

IH 635 EAST PHASE 3

From US 75 to IH 30

Regional Transportation Council
April 19, 2018

Michael Morris, P.E.
Director of Transportation

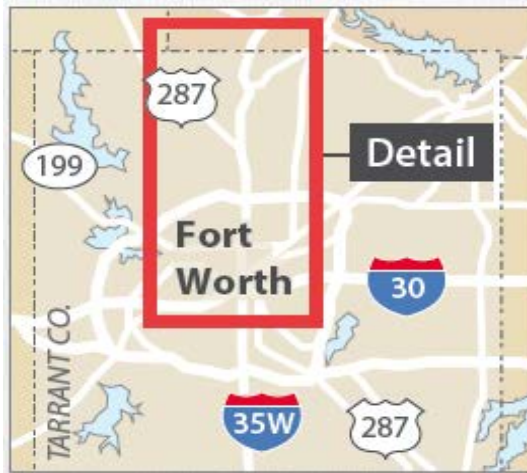
Ken Kirkpatrick
Counsel for Transportation

Christie Gotti
Senior Program Manager
Transportation Project Programming

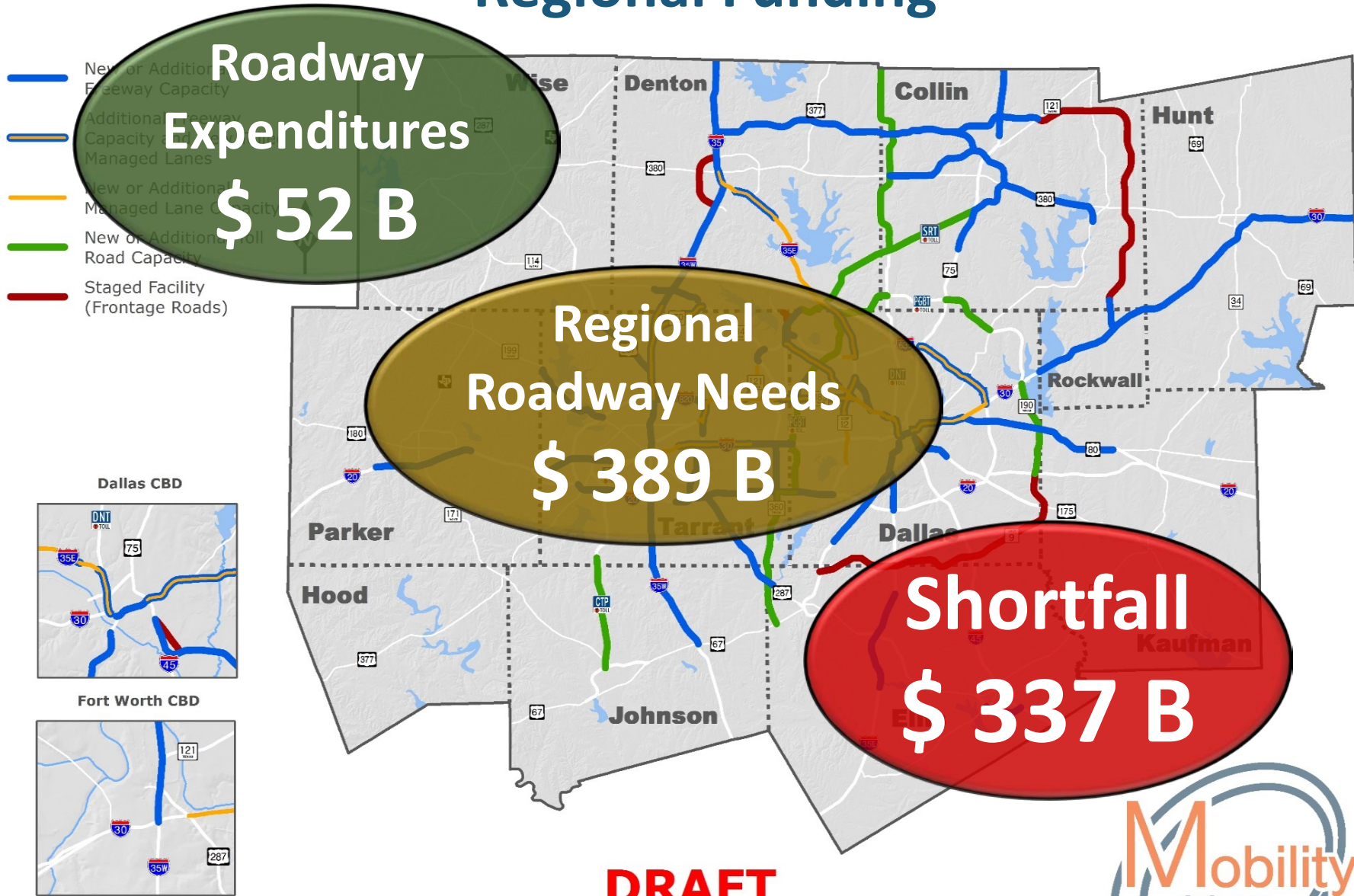


North Central Texas
Council of Governments

IH 35W

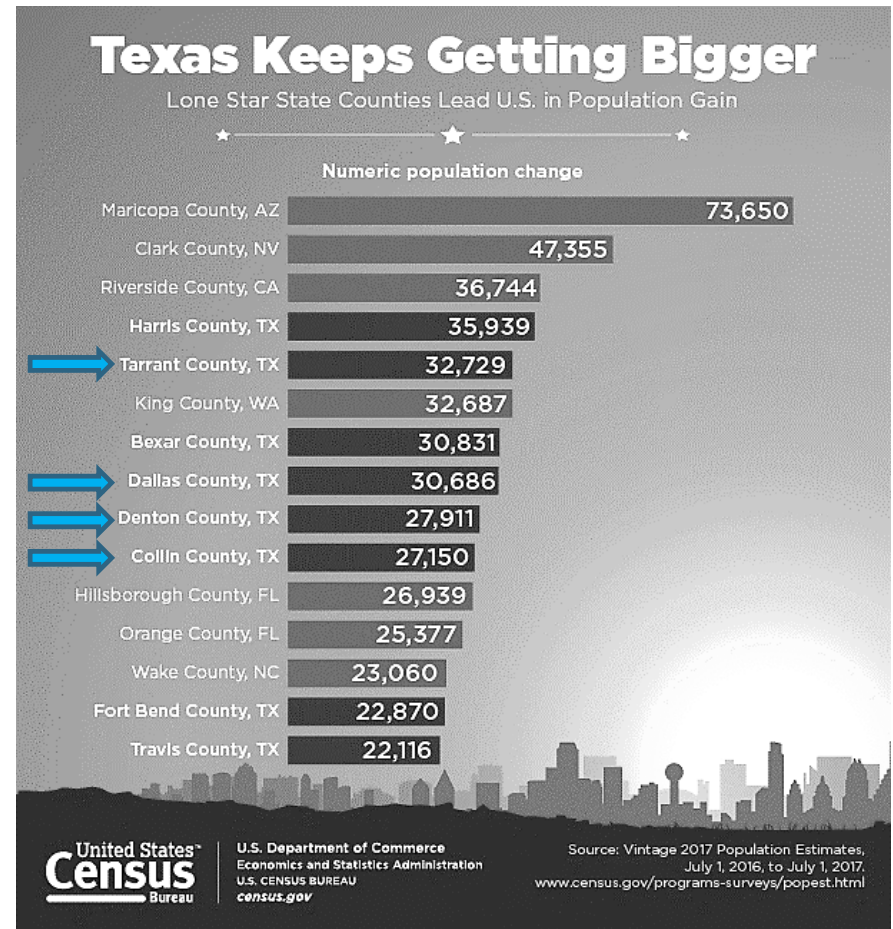


Regional Funding

