

# INTERSTATE 35E

## TxDOT PROJECT TRACKER



"Work with others to provide safe and reliable transportation solutions for Texas."

### 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 is an important truck corridor and accommodates more than 12,000 trucks daily. The interstate also handles almost 200,000 total vehicles daily near I-635, and 128,000 vehicles a day across Lewisville Lake. Furthermore, due to the lack of continuous frontage roads across Lewisville Lake, there are no viable north-south commuting alternatives to I-35E at this crossing. Therefore, it is imperative to provide motorists reliable alternatives with a combination of continuous frontage roads and managed lanes. The \$4.8 billion project, proposed to be constructed in phases, would rebuild the entire 28-mile corridor and provide managed lanes that feature dynamic pricing to keep traffic moving at 50 mph. Approximately \$1.4 billion in funding has been identified for Phase 1 of this project, which



Photo rendering of the new southbound Lewisville Lake Bridge.

includes SH 121 regional toll revenue funds (RTR) dedicated to Denton County. Phase 2 of the project will occur when the additional funding becomes available.

### PROJECT HISTORY

- I-35E constructed: 1950s and 1960s
- Major Investment Study for future expansion: Began 1998
- Express Lane Demonstration Program approval by Federal Highway Administration: Sept. 30, 2009
- The Senate Bill (SB) 1420 Committee determined in March 2012 that Phase 1 of the project should be delivered as a design-build project with public financing and utilizing the RTC managed lane policy.
- Request for Qualifications (RFQs) issued Jan. 23, 2012; received March 23, 2012
- TxDOT shortlisted four out of five teams for Request for Proposals (RFPs)
- Request for Proposals (RFPs) issued July 13, 2012; received Nov. 12, 2012
- AGL Constructors, comprised of Archer Western, Granite and LANE Constructors, were selected and awarded the contract on Dec. 13, 2012
- Contract Executed: May 17, 2013
- TxDOT issued Notice to Proceed (NTP) 1 to AGL to begin design in May 2013 and NTP 2 for construction in Sept. 2013
- Groundbreaking Ceremony held on Thursday, October 3, 2013
- Construction began October 28, 2013

### ENVIRONMENTAL REVIEW STATUS

- Environmental Assessment public meetings: 2008
- FHWA schematic approval for all three sections: Oct. 28, 2009
- Environmental Assessment process: 2003-2012 (complete)
- Finding of No Significant Impact by FHWA: Dec. 28, 2011-south segment; Jan. 28, 2011 - middle segment Jan. 31, 2012 - north segment
- All public hearings have been completed
- Phase 1 FHWA environmental concurrence: Feb. 15, 2013 - south segment; April 18, 2013 - middle segment; March 11, 2013 - north segment

### PROJECT FACTS

- South segment (I-635 to Pres. George Bush Turnpike - PGBT): 5.5 miles
- Middle segment (Pres. George Bush TP to FM 2181): 12.1 miles
- North segment (FM 2181 to US 380): 10.5 miles
- Additional general purpose lane in each direction from north of SH 121 to US 380
- Two reversible managed toll lanes from I-635 to FM 2181 (Turbeville)
- New southbound bridge over Lewisville Lake
- Belt Line Road intersection reconstruction
- Intersection improvements at Dickerson, FM 407, Garden Ridge, S. Denton/Oak, Turbeville/Hundley, Corinth, Post Oak, North Texas Blvd.

### PROJECT PROGRESS

- An aesthetics master plan was developed with direct coordination of local stakeholders
- Early right-of-way (ROW) acquisition is underway
- Pedestrian bridge to access new University of North Texas football stadium was completed in October 2012
- Seven additional options were approved including direct connectors to the managed lane systems at I-635 and I-35E and direct connectors to the Sam Rayburn Tollway
- Work has begun at FM 407, Lewisville Lake bridge and Belt Line Rd
- Early construction work at FM 407, US 77, Belt Line Road and Bonnie Brae Street
- Community meetings were held for the North, Middle and South segments in Oct. 2013 and Business Task Force meetings were held for the North, Middle and South segments in Dec. 2013

### FUNDING

- Base scope, and seven additional options = \$1.4 billion for Phase 1
- Federal - \$460 million; State - \$979 million (includes original \$534 million in RTR funds, and \$285 million in RTR backstop funds for options, totaling \$819 million from RTR funds). Pending TIFIA loan approval, the Federal amount will increase and the State amount will decrease; Local - \$14 million



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

\* Discontinuous. \*\* PG&T 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

PROJECT CONTACTS



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