

# IH 35E (S. RL THORNTON FWY)

## US 67 (Martin D. Love Fwy) to Jefferson Viaduct

### Current Conditions

South RL Thornton Freeway serves as the southern gateway to the City of Dallas and is a major north-south route from South Dallas to downtown. It has eight general purpose lanes and one reversible HOV lane. This stretch of the freeway follows a traditional inbound morning/outbound evening pattern, with lower inbound speeds in the morning than outbound speeds in the afternoon.

- Segment Length: 4.6 miles.
- Road Type: 8-lane freeway.
- Annual Hours of Delay: 1,452,000.
- Texas Congestion Index: 1.54.
- Commuter Stress Index: 1.85.

### Possible Congestion Causes

The corridor intersects with three corridors of greater congestion at the northern end in downtown Dallas. US 67 merges with South RL Thornton Freeway at the south end of this section. The highly directional traffic demand exceeds the available roadway capacity. The ramp geometrics are of an older design that increases interference in merging operations with the mainlanes.

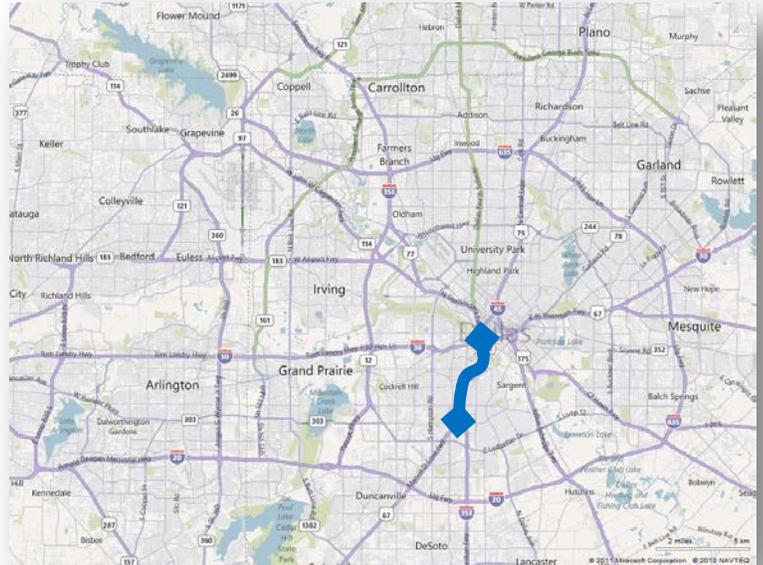
### Projects in Progress or Completed

#### Reversible Special Purpose Lanes

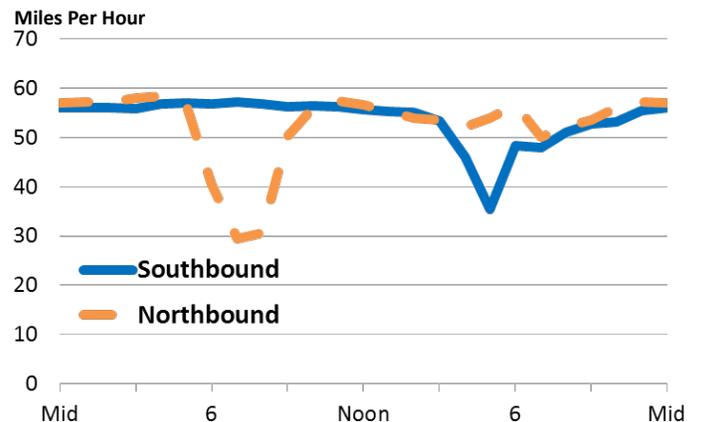
There is a reversible HOV lane operating in the corridor. The Loop 12 to downtown Dallas section is open from 6 a.m. to 12 p.m. for northbound traffic and from 2 p.m. to 8 p.m. for southbound commuters. Dallas Area Rapid Transit (DART) data from November 2010 indicated 23,070 people used the HOV lane.