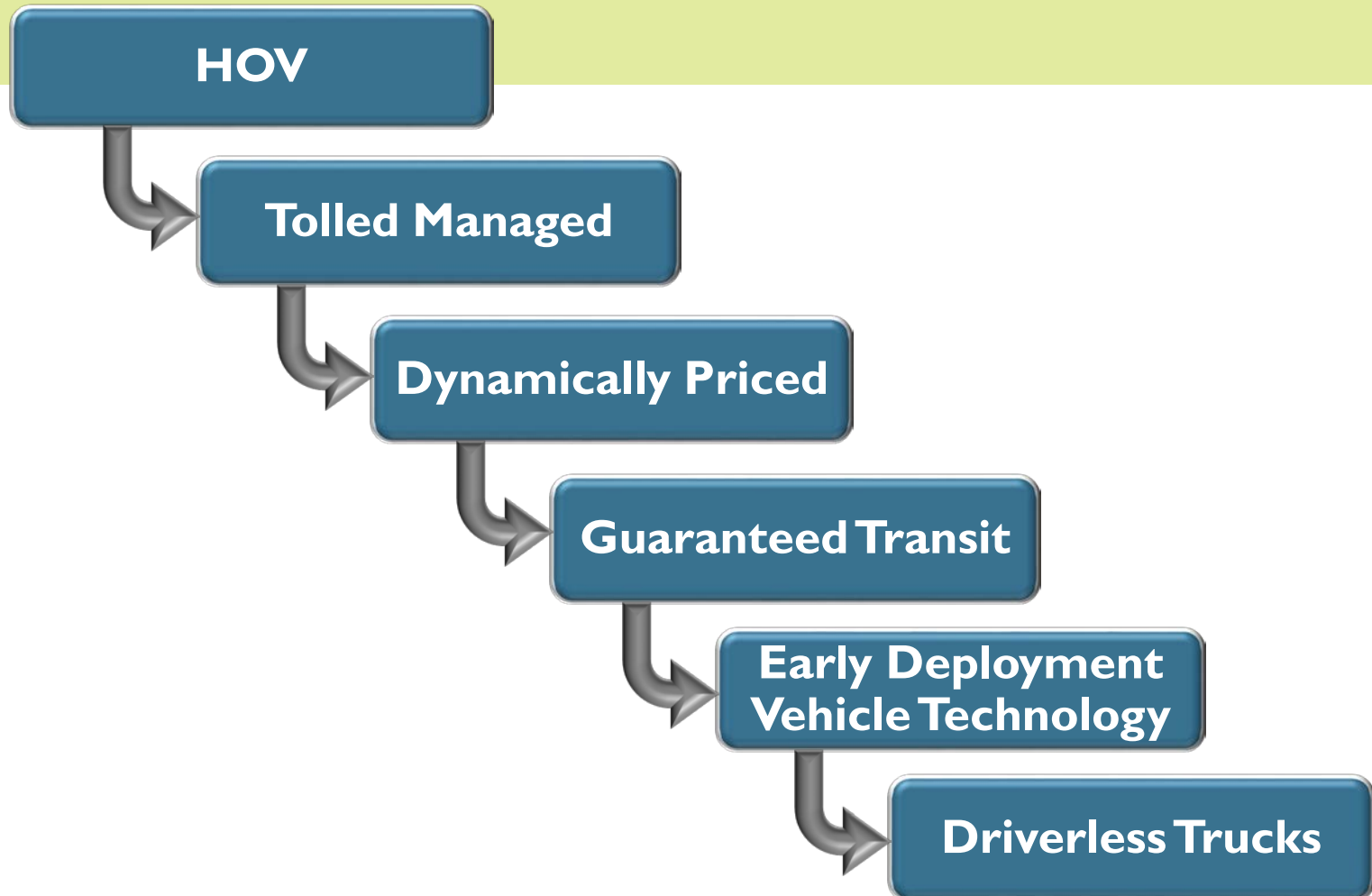


CENSUS BUREAU ESTIMATES SHOW DFW METRO AREA HAS LARGEST GROWTH IN THE UNITED STATES

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

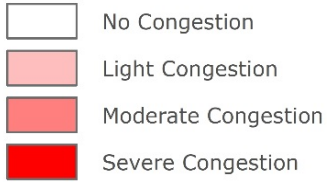


MANAGED LANES EVOLUTION

