

I-35 E, Denton, TX

I-35 E / SH 77

Northbound Split

Southbound Merge

Near Golden Triangle Mall

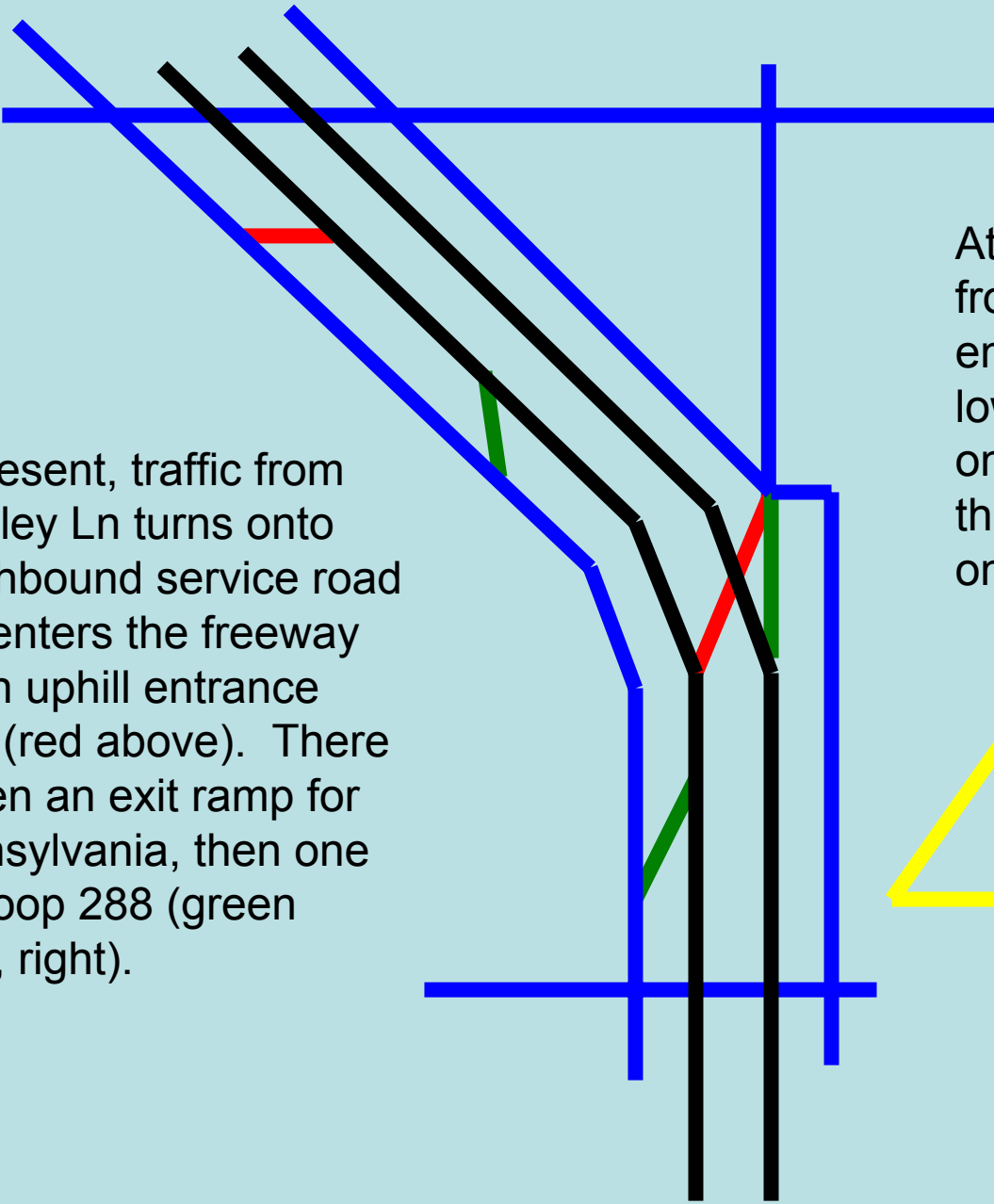
Explanation of Diagram #1

- Black Lines represent I-35 E Northbound and Southbound
- Green Lines represent exit ramps
- Red Lines represent entrance ramps
- Blue Lines represent Teasley Ln, I-35 E service roads, Loop 288 and SH 77
- Golden Triangle Mall represented by yellow triangle (Loop 288 and I-35 E)

Diagram #1

At present, traffic from Teasley Ln turns onto Southbound service road and enters the freeway on an uphill entrance road (red above). There is then an exit ramp for Pennsylvania, then one for Loop 288 (green lines, right).

At present, traffic enters I-35E from South SH 77 on left lane entrance ramp (red line to lower left of text), then exits on right lane exit to Loop 288; this causes significant backup on I-35E.



Analysis of Diagram #1

- Traffic from southbound SH 77 enters I-35E from left, and much of it exits immediately at Loop 288 exit, doing a “criss-cross,” backing up southbound I-35E traffic in the process.
- Also, normal southbound I-35E traffic gets backed up by traffic exiting Loop 288 that gets backed up onto the freeway due to the exit ramp’s close proximity to Loop 288.

