

Freeway Traffic Flow Plan

TXDOT Presentation, Austin, TX

Friday, January 11, 2008

David Smith

Purpose of Presentation

- 1.) Seeking Implementation;
- 2.) Seeking Referral;
- 3.) Seeking Remuneration.

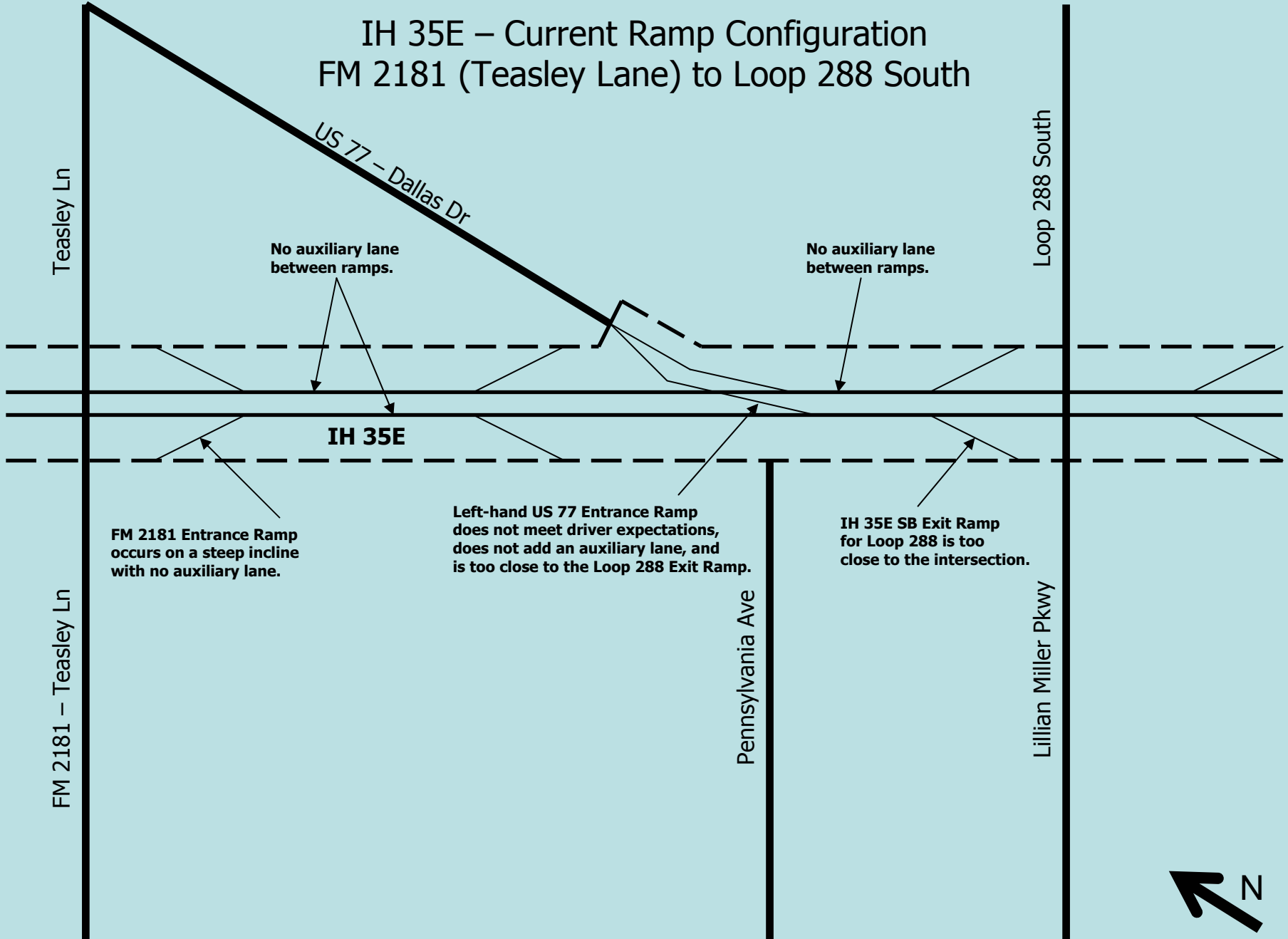
Successes To-Date

- North Central Texas Council of Governments (NCTCOG)
 - Accepted, discussed, and forwarded to Denton to consider for implementation
- Georgia Department of Transportation
 - Plan accepted for consideration at State level

