

IH 635 EAST PHASE 3

From US 75 to IH 30

Regional Transportation Council
April 12, 2018

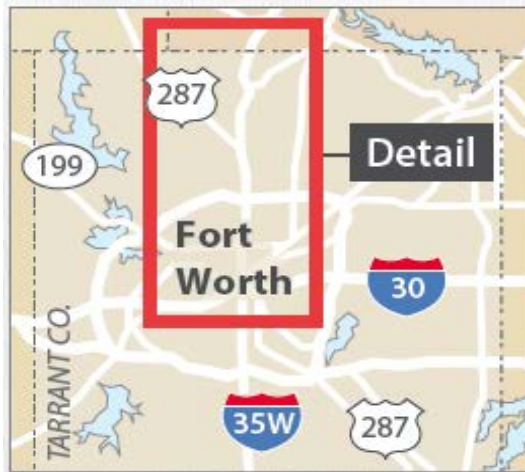
Michael Morris, P.E.
Director of Transportation

Ken Kirkpatrick
Counsel for Transportation

Christie Gotti
Senior Program Manager
Transportation Project Programming



IH 35W



Segment 3C

Segment 3B

Segment 3A

IH 635 EAST PHASE 3: WORK UNDERWAY

Noise Walls

Major Utility Relocation

Right-of-Way Purchase

Skillman/Audelia Funds Already Approved by
Commission

THREE CONCURRENT ELEMENTS ON IH 635 EAST FROM MARCH RTC MEETING

Continue RTC Member Engagement with State Officials

Answers to Questions/Risk Assessment

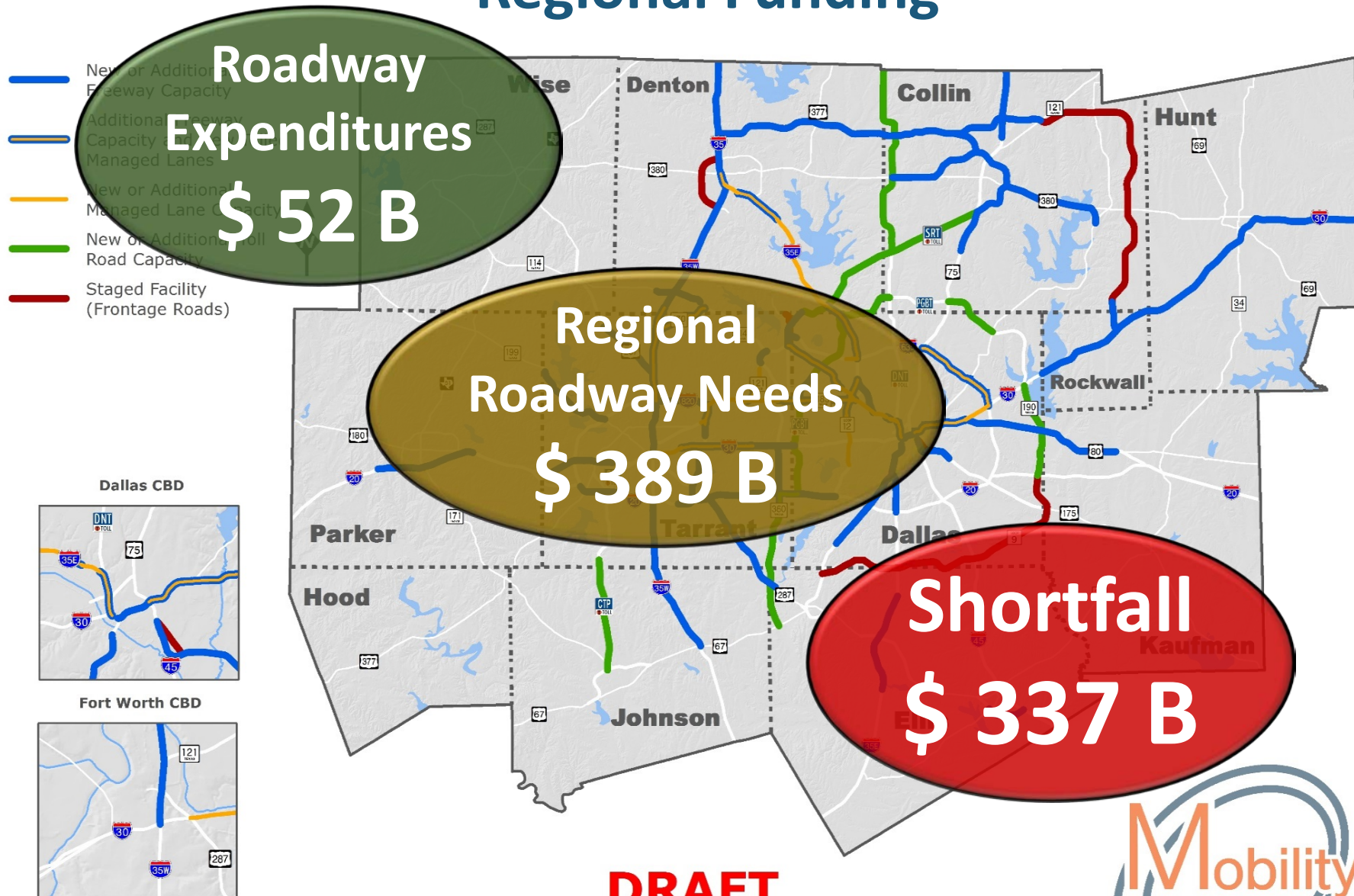
Response to Legal Question from Last Month

Options to Close Funding Gap

MAPPING RESPONSIBILITIES IN TRANSPORTATION PLANNING

	Regional Transportation Council	Texas Transportation Commission	Texas Representatives and Senators
Timeframe	Short Term Long Term	Short Term Long Term	Short Term
Geography and Population Size	DFW Region	State of Texas	District
Scale	System	System	Project
Focus	Multimodal Address Congestion Air Quality	Rural/Urban Balance System Preservation	District Needs Revenue Oversight/ Transparency

Regional Funding



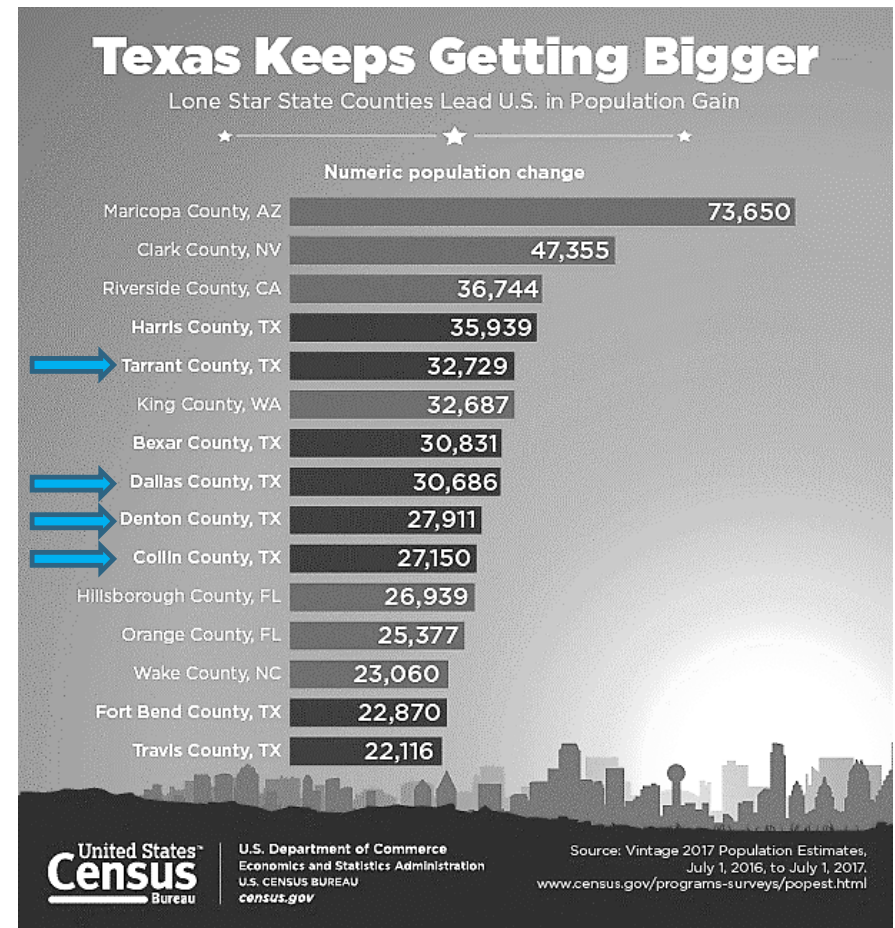
North Central Texas
Council of Governments

