

# 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 includes SH 121 regional toll revenue funds (RTR)

### 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 October 3, 2013
- Construction began in late October 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



Photo rendering of the future Belt Line/I-35E interchange now under construction looking north.

dedicated to Denton County. Phase 2 of the project will occur when the additional funding becomes available.

### 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 Turbeville/Hundley
- 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

- Construction has begun on the expansion of the bridges at Valwood Parkway, in Farmers Branch, Crosby Road, Belt Line Road, Whitlock Lane/Sandy Lake Road in Carrollton and Bonnie Brae Street in Denton to accommodate that work.
- Right of Way acquisition is continuing
- Drill shaft placement has begun at the Lewisville Lake Bridge
- Construction has begun on the southbound frontage road near FM 407 in Lewisville
- Community meetings were held for the North, Middle and South segments in March 2014
- Business Task Force meetings were held for the North, Middle and South segments in February 2014

### 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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