

NOTE: Highlighted areas are not to scale.

TxDOT graphic

	Existing frontage road (FR) lanes (Each dir.)	Existing main lanes (Each dir.)	Existing HOV lanes (Each dir.)	Interim*** FR lanes (Each dir., 2016)	Interim*** general purpose Ins. (Each dir., 2016)	Interim*** reversible managed Ins. (2016)	Proposed frontage road Ins. (Each dir., 2030)	Proposed general purpose Ins. (Each dir., 2030)	Proposed managed Ins. (Each dir., 2030)	
South:	North of I-635 to President George Bush Turnpike	2 - 3*	3	1	2 - 3	3	2	2 - 3	4	2
Middle:	President George Bush Turnpike to Turbeville Rd.	2 - 3*	3	0	2 - 3	3** - 4	2	2 - 3	4	2
North:	Turbeville Rd. to U.S. 380	2 - 3	2	0	2 - 3	3	0	2 - 3	3	1 - 2

* Discontinuous. ** PGBT to SH 121. *** Interim configuration relies primarily on use of existing pavement for expansion. Final configuration involves reconstruction of remainder of the corridor.

TxDOT graphic

PURPOSE AND NEED

- Increase capacity to accommodate growth along corridor
- Manage traffic congestion
- Improve mobility of people and goods-carrying capacity through and within the DFW Metropolitan area
- Enhance safety by improving and correcting roadway deficiencies
- Provide drivers the choice of using tolled managed lanes to achieve more predictable trip time, generating revenue for operation and maintenance of I-35E and funding for future phases of the project.

CURRENT SCOPE

30-miles from I-635 to US 380 generally consisting of reconstruction, rehabilitation, and widening:

- Add one general purpose lane in each direction in Denton County
- Continuous frontage road lanes in each direction
- Two reversible managed lanes from I-635 to Turbeville Road
- New Lake Lewisville bridge
- Excess revenue from managed lane tolls will be used to help fund the ultimate expansion, anticipated to be open by 2030.

ULTIMATE SCOPE

Reconstruct remaining portion not included in Phase 1:

- 3-4 general purpose lanes in each direction
- 2-3 frontage road lanes in each direction
- 2 managed lanes (concurrent) in each direction

PROJECT PROGRESS

- **Construction of the "wishbone" bridges** continues to progress. Bridge decks began the 1st week of February 2017. This connects TEXpress lanes and LBJ Express lanes.
- **Work at Harry Hines, Valwood, and Crosby** Traffic was shifted to the outside and construction continues on the TEXpress Lanes
- **Belt Line:** 1 lane of frontage road traffic has been shifted up onto the new bridge along with WB local traffic. Construction can now finish embankment for the EB local and final frontage road lanes
- **Collector Distributor** for SB between SRT and PGBT opened to traffic on Feb 5th. The NB system will open in the spring
- **Lewisville Lake Bridge** construction continues and is scheduled to finish early spring. Currently, both NB & SB traffic are on the new bridge as the rehabilitation of the NB (old) bridge is finished. Once complete, the bridges will have additional lanes, continuous frontage roads, TEXpress lanes and hike-bike trails.
- **South Denton Drive Bridge** closed last year to allow for the construction of the new Oak Dr. Bridge. This work along with the Turbeville/Hundley underpass will open spring 2017
- **US77 connection to SB 35E** is expected to open in March 2017
- **N. Texas Bridge** continues with additional lanes to open in March. Crews continue to lower 35E under the bridge

ESTIMATED CAPITAL COST¹

Design/Construction	\$1,004,072,051
Utilities	\$61,816,554
Sub Total	\$1,065,888,605
Right of Way	\$233,509,249
Tolling/ITS	\$44,100,000
Environmental Commitments	\$6,270,849 ²
Contingencies	\$13,147,693 ³
Total Capital Costs	\$1,362,916,396⁴

Note 1: All costs are in nominal dollars. **Note 2:** Environmental Commitments include payment to the City of HighlandVillage and added trails in parks. **Note 3:** Includes Unidentified Utilities Contingency, Hazardous Materials Contingency and Construction Contingency. **Note 4:** Total Phase 1 Capital Costs, costs are based on Executed Contract scope, including options 1 and 4-9; and contingencies.