January 8, 2018

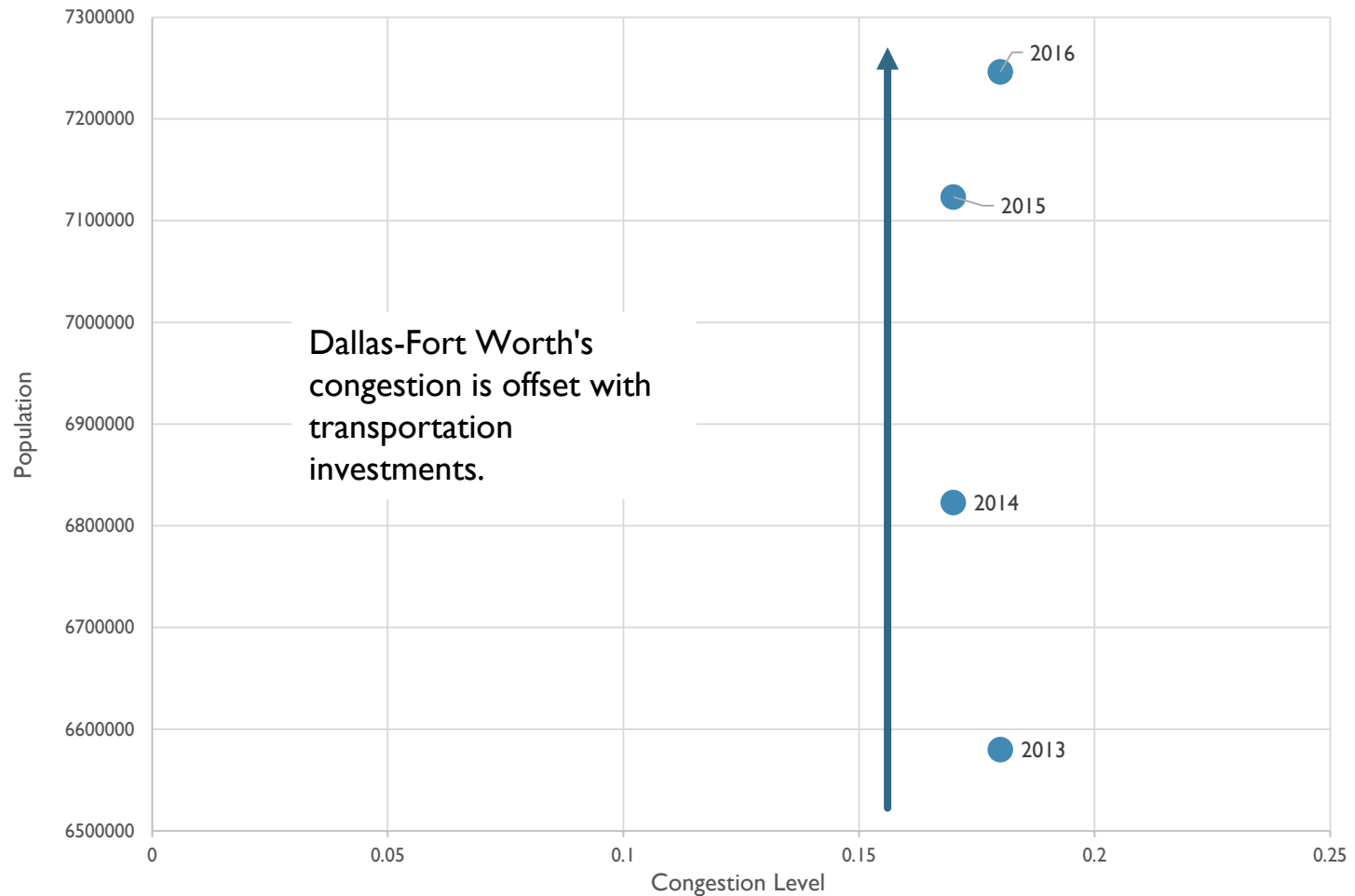
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.

CENSUS BUREAU ESTIMATES SHOW DFW METRO AREA HAS LARGEST GROWTH IN THE UNITED STATES

From July 1, 2016, to July 1, 2017, the Dallas-Fort Worth-Arlington metropolitan area's population increased by 146,000.

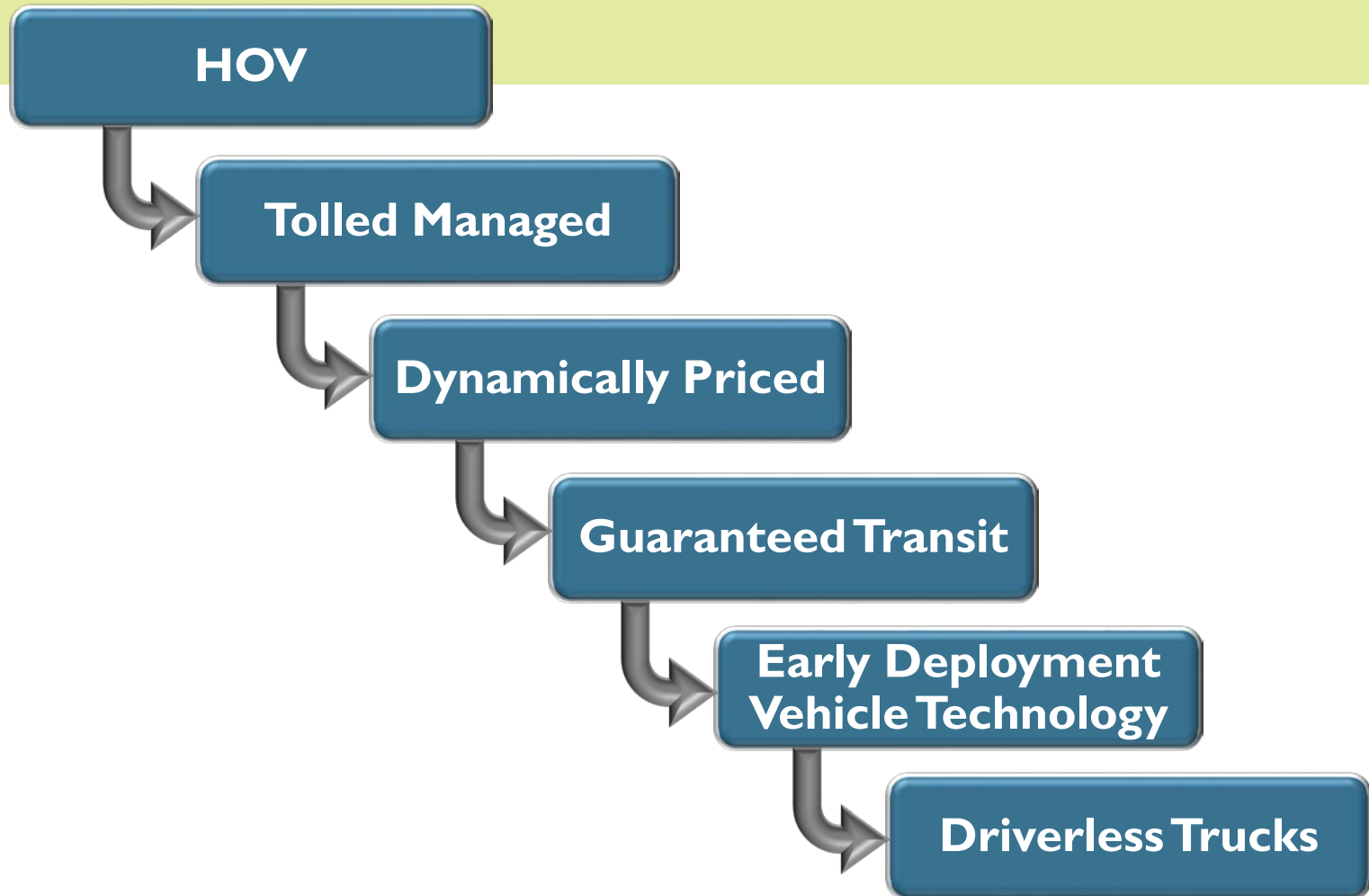


DFW CONGESTION LEVELS



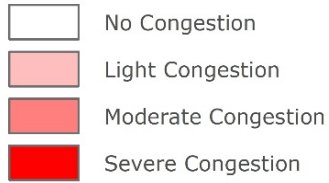
Sources: TomTom Traffic Index 2013, 2014, 2015, and 2016 Data;
North Central Texas Council of Governments

MANAGED LANES EVOLUTION

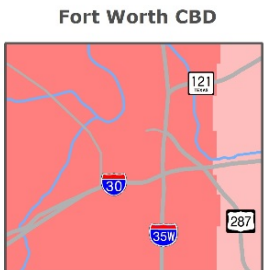
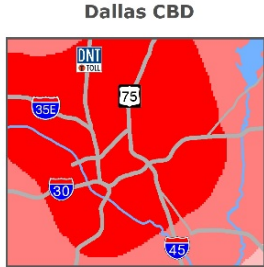
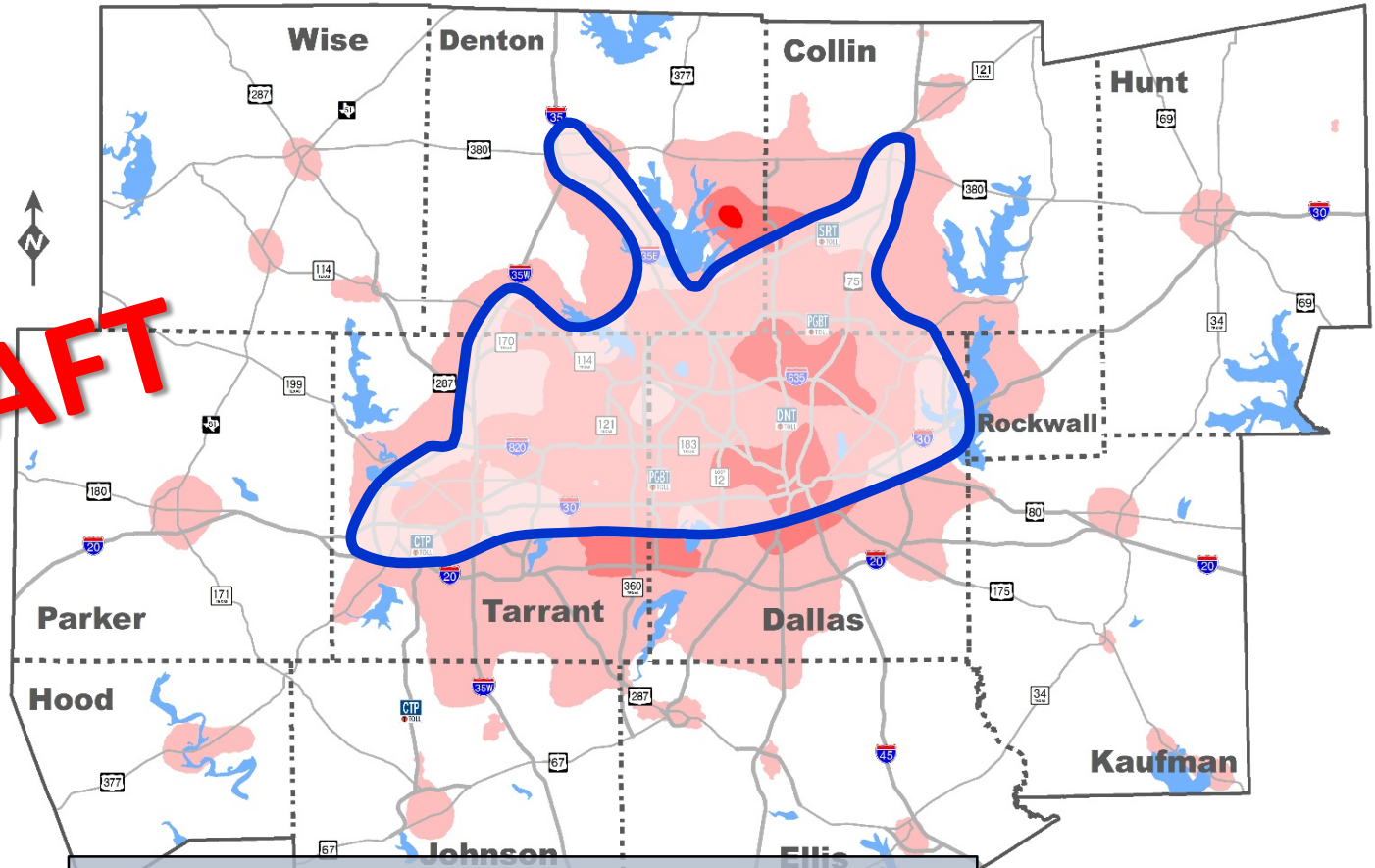


Toll Managed Lane System Policy Boundary

Congestion Index



DRAFT



Within Boundary – Year 2018
13% Land Area
79% Vehicle Hours of Congestion Delay

Cost of Congestion/Delay: \$11.9 billion

Congestion Index is based on a percent increase in travel time.



