



IH 35E Proposed Improvements From IH 635 to US 380

November 2008 Public Meetings



Dallas District



Current Status on Operations & Funding

Good News

Denton County and the Regional Transportation Council have dedicated \$535 Million of the total money received from the 121 Toll concession payment to fund reconstruction of improvements to IH 35E.

Bad News

Federal Highway Trust fund which is funded by your Gas Taxes needs additional funding and remaining funds only cover maintenance with minimal new construction – therefore no federal funding can be expected.

■ Operations

- Future Traffic Projections Indicate Less Directional Split with More Balance in Directional Flow
- Managed HOV Lanes Provide an Option for Users to Choose a High-Speed, Predictable Trip

■ Funding

- Revenue from the Managed HOV Lanes would be Dedicated to the Capital and Operating Costs of the Corridor

Delivery Options May Include:

- Traditional Design – Bid – Build
- Public Debt
- Design – Build – Finance

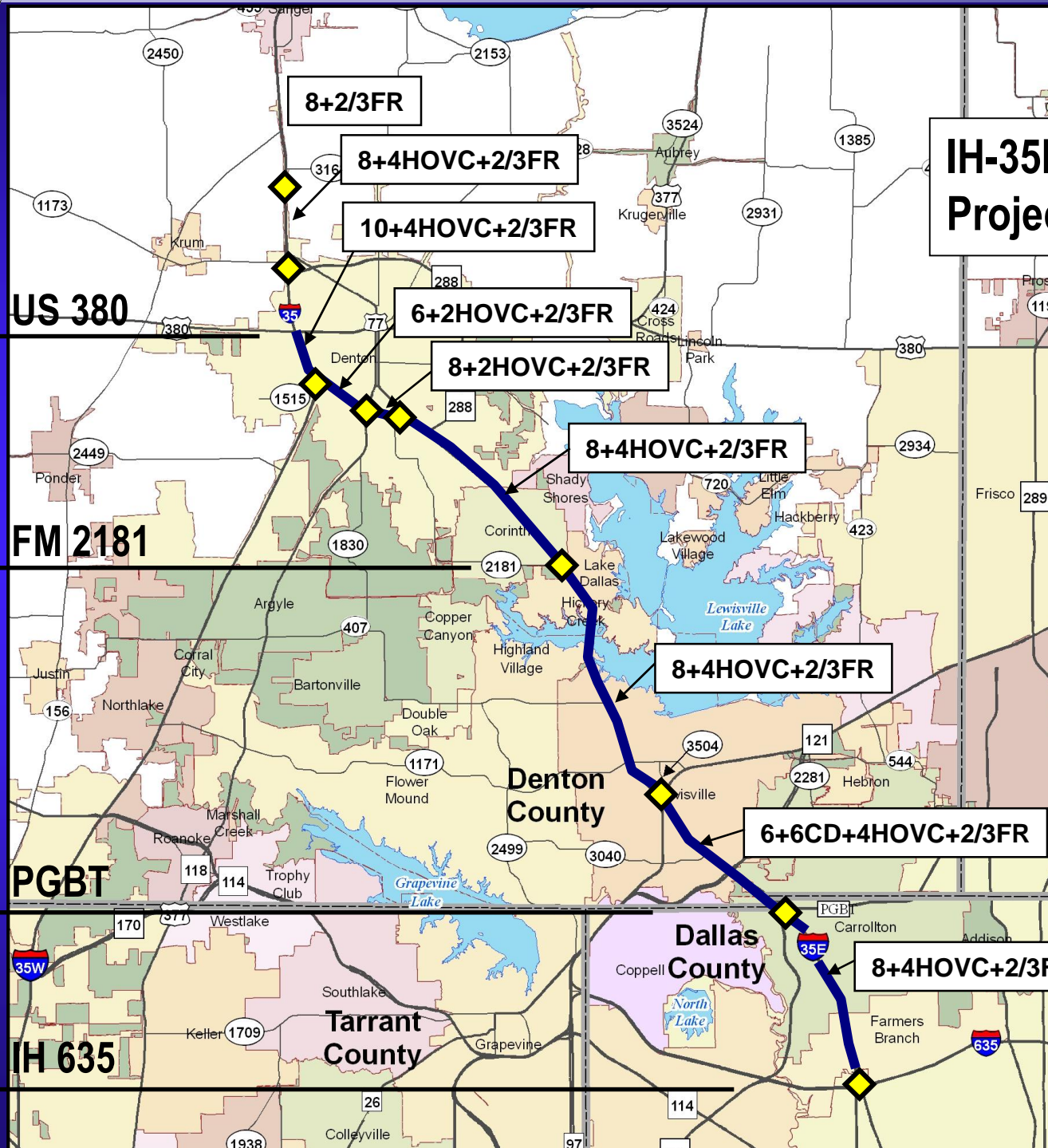


Responsible Agency Determination

- **TxDOT developed a Preliminary Financial Feasibility Study**
 - Requested by NTTA “to exercise one-time right to undertake the IH 35E Managed HOV Lanes Project”
 - Delivered September 2, 2008 to NTTA
 - NTTA Board Decided at Sept. 17 Meeting to Waive Primacy. TxDOT remains the lead agency.