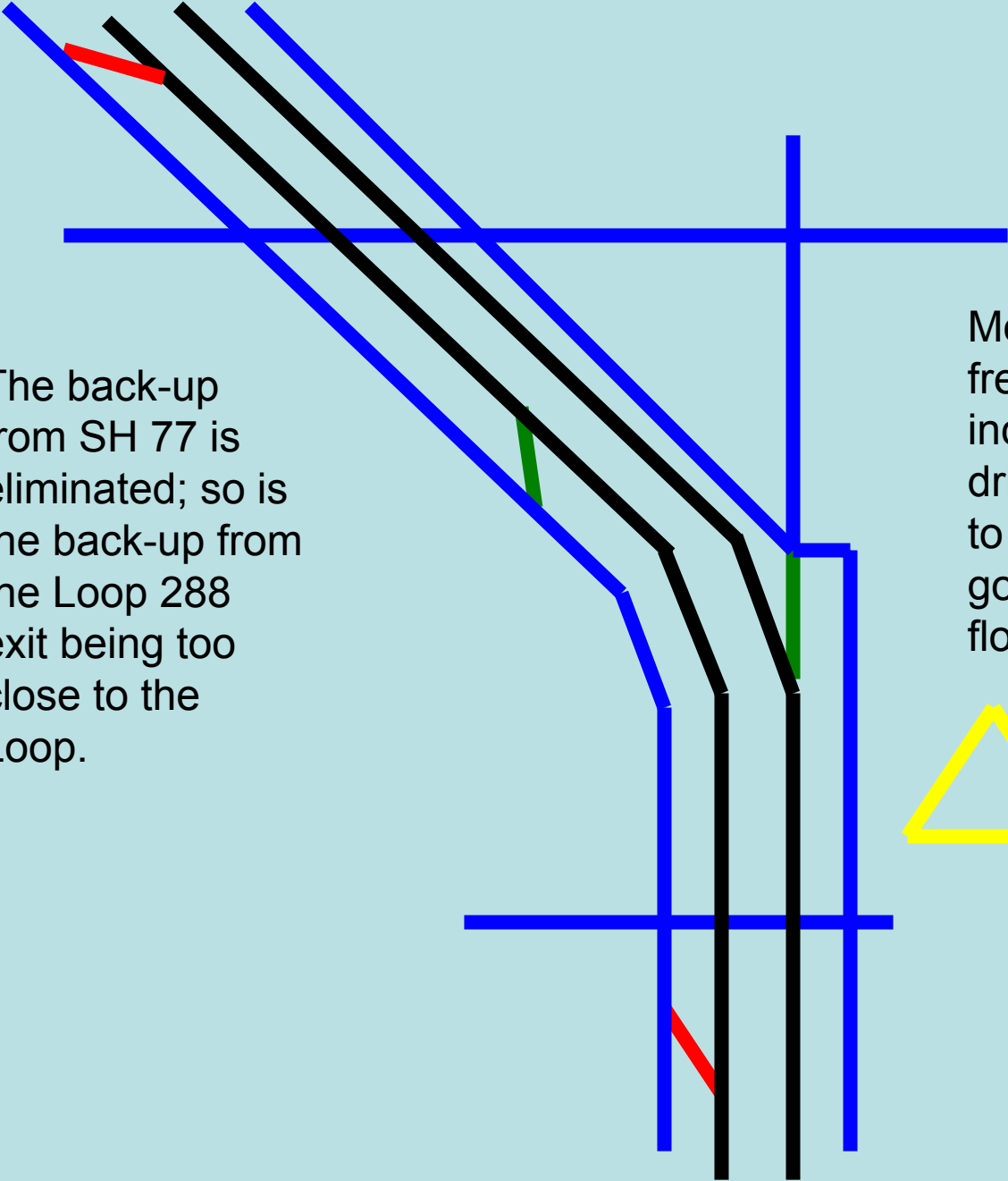
Solution to Problem in Diagram #1

- The following must be closed:
 - Entrance ramp from SH 77 to south I-35E
 - Exit ramp from south I-35E to Loop 288
 - Entrance ramp to I-35E south of Teasley
- Traffic wishing to enter south I-35E from SH 77 will be re-directed to I-35E via Teasley to entrance ramp south of Loop 288 or SH 377/Ft. Worth Drive entrance ramp
- Traffic exiting I-35E to Loop 288 will be re-routed to the existing Pennsylvania exit between Teasley and Loop 288

Diagram #2

The back-up from SH 77 is eliminated; so is the back-up from the Loop 288 exit being too close to the Loop.

Motorists wishing to enter the freeway are somewhat inconvenienced by having to drive to another point in town to enter the freeway, but the goal is to make I-35E free-flowing. Done!