North Central Texas
Council of Governments



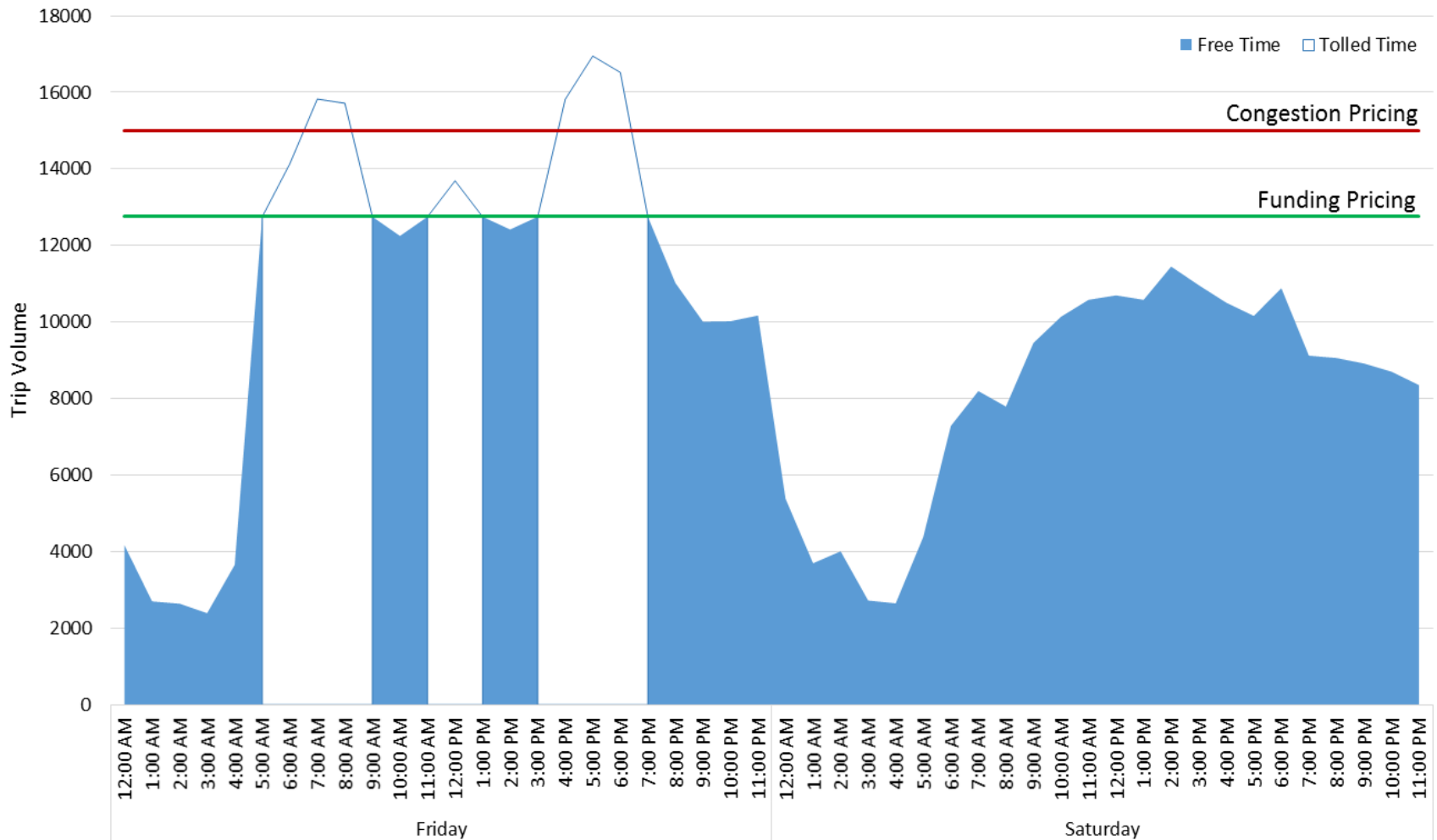
INVENTORY OF OPTIONS

Family	Option	Express Lane Alternative Description
Family 1	1	No Build
Family 2	2	Express Lane All the Way
Family 3	3,4,5	No Express Lane
Family 4	6,7,8	Tolled Managed Lane to Royal Miller/Nothing East
Family 5	9	Tolled Managed Lanes to Royal Miller/Non-Tolled Rest of the Way
Family 6	10,11,12	Tolled Managed Lanes the Whole Way

IH 635 EAST POTENTIAL AREAS OF RISK



FRIDAY-SATURDAY HOURLY VOLUMES



TOLLED MANAGED LANES

Purpose: Manage Congestion

Effect: Increase Mobility

Guaranteed Speeds with Tolled Managed Lanes

Speeds 50% Faster for Non-Tolled Lanes

Speeds 75% Faster for Tolled Lanes

Project Funding Supplement

Drivers Have Choice and Predictability

Managed Lanes have Free Periods

ACTION REQUESTED

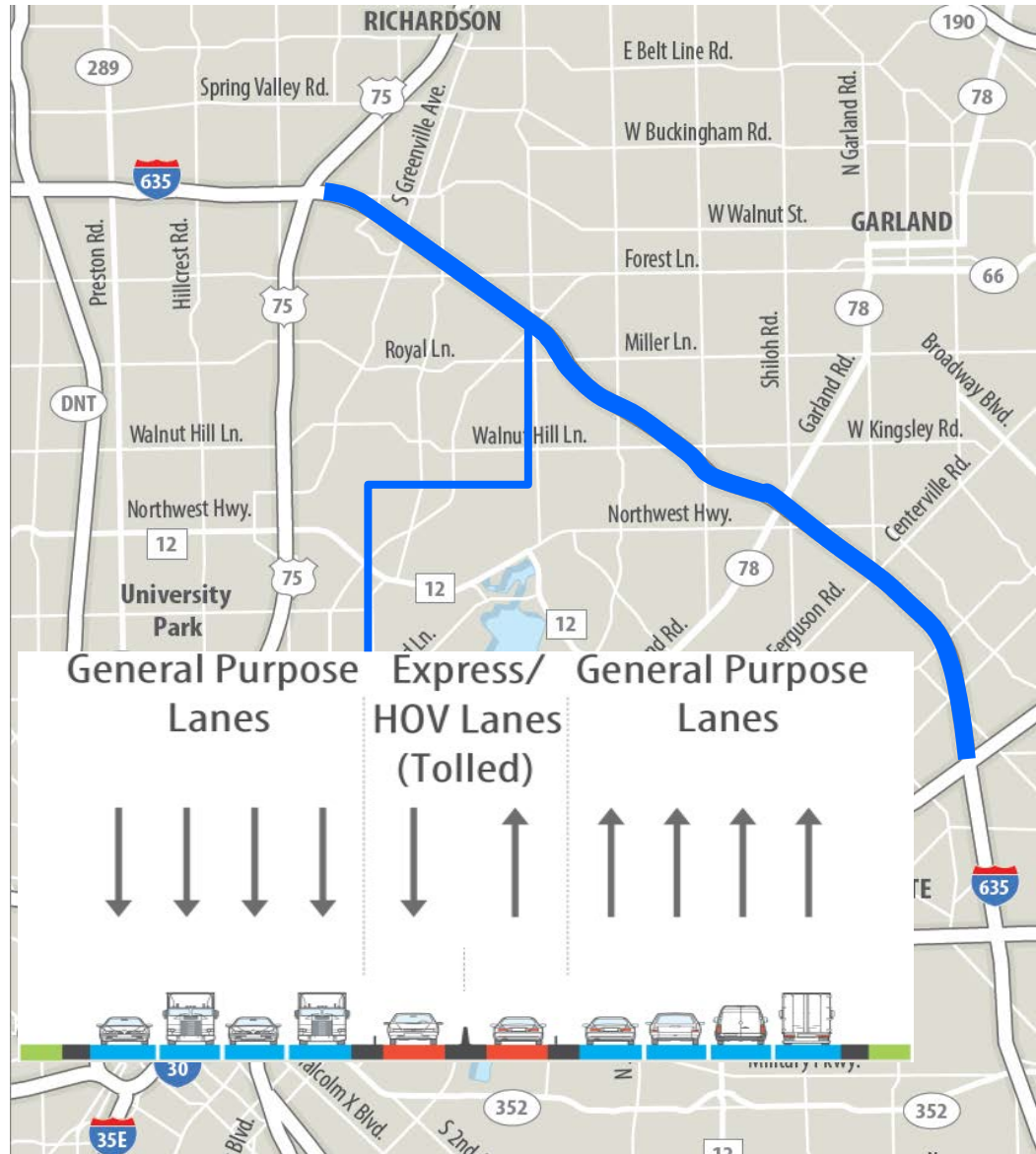
Approve RTC Resolution R18-01

Instruct Staff to Advance Family 6, Options 10, 11, and 12
and Other Funding Options that Maximize System
Implementation

