



I-35 CORRIDOR

A D V I S O R Y C O M M I T T E E P L A N

DECEMBER 2012
PROGRESS REPORT



The My 35 Plan is a dynamic document and will continue to be re-evaluated and updated by the Committee as needed. The My 35 Plan contains the ideas and recommendations of the I-35 Advisory and Segment Committees and does not contain proposals by the Texas Department of Transportation.

Document versions released to date:

January 2011

August 2011

December 2012 – Progress Report

Introduction

In 2008, the Texas Transportation Commission created the I-35 Corridor Advisory Committee (CAC) to increase citizen participation in the transportation planning process for Interstate 35 (I-35) in Texas. The Committee's purpose is to identify transportation improvement recommendations through a robust and inclusive planning process that gathers input from citizens, communities, governmental entities, and interested parties along the I-35 corridor.

To further increase the local-level planning efforts and citizen input, the Texas Transportation Commission also created four I-35 Corridor Segment Committees (CSCs) to represent four distinct geographical areas along I-35. With the establishment of these I-35 CSCs, the citizen-led, grassroots My 35 planning process was set in motion. While the Texas Department of Transportation (TxDOT) has been involved in providing technical and logistical support, it must be understood that the My 35 Plan is not a TxDOT plan, rather it is a citizen-authored plan created by residents of cities and towns throughout the I-35 corridor.

To date, the following major My 35 planning process milestones have been reached:

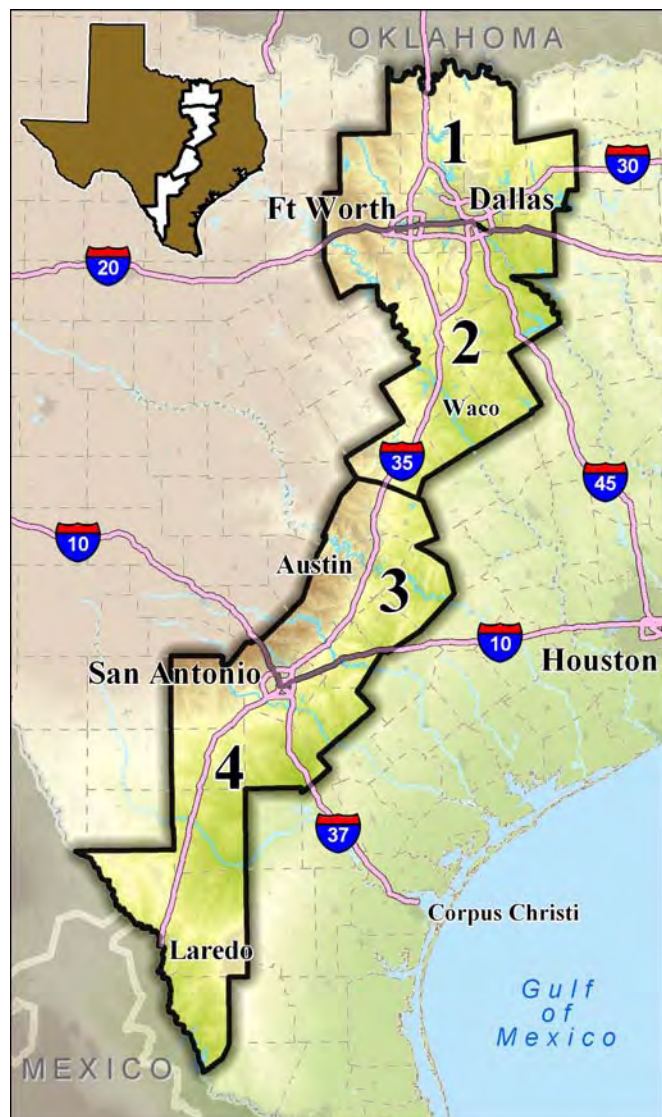
- November 2008 – I-35 CAC presents their Citizens' Report to the Texas Transportation Commission
- April 2009 – I-35 CSC planning process begins
- September 2010 – I-35 CSCs host 20 public planning workshops
- December 2010 – I-35 CSCs publish I-35 CSC Recommendations
- January 2011 – I-35 CAC publishes My 35 Plan
- August 2011 – My 35 planning effort wins 2011 National Transportation Public Affairs Workshop award for best public involvement approach; I-35 CAC releases updated My 35 Plan

The August 2011 My 35 Plan includes a prioritized list of near- and long-term transportation improvement projects throughout the I-35 corridor.

This My 35 progress report contains information on the work that has been done to achieve the vision presented in the August 2011 My 35 Plan, and includes a summary of recently funded highway improvement projects on I-35, as well as "status snapshots" of all near-term My 35 project recommendations.

My 35 Future Planning Efforts

The projects recommended by the I-35 CAC are at varying stages of project development. While several projects are currently funded for construction, many more are in environmental study or design, and some have not yet reached the preliminary study stages. The I-35 CAC will continue to advocate for the projects they recommend and to work collaboratively with transportation partners until these projects are constructed. As funding for the construction of these projects is secured, the My 35 Plan will evolve to remove constructed projects from the recommended list while adding additional projects that will further the advancement of I-35 in Texas.



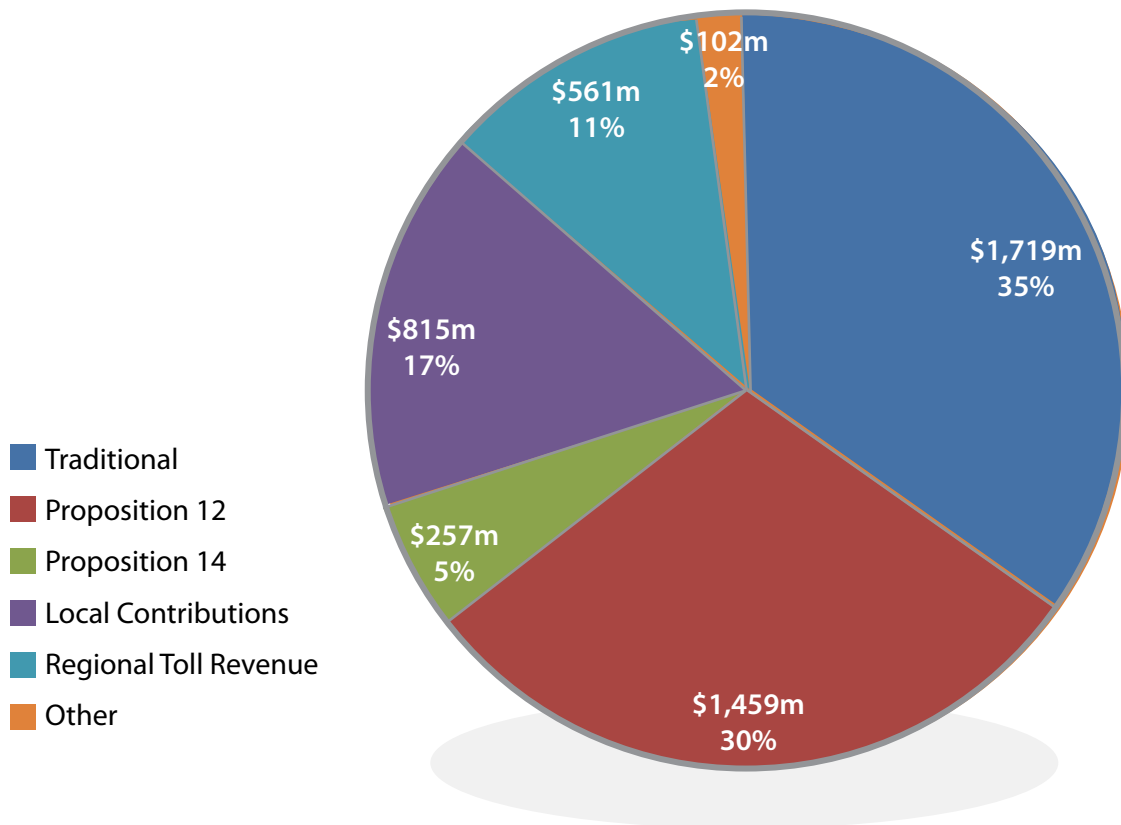
Summary of Recently Funded Improvements

As the planning efforts of the I-35 CAC and I-35 CSCs move forward, it is important to acknowledge the progress underway on transportation projects that will manage congestion and improve safety on I-35. Approximately \$4.9 billion in construction, engineering, right-of-way, and preliminary studies has been allocated over the next four years to help bring long awaited improvements to I-35. This level of investment is possible through the use of traditional funding, such as the motor fuels tax, and a variety of non-traditional highway funding options. As the chart below shows, 35% of the \$4.9 billion was derived from traditional funding sources. The remaining 65% was made available through a variety of non-traditional funding sources including Proposition 12 and Proposition 14 bonds, local contributions, regional toll revenue and other sources including Pass-Thru financing, federal grants and federal stimulus funding.

| Funding Source | Funding Amount | Funding % |
|-----------------------|-----------------|-------------|
| Traditional | \$1,719m | 35% |
| Proposition 12 | \$1,459m | 30% |
| Local Contributions | \$815m | 17% |
| Regional Toll Revenue | \$561m | 11% |
| Proposition 14 | \$257m | 5% |
| Other | \$102m | 2% |
| TOTAL | \$4,913m | 100% |



Texas Transportation Commissioner Bill Meadows discusses I-35 projects.

