IH 635 EAST PHASE 3
From US 75 to IH 30

Regional Transportation Council
April 19, 2018

Michael Morris, P.E.
Director of Transportation

Christie Gotti
Senior Program Manager

Ken Kirkpatrick
Counsel for Transportation

Transportation Project Programming
IH 35W

Segment 3A

Segment 3B

Segment 3C
Roadway Expenditures $52 B

Regional Roadway Needs $389 B

Shortfall $337 B

DRAFT

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
From July 1, 2016, to July 1, 2017, the Dallas-Fort Worth-Arlington metropolitan area’s population increased by 146,000.
MANAGED LANES EVOLUTION

- HOV
- Tolled Managed
- Dynamically Priced
- Guaranteed Transit
- Early Deployment Vehicle Technology
- Driverless Trucks
IH 635 EAST POTENTIAL AREAS OF RISK

- **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)

- **RTC Policy Consistency**
  - (RTC P17-01)

- **Air Quality Conformity**
  - (40 CFR 90.109)

- **Congestion Management Process**
  - (23 CFR 450.322)

- **Consistency with Draft Mobility 2045**
  - (23 CFR 450.326(i))

- **Public Review and Comment**

- **Family 6**
  - ✓

- **Reevaluation**
  - ✓

- ✓

- ✓

- ✓

- ✓

- ✓ (Draft)
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