The Basic Problems Identified

- Congestion largely due to poor design
 - ‘Diamond Formation’
 - Entrance ramp followed by exit ramp (criss-cross)
 - Stretches of freeway with no service road
 - Keeps this plan from being implemented
 - Local traffic introduced to freeway
 - Multiple consecutive entrance ramps
 - Left entrances / exits cause criss-cross effect

IH 35E – Current Ramp Configuration FM 2181 (Teasley Lane) to Loop 288 South



Teasley Ln

FM 2181 – Teasley Ln

No auxiliary lane between ramps.

No auxiliary lane between ramps.

IH 35E

FM 2181 Entrance Ramp occurs on a steep incline with no auxiliary lane.

Left-hand US 77 Entrance Ramp does not meet driver expectations, does not add an auxiliary lane, and is too close to the Loop 288 Exit Ramp.

IH 35E SB Exit Ramp for Loop 288 is too close to the intersection.

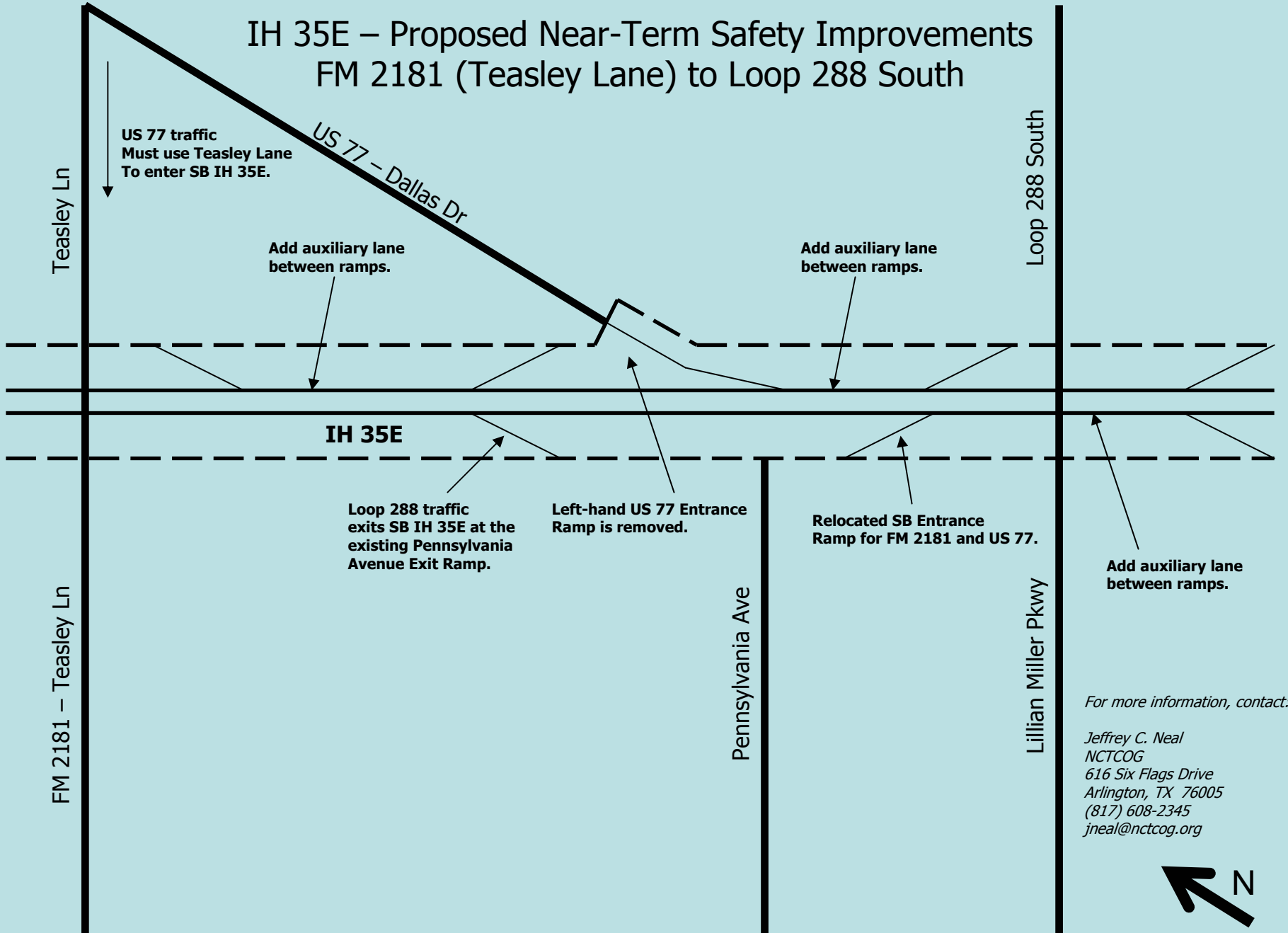
Pennsylvania Ave

Lillian Miller Pkwy

Loop 288 South



IH 35E – Proposed Near-Term Safety Improvements FM 2181 (Teasley Lane) to Loop 288 South



For more information, contact:

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I-35 E, Carrollton/Lewisville