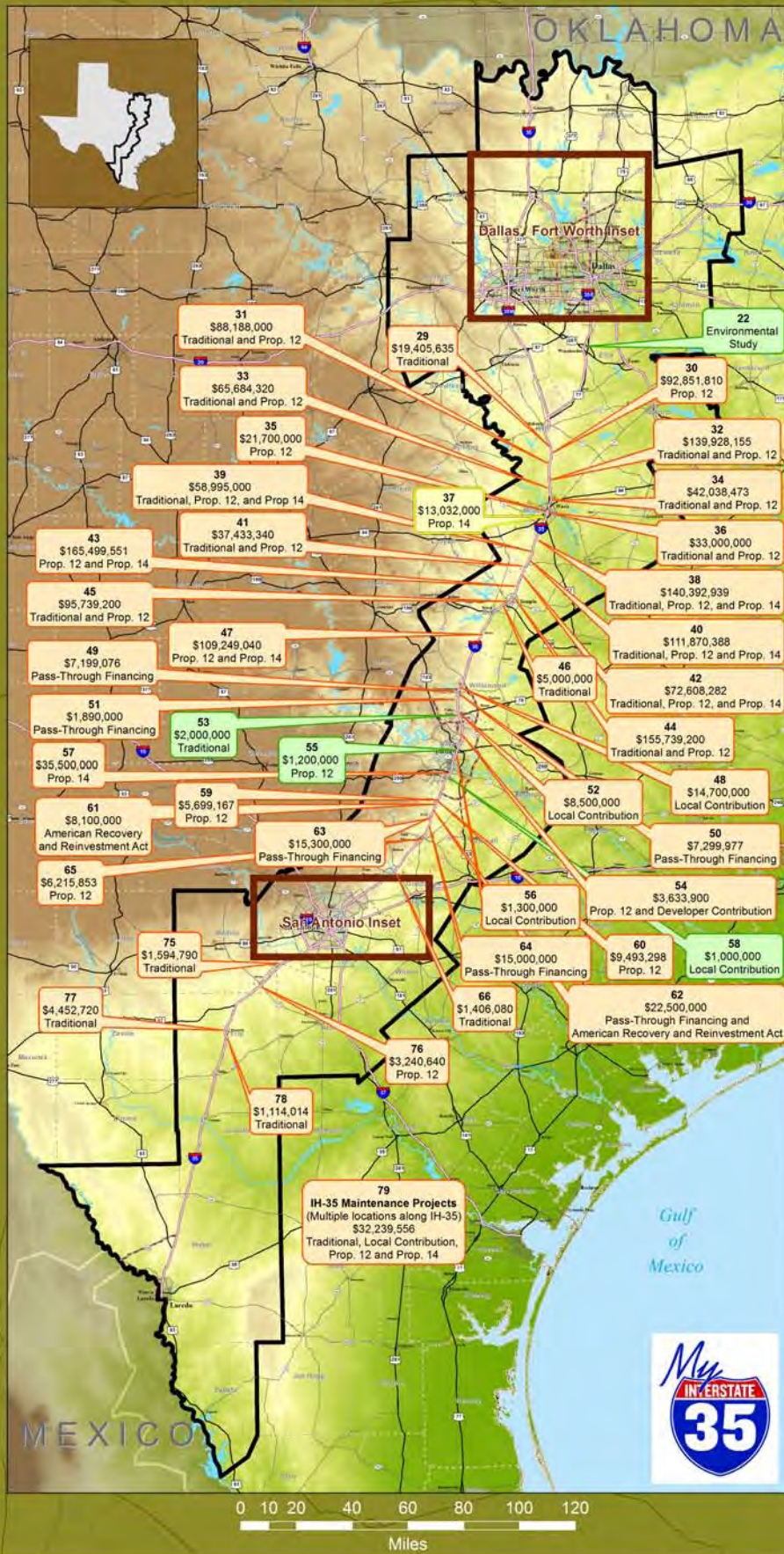


One key takeaway from this funding picture is that moving planned projects to construction requires a broad set of funding tools and strategies beyond those historically employed. The I-35 CAC recognizes the need for innovative funding tools and encourages state and federal lawmakers to continue to broaden the range of transportation funding alternatives to help address transportation needs, not only along the I-35 corridor, but statewide and nationally. To illustrate this urgent need, according to Texas Infrastructure Now (www.infrastructuretexas.org), Texas highways need a minimum of \$6 billion a year to slow deteriorating pavements and address mobility. Currently, only \$2.8 billion is available for 2014 and 2015.



I-35 Corridor Advisory Committee meeting

\$4.9 Billion in I-35 Project Development Funding Program as of August 03, 2012 - Map



\$4.9 Billion in I-35 Project Development Funding Program as of August 03, 2012 - Insets



The Texas Department of Transportation and local area partners are actively engaged in developing funding scenarios in response to on-going procurement activities for major projects along IH-35E and IH-35W. Funding scenarios for these corridors are subject to change as these activities continue. In some instances, anticipated project costs may exceed funding currently programmed and indicated on the map.



Note:
The projects identified on this map include all programmed improvements planned for IH-35 in the Fiscal Year 2011-2014 time period, as identified in the most recent versions of the Texas Statewide Transportation Improvement Program (STIP) and individual TxDOT District Transportation Improvement Programs (TIPs) as amended. Cost information is provided for various phases of project development (engineering, right of way, and/or construction) that are currently programmed in the STIP/TIPs and does not necessarily represent total project cost.

Programmed project funding is subject to change based upon updated project costs estimates or letting amounts.

- Environmental / Preliminary Study
- Engineering / ROW
- Construction
- Interstate
- US Highway
- State Highway
- FM/Ranch Road
- Toll Road
- Railroad
- River/Stream
- Lake
- Airport
- I-35 Planning Corridor

\$4.9 Billion in IH-35 Project Development Funding Program as of August 03, 2012 (Table 1 of 3)

