

# INTERSTATE 35E

## PROJECT TRACKER



DFW STRATEGIC PROJECTS OFFICE

TEXAS DEPARTMENT OF TRANSPORTATION

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Providing safe, effective, and efficient movement of people and goods

### OVERVIEW

Interstate 35E (I-35E) serves the rapidly growing areas of southern and central Denton County, as well as the major Dallas suburbs immediately north of I-635. This corridor functions as a major artery for hundreds of thousands of commuters, as well as a primary link to major universities in the city of Denton, including the fourth-largest university in the state, the University of North Texas (UNT). In addition, I-35E functions as an important truck corridor and accommodates more than 12,000 trucks daily, according to 2008 state vehicle counts. The interstate also handles almost 200,000 total vehicles daily near I-635, and 128,000 vehicles a day across Lewisville Lake. Because of the challenges of crossing the Lewisville Lake and the lack of I-35E frontage roads across the lake, viable north-south commuting alternatives to I-35E do not exist. This condition makes it imperative to provide motorists reliable alternatives with a combination of continuous frontage roads and managed lanes in the I-35E corridor. The proposed \$4.8 billion project would rebuild the entire 28-mile corridor and provide managed lanes that feature dynamic pricing to keep traffic moving at 50 mph. Approximately \$1.1 billion in funding has been identified for this project, with most coming from SH 121 regional toll revenue funds dedicated to Denton County.



Proposed I-35E looking north, south of Round Grove Road.

### PROJECT HISTORY/TIMELINE

- I-35E constructed: 1950s and 1960s
- Major Investment Study for future expansion: Began 1998
- Environmental Assessment process: 2003-2012 (complete)
- Express Lane Demonstration Program Approval by Federal Highway Administration: Sept. 30, 2009
- Finding of No Significant Impact by FHWA: Jan. 28, 2011 (middle section); Dec. 28, 2011 (south); Jan. 31, 2012 (north)

### ENVIRONMENTAL REVIEW STATUS

- Environmental Assessment public meetings: 2008
- FHWA schematic approval for all three sections: Oct. 28, 2009
- All public hearings complete
- North section: Finding of No Significant Impact (FONSI) from FHWA received Jan. 31, 2012; FONSI received for all sections.

### PROJECT PROGRESS

- Nine teams responded to TxDOT's request for qualifications that were due March 23. Five design-build teams and four concession teams submitted qualification statements.
- The Senate Bill (SB) 1420 Committee determined at its March 26 meeting that Phase 1A of the project should be delivered as a design-build project with public financing and utilizing the Regional Transportation Council managed lane policy.
- To maintain flexibility in the future, no determination has been made on the type of financing or delivery method for construction of the remaining project, known as Phase 1B.
- An aesthetics master plan has been developed with the help of local stakeholders.
- Legislative authority granted for public-private partnership during 2011 session. Authority has been granted through August 2015.

### EARLY PROJECTS:

- Began right of way (ROW) acquisition, middle section: 2011
- Funding committed by the Texas Transportation Commission to complete FM 407 intersection: Late 2010.
- Construction of pedestrian bridge at the University of North Texas to access new football stadium. Goal for opening is 2012 football season.

### PROJECT FACTS

#### LENGTH

- North section (US 380 to FM 2181): 10.5 miles
- Middle section (FM 2181 to Pres. George Bush TP): 12.1 miles
- South section (Pres. George Bush TP to I-635): 5.5 miles

#### COST

- Design and construction (2010 estimate): \$3.4 billion (ultimate)
- Right of way (2010 estimate): \$1.4 billion (ultimate)

#### CONSTRUCTION DATES

- Anticipated start date: 2013 (Phase 1A)

### NEXT STEPS

- Proposal process began with a request for information (RFI). Responses were submitted July 20, 2011.
- ROW acquisition begins soon in north and south sections.
- Request for qualifications shortlist expected in April 2012.
- A draft request for proposals (RFP) could be issued in May 2012 and a final RFP issued in July 2012. A contract could be awarded by the end of 2012.
- Construction schedule expedited, potential start date after procurement process: 2013



NOTE: Highlighted areas are not to scale.

| Roadway and Limits                                       | Existing frontage road lanes (Each dir.) | Existing main lanes (Each dir.) | Existing HOV lanes (Each dir.) | Interim*** frontage road lanes (Each dir., 2017) | Interim*** general purpose lanes (Each dir., 2017) | Interim*** reversible managed lanes (2017) | Proposed frontage road lanes (Each dir., 2030) | Proposed general purpose lanes (Each dir., 2030) | Proposed managed lanes (Each dir., 2030) |
|--|--|---------------------------------|--------------------------------|--|--|--|--|--|--|
| <b>North:</b> FM 2181 to U.S. 380                        | 2 - 3                                    | 2                               | 0                              | 2 - 3  | 3  | 2**  | 2 - 3  | 3  | 1 - 2                                    |
| <b>Middle:</b> President George Bush Turnpike to FM 2181 | 2 - 3*                                   | 3                               | 0                              | 2 - 3  | 4  | 2  | 2 - 3  | 4  | 2  |
| <b>South:</b> I-635 to President George Bush Turnpike    | 2 - 3*                                   | 3                               | 1                              | 2 - 3  | 4  | 2  | 2 - 3  | 4  | 2  |

\*Discontinuous. \*\*Loop 288 to FM 2181. \*\*\*Interim configuration relies primarily on use of existing pavement for expansion. Final configuration involves reconstruction of remainder of the corridor. TxDOT graphic

## INTERSTATE 35E CONTACTS



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