



Corridor Improvements

From IH 635 to US 380

Why the Need?

Denton County is one of the fastest growing counties in Texas. Today, the county has nearly 600,000 residents and is projected to have more than one million by the year 2030. The rapid growth has quickly surpassed the capacity of IH 35E to handle the traffic demand. A recent collision on IH 35E during the morning commute effectively shut down the interstate for more than four hours. This scenario is not uncommon and highlights the immediate need for improvements to the IH 35E corridor.

IH 35E is an important element of the local and regional transportation system. IH 35E functions as a major artery serving local and regional commuter routes to and from work, school, and recreation. It is also an important truck corridor and links the University of North Texas (the fourth largest university in Texas) to the Dallas area.

- Improved Mobility.
- Improved Roadways.

What is the Average Daily Traffic on IH 35E?

<u>Location</u>	<u>Current</u>	<u>2030 Projected</u>
IH 635	201,000	338,000
SH 121	179,000	296,000
Across Lake Lewisville	128,000	243,000
FM 2181	124,000	211,000
Loop 288	117,000	195,000
US 380	78,000	176,000



What is Being Proposed?

TxDOT is proposing improvements to IH 35E from IH 635 to US 380 in Dallas and Denton Counties; a distance of 28 miles. The improvements include the reconstruction of additional main lanes/general purpose lanes, and managed high occupancy vehicle (HOV) lanes, and frontage roads through the cities of Farmers Branch and Carrollton in Dallas County and the cities of Lewisville, Highland Village, the Town of Hickory Creek, Lake Dallas, Denton, and Corinth in Denton County.

TxDOT places a high priority on partnering with the cities along the corridor. Developing and maintaining these relationships as the planning and development of the IH 35E corridor moves forward is a key component of the overall project. TxDOT will prepare individual environmental assessment documents for segments of the IH 35E facility to evaluate and update the potential social, economic, and environmental impacts associated with the proposed improvements.

The project has been divided into three segments of approximately 28 miles total. In order to reflect new traffic projections that indicate changes in traffic flow on northbound and southbound IH 35E, TxDOT is in the process of updating previous 2005 - 2007 roadway schematics and environmental assessment documents. For more information, please visit the IH 35E website at <http://www.keepitmovingdallas.com>.

Your Benefit

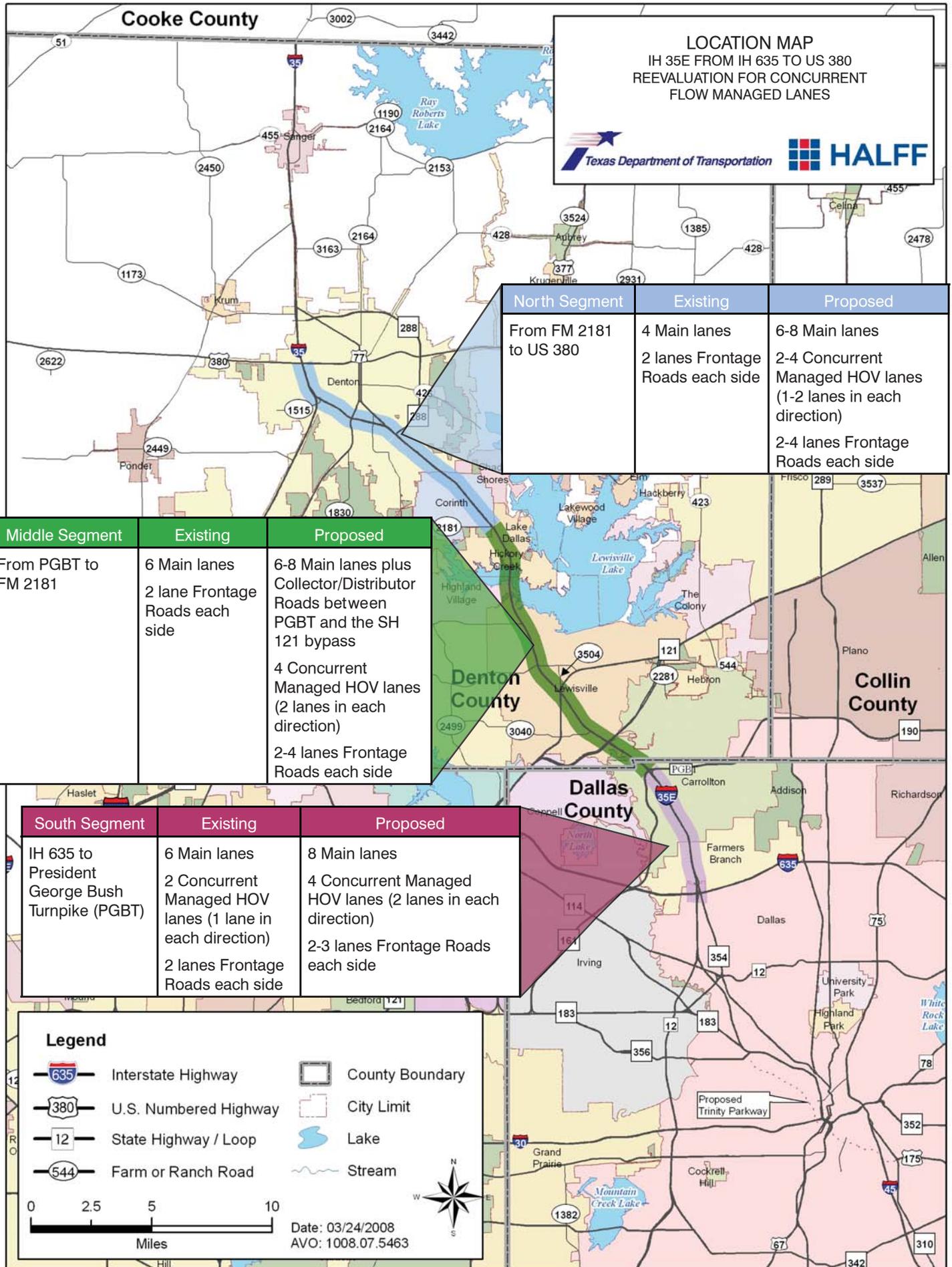
- ◆ Improved safety
- ◆ Maximized roadway capacity
- ◆ Added revenue stream to maintain and improve the transportation corridor
- ◆ Improved Air Quality standards