| ID | Project Limits | Description | Fiscal Year | Status |
|----|--|--|-------------|------------------------------------|
| 1 | US 77 North of Denton to FM 3002 (Cooke County Line) | Widening of a freeway facility: 4 to 8 lanes | -- | Environmental Study |
| 2 | US 380 to US 77 North of Denton | Widening of a freeway facility: 4 to 8 lanes | -- | Environmental Study |
| 3 | IH 35W to US 380 | Reconstruct 4 lane to 6 mainlanes (phased implementation of the IH 35E corridor) | 2013 | Engineering and Construction |
| 4 | US 77 S of Denton to IH 35W | Reconstruct 4/6 lane to 6/8 mainlanes, 2 concurrent managed/HOV and 2/3 lane frontage road on each side | 2011 | Engineering and ROW |
| 5 | UNT Campus between North Texas Blvd and Bonnie Brae | Construct pedestrian bridge over IH 35E | 2011-2012 | Engineering, ROW, and Construction |
| 6 | FM 2181 South of Corinth to Loop 288 | Reconstruct 4/6 lanes to 6/8 mainlanes, 2 reversible managed/HOV and 2/3 lane frontage road on each side (phased implementation of the IH 35E corridor) | 2013 | Engineering, ROW, and Construction |
| 7 | Loop 288 South of Denton to US 77 | Reconstruct 4 lane to 6 mainlanes, 2/3 lane frontage road each side (phased implementation of IH 35E corridor) | 2013 | Engineering |
| 8 | North end of Lake Lewisville Bridge to FM 2181 South in Corinth | Reconstruct 6 lane to 8 mainlanes, 4 concurrent managed/HOV and 2/3 lane frontage road on each side with sidewalks (phased implementation of IH 35E corridor) | 2013 | Engineering, ROW, and Construction |
| 9 | South of Garden Ridge Blvd. to North end of Lake Lewisville Bridge | Reconstruct 6 lane to 8 mainlanes, 2 reversible managed/HOV and 2 lane frontage road each side with sidewalks (phased implementation of the IH 35E corridor) | 2013 | Engineering, ROW, and Construction |
| 10 | At FM 407 Interchange in Lewisville | Construct interchange and reconstruct mainlanes from 6 to 8, widen 2 lane overpass to 6 lane underpass, widen 2 frontage road lanes (North/South) to 2 Northbound frontage roads and 3 Southbound frontage roads (phased implementation of IH 35E corridor) | 2013 | Engineering and Construction |
| 11 | North of Corporate Drive to South of Garden Ridge Blvd. | Reconstruct 6 lane to 8 mainlanes, 2 reversible managed/HOV lanes (phased implementation of IH 35E corridor) | 2013 | Engineering, ROW, and Construction |
| 12 | Dallas County Line to North of Corporate Drive | Reconstruct 6/8 lanes to 6/8 mainlanes with 4 collector distributor lanes from Dallas County Line to SH 121 & Reconstruct 6 to 8 mainlanes from SH 121 to Corporate Drive, 2 reversible managed/HOV lanes and 2/3 lane frontage roads on one side (phased implementation of IH 35E corridor) | 2013-2014 | Engineering, ROW, and Construction |
| 13 | North of PGBT to Denton/Dallas County Line | Reconstruct 6 mainlanes, 4 collector distributor lanes, 2 reversible managed/HOV lanes and 2/3-lane frontage roads on one side (phased implementation of the IH 35E corridor) | 2013 | Engineering, ROW, and Construction |
| 14 | Sandy Lake Rd/Whitlock Ln to PGBT (SH 190) | Lane ramp and 4/6 lane frontage road construction along IH 35E and a new 6 lane overpass at Dickerson Parkway (phased implementation of the IH 35E corridor) | 2013 | Engineering, ROW, and Construction |
| 15 | At Belt Line Road | Grade separation of Belt Line Road, frontage roads, and rail lines (phased implementation of the IH 35E corridor) | 2013 | Engineering, ROW, and Construction |
| 16 | IH 635 to PGBT | Reconstruct 6 lane to 8 mainlanes, 2 reversible managed/HOV and 2/3 lane frontage roads each side (phased implementation of IH 35E corridor) | 2013 | Engineering and Construction |
| 17 | Lombardy Lane to Spur 482 (Storey Road) | Construct southbound frontage road and entrance and exit ramps | -- | Environmental Study |
| 18 | At IH 30 (Pegasus Horseshoe) | Reconstruct interchange with 11 mainlanes, 2 HOV/managed lanes, 6 collector distributor roads, and 2 frontage roads (Cost includes IH 30 portion of project also) | 2012-2013 | Engineering, ROW, and Construction |
| 19 | At Trinity River (Pegasus Horseshoe) | Replace Bridges over Trinity River, Widen & Reconstruct 7 ML's, 9 C-D Lanes, and 2 Reversible HOV/Managed Lanes | 2012-2013 | Engineering and Construction |
| 20 | Eighth Street to South of IH 30 (Pegasus Horseshoe) | Widen and reconstruct to 7 mainlanes, 9 collector/distributor lanes, 2 reversible HOV/managed lanes, and operational improvements | 2012-2013 | Engineering, ROW, and Construction |
| 21 | IH 20 to South of IH 30 (Eighth Street) | Widen and Reconstruct with 1-2 Lane Reversible HOV/Managed | 2012 | Engineering and ROW |
| 22 | US 77 South of Waxahachie to US 77 North of Waxahachie | Reconstruct and widen from 4 lanes to 6 lanes | -- | Environmental Study |
| 23 | IH 35/35E Interchange to Eagle Pkwy | Reconstruct from 4 to 6 lanes with 2/4 HOV/Managed lanes and 4/6 frontage road lanes | -- | Environmental Study |
| 24 | US 81/287 to Denton County Line | Reconstruct from 4 to 6 lanes with 4 managed toll lanes and 4 frontage lanes (Interim facility) | 2011 | Engineering |
| 25 | IH 820 to Eagle Parkway | 8 main lanes, 4 managed lanes, 4/8 frontage roads (ultimate facility study) | 2012 | Environmental Study |

Sources include:

FY 2011-2014 Texas STIP; TxDOT Dallas/Fort Worth Districts FY 2011-2014 TIP; TxDOT Waco District FY 2011-2014 TIP; TxDOT Austin District FY and TxDOT San Antonio District FY 2011-2014 TIP, including associated TIP revisions and amendments for all Districts (updated through July 2012 out-of-cycle revisions). Also, some projects include updated information provided by the Districts.

\$4.9 Billion in IH-35 Project Development Funding Program as of August 03, 2012 (Table 2 of 3)

| ID | Project Limits | Description | Fiscal Year | Status |
|----|---|--|-------------|---|
| 26 | US 81/287 to North Tarrant Parkway | Reconstruct roadway 4 to 4 lanes and add 0 to 4 managed toll lanes with 2/3 to 2/3/4 discontinuous frontage roads | 2012 | Construction |
| 27 | IH 820 to US 81/287 | Reconstruct roadway 4 to 4 lanes and add 0 to 4 managed toll lanes with 2/3 to 2/3/4 discontinuous frontage roads | 2012-2014 | Engineering, ROW, and Construction |
| 28 | IH 820 to IH 30 | Reconstruct IH35W to 4.6 lanes with 4 concurrent managed lanes from IH 820 to SH 121 and discontinuous 4 lane frontage roads with auxiliary/turn lanes and reconstruct IH 35W to 8 lanes with 2 concurrent managed lanes from SH 121 to IH 30 and 4 discontinuous frontage road lanes with auxiliary/turn lanes, and reconstruct US 287 and add managed lane connections | 2013 | Environmental Study, ROW and Construction |
| 29 | FM 1304 to Chatt Rd | Construction of a new safety rest area | 2012 | Engineering and Construction |
| 30 | McLennan County Line to FM 1304 | Reconstruct and widen from four to six lanes to reduce congestion and enhance safety | 2011 | Engineering, ROW, and Construction |
| 31 | Hill County Line to FM 1858 | Widen main lanes from 4 to 6 lanes, reconstruct frontage rds and ramps, convert frontage roads to one-way | 2011 | Engineering, ROW and Construction |
| 32 | FM 1858 to Hilltop Rd. | Widen main lanes from 4 to 6 lanes, reconstruct frontage rds and ramps, convert frontage roads to one-way | 2011 | ROW and Construction |
| 33 | Hilltop Rd. to North US Bus 77 | Widen main lanes from 4 to 6 lanes, reconstruct frontage rds and ramps, convert frontage roads to one-way | 2011 | ROW and Construction |
| 34 | North US Bus 77 to North Loop 340 | Reconstruct frontage roads, reconfigure ramps and reconstruct interchange at Bus 77 | 2011 | ROW and Construction |
| 35 | MLK Jr. Blvd. to US Business 77 | Construct northbound and southbound frontage roads | 2012-2013 | ROW and Construction |
| 36 | University Parks Dr (FM 434) to MLK Jr. Dr. | Construct bridges to create continuous frontage roads | 2011 | Engineering, ROW, and Construction |
| 37 | North Loop 340 to SH 6 / South Loop 340 | Widen main lanes from 6 to 8 lanes, reconstruct frontage rds and ramps, extend frontage roads | 2011 | Engineering |
| 38 | FM 2837 South to FM 2063 / FM 2113 | Widen main lanes from 4 to 6 lanes, reconstruct frontage rds and ramps, convert frontage roads to one-way | 2011 | Engineering, ROW, and Construction |
| 39 | Woodlawn Rd. to FM 2837 South | Widen main lanes from 4 to 6 lanes, reconstruct frontage rds and ramps, convert frontage roads to one-way | 2011 | Engineering, ROW, and Construction |
| 40 | Falls County Line to Woodlawn Rd. | Widen main lanes from 4 to 6 lanes, reconstruct frontage rds and ramps, convert frontage roads to one-way | 2011 | Engineering, ROW, and Construction |
| 41 | Bell County Line to McLennan County Line | Reconstruct and widen from four to six lanes to reduce congestion and enhance safety | 2012 | Engineering, ROW, and Construction, |
| 42 | North of Troy at Carpenter Creek to Falls County Line | Reconstruct and widen to 6 lanes | 2011-2012 | Engineering, ROW, and Construction |
| 43 | North Loop 363 to North of Troy | Reconstruct and widen to 6 lanes | 2011 | Engineering, ROW, and Construction |
| 44 | Nugent Ave. to North Loop 363 | Reconstruct and widen to 8 lanes | 2013 | Engineering, ROW, and Construction |
| 45 | South Loop 363 to Nugent Ave. | Reconstruct and widen to 8 lanes | 2013 | Engineering, ROW, and Construction |
| 46 | South Loop 363 to Midway Drive | Reverse entrance ramp, exit ramp and construct auxiliary lane | 2012 | Engineering and Construction |
| 47 | FM 2843 to FM 2484 | Reconstruct and widen to 6 lanes | 2011 | Engineering, ROW, and Construction |
| 48 | At Northwest Blvd | Construct IH 35 overpass and 0.2 mile extension to Spur 158 to connect to intersection at FM 971 | -- | Construction |
| 49 | 0.08 miles South of SH 29 to 0.437 miles South of SH 29 | Preliminary engineering and construction of a 3-lane frontage road and ramps | 2012 | Engineering and Construction |
| 50 | 0.437 miles South of SH 29 to North of Blue Springs Blvd. | Preliminary engineering and construction of a 3-lane frontage road and ramps | 2012 | Engineering and Construction |

