

I-635/U.S.75 Interchange News

Texas Department of Transportation
Fall 1998

This is the first in a series of quarterly newsletters to update the public on the status of the I-635 (LBJ Freeway)/ U.S. 75 (North Central Expressway) Interchange project. The following are the most common questions about the project:

What are the limits of the Project?

The approximate project limits are from Hillcrest to Greenville Avenue along I-635, and from Forest Lane to Spring Valley along U.S. 75.

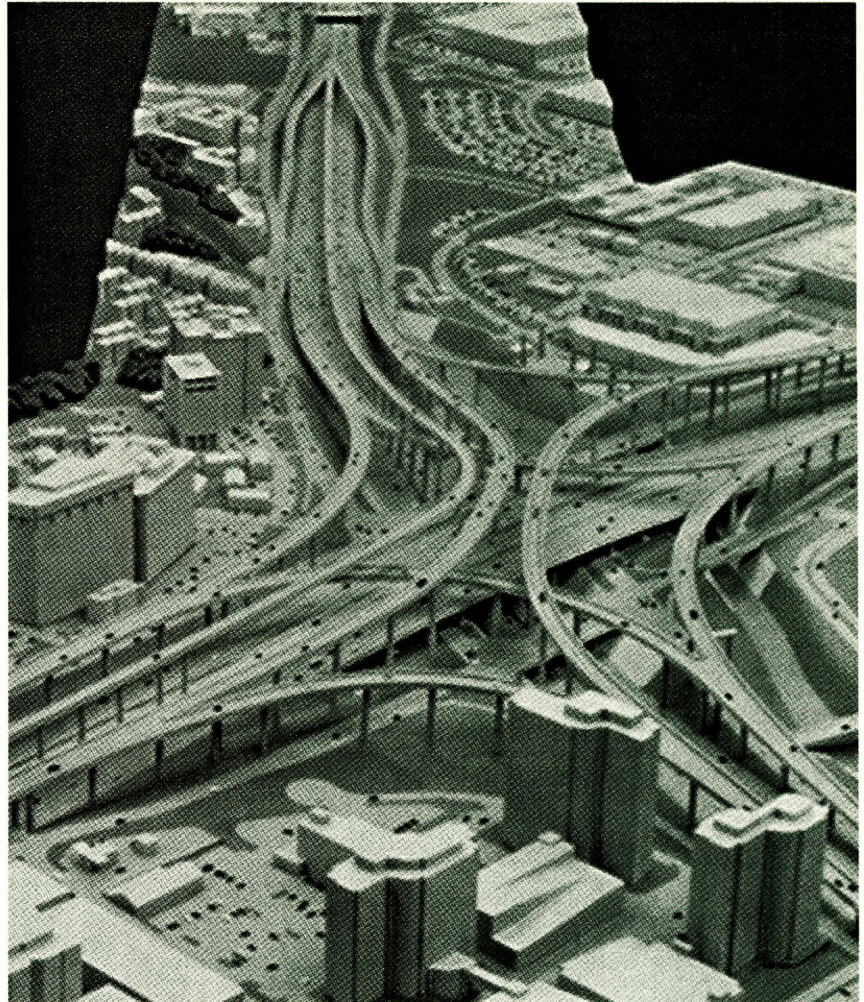
Why reconstruct the I-635/ U.S. 75 Interchange?

The I-635 and U.S. 75 interchange currently experiences congested traffic conditions in the morning and evening peak periods. This is due to the lack of capacity (or lanes) to handle the increased traffic demand. The situation is compounded by the tight turning radii around the existing 'Clover Leaf' Loop ramps, which back up the ramp traffic onto the U.S. 75 main lanes. The primary task of this reconstruction is to:

- replace the three level 'Partial Clover Leaf' interchange geometry with a five level 'Fully Directional' interchange
- increase the capacity
- add continuous frontage roads through the project.

A 'Fully Directional' interchange consists of Direct Connection ramps for all four directions. Direct Connection ramps enable traffic to access a direct left or right movement from freeway to freeway upon entering the interchange from any of its four legs without the use of loops. This allows ramp traffic to move at higher speeds more efficiently.

