

LBJ FREEWAY (IH 635)

IH 35E (Stemmons Fwy) to US 75 (N. Central Expy)

Current Conditions

The LBJ Freeway between Stemmons Freeway (IH 35E) and North Central Expressway (US 75) is under construction and operates with four mainlanes. The prior HOV lane is closed during construction. When reopened, express lanes will be available to drivers. The highway is a major business corridor in the North Dallas area, is a major cross route connection, and connection to the north entrance of Dallas/Fort Worth International Airport. This freeway section remains congested for much of the day, regardless of morning and evening commutes (though congestion is worse during these periods). Eastbound speeds are generally higher in the morning period.

- Segment Length: 8.0 miles.
- Road Type: 8-Lane Freeway.
- Annual Hours of Delay: 5,394,000.
- Texas Congestion Index: 1.87.
- Commuter Stress Index: 2.43.
- Prior HOV lane use: 10,750 vehicles/day.

Possible Congestion Causes

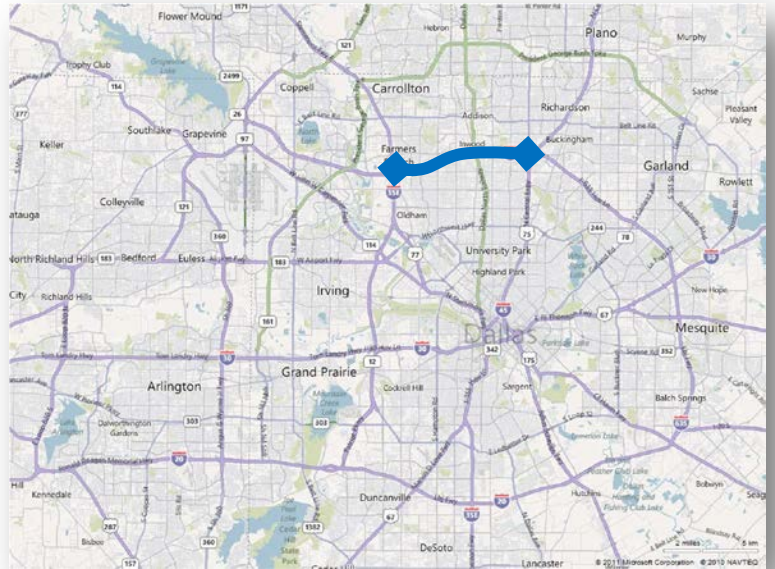
IH 635 was built in 1969 to accommodate 180,000 vehicles per day; current average daily traffic counts exceed 270,000 vehicles. The corridor has not received major reconstruction or capacity expansion in over two decades, until 2011. Coupled with some of the fastest population growth and development in the United States, congestion on the corridor has increased significantly.

Projects in Progress or Completed

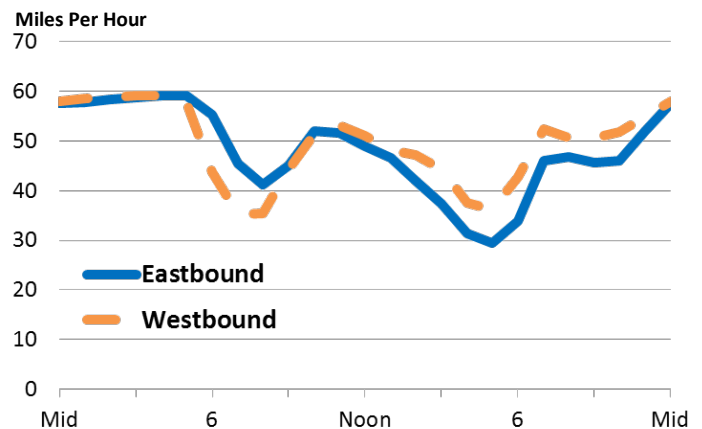
LBJ Express

The LBJ Express project will:

- Rebuild the existing mainlanes.
- Build six new toll-managed lanes in the median and below ground with a guaranteed 50 mph trip on the lanes.



2010 Rank: 3	2013 Rank: 5
Annual Hrs of Delay/Mile: 675,000	
Congestion Time: 16 Hours	
Annual Cost of Delay: \$126.0 Million	
Average Daily Traffic: 206,000 Vehicles	



- Create continuous frontage roads along IH 635.

Construction zone traffic management program is in place for the LBJ Express. The program will be monitored and enhanced, if necessary, to reduce delays where possible.



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 (NCTCOG), Dallas Area Rapid Transit (DART), Fort Worth Transportation Authority (The T), Denton County Transportation Authority (DCTA), North Texas Clean Air Coalition (NTCAC), and other public and private sector organizations.

Incident Management

The Regional Freeway Incident Management Program is in place in the corridor and will be enhanced upon completion of LBJ Express. The police and fire departments in the cities along the corridor 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.

Intelligent Transportation Systems (ITS)

Regional ITS architecture development continues and will be enhanced by the LBJ Express project.

Transit Service

The DART Red Line light rail service crosses LBJ Freeway just east of North Central Expressway (US 75). The Red Line transported 33,200 riders per day in FY2010.

The DART Green Line light rail service crosses LBJ Freeway in Farmers Branch on the west side of the LBJ Freeway corridor. The Green Line transported 4,800 riders per day in FY2010.

DART continues bus service with 17 routes in the corridor, 10 crossing and 7 parallel.

DART operates the LBJ/Central Station park and ride at IH 635 and US 75 with 533 spaces.

Planning Efforts to Date

LBJ Express

The LBJ Express Project represents the culmination of nearly 20 years of planning for improvements in the LBJ Freeway corridor.

Travel Options

Three Transportation Management Associations (TMAs) are planned for the corridor; LBJ and Stemmons (IH 35E) Freeway; LBJ and North Central (US 75); LBJ and the Dallas North Tollway area. These associations are non-profit organizations, generally a private-public partnership, that provide transportation services in a particular boundary area and also serve as the institution to facilitate travel demand management or commute trip options with small and large employers.

Parallel Routes

Widening of the parallel route, the President George Bush Turnpike, is planned to be open by 2020.

Bicycle and Pedestrian

The 2011 Dallas Bike Plan recommends on-street bicycle facilities for several roadways that intersect this corridor including SH 289 (Preston Road), Rosser Road, Webb Chapel Road, Dennis Road, and Denton Drive. Existing trails within this corridor include the Cottonwood Trail and the White Rock Creek Trail.

Commuter Rail

The proposed Cotton Belt commuter rail line parallels this corridor to the north. The Cotton Belt Rail corridor will provide an east-west link across the northern part of the region between Dallas/Fort Worth International Airport east to the cities of Plano and Richardson.

Next Steps

- LBJ Infrastructure Group will **operate and maintain the roadway under a CDA.**
- LBJ Freeway is identified as a **potential corridor for truck lane restrictions** in NCTCOG's *Mobility 2035* after construction is complete.