Sources include:

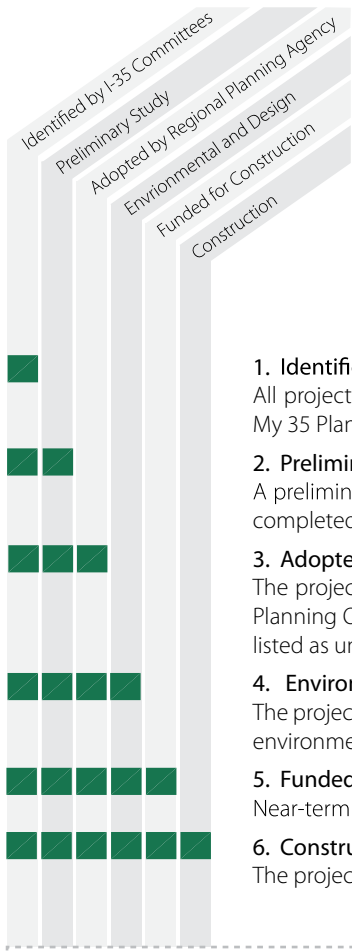
FY 2011-2014 Texas STIP; TxDOT Dallas/Fort Worth Districts FY 2011-2014 TIP; TxDOT Waco District FY 2011-2014 TIP; TxDOT Austin District FY and TxDOT San Antonio District FY 2011-2014 TIP, including associated TIP revisions and amendments for all Districts (updated through July 2012 out-of-cycle revisions). Also, some projects include updated information provided by the Districts.

\$4.9 Billion in I-35 Project Development Funding Program as of August 03, 2012 (Table 3 of 3)

| ID | Project Limits | Description | Fiscal Year | Status |
|----|---|---|-------------|------------------------------------|
| 51 | North of Blue Springs Blvd. to 0.61 miles North of Westinghouse Rd. | Preliminary engineering and construction of ramp and auxiliary lane and reconfiguration of ramps | 2012 | Engineering and Construction |
| 52 | US 79 to FM 3406 | Evaluate, design and construct ramp revisions | 2015 | Engineering and Construction |
| 53 | RM 1431 to SH 45 | Evaluate existing conditions and provide recommendation to reduce congestion and delay in the corridor | 2012-2013 | Preliminary Study |
| 54 | South of Howard Lane to North of FM 734 | Construct northbound frontage road collector-distributor | 2013 | Construction |
| 55 | IH 35 study (SH 45N to US 290 and William Cannon Drive to SH 45S) | Study short, mid and long term improvements | 2012-2013 | Preliminary Study |
| 56 | IH 35 Northbound at 51st Street (Austin) | Construct connection to Cameron Road | 2014 | Construction |
| 57 | Ben White Boulevard at IH 35 Direct Connectors | Construct 4 remaining direct connector ramps | 2012 | Construction |
| 58 | US 290 to William Cannon | Study short, mid and long term improvements | 2012 | Preliminary Study |
| 59 | FM 2001 to Kyle Crossing | Revise on and off ramp configuration and construct turnaround bridge at FM 2001 | 2013 | Construction |
| 60 | At Cement Plant Road, at FM 1626 and at FM 150 | Widen bridge at Cement Plant Road to add 2 lanes, construct turnaround bridges and construct turnaround bridges at FM 1626 and FM 150 | 2013 | Construction |
| 61 | Cement Plant Road Overpass | Construct first half of overpass | 2010-2012 | Construction |
| 62 | Main Street in Buda to FM 150 in Kyle | Construct frontage road from FM 1626 to FM 150 and expand bridges at intersecting roads (Main Street and Kyle Crossing) | 2009-2012 | Construction |
| 63 | FM 1626 (Kyle Parkway) to Yarrington Road | ROW purchase and construction of 2lane SB frontage roads and conversion of frontage roads to one way operation | 2011 | Engineering, ROW, and Construction |
| 64 | At Yarrington Road | Replace bridge | 2015 | Construction |
| 65 | At Loop 82 and SH 80 | Construct innovative intersection improvements | 2013 | Construction |
| 66 | At Loop 337 Intersection | Reconfigure intersection | 2014 | Construction |
| 67 | Bexar / Guadalupe County Line to FM 3009 | Expand from 6 to 8 lane expressway | 2012 | Construction |
| 68 | Judson Road to Guadalupe / Bexar County Line | Loop 1604 to Guadalupe County Line: Expand from 6 to 8 lane expressway, Judson Road to Loop 1604. Operational improvements | 2012 | Construction |
| 69 | US 281/IH 37 to Comal County Line | Expand to 10-14 lane expressway (toll new mainlanes) | -- | Environmental Study |
| 70 | At IH 410 South | Construct direct connector from IH 35 southbound to IH 410 southbound | 2013 | Construction |
| 71 | At Durango Blvd. | Construct westbound access to Durango Blvd. from northbound IH 35 | -- | Environmental Study |
| 72 | IH 410 South to IH 410 North | Reconstruct and reconfigure intersections, ramps, frontage and mainlane operational improvements | 2013 | Construction |
| 73 | IH 37 to IH 410 South | Reconstruct and reconfigure intersections, ramps, frontage and mainlane operational improvements | 2013 | Construction |
| 74 | At Medina River (NB) | Replace bridge and approaches | 2013 | Construction |
| 75 | FM 2790 to Atascosa River (North Prong) | Relocate existing ramp and construct southbound frontage road | 2012 | Construction |
| 76 | SH 173 to FM 3146 | Relocate existing ramp and construct southbound frontage road | 2013 | Construction |
| 77 | FM 1581 to FM 140 | Reconstruct and reconfigure ramps and frontage road | 2014 | Construction |
| 78 | 1 mile South of FM 1581 to FM 1581 | Relocate existing ramp and construct northbound frontage road | 2011 | Construction |
| 79 | Multiple locations along IH-35 | Maintenance projects - overlay, seal coat, pavement markings, drainage repair and continuous illumination | 2011-2014 | Engineering and Construction |

Sources include:

FY 2011-2014 Texas STIP; TxDOT Dallas/Fort Worth Districts FY 2011-2014 TIP; TxDOT Waco District FY 2011-2014 TIP; TxDOT Austin District FY and TxDOT San Antonio District FY 2011-2014 TIP, including associated TIP revisions and amendments for all Districts (updated through July 2012 out-of-cycle revisions). Also, some projects include updated information provided by the Districts.



Progress of I-35 Corridor Advisory Committee Plan Recommendations

The following pages detail the status of projects recommended by the I-35 CAC in August 2011. When the I-35 CAC and CSCs conducted their initial planning and compiled recommendations, they considered projects that had not been identified as well as projects that were already in the planning process. In addition, some projects were under consideration by various planning agencies prior to 2011 and were re-affirmed in the My 35 Plan. While the lifecycles of transportation projects are extremely complex, they do have a few key high-level milestones that mark their journey from an identified need “on paper” to a physical improvement “on the ground”. The following project milestones are used for the purposes of the My 35 Plan:

1. Identified by I-35 Committees:

All project recommendations have reached this milestone since all were recommended in the My 35 Plan.

2. Preliminary Study:

A preliminary study to determine need, financial viability, or feasibility is underway or has been completed for the project.

3. Adopted by Regional Planning Agency:

The project has been formally adopted by a regional planning agency, such as a Metropolitan Planning Organization. Typically, these projects have either been allocated future funding or are listed as unfunded.

4. Environmental and Design:

The project has been or is undergoing a broad range of project development activities, including environmental study and engineering design.


5. Funded for Construction:


Near-term funding has been identified for the construction of the project.

6. Construction:

The project is either under construction or has been constructed.

KEY

 Project as recommended by the I-35 Advisory Committee has reached this milestone

 A similar project to that recommended by the I-35 Advisory Committee has reached this milestone

Progress of I-35 CAC High Priority Studies

High Priority Study 1: Passenger Rail and Commuter Rail Ridership and Revenue Study

Status: In 2010, TxDOT received a federal grant of \$5.6 million from the High Speed Intercity Passenger Rail (HSIPR) Program to fund planning activities for an 850-mile passenger rail corridor stretching from South Texas to Oklahoma City. Since receiving the funding, TxDOT has initiated a service-level corridor development plan and National Environmental Policy Act (NEPA) document. These activities include ridership and revenue analyses which are scheduled to be completed by the end of 2014.