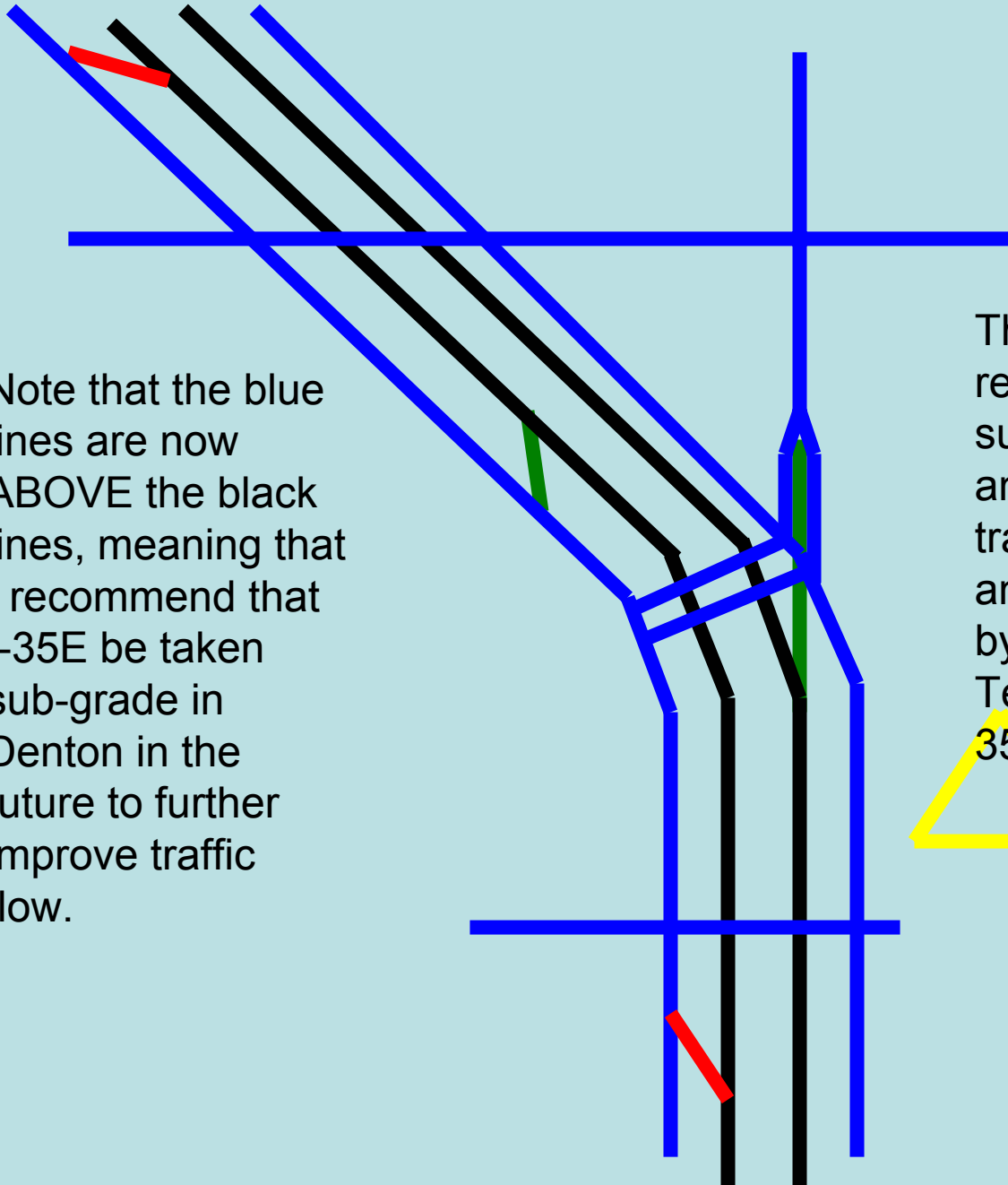


Analysis of Diagram #2

- The back-up from SH 77 traffic entering I-35E south and exiting at Loop 288 is eliminated.
- The back-up on I-35E south from the Loop 288 exit ramp being too close to the Loop is eliminated.
- Motorists in Denton wishing to enter I-35E must alter their path to do so. This will frustrate many drivers. However, the larger goal of ensuring that I-35E remains / becomes more free-flowing is achieved.

Diagram #3

Note that the blue lines are now ABOVE the black lines, meaning that I recommend that I-35E be taken sub-grade in Denton in the future to further improve traffic flow.



There are many issues to be resolved for this to be a viable suggestion, such as Loop 288 and Golden Triangle Mall traffic as well as service roads and SH 77. Also note the bypass/Uturn between Teasley and Loop 288 over I-35E.



Analysis of Diagram #3

- Once again, primary consideration is that I-35E be treated as a freeway; taking the freeway subgrade removes it from the traffic flow problems around Golden Triangle Mall.
- Further north, SH 377 and the railroad currently beneath I-35E will have to be dealt with.
- The large hill on I35-E south of the mall will now be a more level decline in elevation in order for the freeway to be subgrade, eliminating another northbound tie-up.
- The overhead linking southbound access road directly to SH 77 will both eliminate non-freeway delays as well as provide better access to Golden Triangle Mall.