



IH 35E Proposed Improvements

August 6, 2008

Stakeholder Work Group Meeting



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Agenda

- Project Overview
- Reasoning for Possible Modifications
- Initial Draft Modified Concepts
- Possible Delivery Options
- Stakeholder Outreach
- Schedule
- NTTA Coordination



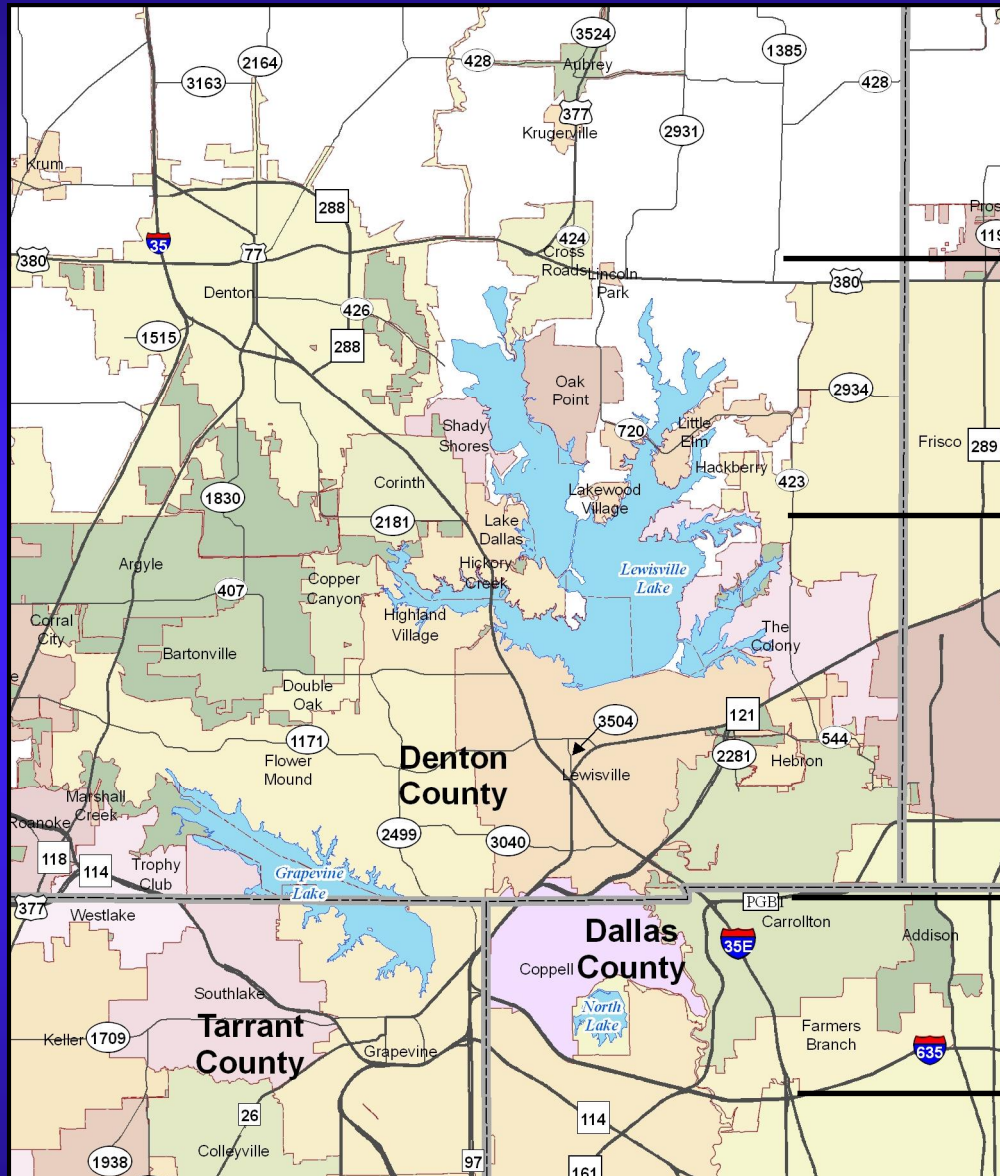
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SOUTH MIDDLE NORTH



Project Overview & Limits

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**Northern - FM 2181
to US 380**

