I-635 LBJ EAST SECTION (US 75 TO I-30)

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

0684_012417

NOTE: Highlighted areas are not drawn to exact scale. TxDOT graphic

PURPOSE AND NEED

This project will reconstruct the Interstate to improve mobility, operations, and safety. Mobility is approved by adding capacity to the general purpose lanes and the express lanes, plus building continuous frontage roads along the whole corridor.

PROJECT DETAILS (PER CSJ)

CSJ: 2374-01-183

Limits: From US 75 to Royal Lane/Miller Road

Total Length: 3.3 miles

Description: Widen 8 to 10 lanes highway, add toll managed lanes, noise walls, and construct continuous frontage roads

Project Let: July 2020

Estimated Construction Cost	**$350 M**
Estimated Right of Way Cost	**$40 M**
Estimated Total Cost	**$390 M**

CSJ: 2374-01-137

Limits: Royal Ln./Miller Rd. to KCS RR

Total Length: 2.6 miles

Description: Widen 8 to 10 lane highway, add Express (non-tolled) lanes, noise walls, and construct continuous frontage roads

Project Let: July 2020

Estimated Construction Cost	**$250 M**
Estimated Right of Way Cost	**$30 M**
Estimated Total Cost	**$280 M**

CSJ: 2374-02-053

Limits: KCS RR to I-30

Total Length: 5.3 miles

Description: Widen 8 to 10 lane highway, add non-tolled managed lanes, noise walls, and construct continuous frontage roads; reconstruct the I-30 interchange

Project Let: July 2020

Estimated Construction Cost	**$790 M**
Estimated Right of Way Cost	**$40 M**
Estimated Total Cost	**$830 M**

PROJECT STATUS

Schematic and Interstate Access Justification report (IAJ) are under Design Division and FHWA final Review Environmental Assessment Reevaluation is under TxDOT review pending January 31, 2017 Public Hearing.

LBJ NOISEWALLS

CSJs: 2374-01-180; 2374-02-144

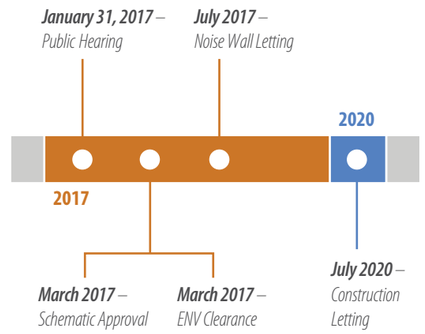
Limits: Designated locations between Forest Lane to I-30

Next Steps: Noise workshops were held with adjacent property owners in 2016. Construction plan preparation is underway.

Project Let: July 2017

Construction Cost (funded): $31 M

PROJECT TIMELINE



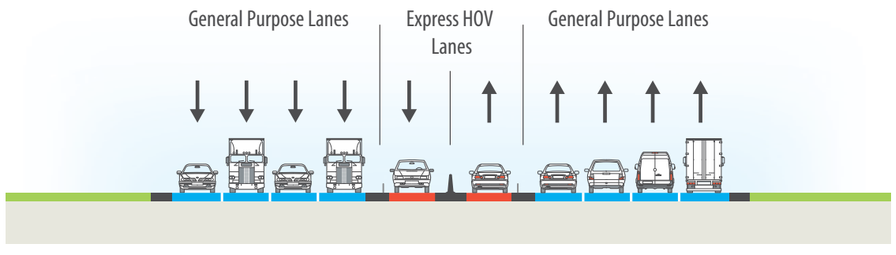
SOURCE: TxDOT TxDOT graphic

PROGRAMMING STATUS

MTP (2040 Metropolitan Transportation Plan) **MTP ID:** 131.10.1, 131.10.2, 131.10.3	YES
UTP (2017 Unified Transportation Program)	NO
STIP (Statewide Transportation Implementation Program, 2017-2020) **PHASE:** 2374-01-137 E, ENG, 2374-01- 183 E, ENG, R, ACQ, C 2374-02-053 Appendix D	YES

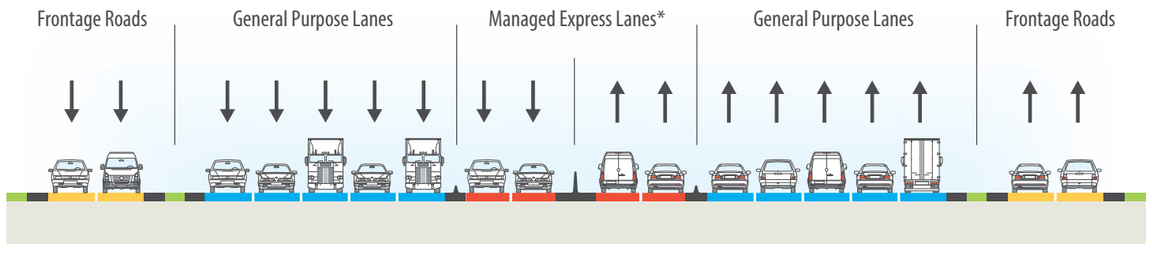
SOURCE: TxDOT TxDOT graphic

EXISTING TYPICAL SECTION



SOURCE: Texas Department of Transportation.