FM 3040

Arrows represent redirects:
Exits to previous;
Entrances to next

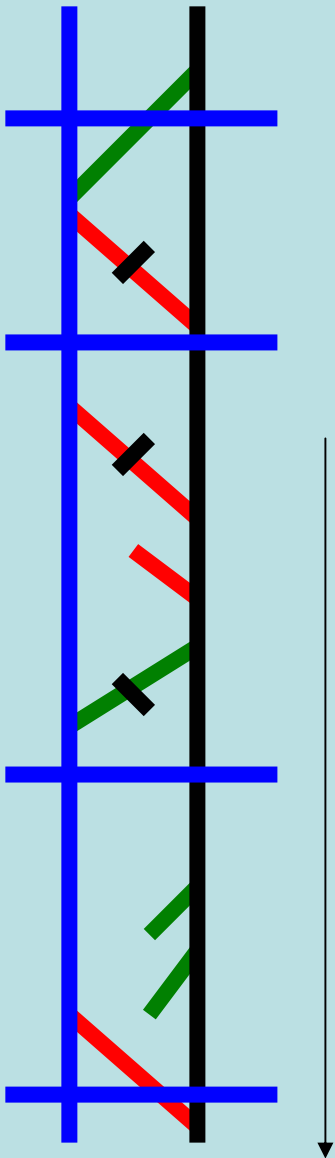
SH 121

Three consecutive entrances
and exits