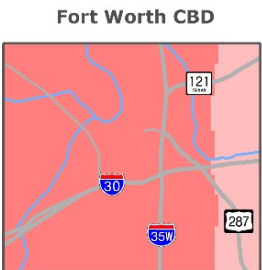
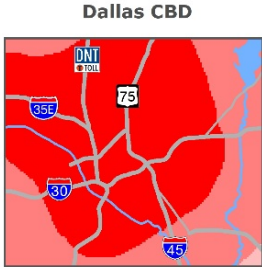
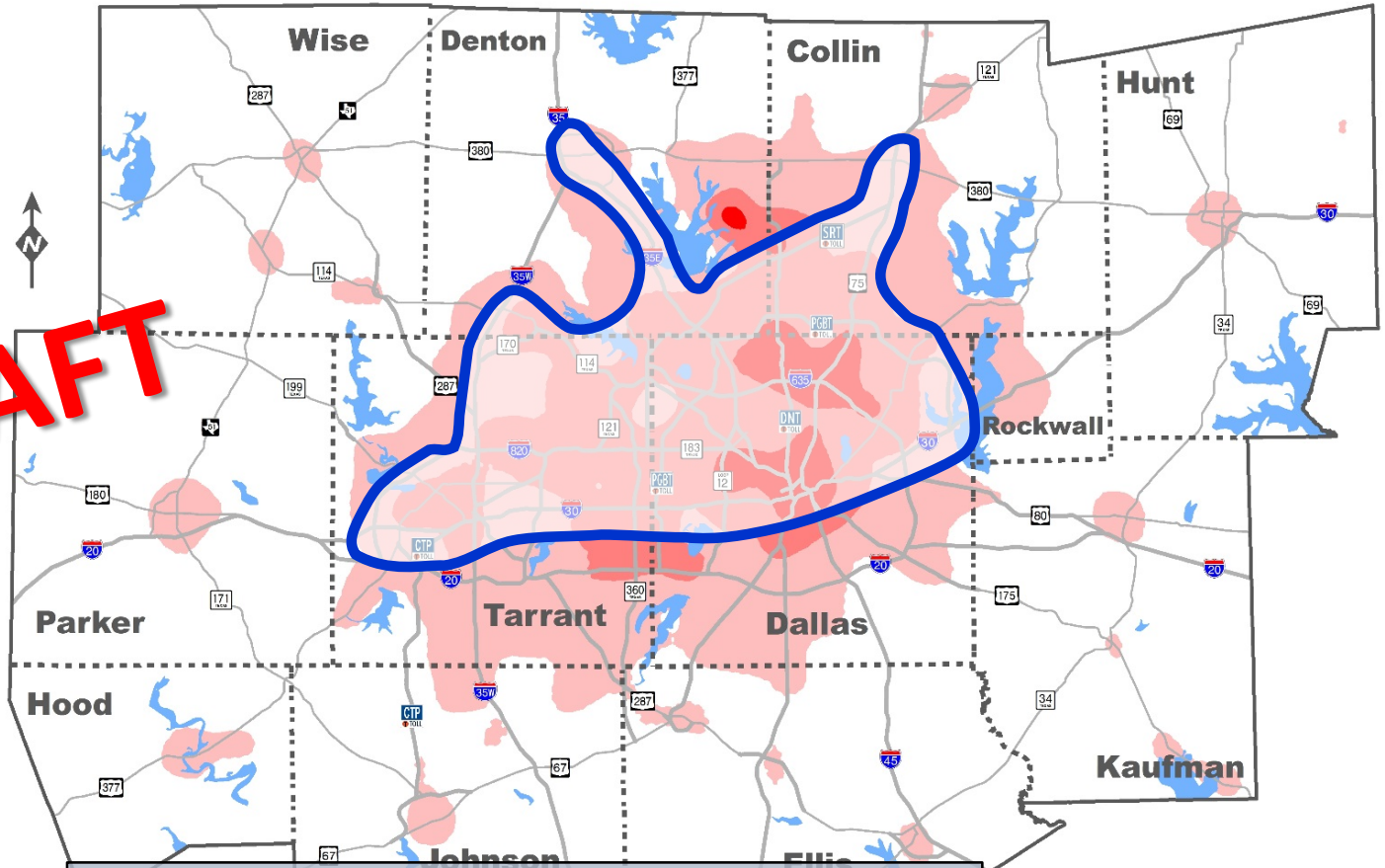


Toll Managed Lane System Policy Boundary

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.