High Priority Study 2: Freight Origin and Destination Study from Laredo to Dallas/Fort Worth

Status: TxDOT will be conducting high-level freight movement investigations as part of the Statewide Long-Range Transportation Plan update beginning in 2013.

Progress of I-35 CAC Near-Term Rail Projects

Near-Term Rail Project: Tower 55 Improvements

Status: Tower 55, south of downtown Fort Worth, is a vital intersection for the national rail network and the most congested rail crossing in the western U.S. The at-grade and street improvements project was environmentally cleared in 2010. On September 1, 2011, \$34 million in Transportation Investment Generating Economic Recovery (TIGER II) program grant funds were officially committed to the \$104 million project. An agreement with BNSF Railway and Union Pacific Railroad (UPRR) to construct the project was executed in June 2012. Construction on the project is expected to start in early 2013.

Near-Term Rail Project: Cotton Belt Rail Line

Status: DFW Airport A/B Terminal (western terminus) to the DART Red Line light-rail corridor in Plano/Richardson (eastern terminus) In May 2009, DART initiated a public-private partnership development process for the project, and in March 2010 entered into a joint Innovative Financing Initiative (IFI) study with North Central Texas Council of Governments (NCTCOG). A Notice of Intent to prepare an Environmental Impact Statement was issued in July 2010. NCTCOG's Mobility 2035 projects an opening date of 2020.

DFW Airport (eastern terminus) to Sycamore School Road in southwest Fort Worth (western terminus) The Fort Worth Transportation Authority (FWTA) is completing an Environmental Impact Statement, and a Record of Decision is expected by Fall 2013 with passenger operations beginning in 2016.

Near-Term Rail Project: Lone Star Rail Project and Freight Rail Relocation

Status: Lone Star Rail District, in cooperation with UPRR, is studying a freight rail relocation plan that would meet the region's current and future demands for freight transportation while freeing up the current UPRR right-of-way for Lone Star Rail passenger service.



Sources:

High Priority Study 1: Passenger Rail and Commuter Rail Ridership and Revenue Study

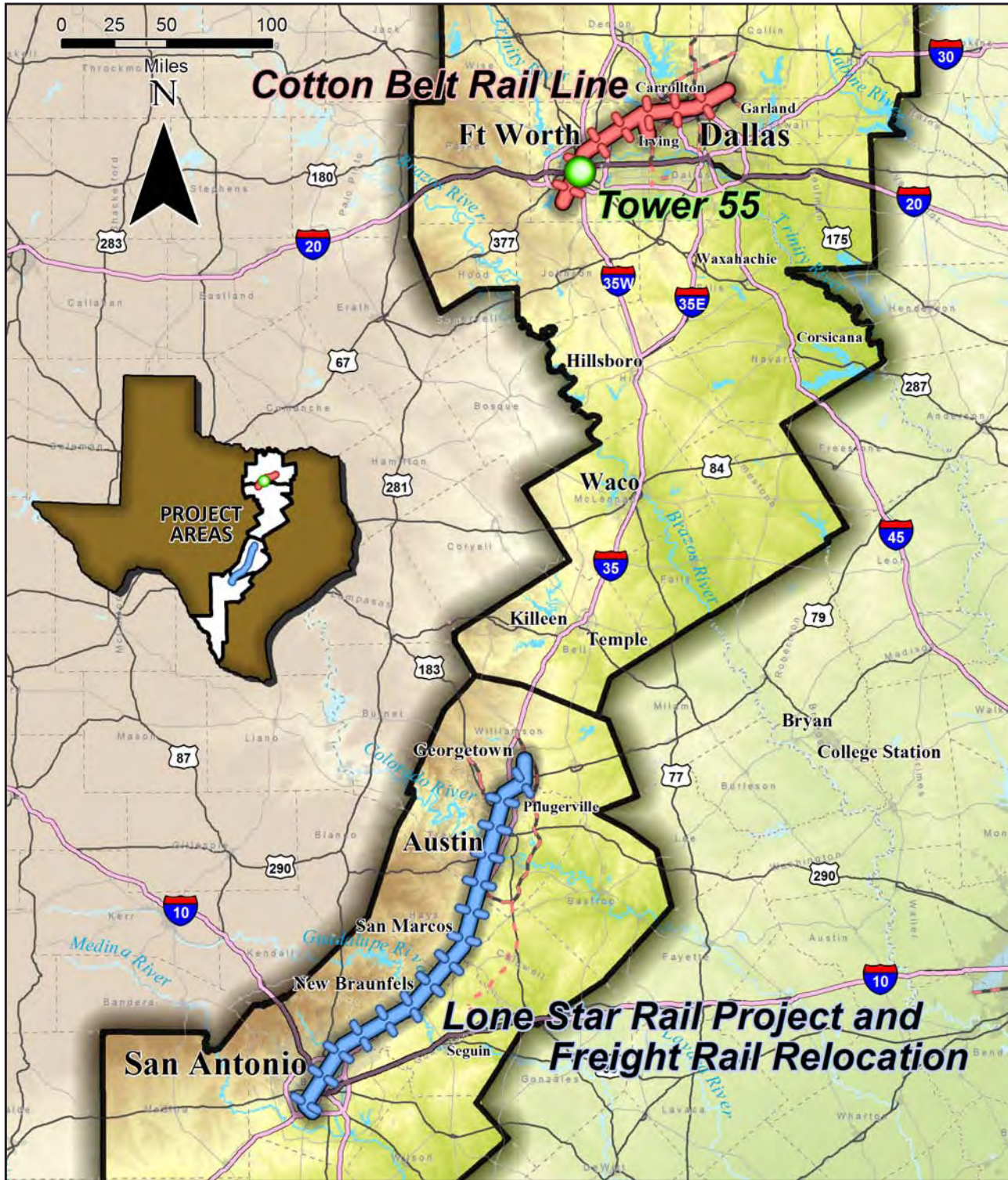
- TxDOT's Rail Division Staff Presentation, Summer 2012
- TxDOT's 2010 HSIPR Program Application

Near-Term Rail Projects: Tower 55 Improvements and Cotton Belt Rail Line

- NCTCOG Mobility 2035
- NCTCOG Staff Interview, September 2012

Near-Term Rail Project: Lone Star Rail Project and Freight Rail Relocation

- Lone Star Rail District public website: <http://lonestarrail.com>, September 2012



I-35 Corridor Segment One

Near-Term Project Recommendations

Near-Term Project: Priority 1 – I-35E from I-635 to Loop 12

Status: A multi-lane elevated connector road is currently under construction as a managed lane facility to connect I-635 to Loop 12 along I-35E. Construction is anticipated to be complete by mid-2014. The reconstruction of the 10 general purpose lanes and addition of continuous frontage roads is in the NCTCOG's Mobility 2035 as a planned project for 2030-2035.

Near-Term Project: Priority 2 – I-35W – North Tarrant Express

Status: I-35W from SH-170 to US 81/US 287: This segment of I-35W has received environmental clearance, but is not funded for construction as a planned project.

I-35W from US 81/US 287 to I-30: This segment of I-35W is funded for construction.

I-820 from I-35W to Randol Mill Road; SH 121/ SH 183 from I-820 to SH 161: These segments have all received environmental clearance but are not yet funded for construction.

Near-Term Project: Priority 3 – I-35E from US 380 to I-635

Status: This project is funded for construction.

Near-Term Project: Priority 4 – I-35E Project Pegasus and Trinity Parkway

Status: Project Pegasus: I-35E from SH 183 to 8th Street; I-30 from Sylvan Avenue to I-45: This project has received environmental clearance, but is listed as an unfunded project in NCTCOG's Mobility 2035.

Horseshoe: I-30 and I-35E Interchange: An updated Environmental Assessment was recently completed for this project. This project is funded for construction with construction beginning in Spring 2013.

Trinity Parkway: I-35E/SH 183 SE to I-45: A Draft Environmental Impact Statement (DEIS) for this project is nearing completion.