IH 635 LBJ East

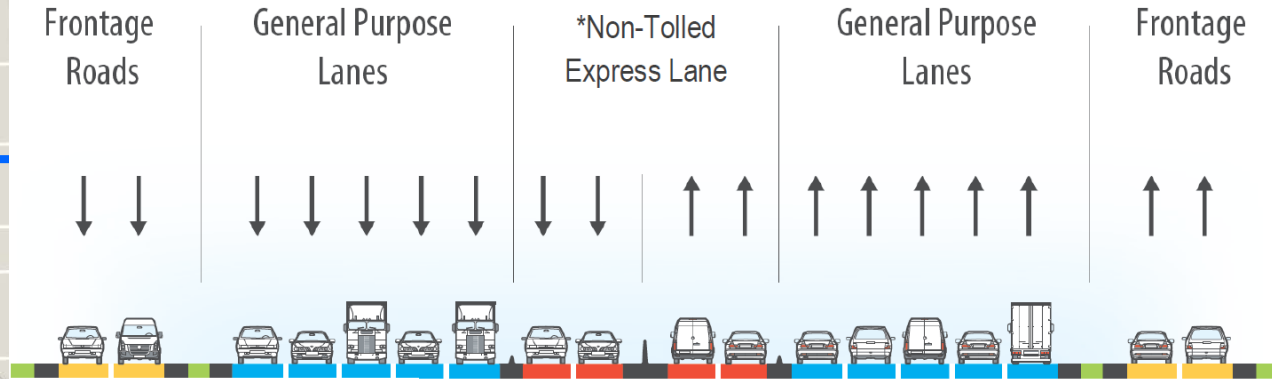
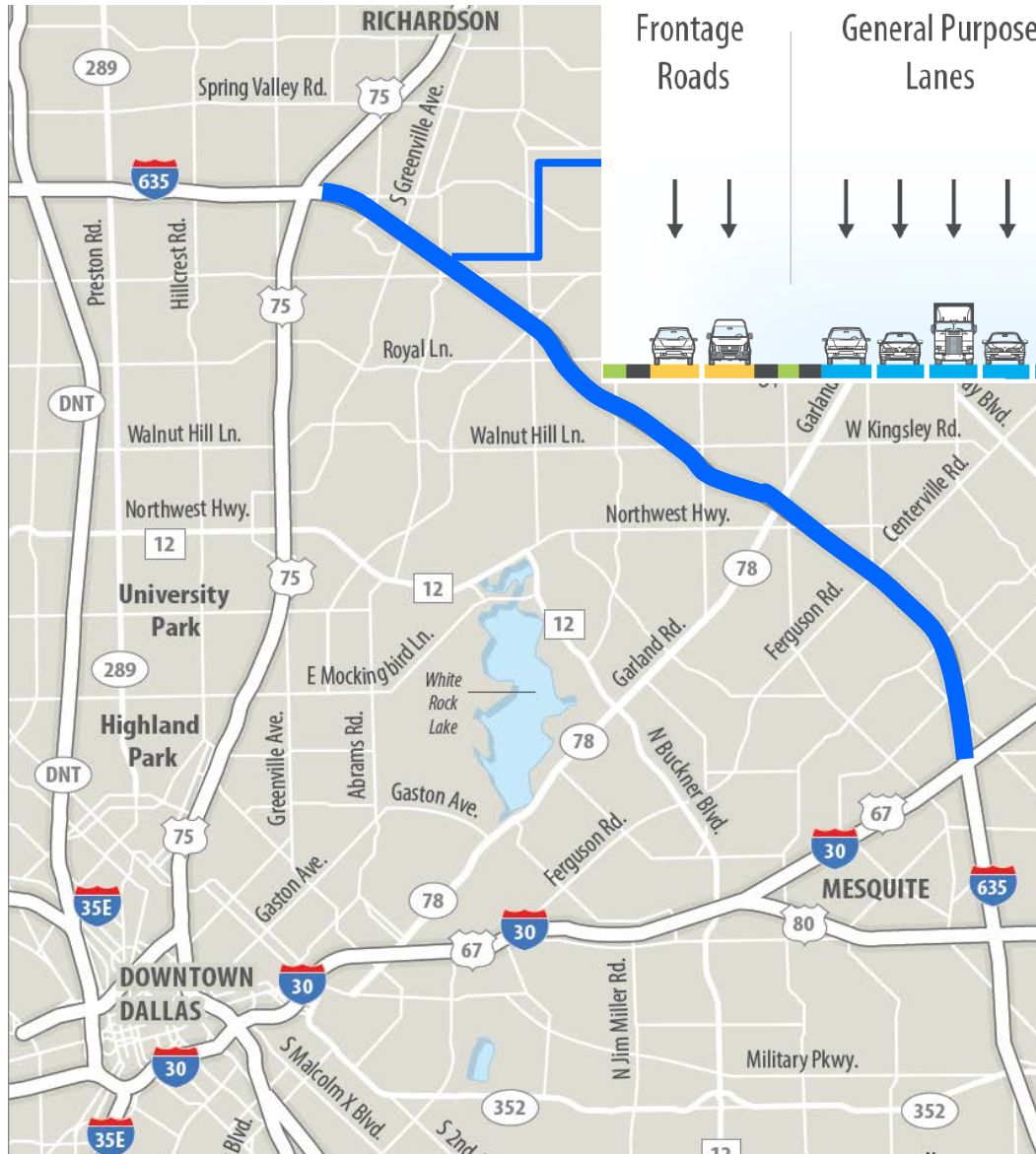
From US 75 to IH 30

Option 1 – No Build



- **From US 75 to I-30**
- **Existing Condition**
 - Eight General Purpose Lanes
 - Two HOV/Express (Tolled SOV) Lanes
 - Discontinuous 4/6 Frontage Roads

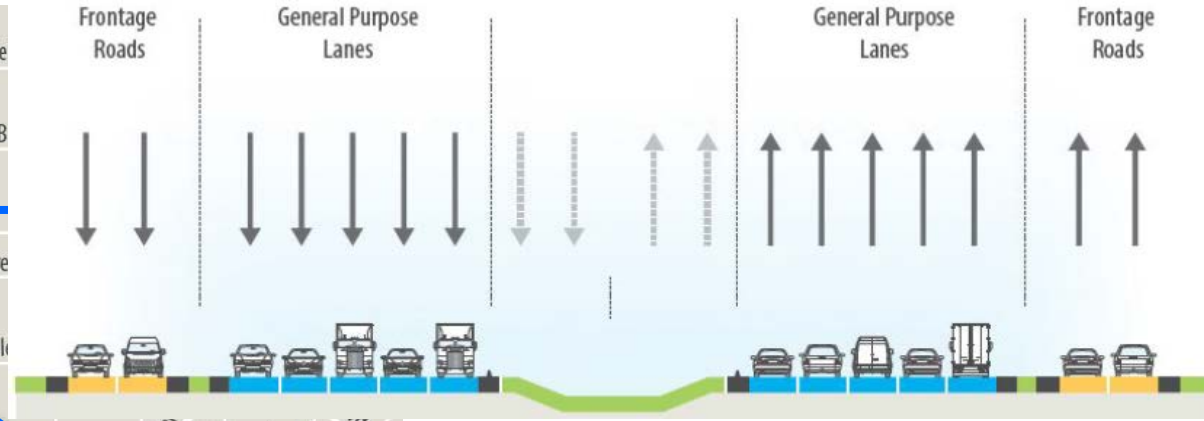
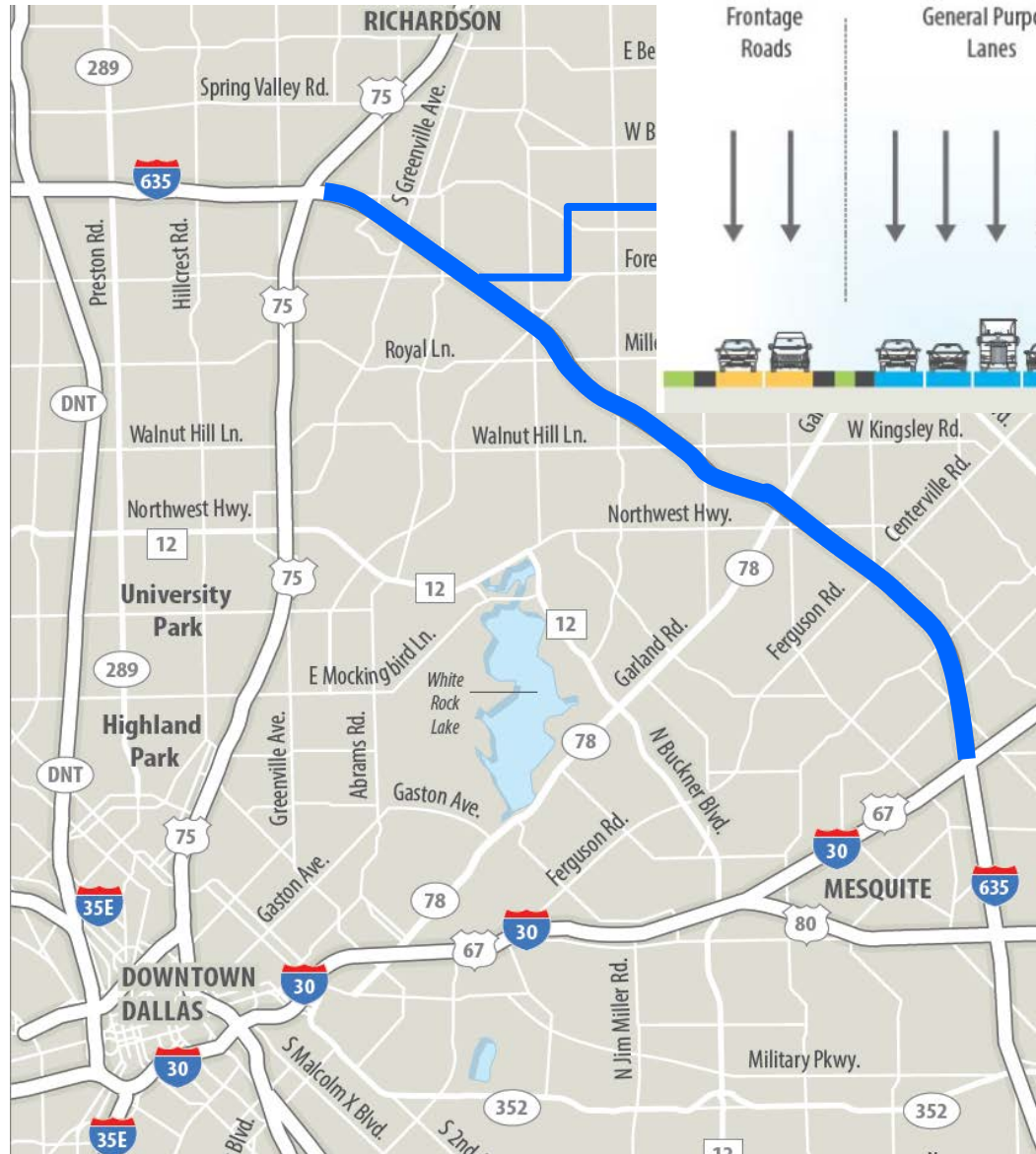
Option 2 – Non-Tolled Express Lanes From US 75 – I-30