How do Managed HOV Lanes Work?

Managed HOV lanes are lanes where traffic is kept moving at a faster, more reliable speed (maximum average 50 mph) by adjusting the toll rate up and down on a roadway as the number of vehicles increases or decreases, respectively. Managed lanes provide drivers options. They can choose to drive on the new and improved general purpose/main lanes or they can choose to pay for a higher level of service on managed lanes.

Drivers can expect to pay more to use managed HOV lanes during peak travel times than at off-peak hours on the IH 35E facility. Drivers can enter and exit the Managed HOV lanes at numerous points along the roadway and pay a toll to ensure a faster, more predictable trip time. Main lanes and frontage roads, including the proposed added capacity, would remain non-tolled for all users.





LOCATION MAP
 IH 35E FROM IH 635 TO US 380
 REEVALUATION FOR CONCURRENT
 FLOW MANAGED LANES

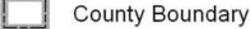
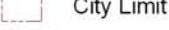
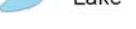



North Segment	Existing	Proposed
From FM 2181 to US 380	4 Main lanes 2 lanes Frontage Roads each side	6-8 Main lanes 2-4 Concurrent Managed HOV lanes (1-2 lanes in each direction) 2-4 lanes Frontage Roads each side

Middle Segment	Existing	Proposed
From PGBT to FM 2181	6 Main lanes 2 lane Frontage Roads each side	6-8 Main lanes plus Collector/Distributor Roads between PGBT and the SH 121 bypass 4 Concurrent Managed HOV lanes (2 lanes in each direction) 2-4 lanes Frontage Roads each side

South Segment	Existing	Proposed
IH 635 to President George Bush Turnpike (PGBT)	6 Main lanes 2 Concurrent Managed HOV lanes (1 lane in each direction) 2 lanes Frontage Roads each side	8 Main lanes 4 Concurrent Managed HOV lanes (2 lanes in each direction) 2-3 lanes Frontage Roads each side

Legend

-  Interstate Highway
-  U.S. Numbered Highway
-  State Highway / Loop
-  Farm or Ranch Road
-  County Boundary
-  City Limit
-  Lake
-  Stream

0 2.5 5 10
Miles

Date: 03/24/2008
 AVO: 1008.07.5463

What is the Schedule for Completion?

*Based on the current projected funding strategies



Middle Segment Begins construction 2011
Completed by 2015

North Segment Begins construction 2015
Completed by 2018

South Segment Begins construction 2017
Completed by 2020

* Dates may change and are subject to the availability of funding

The Next Steps...

- 1) March 2009
Submit schematic to TxDOT Design Division/FHWA for review
- 2) Fall 2009
Public Hearings
- 3) December 2009 to early 2010
FONSI (Environmental clearance)
- 4) Mid 2010
Right-of-way acquisition could begin (Subject to the availability of funding)



For more information, please contact:

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Version 06/10/09

Project's Estimated Cost (2009 dollars)



Construction & Design	\$2.6 billion
ROW & Utility Relocation	<u>\$0.8 billion</u>
TOTAL	\$3.4 billion

* \$535 million has been allocated by the Regional Transportation Council (SH 121 Funds) and Denton County

* The proposed Managed HOV lanes can assist with funding to complete the project

* Costs are approximate and subject to further refinement.