**Middle - PGBT
to FM 2181**

**Southern - IH 635
to PGBT**

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



Existing Typical Sections

South of 121 Toll (South/Middle)

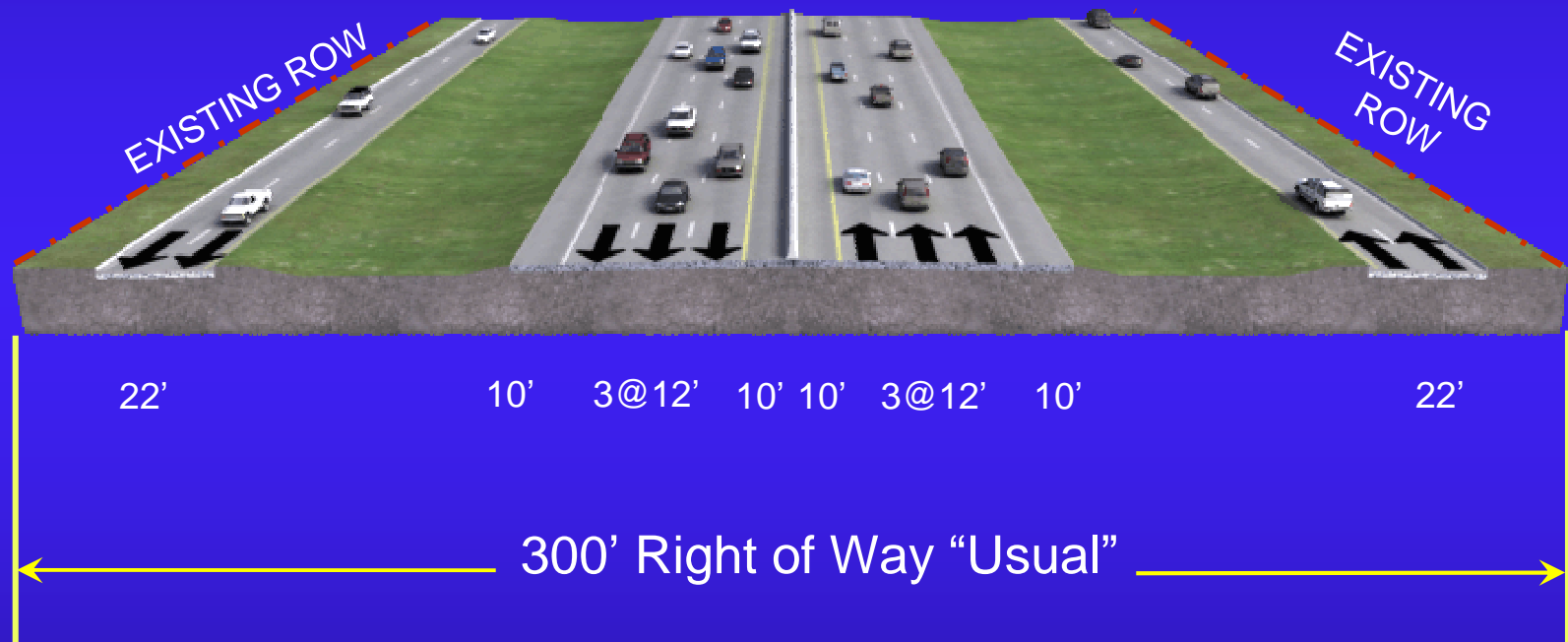


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MIDDLE



Existing Typical Sections

Between 121 Toll and FM 2181 (Middle)



MIDDLE



Existing Typical Sections

Between FM 2181 and IH 35W (North)





Previously-Evaluated Typical Sections

Between IH 635 and PGBT (South)



Previously-Evaluated Section

Five mainlanes each direction with
reversible Managed Lanes

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Previously-Evaluated Typical Sections

Between PGBT and FM 2181 (Middle)

PROPOSED ROW

PROPOSED ROW

MIDDLE

40'

10' ← 5 @ 12' → 10' 12' 12' 10' ← 5 @ 12' → 10'

40'

418' Right -of -Way "Usual"

Previously-Evaluated Section

Five mainlanes each direction with
reversible Managed Lanes



Previously-Evaluated Typical Sections

NORTH

North of FM 2181 (North)



Previously-Evaluated Section

Four mainlanes each direction



Current Status

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- **FM 2181 to US 380 Section (North)**
 - Schematic - Approved in September 2005
 - Environmental Assessment - FONSI in March 2006
- **PGBT to FM 2181 Section (Middle)**
 - Schematic – 5-2-5 & 5-1-5 Approved in March 2007
 - Environmental Assessment – No Hearing, No FONSI
- **IH 635 to PGBT Section (South)**
 - Schematic – 5-2-5 Approved in December 2005
 - Environmental Assessment – Hearing in 2006, No FONSI



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Current Status on Operations & Funding

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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.



