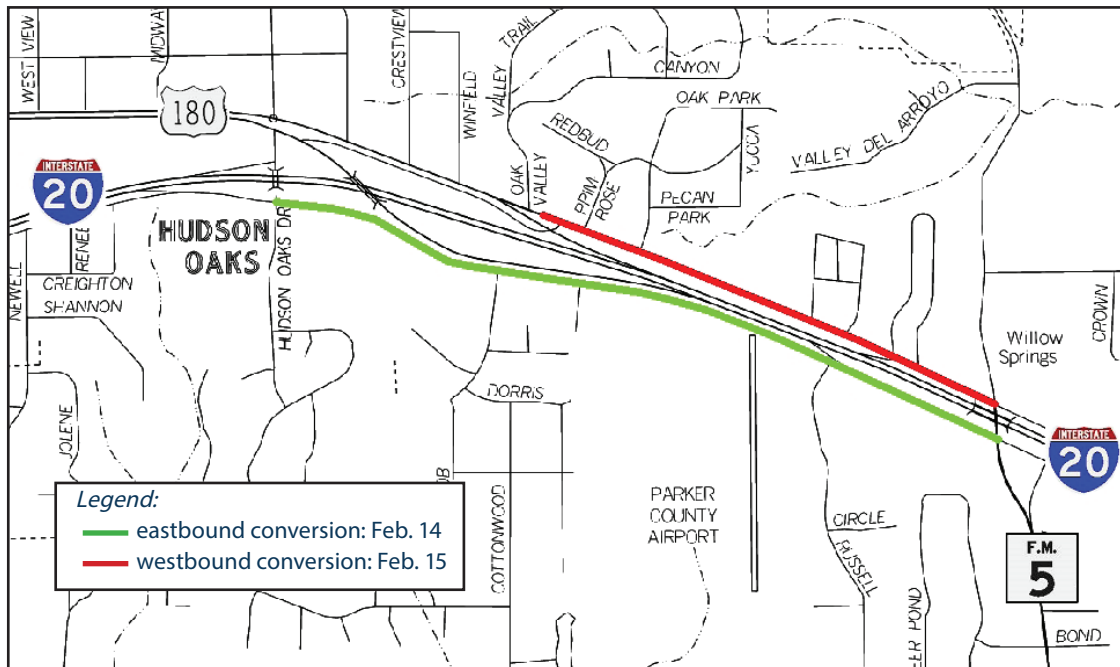


I-20 FRONTAGE ROAD IMPROVEMENTS BEGINS FEBRUARY 2018



The one-way frontage roads and turnarounds will improve safety and mobility at the I-20/FM 5 (Mikus Rd) intersection. A short term solution of temporary signals was implemented in Spring 2016 to help manage the backups occurring at the I-20/FM 5 intersection. The turnarounds, one-way frontage roads and permanent signals will be the long term solution for this intersection which has strong local government support.

ONE-WAY FRONTAGE ROAD BENEFITS

- 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
- 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 a nearly 60% reduction in crashes and improves mobility by approximately 35%.

PROJECT FACTS

- Project limits: I-20 eastbound frontage road from Hudson Oaks Drive to FM 5
I-20 westbound frontage road from FM 5 to U.S. 180 (west of Valley Trail Drive)
- Convert frontage roads from two-way to one-way
- Add turnarounds at the I-20/FM 5 intersection
- Traffic signal installation at the I-20/FM 5 intersection
- Cost: \$4 million
- Estimated completion: Early 2019
- Incentive for early completion

NEED FOR ONE-WAY FRONTAGE ROADS

- Frontage roads provide access to adjacent properties and maintain circulation on each side of the highway.
- As areas with two-way frontage roads become more urban and adjacent land is developed, traffic volumes increase, and safety and operational issues become concerns.
- Frontage road conversions are made with the objective of improving traffic operations and safety.
- Operations are improved by removing conflicts at entrance and exit ramps where opposing traffic must yield to traffic entering and exiting the interstate mainlanes.



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