PROPOSED TYPICAL SECTION



*Managed toll lanes from US 75 to Royal Lane/Miller Road. Express lanes (non-toll) from Royal Lane/Miller Road to I-30. TxDOT graphic

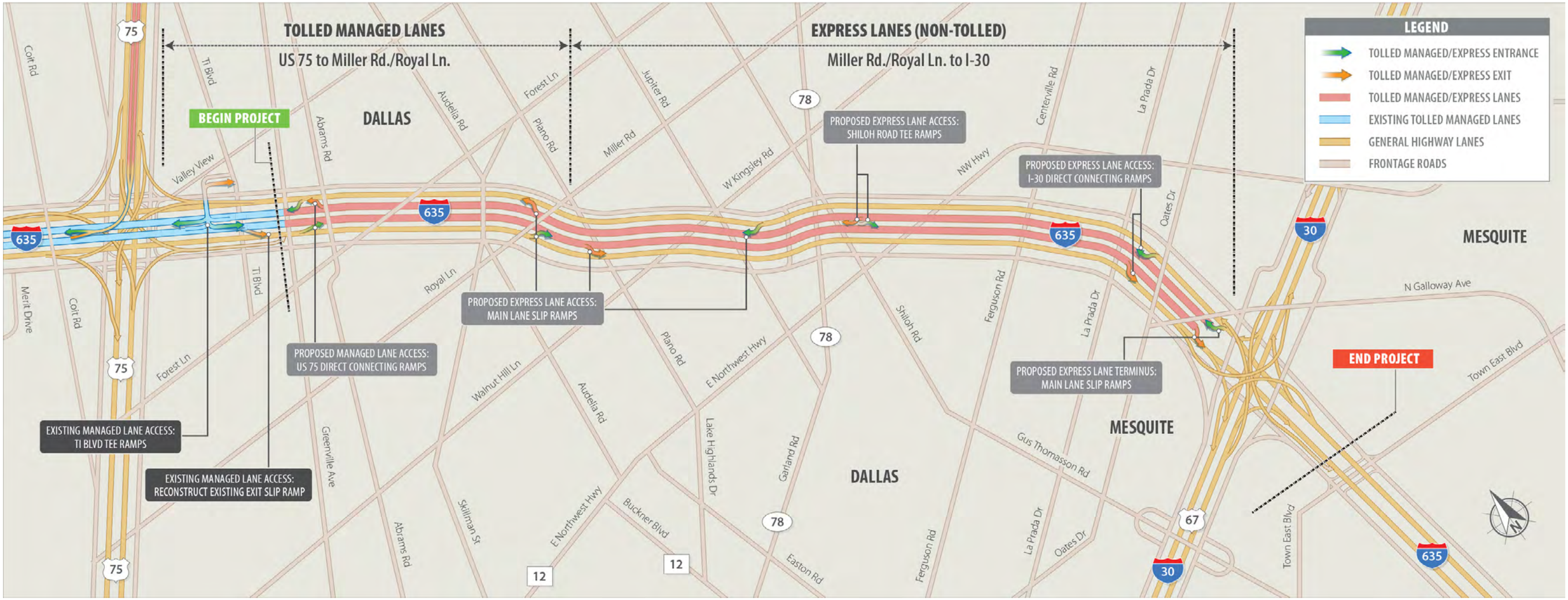
CONTACT INFORMATION

Stephen Endres, P.E.
TxDOT Transportation Engineer
(214) 320-4469
Stephen.Endres@txdot.gov

Dallas District Office
4777 E. Highway 80
Mesquite, TX 75150

I-635 LBJ EAST SECTION (US 75 TO I-30)

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



NOTE: Managed/Express Lane access configuration is preliminary and subject to change. Map and highlighted areas are not drawn to scale in order to emphasize details.

TxDOT graphic

ROADWAY TERMS TO KNOW

(Terminology from NCTCOG RTC's Mobility 2040 Metropolitan Transportation Plan Approved March 10, 2016)

TOLL ROAD: On a toll road, or tollway, all drivers using the general-purpose lanes pay a toll.

MANAGED LANE: In managed lanes, operational strategies are proactively implemented in response to changing conditions. Managed lanes improve traffic operations and maximize the efficiency of a roadway through active management of the lane(s). According to Federal Highway Administration guidance, strategies for managing lanes typically fall into one of three categories:

- Vehicle eligibility based on occupancy requirements and/or vehicle type restrictions (e.g. trucks, buses).
- Access based on limiting access point(s) to the lane(s), time of day, contraflow and/or reversible operations, and/or ramp metering.
- Pricing/tolling based on occupancy, vehicle type, and/or time of day.

MOBILITY 2040 TERMS

Mobility 2040 identifies three types of managed lanes as part of the roadway system:

1. EXPRESS/HOV LANES: Existing interim HOV lanes that will be converted to managed operation with minimal reconstruction efforts are called Express/HOV Lanes. These lanes will allow single-occupant vehicular use for a toll based on a fixed-fee schedule while high-occupancy vehicles, vanpools, transit vehicles, and motorcycles will remain free at all times. Vehicles using parallel freeway lanes or frontage roads in the corridor do not pay a toll.

2. TOLLED MANAGED LANES: New toll lanes added to existing freeway corridors where significant reconstruction occurs are called Tolled Managed Lanes. The existing number of free lanes in the corridor remains the same or is increased while dynamically priced toll lanes provide additional capacity and mobility choices with a discounted toll for high-occupancy vehicles during peak periods. The tolled managed lanes in the North Central Texas region are called TEXpress Lanes. Vehicles using parallel freeway lanes or frontage roads in the corridor do not pay a toll.

3. EXPRESS LANES: Similar to tolled managed lanes, express lanes are typically built in the median of freeway corridors and separated from parallel traffic by barriers. Express lanes do not have a toll component, so they cannot offer a guaranteed speed. Express lanes have significantly fewer entrance and exit ramps than parallel freeway lanes and allow through traffic to avoid congestion that results from local trips. Express lanes are a new concept for the North Central Texas region and are being planned for corridors previously designed for tolled managed lanes where additional tax funding allows the roadway to be built without tolls.

SOURCE: Texas Department of Transportation

TxDOT graphic