■ From US 75 to I-30

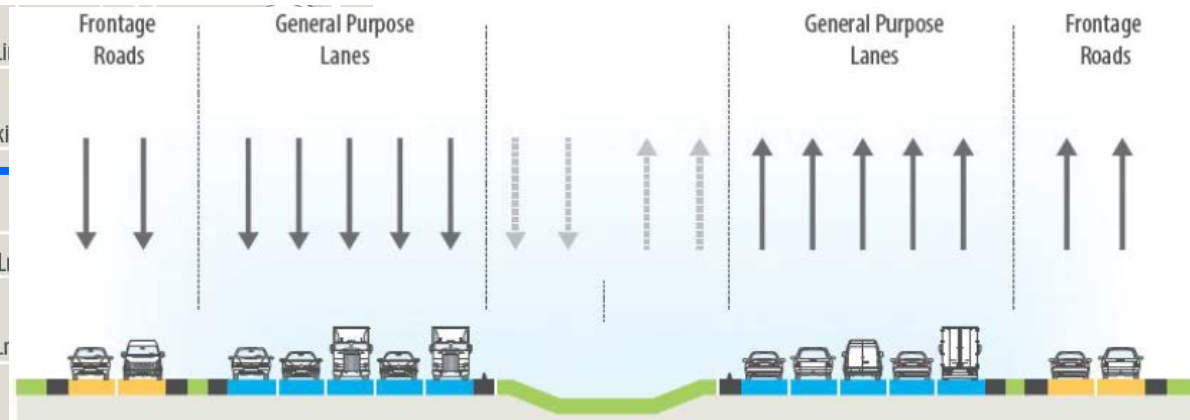
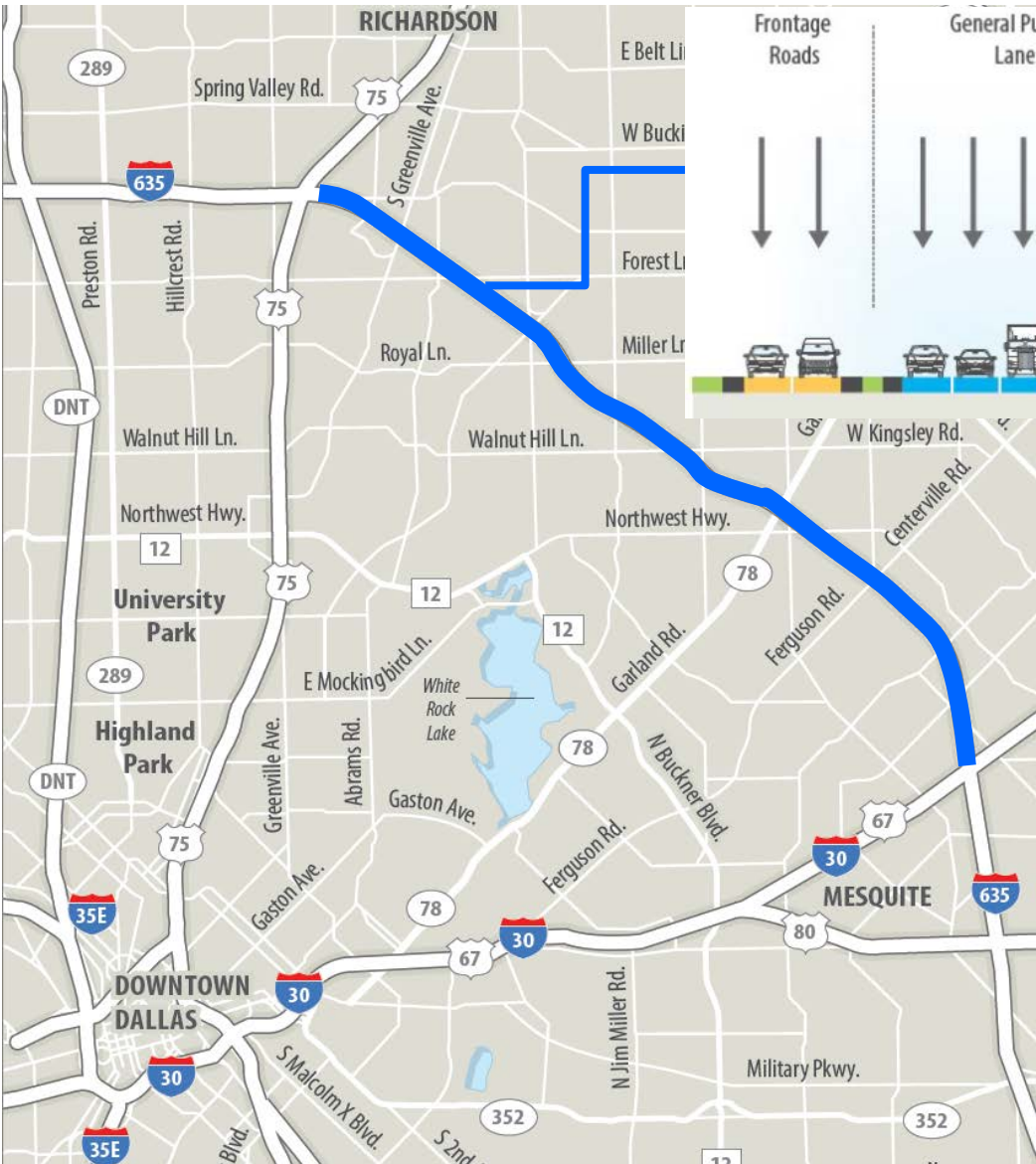
- Ten General Purpose Lanes
- Four Non-Tolled Express Lanes
- Continuous 4/6 Frontage Roads

Option 3 – General Purpose Lanes and Frontage Roads Only



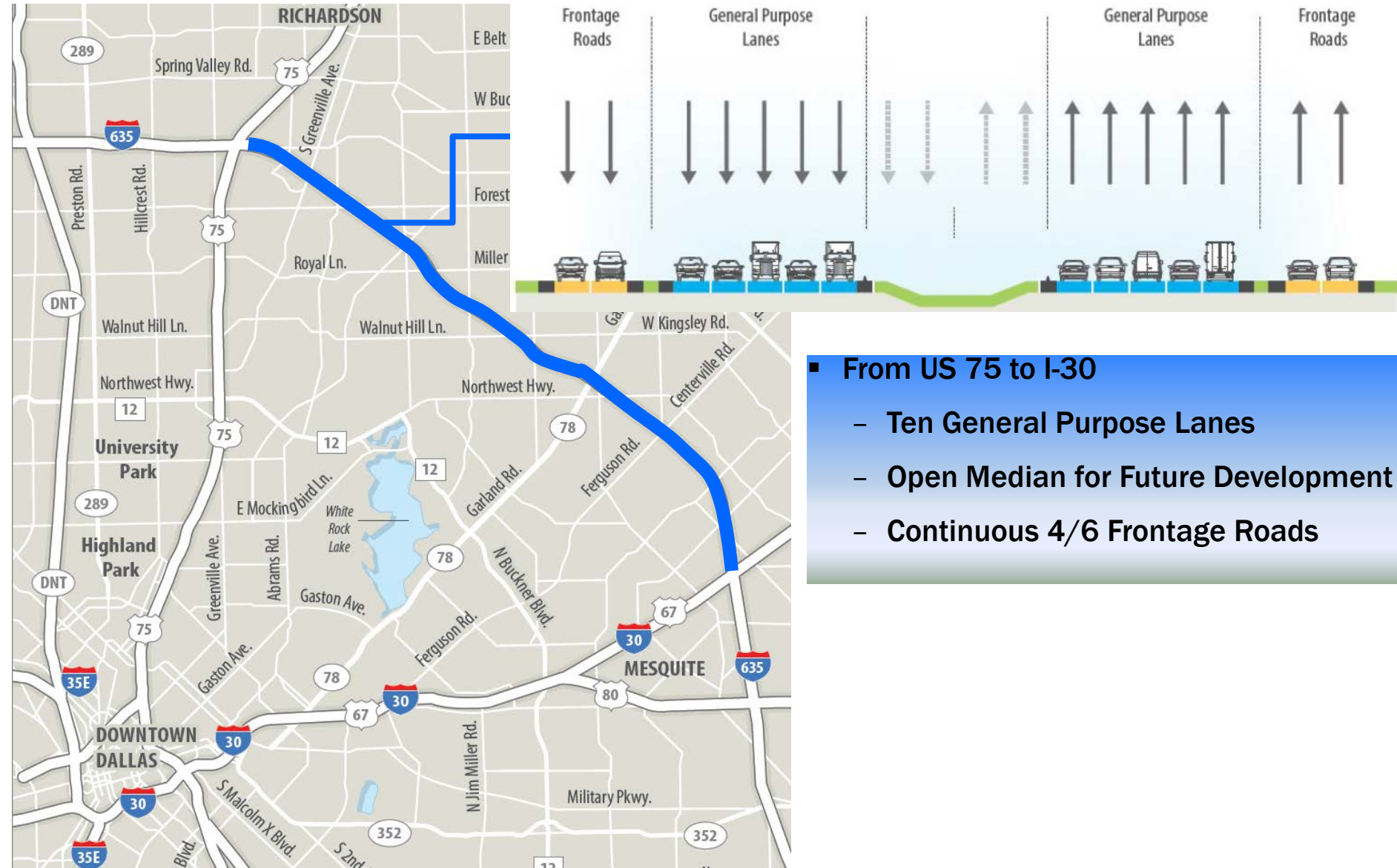
- From US 75 to I-30
 - Ten General Purpose Lanes
 - Open Median for Future Development
 - Continuous 4/6 Frontage Roads