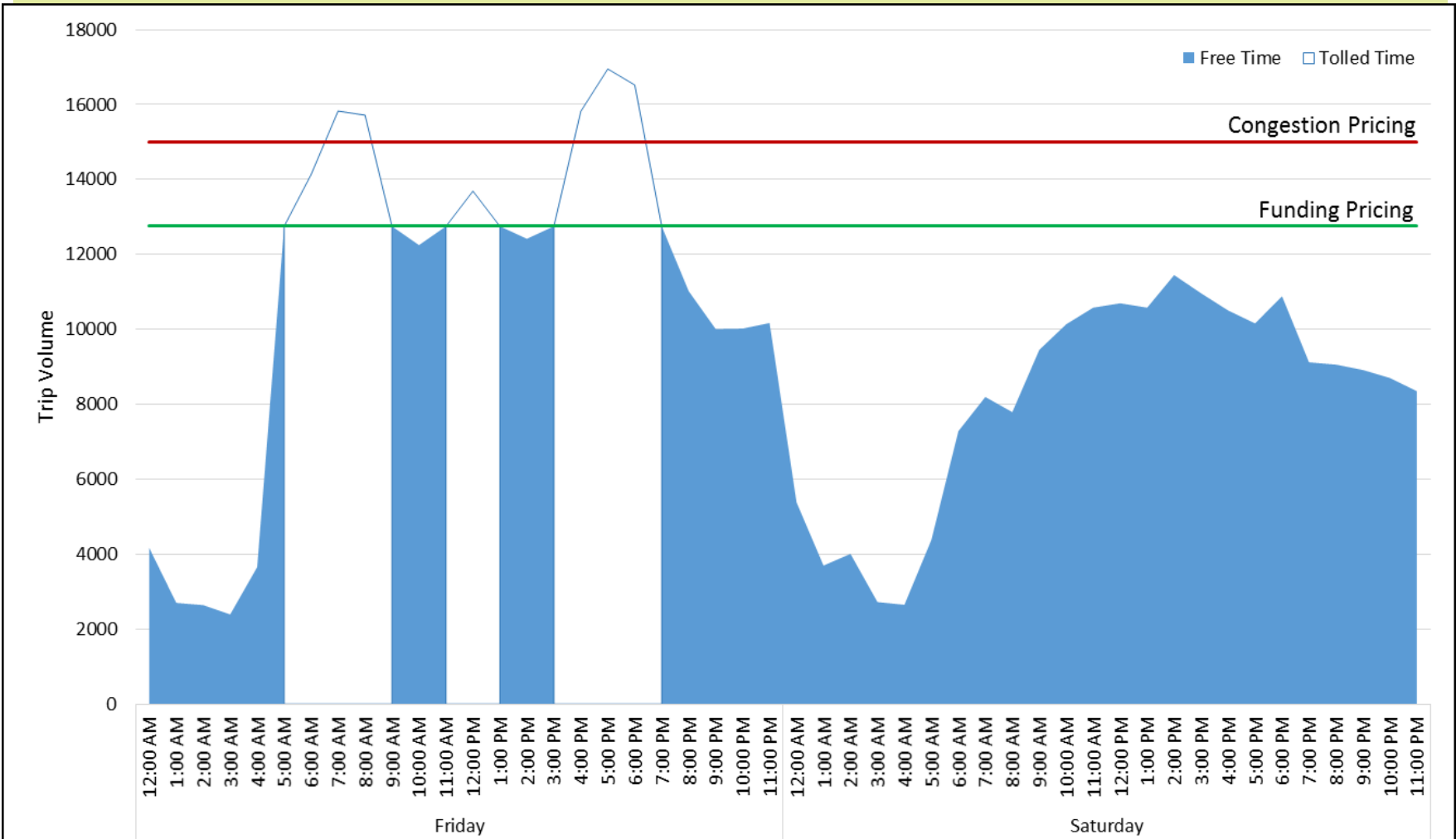
IH 635 EAST POTENTIAL AREAS OF RISK



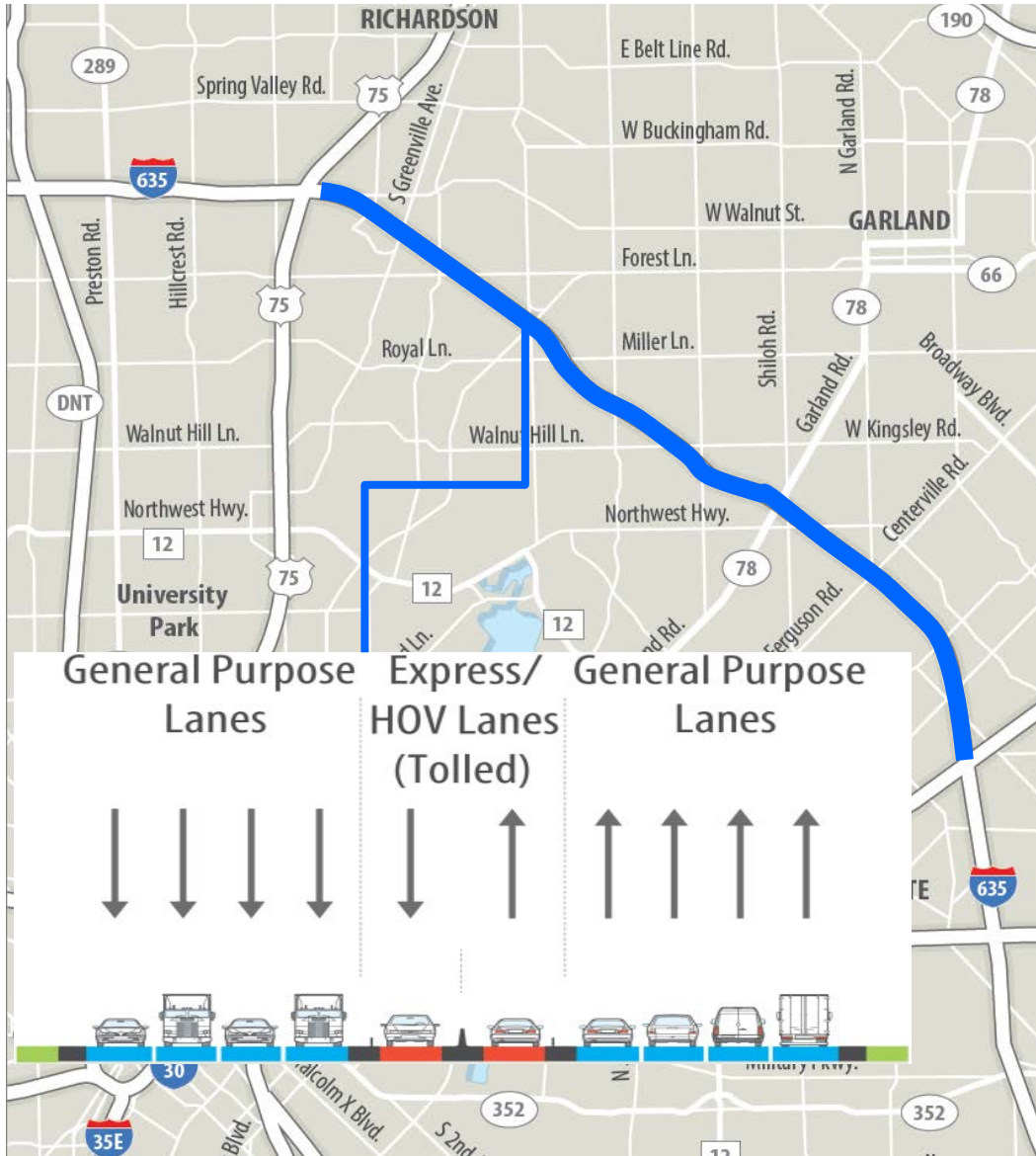
Public Review and Comment

	<u>Family 6</u>
Existing Tolled Managed Lane (CMAQ) (23 USC 116, 23 USC 149)	✓
State Implementation Plan (40 CFR 93.113(a))	✓
No Toll Conversion Restriction (Texas Transportation Code 228.201)	✓
Environmental Clearance (43 TAC 2.85)	Reevaluation
RTC Policy Consistency (RTC PI7-01)	✓
Air Quality Conformity (40 CFR 90.109)	✓
Congestion Management Process (23 CFR 450.322)	✓
Consistency with Draft Mobility 2045 (23 CFR 450.326(i))	✓ (Draft)

