - Highway with Renfro Overpass

- Pro:
  - Reduces congestion
  - Improves Renfro St intersection
  - Addresses drainage issues
  - Pedestrian friendly
- Con:
  - Costly
  - Limited local access



SH 174 ALT – Arterial that stops at Renfro

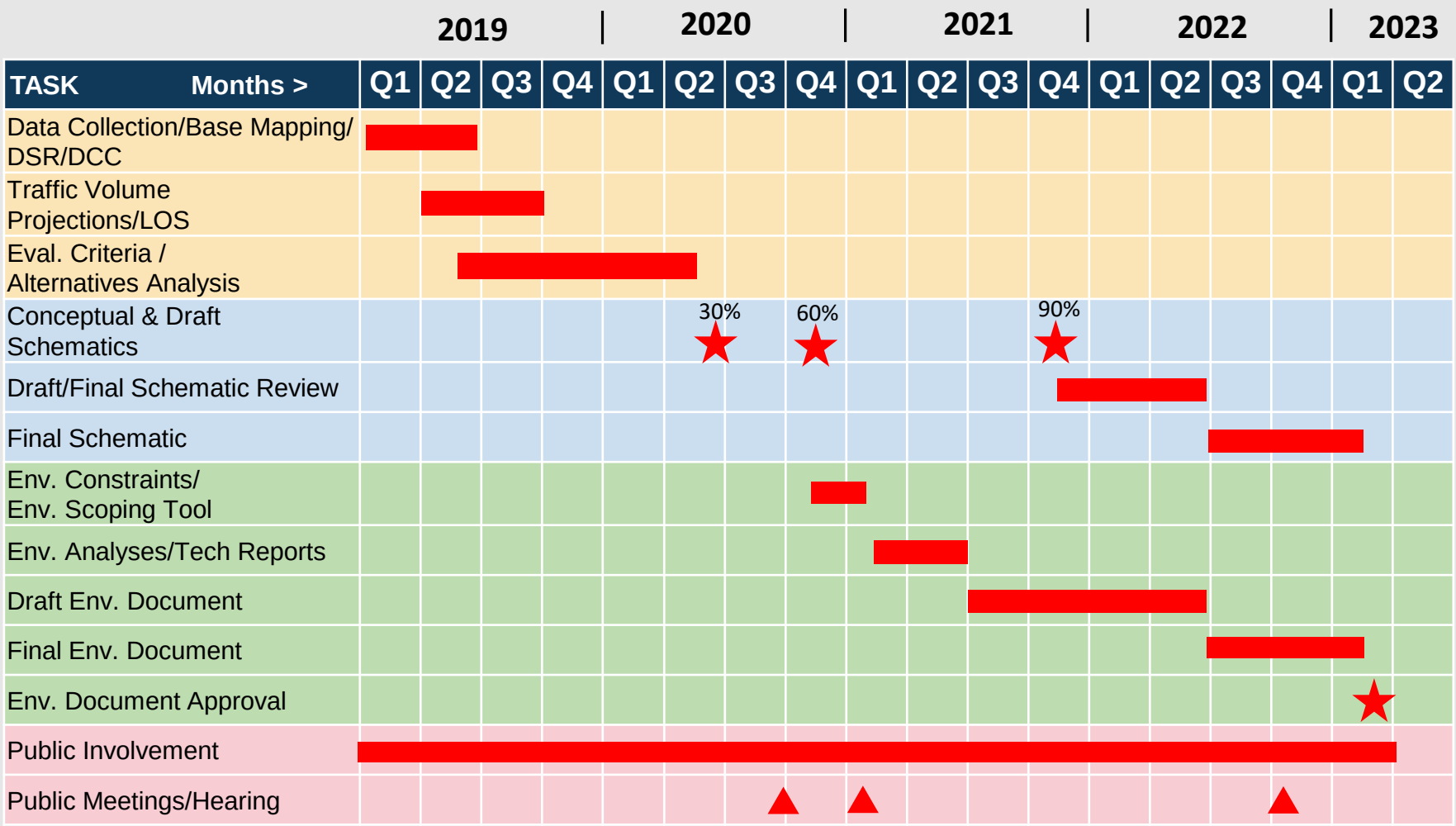
- Pro:
  - More local access
- Con:
  - Does not reduce congestion
  - Safety concerns



SH 174 ALT - Limited Reconstruction that stops at Hillery St

- Pro:
  - Keeps existing SH 174 as is
  - Low Cost
- Con:
  - Poor local connectivity
  - Does not address existing problems

I-35W Project Delivery & Estimated Schedule



Q and A

- Exhibits are shared through Google Drive for a limited time
- They are only viewable and cannot be downloaded or printed
- Access Exhibits now at:

https://bit.ly/I35WTWG

In case of technical difficulties use:

https://drive.google.com/drive/folders/1d5uLQUfQtktU8cMfrH20dSO3ZNCBCnBD

For More Information…

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www.txdot.gov keywords: “35W corridor study”