

## I-635 Managed Lanes MOVING AHEAD

The I-635 Corridor is one of Dallas County's most heavily traveled and congested freeways. In certain areas, the freeway serves over 250,000 vehicles per day. To meet the challenge of improving the region's mobility needs, the Dallas District of the Texas Department of Transportation (TxDOT) has started several projects that will ultimately relieve congestion, enhance safety conditions, facilitate economic development and improve air quality. Within the last decade and through your participation and patience, North Texas' mobility improvements have progressed dramatically – from the completion of the North Central Expressway to the soon-to-be-completed Dallas High Five Interchange. **We thank you** for being patient during the construction of the Dallas High Five Project, which will be 13 months ahead of schedule and on budget.

### What's Next?

TxDOT continues to deliver transportation projects that enhance mobility and regional air quality. In the near term, you will see several early improvement projects along the corridor including:

- Reconstruction of I-635 between Town East Boulevard and US-80
- Interim HOV lanes between Greenville Avenue and I-30
- Pedestrian bridge next to the DART crossing near Skillman Road
- More intersection improvements at Garland Road, Northwest Highway, Ferguson Road/ Centerville Road and Town East Boulevard



Additionally, the I-635 Managed Lanes Project between Luna Road and I-30 is currently under development for complete reconstruction. The elements of this project reflect the public's input and approval that was received through the environmental process and include:

- A roadway no higher or wider than what the public approved
- Replacing and improving the aging existing roadway
- Adding a continuous frontage road system
- Adding congestion relief through the introduction of managed lanes

### Timeline of Improvements



Please visit [www.635project.org](http://www.635project.org) for more information.

# I-635 Managed Lanes Key Features

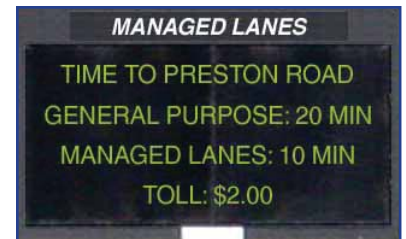
## *Why is the I-635 Managed Lanes Project considered unique?*

The I-635 Managed Lanes project is considered unique because of the following features:

- Drivers will have a choice to by-pass main lane congestion by using the managed lanes
- The project is planned to have auto tunnels, which will be among the longest and widest in the United States once constructed
- The project is the first 'TxDOT solicited' Comprehensive Development Agreement (CDA) in the region

## *What are Managed Lanes?*

Managed lanes are facilities which add lane capacity by combining High Occupancy Vehicle (HOV) and new express lanes to improve freeway efficiency. Managed lanes provide options for travelers to by-pass main lane congestion through various value pricing mechanisms, which may include time-of-day pricing; potential incentives to HOV usage; or other operational strategies.



In the case of the I-635 Corridor, drivers will have the choice of paying a toll to use the managed lanes or traveling for free on the general purpose lanes or frontage roads. Commuters who travel on the managed lanes will be able to benefit from faster and more reliable travel times through the use of value pricing (time-of-day).



Examples of existing managed lane projects in the U.S. include:

- I-10 (Katy) Freeway and US 290 HOV Lane - Houston, Texas
- SR-91 Express Lanes - Orange County, California
- I-15 Managed Lanes - San Diego, California
- Lee County Bridges - Fort Myers, Florida
- I-394 MnPASS Express Lanes - Minneapolis, Minnesota

## *What is a Comprehensive Development Agreement?*

A Comprehensive Development Agreement (CDA) is a public-private partnership that gives transportation agencies the important elements to build projects – **money, innovation and resources**. In Texas, CDAs are awarded to a team of companies that may provide any combination of finance, design, construction, maintenance and operation services under TxDOT guidelines.

A CDA has been chosen for the I-635 Managed Lanes Project to expedite the project delivery and encourage competition in the private sector best value selection process. The region has a \$55 billion funding shortfall. A CDA will bring innovation, financing and faster project delivery to assure a timely schedule within budget.

With your support; TxDOT, DART, NCTCOG, NTTA, Dallas County and the adjacent Cities of Dallas, Farmers Branch, Garland and Mesquite will continue to work in partnership with the CDA Team. This effort will help maintain mobility, access and safety throughout the construction and operation of the I-635 Managed Lanes Project.

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