Project Overview & Limits



IH-35E: IH 635 to US 380
Project Length = 28.2 Miles

NORTH
MIDDLE
SOUTH



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Note: 2/3FR indicates 2 to 3 lane frontage roads typically, except between exit and cross street, where minimum 3 lanes are provided or when traffic warrants.



Typical Sections - North

EXISTING

2 – 2



PREVIOUSLY EVALUATED

4 – (1) – 4



CURRENT CONCEPT

3 – 1 – 1 – 3 to 4 – 2 – 2 – 4



Note: 2/3FR indicates 2 to 3 lane frontage roads typically, except between exit and cross street, where minimum 3 lanes are provided or when traffic warrants.



Typical Sections - Middle

EXISTING

3 – 3



PREVIOUSLY EVALUATED

5 – 2 – 5



CURRENT CONCEPT

4 – 2 – 2 – 4



Note: 2/3FR indicates 2 to 3 lane frontage roads typically, except between exit and cross street, where minimum 3 lanes are provided or when traffic warrants.



Typical Sections - South

EXISTING

3 – 1 – 1 – 3



PREVIOUSLY EVALUATED

5 – 2 – 5



CURRENT CONCEPT

4 – 2 – 2 – 4



Note: 2/3FR indicates 2 to 3 lane frontage roads typically, except between exit and cross street, where minimum 3 lanes are provided or when traffic warrants.



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Managed HOV Lanes Access

Overview of Different Access Types

- **Slip Ramps – Managed HOV Lanes from/to Main Lanes at Grade**
 - Example – IH 635 east of US 75
- **Wishbone Ramps – Grade Separated Ramps from either the Right General Purpose Lane (or the Frontage Road) to the Managed HOV Lanes**
 - Example – US 75 S. of Midpark
- **Direct Connections or T-Ramps – Grade Separated Ramps Directly to/from a Cross Street**
 - Example – IH 635 @ TI Blvd



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Individual City Meetings – Two Series of Meetings in September & October

One on one meetings with corridor cities, counties and agencies to review alternatives and obtain feedback

Technical Work Group – Meetings Aug. 6, Oct. 1, Nov. 5
Intended for staff of corridor cities, counties, & agencies to meet monthly to bi-monthly for next 4 months

Public Meetings – First Series – November 10, 13, 17
Open house format to solicit citizen input on the plan. Only public meetings until Public Hearings in Summer/Fall 2009.



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Plan Refined with Stakeholder Input

- **Aug. 6 – Stakeholder Work Group #1**
- Aug. 27 – Lewisville, Highland Village, DCTA
- Aug. 28 – Denton, Corinth, UNT, Denton Co.
- Sept. 3 – Dallas, Farmers Branch, Carrollton, Dallas Co., DART
- Sept. 3 – Lake Dallas, Hickory Creek
- Sept. 5 – Lewisville
- Sept. 16 – Hickory Creek Council
- **Oct. 1 – Stakeholder Work Group #2**
- Oct. 15 – Denton
- Oct. 15 – DCTA
- Oct. 16 – USACE
- Oct. 17 – Carrollton
- Oct. 17 – Lewisville
- Oct. 21 – Denton Council Mobility Committee
- Oct. 21 – Hickory Creek Council
- Oct. 23 – DCTA Board
- Nov. 3 – Corinth Council
- **Nov. 5 – Stakeholder Work Group #3**
- Nov. 11 – Carrollton Council
- **Dec. 3 – Stakeholder Work Group #4**



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July to December 2008

Work with corridor cities to adjust proposed improvements to allow for a 4-2-2-4 segment

January 2009

Submit Schematic to TxDOT Design Division/
FHWA for review

Summer-Fall 2009

Public Hearings

December 2009

FONSI (Environmental Clearance)





Public Meeting Information Displayed Tonight

- **30% Schematic Design Plans**
- **Managed HOV Lane Access Diagrams**
- **Environmental Constraints Maps**
- **Environmental Support Staff**
- **Right-of-Way Support Staff**



Contact Information

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