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Reasons for Modifications

■ Operations

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

■ Funding

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



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Impact of Modifications

- **Access To/From Managed Lanes**
 - Key to Proper Operations
 - Limit Number of Access Locations
- **North Segment Design Options**
 - Constraints Near UNT
 - Lane Balance Issues North of IH 35W
- **Interface with IH 635, PGBT, & SH 121**



Draft Conceptual Typical Sections

South Segment



420' Right -of -Way "Usual"

Proposed Section

Change from:

5 mainlanes with 2 reversible managed lanes

Change to:

4 mainlanes with 2 concurrent managed lanes



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Draft Conceptual Typical Sections

Middle Segment



Proposed Section

Change from:

5 mainlanes with 1-2 reversible managed lanes

Change to:

4 mainlanes with 2 concurrent managed lanes



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Draft Conceptual Typical Sections

NORTH

North Segment



420' Right-of-Way "Usual"

Proposed Section

Change from:

4 mainlanes with median for 1 reversible managed lane

Change to:

4 mainlanes with 2 concurrent managed lanes with
transition to 3 main lanes with 2 conc. man. lanes



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Mobility 2030

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Note: 2/3FR indicates 2 lane frontage roads except between exit and cross street, where 3 lanes are provided.



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Managed Lanes Access

Overview of Different Types

- **Slip Ramps – Managed 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 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



Possible Delivery Options

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Current Options:

1. Traditional (Design - Bid – Build)

- How Much of the Corridor Could the Available Funding Build?

2. Possibility to Leverage Available Funds to Develop the Full Corridor:

- Public Debt
 - Agency Sells Debt to be Paid Back with Managed Lane Revenue
- Design – Build
 - Availability Payment Option



Availability Payment Option

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What is an “Availability Payment” Contract?

- Competitive Procurement Using Best Value Section
- Design, Construction, and Maintenance are Combined into One Contract
- The “Contractor” Finances the Construction
- TxDOT Pays an Annual Payment PLUS an Upfront Payment (if Required)
- The Annual Payment Serves as an Incentive for the Contractor to Complete Construction ASAP
- The Annual Payment Serves as an Incentive for the Contractor to Keep the Lanes Open (the Lanes “Available”) During Maintenance Operations
- The Annual Payment Provides for Incentives/Penalties for Maintenance Operations



Availability Payment Option

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Why Use an “Availability Payment” Contract?

- Leverages Available Public Funding to Construct Full Corridor Length for a True Mobility Improvement
- Accelerates the Construction and Opening to Traffic of the Corridor
- NTTA Performs Toll Operations
- TxDOT/RTC Retains Control of Revenue
- Contractor is Paid an Annual Payment From the Toll Revenue



Stakeholder Outreach

Technical Work Group

Intended for staff of corridor cities, counties, & agencies to meet monthly for next 6 months

Policy Work Group

Intended for elected officials and executive level management of corridor cities, counties, & agencies to meet quarterly for next 6 months

Individual City Meetings

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

NCTCOG MTP Update

General concurrence needed from corridor cities, counties and agencies to proceed with basic roadway cross section assumptions



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NEPA Schedule

July to December 2008

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

December 2008

Submit Schematic to TxDOT Design Division/
FHWA for review

Summer-Fall 2009 -Public Hearings

December 2009 - FONSI

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Responsible Agency Determination

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- **TxDOT is developing a Preliminary Financial Feasibility Study**
 - Requested by NTTA “to exercise one-time right to undertake the IH 35E Managed Lanes Project”
 - To be delivered by September 1, 2008
 - NTTA to Make Decision within 30 days



- Policy Work Group – Schedule Regular Meetings
- MTP Update – Typical Sections (# and type of lanes) to NCTCOG
- Access Location Decisions
- Detailed Schematic Design



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