

IH 35E (STEMMONS FWY)

SL 12 (Walton Walker Fwy) to IH 635 (LBJ Fwy)

Current Conditions

IH 35E Stemmons Freeway was Dallas-Fort Worth's first modern, large-sized freeway when it opened in 1959. More than 50 years later it remains DFW's widest freeway for a sustained distance, 10 lanes in some segments. Congestion is worse in both directions in the afternoon than in the morning. The typical morning inbound peak congestion is somewhat alleviated by the bottleneck at LBJ Freeway, which reduces the traffic load in this section.

- Segment Length: 3.2 miles.
- Road Type: 8-lane Freeway.
- Annual Hours of Delay 975,000.
- Texas Congestion Index: 1.57.
- Commuter Stress Index: 1.67.

The need for improvements in this corridor has been discussed as far back as 1974 in the region's *Total Transportation Plan for the North Central Texas Region for 1990*. Specific freeway/HOV/managed lane improvements have been recommended in this corridor since 1986 in *Mobility 2000*.

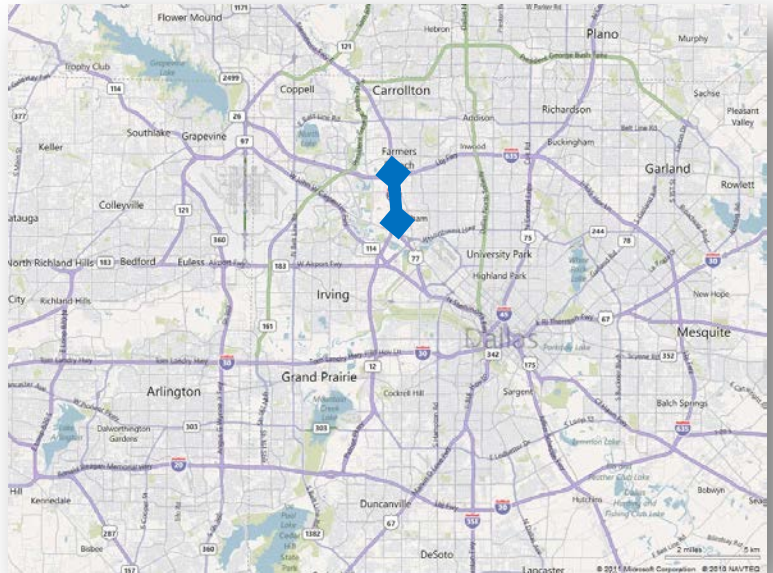
Possible Congestion Causes

Most of the freeway is still in its originally-constructed configuration. The northern end of the corridor intersects the LBJ Freeway (IH 635), the most congested corridor in the DFW Metroplex.

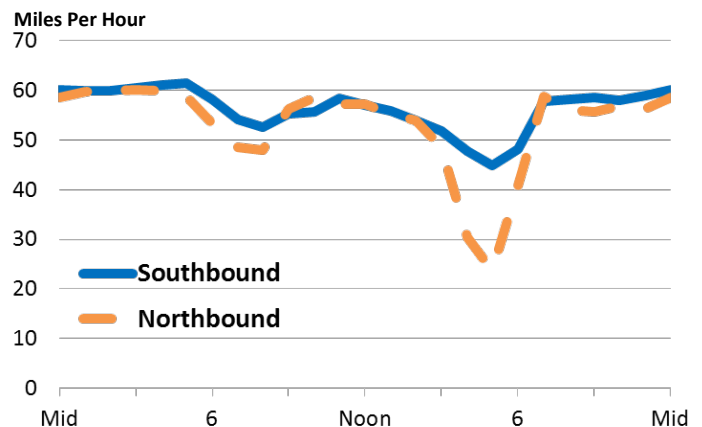
Projects in Progress or Completed

LBJ Express

This corridor is part of the LBJ Express project and is included in the ongoing construction efforts. The LBJ Express project will improve mobility through the addition of three managed lanes in each direction between Loop 12 and LBJ Freeway and improvements to the IH 635/IH 35E interchange at the northern end of the corridor by adding direct connections to/from managed lanes on LBJ Freeway (IH 635). The LBJ



2010 Rank: 19	2013 Rank: 25
Annual Hrs of Delay/Mile: 306,000	
Congestion Time: 7 Hours	
Annual Cost of Delay: \$21.2 Million	
Average Daily Traffic: 169,000 Vehicles	



Express project will not make improvements to the interchange movements for general purpose traffic. Construction will be complete in 2015.

Incident Management

The Regional Freeway Incident Management Program operates in the corridor. This corridor 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 streets in the corridor.

Demand Reduction

The Regional Employer Trip Reduction Program is a voluntary program that is designed to reduce employee commute trips through education and the implementation of travel demand management strategies such as transit pass subsidies, rideshare programs (carpooling and vanpooling), telecommuting and flexible work-hour programs, 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.

Transit Service

The Dallas Area Rapid Transit (DART) Green Line runs parallel to the facility with three stations along the corridor. The Green Line serves 4,800 average weekday riders.

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

Planning Efforts to Date

Planned improvements to IH 35E directly to the north of this corridor include a major 28-mile reconstruction project from IH 635 to the IH 35W/US 380 interchange in Denton. General purpose freeway lanes will be rebuilt, continuous frontage roads will be added, and reversible, managed toll lanes will be built to add additional capacity to the corridor. This \$4.8 billion project will be built in phases; the first of four phases is valued at \$1 billion. The Texas Transportation Commission awarded the project to Archer Western/Granite/LANE (AGL) Contractors in December 2012. Construction is anticipated to begin in 2013 with Phase 1 completion in late 2016.

Bicycle Improvements

The 2011 Dallas Bike Plan recommends on-street bicycle facilities for several roadways that intersect this corridor including Manana Drive and Crown Road.

Next Steps

- **Reconstruction of this section began in 2011** as part of the LBJ Express project.
- NCTCOG, TxDOT, and municipalities will continue to **monitor congestion and identify and analyze possible corridor improvements** during construction and completion of the LBJ Express Project.
- The corridor is listed in Mobility 2035 as a **potential corridor for truck lane restrictions**.