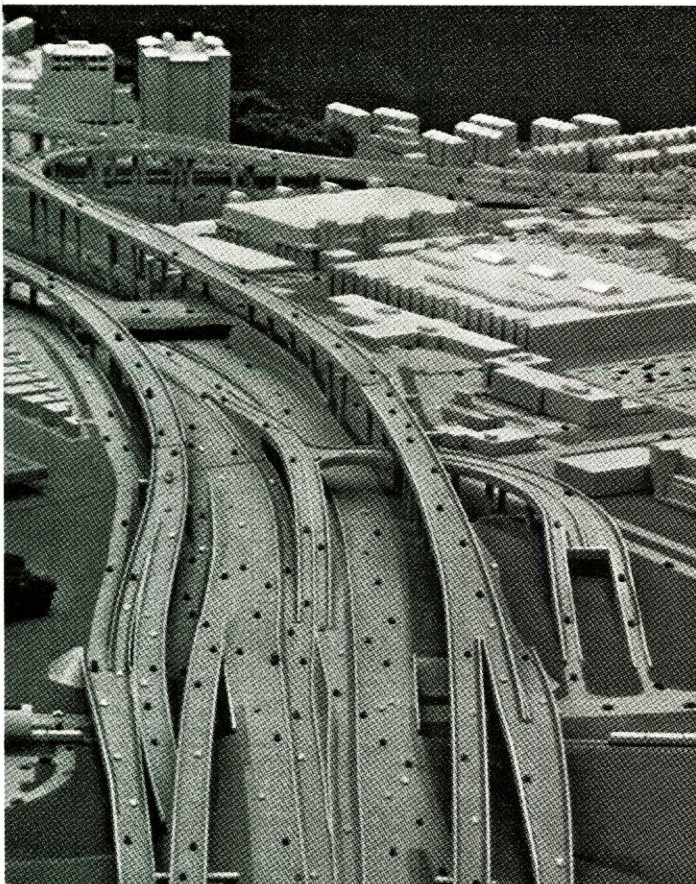
The capacity of the interchange will be increased by widening each freeway through it. U.S. 75 will be widened from two through lanes and one "Exit Only" lane in each direction to three through lanes with one



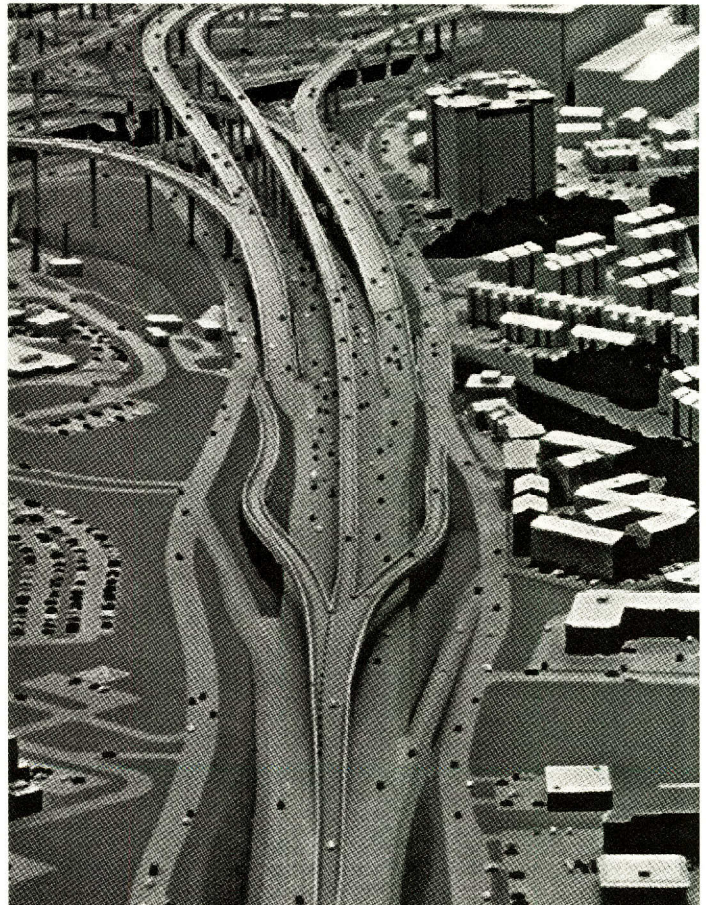
Interchange view north

auxiliary lane in each direction. This will complete the last segment of widening for U.S. 75, relative to the ongoing Central Expressway construction. Existing I-635 carries three lanes westbound and four lanes eastbound through the interchange with one accompanying interim HOV lane in each direction from the west tapering out at the interchange. The proposed widened condition along I-635 will consist of five through lanes and two barrier-separated HOV lanes in each direction. This will be the first segment of widening along I-635, and will coordinate with future improvements being planned for the LBJ corridor.