Near-Term Project: Priority 5 – I-35E from Loop 12 to SH 183

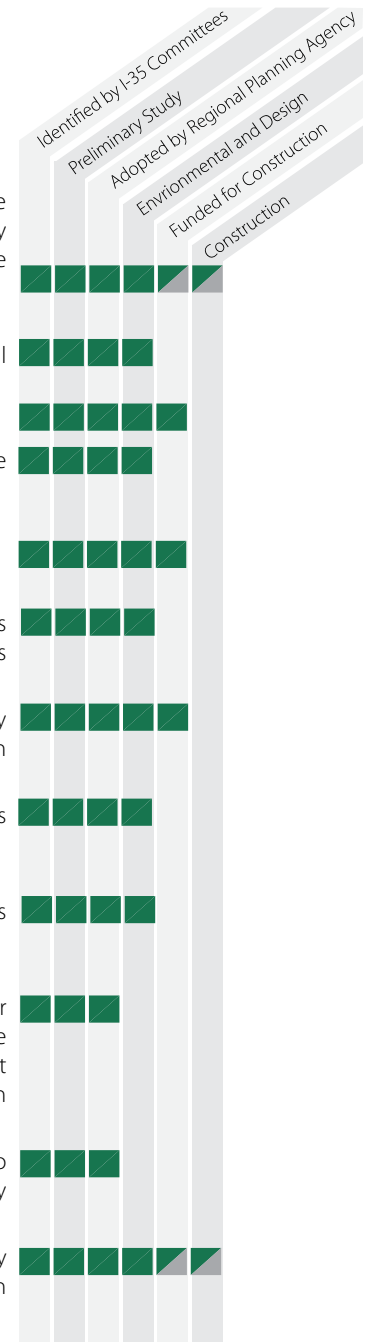
Status: This project received environmental clearance in 2005, but is listed in the NCTCOG's Mobility 2035 as an unfunded project.

Near-Term Project: Priority 6 – Outer Loop – I-35 to SH 121

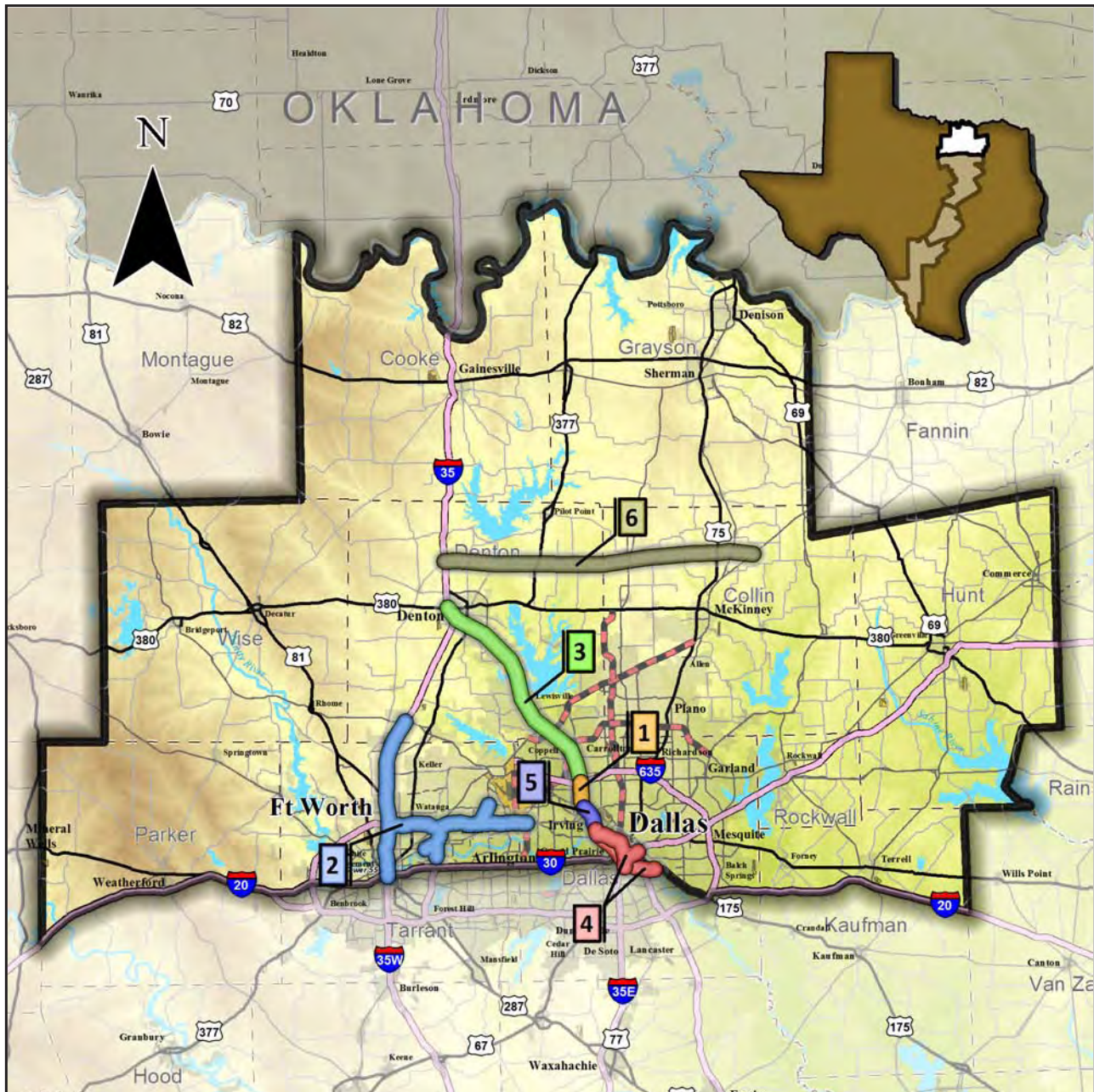
Status: From I-35 to future Dallas North Tollway extension: The Regional Outer Loop Corridor Feasibility Study, completed in October 2011, recommended that an Environmental Study be conducted to determine an alignment for this segment. This project is listed as an unfunded project in NCTCOG's Mobility 2035 plan and environmental and design activities have not yet been initiated.

From future Dallas North Tollway extension to US 75: An environmental study is scheduled to begin in late 2012/early 2013 for this segment which is currently listed in the NCTCOG's Mobility 2035 plan as a planned project for the 2020-2030 time period.

From US 75 to SH 121: This segment received environmental clearance in Fall 2010 and is currently planned within the NCTCOG's Mobility 2035 plan for the 2020-2030 time period. The construction of continuous frontage roads along this segment was completed in Summer 2012.



Sources:
 North Central Texas Council of Governments (NCTCOG)
 - Mobility 2035 Regional Transportation Plan
 - FY 2011-2014 Transportation Improvement Program
 - Draft FY 2013-2016 Transportation Improvement Program



- Priority 1 - I-35E from I-635 to Loop 12
- Priority 2 - I-35W – North Tarrant Express
- Priority 3 - I-35E from US 380 to I-635
- Priority 4 - I-35E Project Pegasus and Trinity Parkway
- Priority 5 - I-35E from Loop 12 to SH 183
- Priority 6 - Outer Loop - I-35 to SH 121

I-35 Corridor Segment Two

Near-Term Project Recommendations

Near-Term Project: Priority 1 – I-35E from I-20 to Hillsboro

Status: I-35E from I-20 to US 77 (N. of Waxahachie): No formal planning process has been conducted for this project.

I-35E from US 77 to Bigham Road (S. of Waxahachie): This segment is currently undergoing an Environmental Assessment that is expected to be completed in the summer of 2013.

I-35E from Bigham Road to Hillsboro: No formal planning process has been conducted for this project.

Near-Term Project: Priority 2 – I-35 Interchange Improvements

Status: I-35E at US 287: This interchange is currently part of the Environmental Assessment for the I-35E project described above. *(See Priority 2a on the map)*

I-35W at US 67: This interchange was included in the Regional Outer Loop Corridor Feasibility Study and was recommended as a needed improvement. *(See Priority 2b on the map)*

US 67 at US 287: No formal planning process has been conducted for this project. *(See Priority 2c on the map)*

I-35 at I-35E/I-35W split in Hillsboro: No formal planning process has been conducted for this project. *(See Priority 2d on the map)*

I-35 at Loop 340 North and Loop 340 South: No formal planning process has been conducted for this project. *(See Priority 2e on the map)*

I-35 at Loop 363 North and Loop 363 South in Temple: An at-grade direct connector ramp connecting I-35 southbound to Loop 363 westbound is in the Killeen-Temple MPO's Mobility 2035. Elevated direct connectors at Loop 363 North that connect I-35 southbound to Loop 363 westbound and connect Loop 363 eastbound to I-35 northbound, and direct connectors at Loop 363 South that connect I-35 northbound to Loop 363 northbound and Loop 363 southbound to I-35 southbound are in the MPO's Mobility 2035. *(See Priority 2f on the map)*

Near-Term Project: Priority 3 – I-35W from I-30 to Hillsboro

Status: From I-30 to I-20: No formal planning process has been conducted for this project.

From I-20 to SH 174: A preliminary study has been complete for this project and it is in NCTCOG's Mobility 2035.

From SH 174 to I-35/I-35 E: No formal planning process has been conducted for this project.

Near-Term Project: Priority 4 – I-35/US 67 Southern Gateway Project

Status: All segments of the I-35/US 67 Southern Gateway Project have received environmental clearance. The segment of I-35E between 8th Street and US 67 is currently in NCTCOG's Mobility 2035 as a planned project for 2030-2035, while the segment of I-35E between US 67 and I-20 is listed as an unfunded project in NCTCOG's Mobility 2035 plan. The US 67 portion of this project is in the NCTCOG's Mobility 2035.