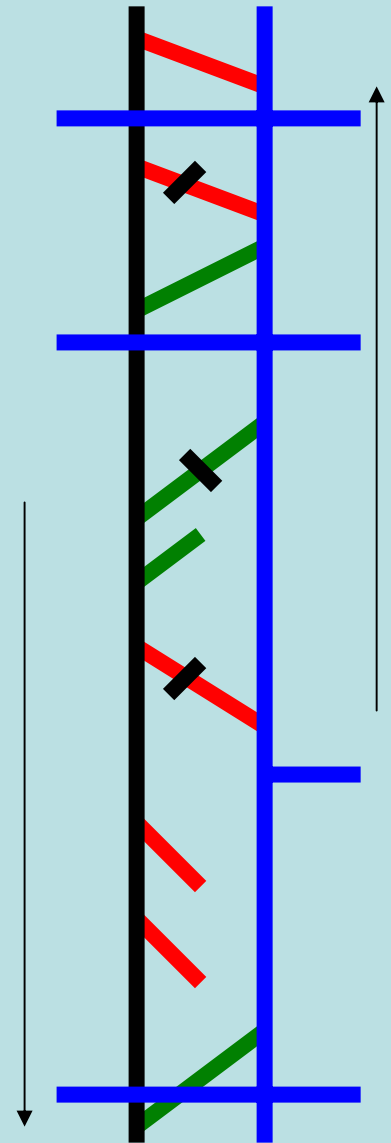
Frankford Rd

Three consecutive entrances
and exits

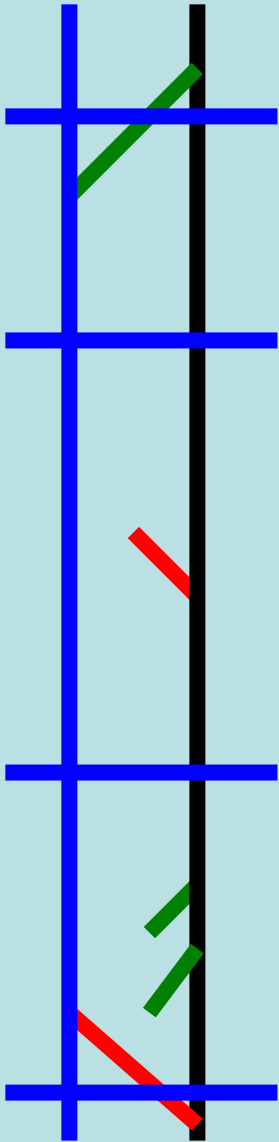
SH 190 PGBT



Southbound



Northbound