ESTIMATED FUNDING SOURCES

Category 2 - Mobility Corridors 12	\$90,876,056
Category 3 - Proposition 12	\$44,000,000
Category 3 - RTR Funds	\$325,476,841
Category 3 - Local	\$4,064,567
Category 5 - CMAQ	\$153,875,900
Category 6 - Hwy. Bridge CAT 10	\$1,780,000
Category 7 - STP-MM	\$15,506,105
Category 10 - HPS/DEMO/Earmarks	\$18,046,046
Category 12	\$296,390,000
State Highway Funds	\$127,900,881
TIFIA Loan	\$285,000,000
Total Funding Sources	\$1,362,916,396

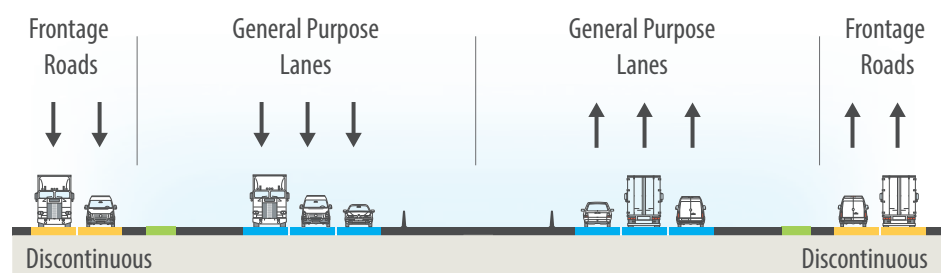
PROGRAMMING STATUS

MTP (2040 Metropolitan Transportation Plan; Both Phase 1 and the Ultimate are in the MTP)	YES
UTP (2016 Unified Transportation Program)	NO
STIP (Statewide Transportation Implementation Program, 2017-2020)	NO

SOURCE: TxDOT

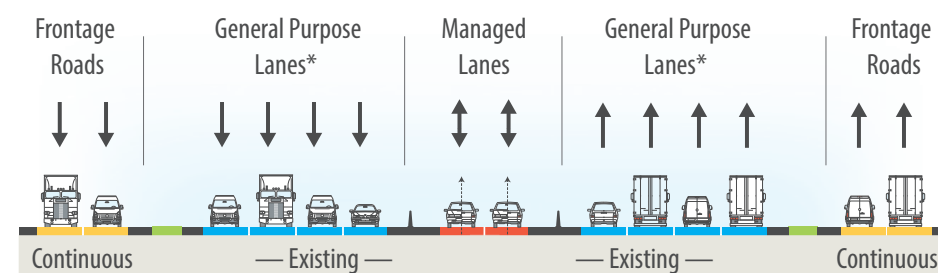
TxDOT graphics

EXISTING TYPICAL SECTION



SOURCE: Texas Department of Transportation.

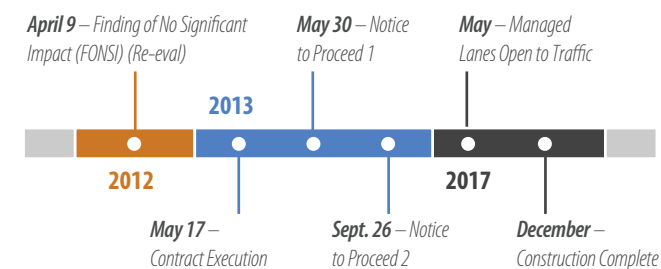
PROPOSED TYPICAL SECTION



*On proposed typical section, the general purpose lanes vary from three to four lanes.

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PROJECT TIMELINE



NOTE: All future dates are anticipated.

CONTACT INFORMATION

David Leavell, P.E.
TxDOT Dallas Construction Project Manager
214-483-7600
David.Leavell@txdot.gov

Website: www.35express.org

Dallas District Office
4777 E. Highway 80
Mesquite, TX 75150