Near-Term Project: Priority 5 – Loop 12/Spur 408/I-20 Bypass

Status: Loop 12 from I-35E to Spur 408: The widening of this segment of Loop 12 to eight lanes has received environmental clearance.

Spur 408 and I-20: No formal planning process has been conducted for this project.

Near-Term Project: Priority 6 – Outer Loop from SH 121 Chisholm Trail to I-20 East

Status: From SH 121/Chisholm Trail to US 287: This segment along US 67 was in the Regional Outer Loop Corridor Feasibility Study, completed in October 2011.

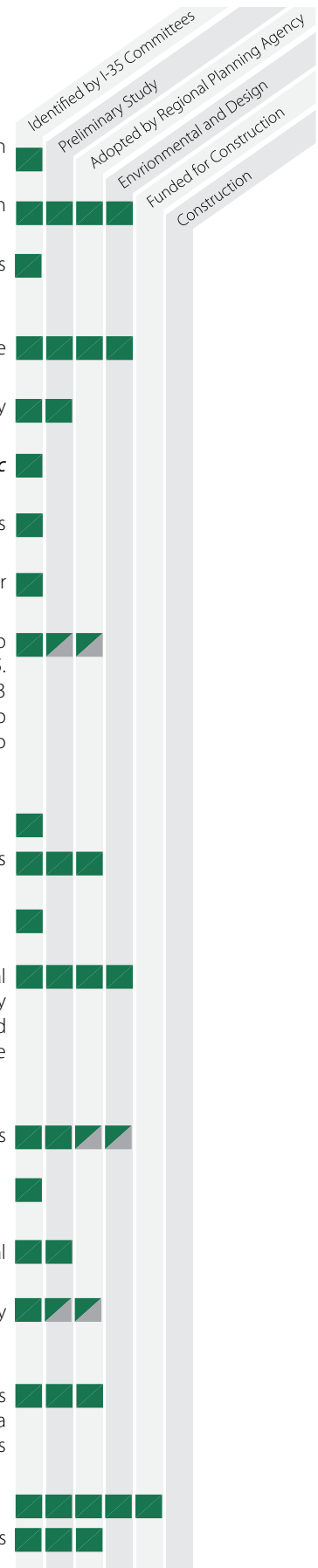
From US 287 to I-20: This segment has been renamed the Southeast Corridor and a feasibility study is scheduled to begin in late 2012/early 2013.

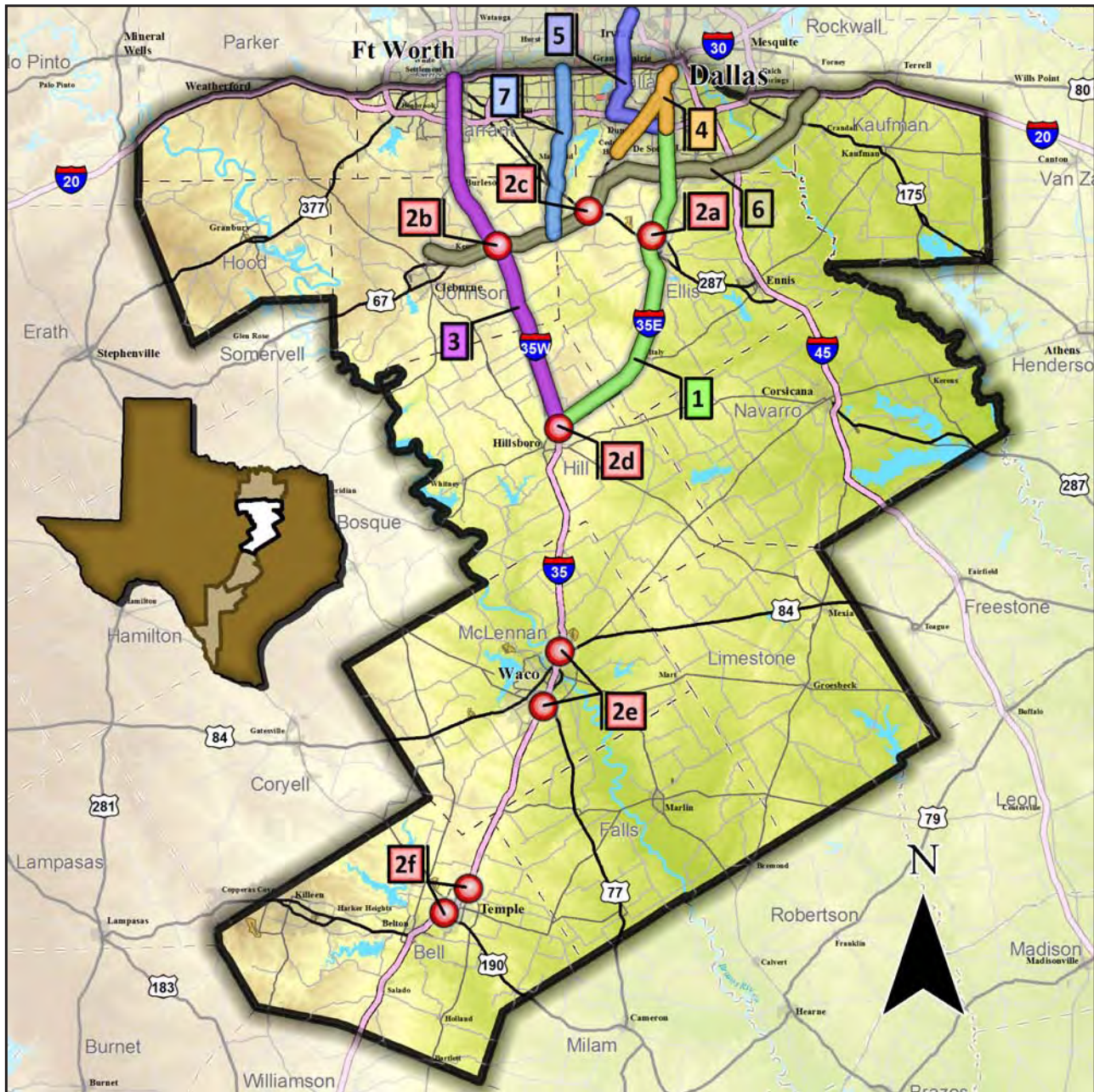
Near-Term Project: Priority 7 – SH 360 Extension from I-30 to US 67

Status: From Avenue K (north of I-30) to Sublett Rd (south of I-20): While the segment was environmentally cleared in 2007, due to significant changes in the transportation system in the area of this project, an environmental reassessment is scheduled for late 2012/early 2013. This project is in the NCTCOG's Mobility 2035.

From Sublett Rd (south of I-20) to US 287: This project is currently funded for construction.

From US 287 to US 67: A preliminary study has been complete for this project and it is in NCTCOG's Mobility 2035.





Sources:

- North Central Texas Council of Governments (NCTCOG)
- Mobility 2035 Metropolitan Transportation Plan
- FY 2011-2014 Transportation Improvement Program
- Draft FY 2013-2016 Transportation Improvement Program
- Waco Metropolitan Planning Organization**
- Connections 2035 Metropolitan Transportation Plan
- FY 2011-2014 Transportation Improvement Program
- Draft FY 2013-2016 Transportation Improvement Program
- Killeen-Temple Metropolitan Planning Organization**
- Mobility 2035 Metropolitan Transportation Plan
- FY 2011-2014 Transportation Improvement Program
- Draft FY 2013-2016 Transportation Improvement Program

-  Priority 1 - I-35E from I-20 to Hillsboro
-  Priority 2 - I-35 Interchange Improvements
-  Priority 3 - I-35W from I-30 to Hillsboro
-  Priority 4 - I-35/US 67 Southern Gateway Project
-  Priority 5 - Loop 12/Spur 408/I-20 Bypass
-  Priority 6 - Outer Loop from SH 121 Chisholm Trail to I-20 East
-  Priority 7 - SH 360 Extension from I-30 to US 67

I-35 Corridor Segment Three

Near-Term Project Recommendations

Near-Term Project: Priority 1 – I-35/SH 45SE/ SH 130 Alternative

Status: The Texas Transportation Institute is currently studying the feasibility of this project. The study is expected to be completed by the end of 2012.

Near-Term Project: Priority 2 – I-35/Loop 1604 and I-35/I-410 Interchange Improvements

Status: Reconstruction and reconfiguration of on and off ramps, intersections, and frontage roads within the immediate vicinity of the interchanges at I-35 and Loop 1604 North and at I-35 and I-410 Northeast and the construction of an elevated direct connector between I-35 southbound to I-410 southbound at the I-35 and I-410 East interchange are funded for construction. Tolloed direct connector ramps at all three interchanges are planned in the San Antonio-Bexar County MPO's Mobility 2035.