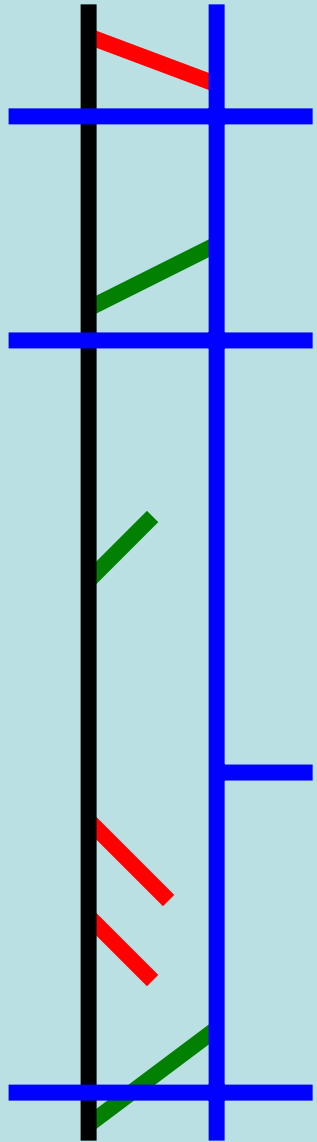
Southbound

FM 3040

SH 121

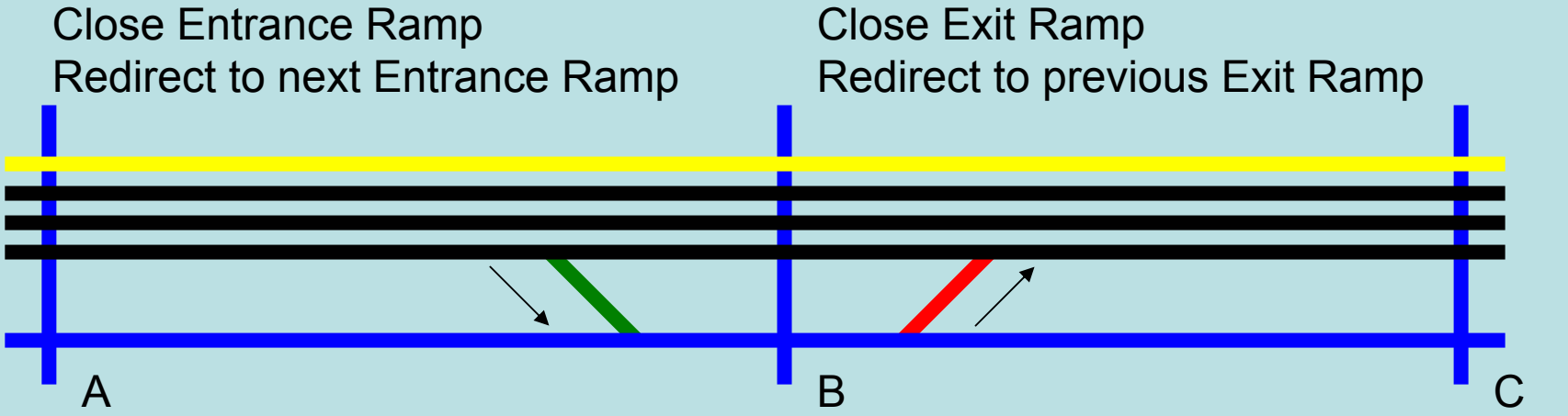
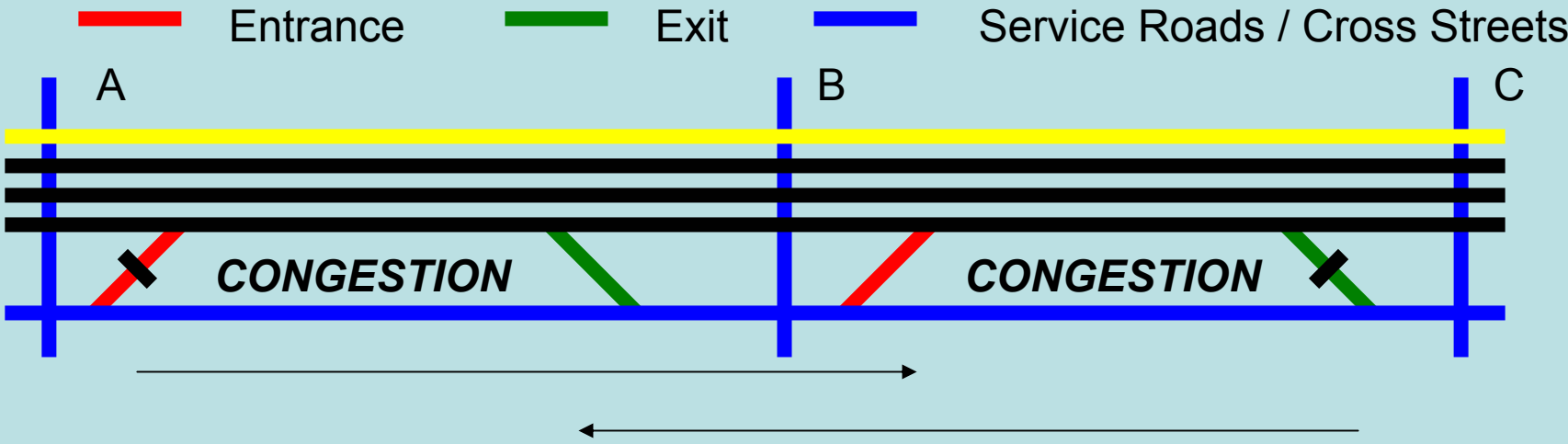
Frankford Rd