FRIDAY-SATURDAY HOURLY VOLUMES

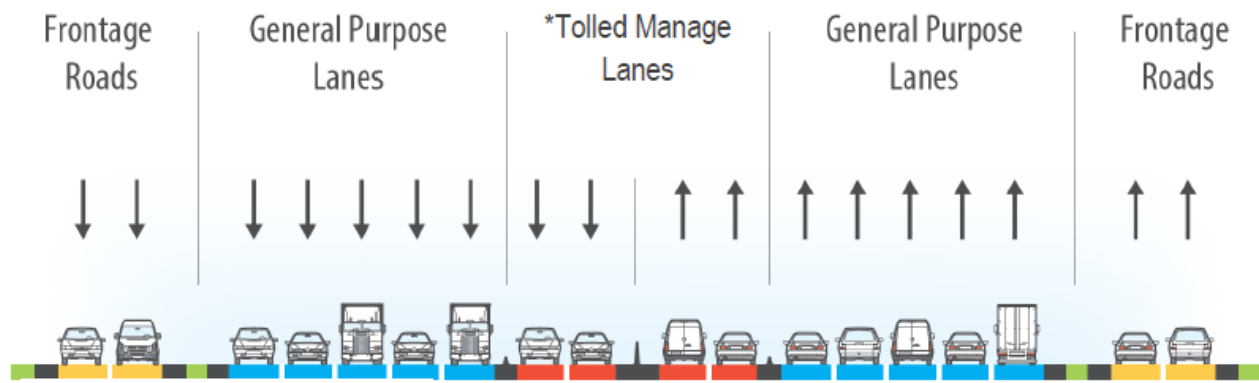
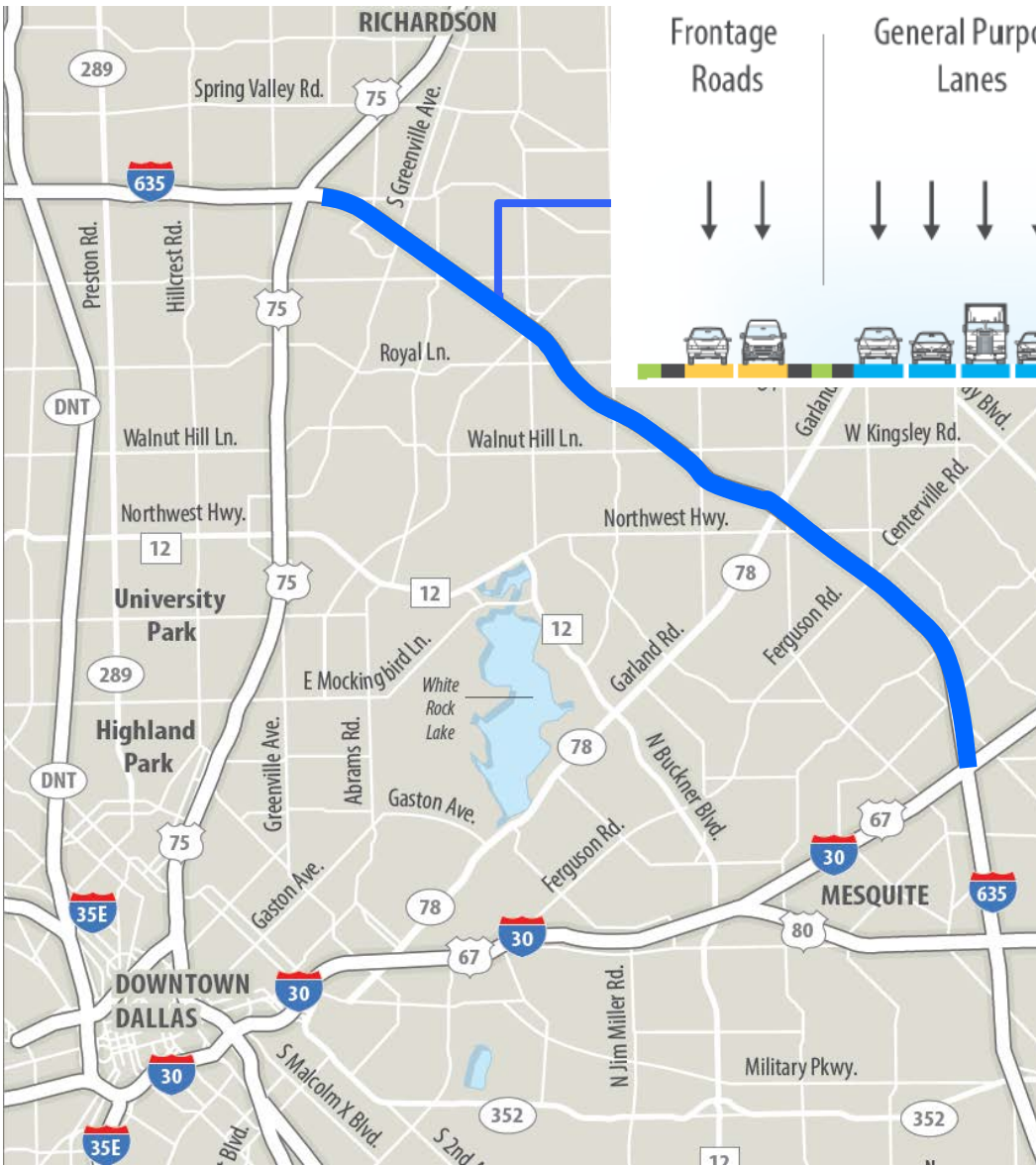


Option 1 – No Build



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

Option 12 – Tolled 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