Option 4– General Purpose Lanes and Frontage Roads Only

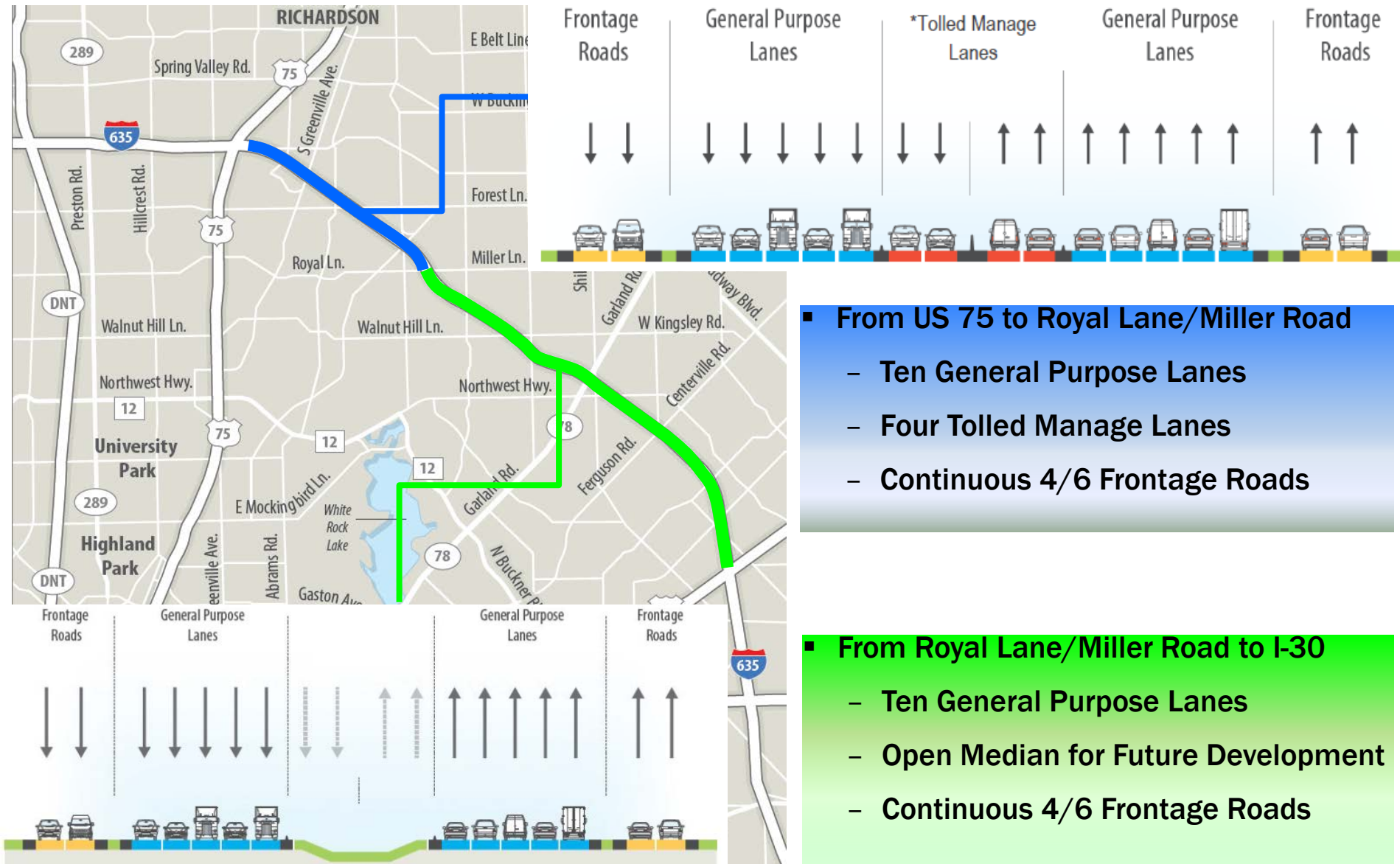


- From US 75 to I-30
 - Ten General Purpose Lanes
 - Open Median for Future Development
 - Continuous 4/6 Frontage Roads

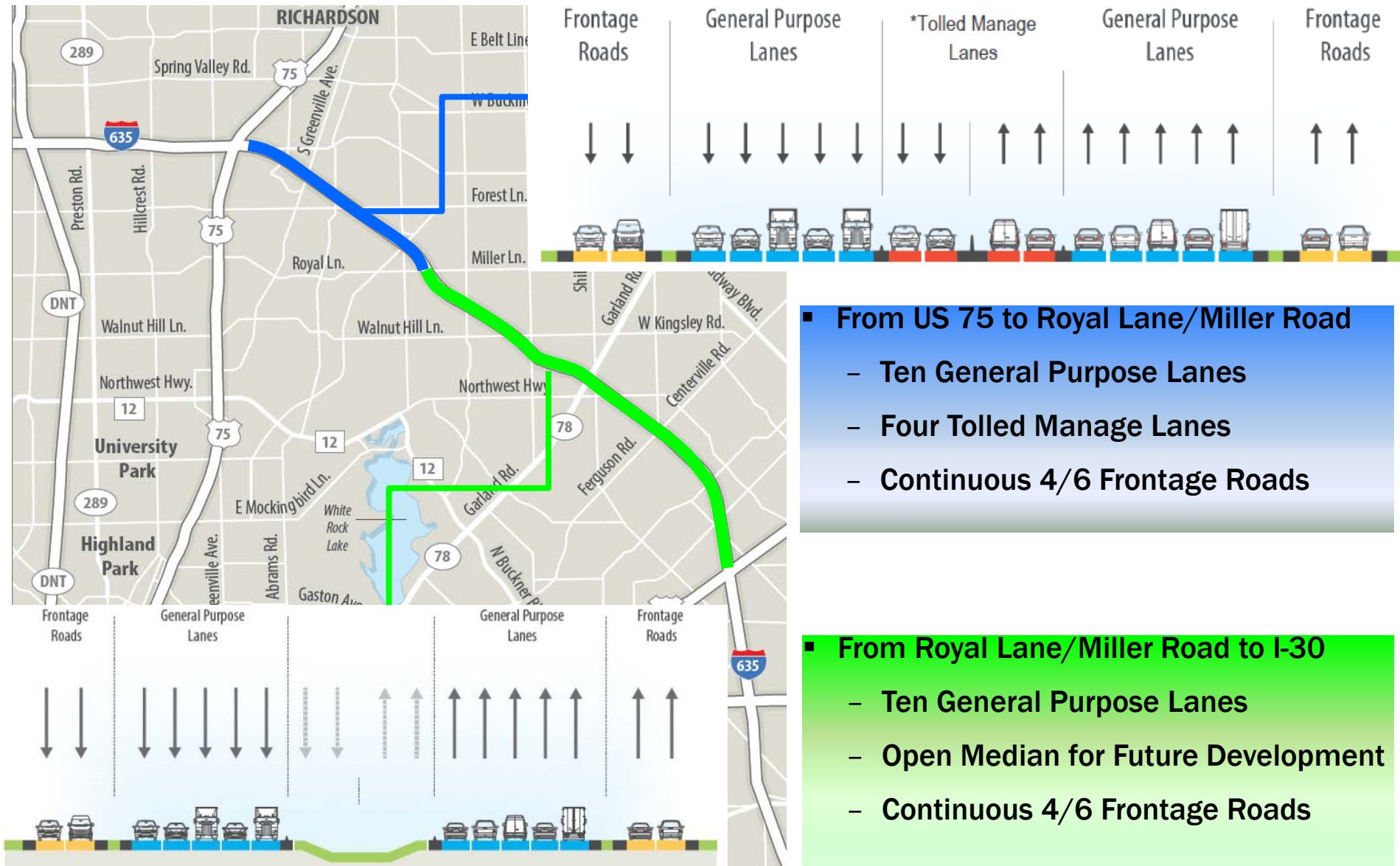
Option 5– General Purpose Lanes and Frontage Roads Only



Option 6 – Partial Tolled Managed Lanes



Option 7 – Partial Tolloed Managed Lanes



From US 75 to Royal Lane/Miller Road

- Ten General Purpose Lanes
- Four Tolloed Manage Lanes
- Continuous 4/6 Frontage Roads