SH 190 PGBT



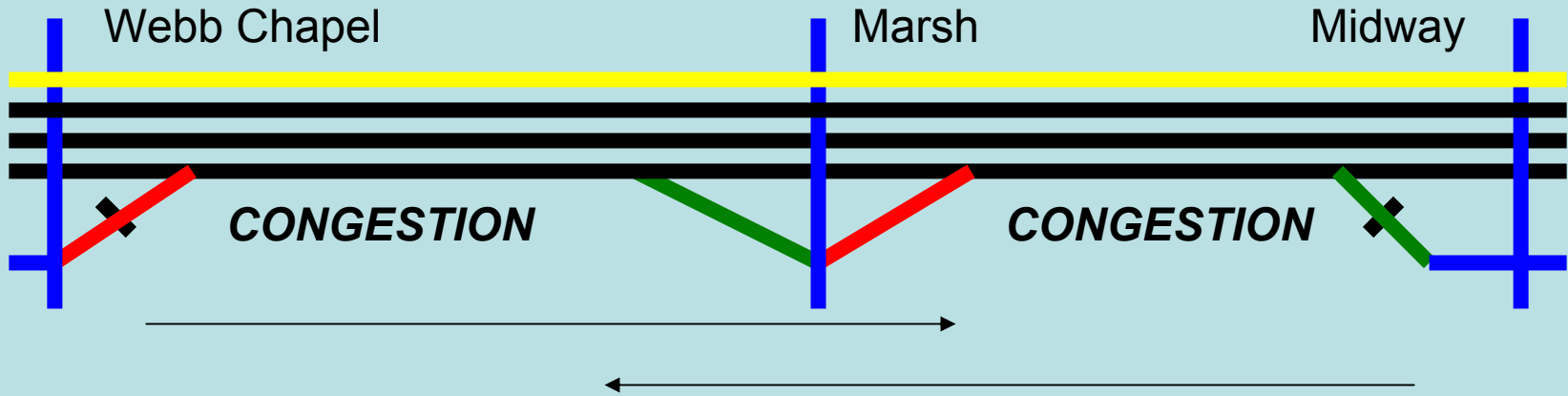
Northbound

Generic Freeway

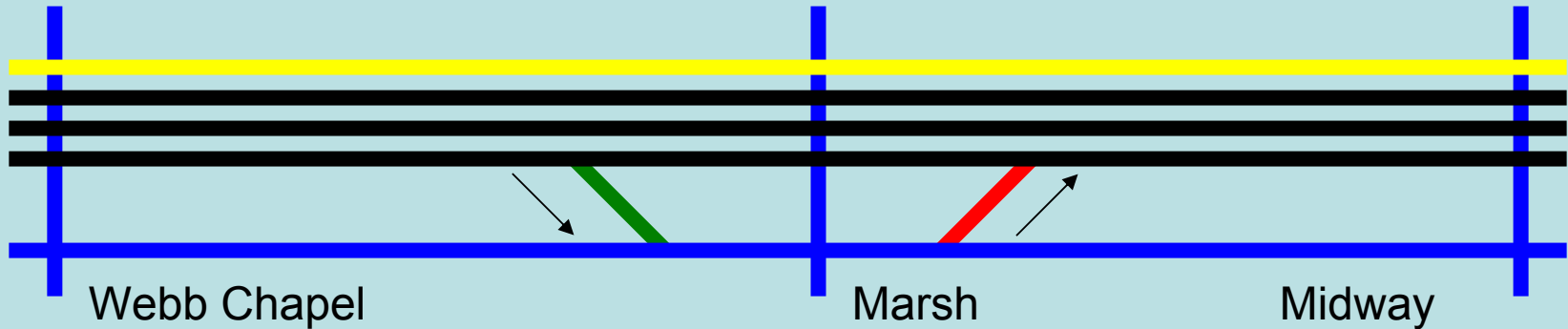


Traffic exits freeway before new traffic is introduced.
Service road becomes modified collector-distributor lanes.

I-635 Eastbound, North Dallas



Traffic removed from freeway before new traffic introduced.
Local traffic does not enter freeway.



The Solution Proposed

- Complete service roads
- Remove traffic *then* introduce new traffic
- Keep freeway traffic moving

Implementation

- Deploy concrete barricades and signage
- Construction of new on- / off-ramps
- Completion of Service Roads

Compensation

- Texas Law requires P.E. for TXDOT Contractors or Consultants
- Texas Law requires bidding process
- Plan was designed by an Entrepreneur and is being offered to the Government