There are no existing frontage roads along I-635 between Greenville Avenue and Floyd Road, and the frontage roads that do exist do not cross through the interchange. The addition of continuous frontage roads will improve access through the project limits along both freeways, allowing traffic to go directly from a northern quadrant to a southern quadrant, or an eastern quadrant to a western quadrant, and vice versa.



T-Ramp Direct Connector



Wishbone Ramp

Further improvements include the construction of 'Wishbone' ramps to allow U.S. 75 frontage road traffic access to the reversible HOV lane to and from the north. Construction of an HOV T-Ramp Direct Connector will allow I-635 HOV traffic direct access to and from Floyd Road and the proposed DART rail station in the southeast quadrant of I-635 and Floyd. Also existing left-hand exits off I-635 will be replaced with right-hand exits to accommodate the driver's expectancy of always having right-hand exits.

What is the status of the Design?

TxDOT has divided the overall scope of the project into two construction contracts.

Construction Contract I design plans are 58% complete, whereas

Construction Contract II plans are 55% complete.

This can be further broken down as follows:

Construction Contract I

- Geometric Design is 70% complete
- Drainage Design is 75% complete
- Traffic Control Plan is 20% complete
- Bridge Design is 49% complete
- Retaining Wall Design is 50% complete
- Signing and Pavement Marking Design are 0% complete
- Signalization Design is 0% complete
- Illumination Design is 0% complete

Construction Contract II

- Geometric Design is 50% complete
- Drainage Design is 25% complete
- Traffic Control Plan is 45% complete
- Bridge Design is 49% complete
- Retaining Wall Design is 50% complete
- Signing and Pavement Marking Design are 0% complete
- Signalization Design is 0% complete
- Illumination Design is 0% complete

Construction Contract I

Right Of Way (ROW) acquisition for Contract I is 4.9% complete, appraisals are 98% complete. Coordination with utility companies for relocation of conflicting utilities has begun.

Construction Contract II

ROW acquisition for Contract II is 0% complete, appraisals are 41% complete.

When will Construction begin?

Construction Contract I is estimated to begin in 2000, and is expected to take about 3 years. Construction Contract II is estimated to begin in 2003, and is expected to take about 5 years without regard to funding delays. The total interchange construction is therefore estimated to take about 8 years.

What is included in each Construction Contract?

Construction Contract I will include :

- The most complex portion of the project, the segmental construction of the Direct Connection ramps in the 'heart' of the interchange.
- Direct Connection ramps from the north to the west (NW), from the west to the north (WN), and from the west to the south (WS) will be fully open at the completion of Construction Contract I.
- Frontage road construction along U.S. 75 and along I-635 from Hillcrest to just west of the frontage road 'box' (the area where all four proposed frontage roads intersect each other).
- Reconstruction of the Coit Road, Midpark and Texas Instruments (TI) bridges, and the new U-Turns at Hillcrest, Park Central, Coit and TI.
- Finally, the HOV 'Wishbone' ramps will be complete with Contract I to connect the U.S. 75 frontage roads to the center HOV lane to/from U.S. 75 North.

Construction Contract II will include :

- The completion of the remaining Direct Connection ramp.
- The frontage road construction east of the frontage road 'box'.
- The Greenville U-Turn.
- I-635 main lane widening and barrier-separated HOV lanes followed by the U.S. 75 main lane widening.
- The reversible Direct Connection HOV ramp, and the HOV T-Connector ramp.
- Construction will be concluded with the frontage road 'box' and approaches.

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Other Questions

If you have any questions, please call Project Manager, Kim Limberg, P.E.
at TxDOT's Dallas District office, (214) 320-6656,
or email klimber@mailgw.dot.tx.us.

If you would like to see a model of the proposed interchange,
visit the LBJ Project Office at the Abrams Center Bank Building
on I-635 at Abrams Road.

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