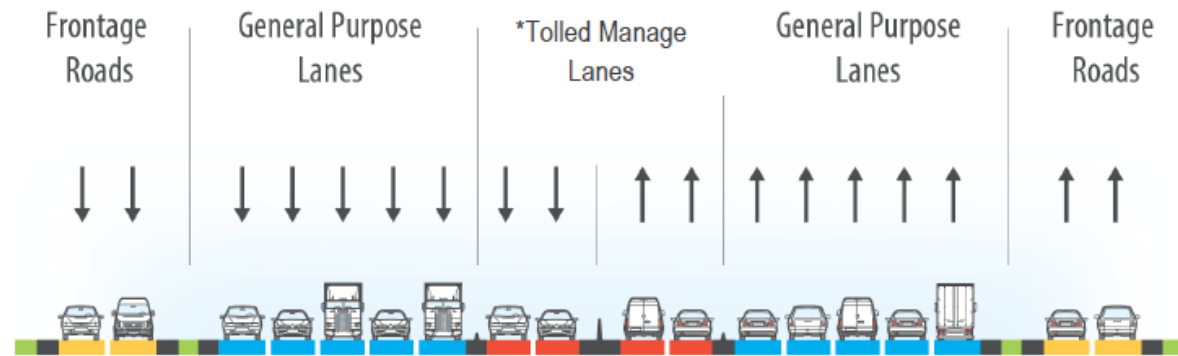
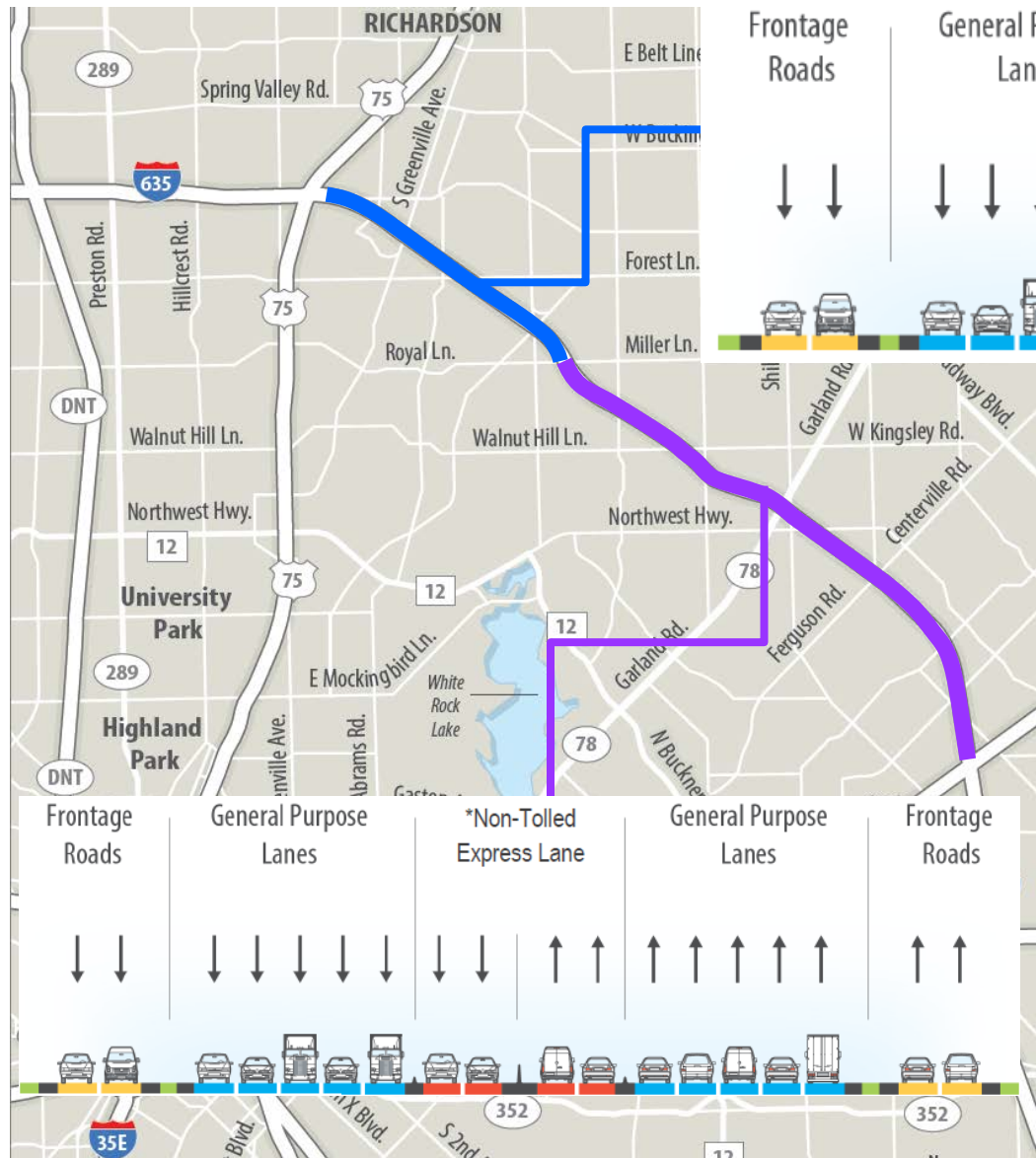
From Royal Lane/Miller Road to I-30

- Ten General Purpose Lanes
- Open Median for Future Development
- Continuous 4/6 Frontage Roads

Option 8 – Partial Tolled Managed Lanes



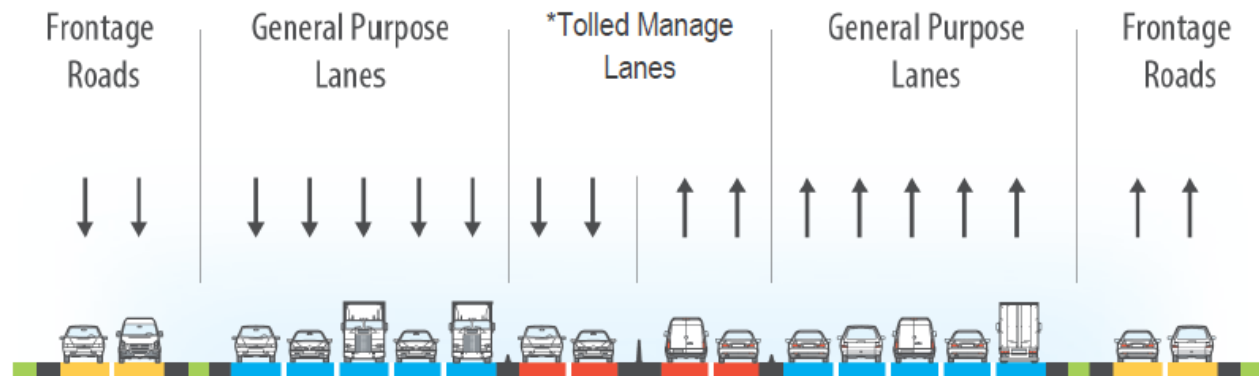
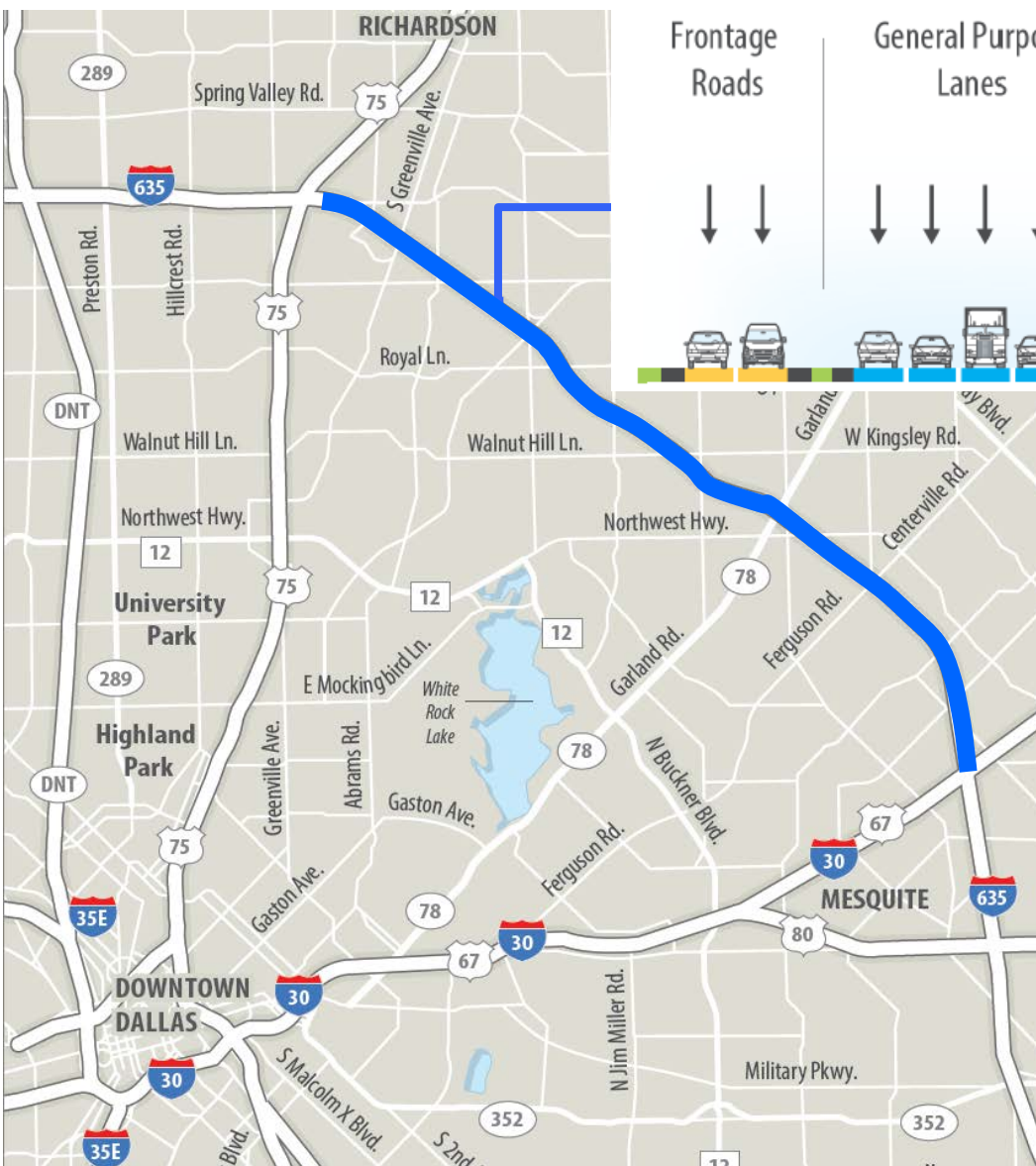
Option 9 – Tolloed Managed Lanes & Non-Tolloed Express Lanes



- From US 75 to Royal Lane/Miller Road
 - Ten General Purpose Lanes
 - Four Tolloed Manage Lanes
 - Continuous 4/6 Frontage Roads