#### Horseshoe Project

The Horseshoe Project, part of Project Pegasus, near downtown Dallas involves the reconstruction of IH 30 and IH 35E as they cross the Trinity River and intersect at the southeast corner of the Dallas CBD. It includes the



<b>2010 Rank: 17</b>	<b>2013 Rank: 23</b>
<b>Annual Hrs of Delay/Mile: 313,000</b>	
<b>Congestion Time: 6 Hours</b>	
<b>Annual Cost of Delay: \$31.9 Million</b>	
<b>Average Daily Traffic: 164,000 Vehicles</b>	



replacement of both corridor bridges over the Trinity River and will add general purpose lanes, managed lanes, and collector/ distributor lanes to better connect the two interstate highways in the downtown Dallas area. The project was award in November 2012 to Pegasus Link Constructors and construction is anticipated to begin summer 2013.



### *The Southern Gateway*

The Southern Gateway project is an initiative to develop long-term improvements to the IH 35E and US 67 corridors using a multimodal approach. The project will begin advancing through pre-construction activities in 2013.

### *Incident Management*

The Regional Freeway Incident Management Program operates in the corridor. This corridor currently has ITS technology deployed for incident detection and management. The police and fire departments in the City of Dallas and the Dallas County Sheriff's Office have participated in Freeway Incident Management training, as well as photogrammetry training.

Photogrammetry allows investigators to map a crash scene in significantly less time than traditional methods and results in up to 50 percent of average time saved per road closing crash scene.

### *Traffic Signals*

Regional traffic signalization improvement program has been implemented on major arterials in the corridor.

### *Demand Reduction*

The Regional Employer Trip Reduction Program is a voluntary program that is designed to reduce employee commute vehicle trips through the education and implementation of travel demand

management strategies such as rideshare programs (carpooling and vanpooling), telecommuting and flexible work-hour programs, transit pass subsidies, bicycling, and similar strategies. It is a cooperative program between North Central Texas Council of Governments, DART, Fort Worth Transportation Authority (The T), Denton County Transit Authority (DCTA), North Texas Clean Air Coalition (NTCAC), and other public and private sector organizations.

Downtown Dallas Inc. is a recognized transportation management association that promotes alternative travel modes and demand management among CBD businesses.

### *Transit Service*

The DART Red and Blue Lines serve the corridor. The Red Line carried 33,200 average weekday riders in FY 2010. The Blue Line carried 22,200 average weekday riders in FY2010.

There is ongoing DART bus service with 29 routes in the corridor.

There are five park-and-ride facilities in the corridor all of them associated with the DART light rail stations on the Red and Blue lines. These include Westmoreland (700 spots), Hampton (499), Ledbetter (368), Kiest (20), and Illinois stations (345).

## Planning Efforts to Date

### *Corridor Expansion*

The Southern Gateway project will include construction of two additional general purpose freeway lanes and an additional HOV/managed lane in the corridor from 8th Street to US 67 at an estimated cost of \$300,000,000. IH 35E from 8th Street to US 67 was environmentally approved in June 2006 through a FONSI. The project will begin pre-construction activities in 2013.

### *Commuter Rail*

The proposed Midlothian and Waxahachie commuter rail lines parallel the corridor. The Midlothian corridor utilizes the Burlington Northern Santa Fe Railway line that extends from Midlothian north to DART's Westmoreland light rail station. This corridor would provide access to the cities of Midlothian, Cedar Hill, Duncanville, and Dallas. This corridor would also provide a connection to the Mansfield corridor and Fort Worth. The Waxahachie Rail corridor utilizes the Burlington Northern Santa Fe Railway line that extends between Dallas and Waxahachie. The Waxahachie Conceptual Engineering and Funding Study outlined alternatives for stations and vehicle technology, which are used in *Mobility2035*. This corridor would connect the cities of Waxahachie and Lancaster to jobs in Dallas.

## Next Steps

- The region is **proceeding with development of the Horseshoe Project** to reconstruct the IH 30 and IH 35E bridges over the Trinity River and the connections between these highways at the edge of downtown Dallas. TxDOT awarded the project in November 2012 to Pegasus Link Constructors; construction is anticipated to begin summer 2013. **Recommended use of Proposition 12 funds for engineering and right-of-way.**
- Regional planners will **monitor the pre-construction development** for the Southern Gateway project.