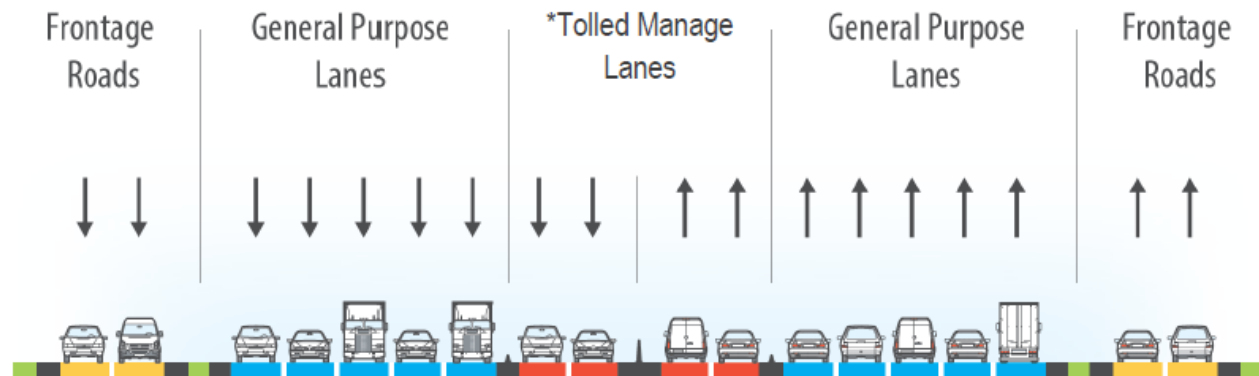
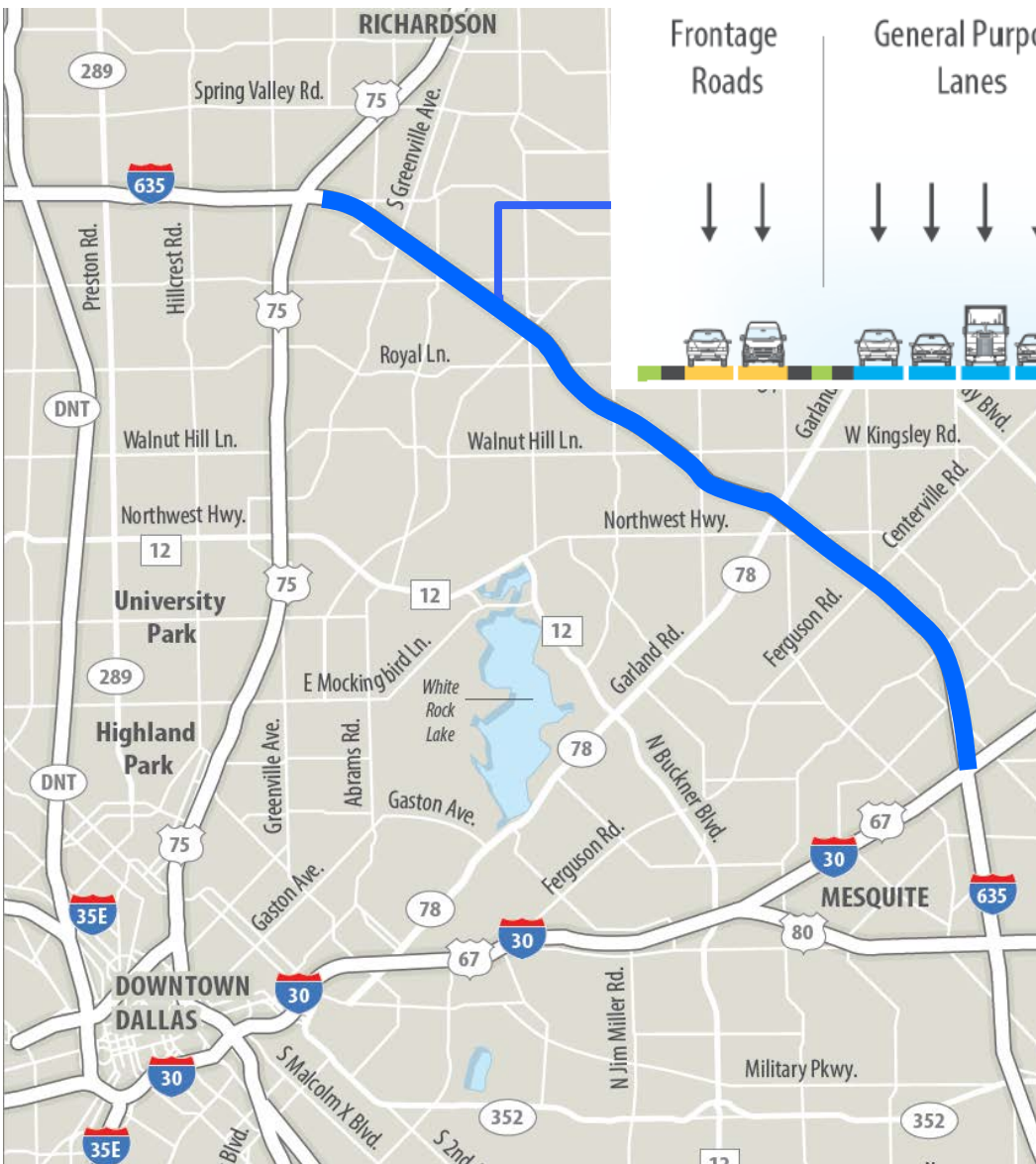
- From Royal Lane/Miller Road to I-30
 - Ten General Purpose Lanes
 - Non-tolloed Express Lanes
 - Continuous 4/6 Frontage Roads

Option 10 – Tolloed Manage Lanes from US 75 to I-30



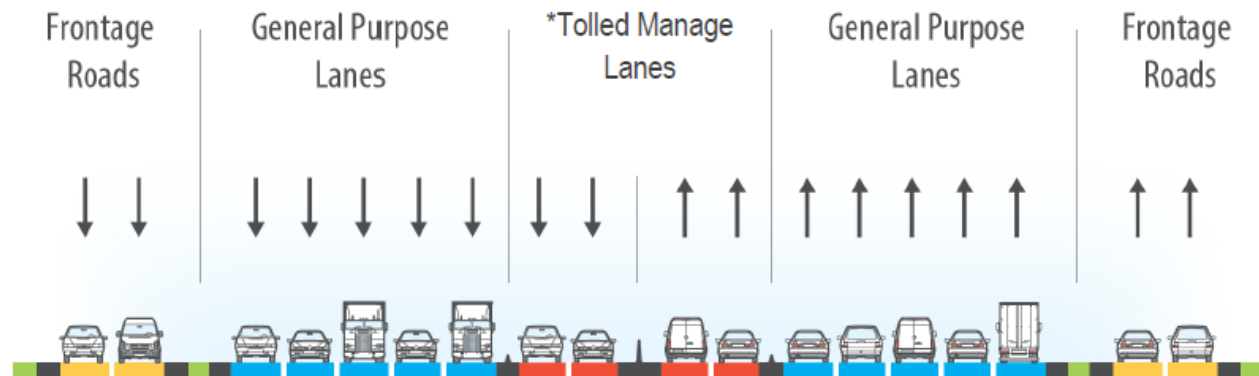
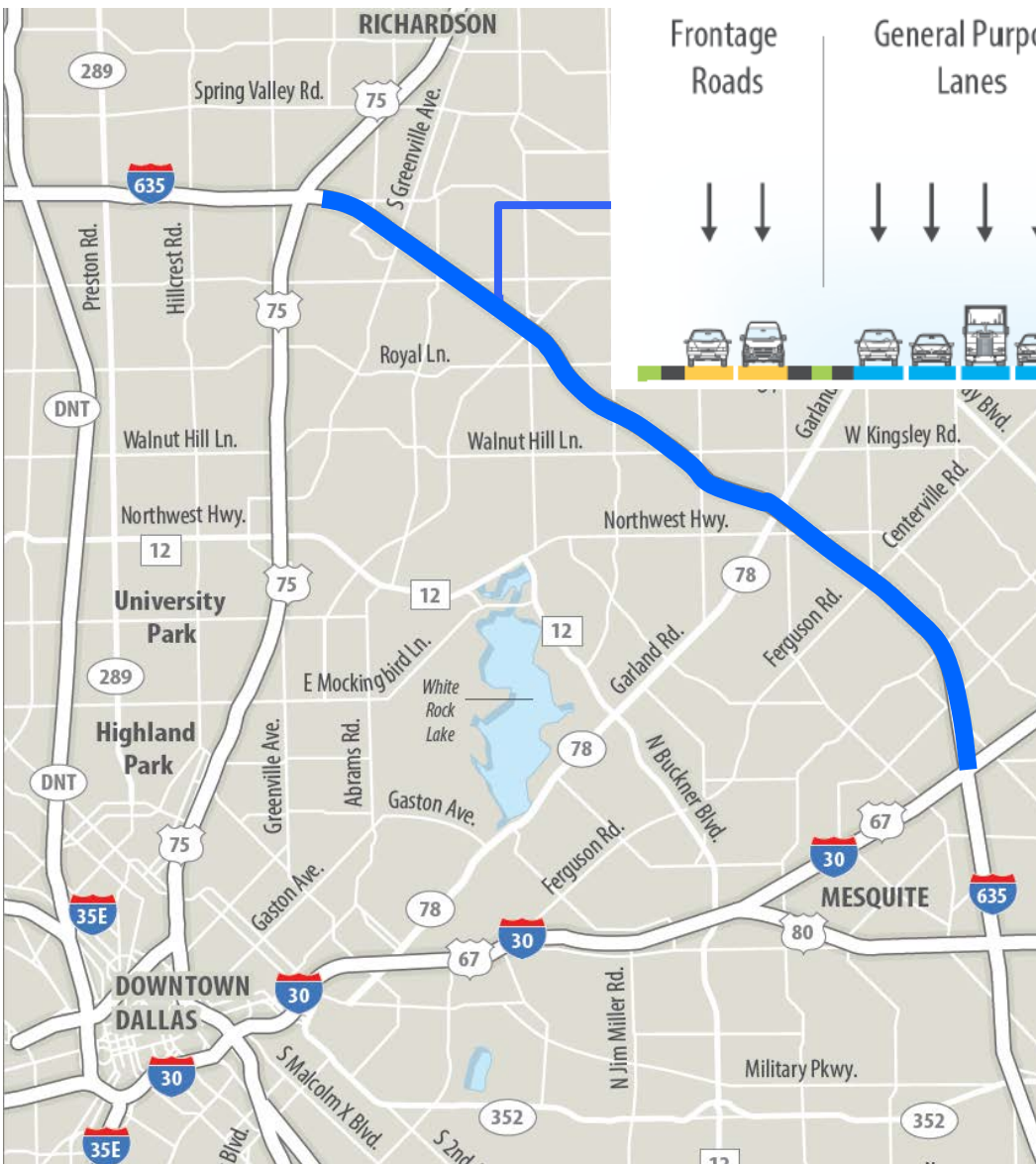
- From US 75 to I-30
 - Ten General Purpose Lanes
 - Four Tolloed Manage Lanes
 - Continuous 4/6 Frontage Roads

Option 11 – Tolloed Manage Lanes from US 75 to I-30



- From US 75 to I-30
 - Ten General Purpose Lanes
 - Four Tolled Manage Lanes
 - Continuous 4/6 Frontage Roads

Option 12 – Tolloed Manage Lanes from US 75 to I-30



- From US 75 to I-30
 - Ten General Purpose Lanes
 - Four Tolloed Manage Lanes
 - Continuous 4/6 Frontage Roads