Near-Term Project: Priority 3 – Loop 1604 Improvements

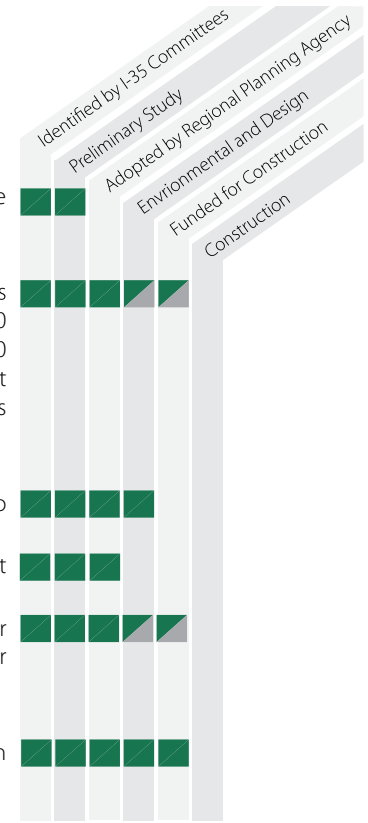
Status: From I-35 to Kitty Hawk Rd: An Environmental Impact Study is currently underway to obtain environmental clearance to widen the facility to an eight-lane expressway.

From Kitty Hawk Rd to Lower Seguin Rd: A preliminary study has been conducted and the project is listed in the San Antonio-Bexar County MPO's Mobility 2035.

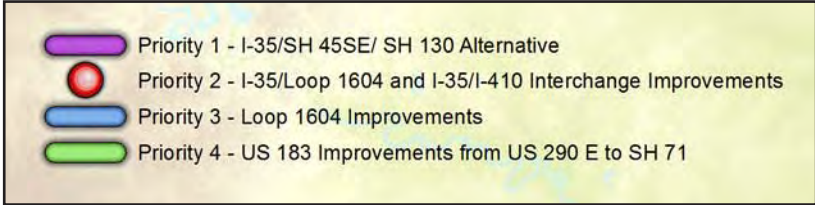
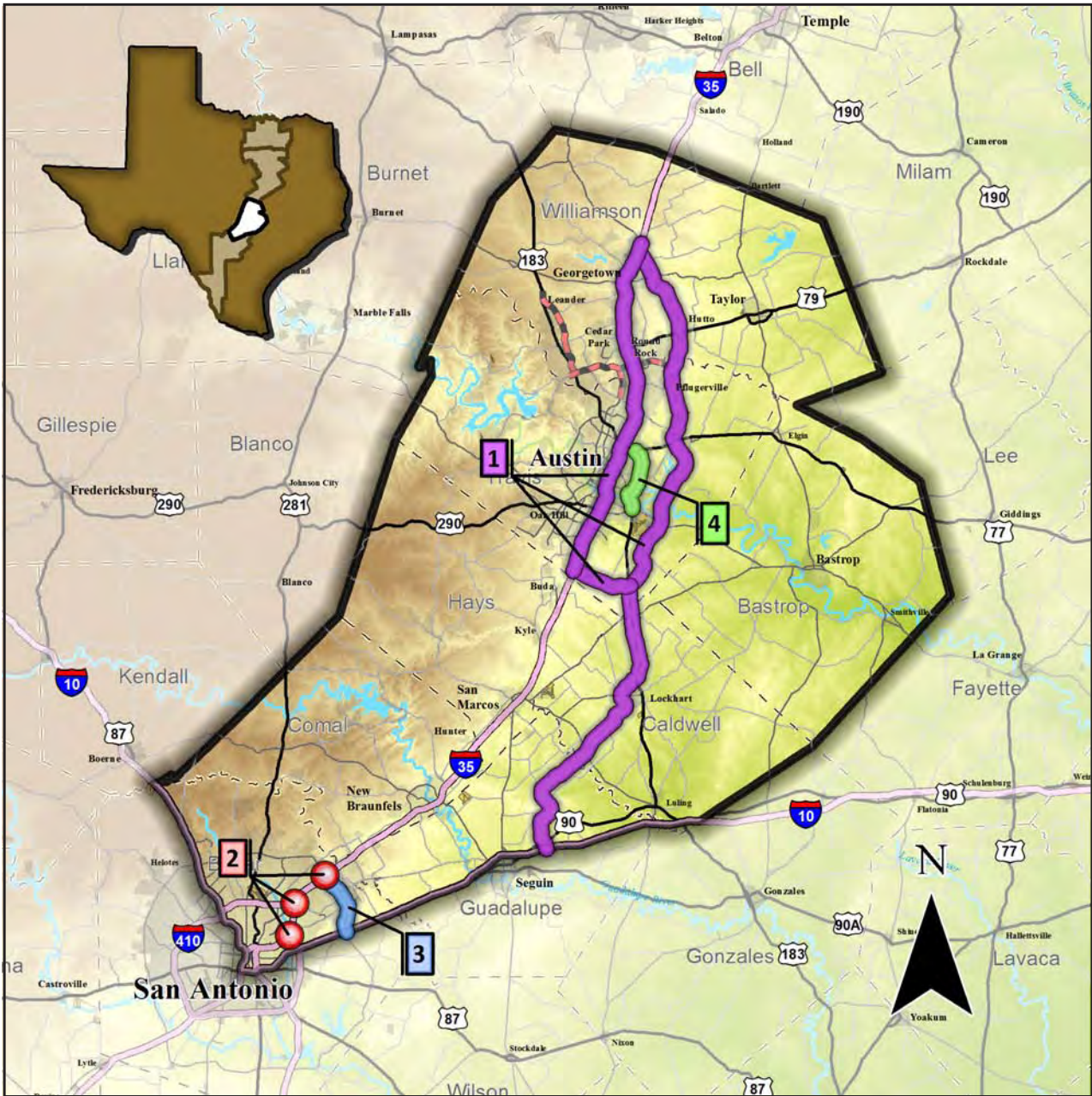
From Lower Seguin Rd to I-10: Widening this segment to a four-lane divided roadway is funded for construction. Widening this segment to an eight-lane expressway is listed in the San Antonio-Bexar County MPO's Mobility 2035.

Near-Term Project: Priority 4 – US 183 Improvements from US 290 E to SH 71

Status: An Environmental Impact Study is underway to obtain environmental clearance to widen the facility to a six-lane expressway. The facility is funded for construction.



Sources:
Capital Area Metropolitan Planning Organization (CAMPO)
 - 2035 Regional Transportation Plan
 - FY 2011-2014 Transportation Improvement Program
 - Draft FY 2013-2016 Transportation Improvement Program
San Antonio-Bexar County Metropolitan Planning Organization (MPO)
 - Mobility 2035 Metropolitan Transportation Plan (MTP)
 - FY 2011-2014 Transportation Improvement Program
 - Draft FY 2013-2016 Transportation Improvement Program



I-35 Corridor Segment Four

Near-Term Project Recommendations

Near-Term Project: Priority 1 – I-10 Improvements

Status: From I-35 to Loop 1604: The segment between I-410 and Loop 1604 is part of a planning study to be initiated in late 2012/early 2013.

From Loop 1604 to SH 130: This segment is included in the planning study described above but it is not included in the San Antonio-Bexar County MPO's Mobility 2035.

Near-Term Project: Priority 2 – Loop 20 Improvements

Status: From I-35 to McPherson Rd: The construction of a grade-separated interchange at McPherson Road is funded for construction and upgrading to a six-lane controlled access facility is currently in the Laredo MPO's 2035.

From McPherson Rd to International Blvd: Upgrading this segment to a controlled access facility with a grade-separated interchange at International Boulevard is included in the Laredo MPO's 2035.

From International Blvd to US 59: Grade-separated interchanges at Shiloh Drive, Del Mar Boulevard, and at the Laredo International Airport are in the Laredo MPO's 2035.

From US 59 to SH 359: The widening of this segment to six lanes with intersection improvements at Spur 400 is currently funded for construction.

From SH 359 to Ceilito Lindo Blvd: The reconstruction of this segment to a six-lane non-access controlled roadway is in the Laredo MPO's 2035.

From Ceilito Lindo Blvd to Mangana Hein Rd: The widening of this segment to four lanes is funded for construction. Widening to six lanes, along with grade-separated interchanges at three future roadways, is in the Laredo MPO's 2035.

From Mangana Hein Rd to Proposed Outer Loop: Widening this segment to six lanes is in the Laredo MPO's 2035.

From Proposed Outer Loop to US 83: This project has not undergone preliminary study.

Near-Term Project: Priority 3 – I-35 from the Atascosa County Line to Loop 20

Status: This project has not undergone preliminary study.

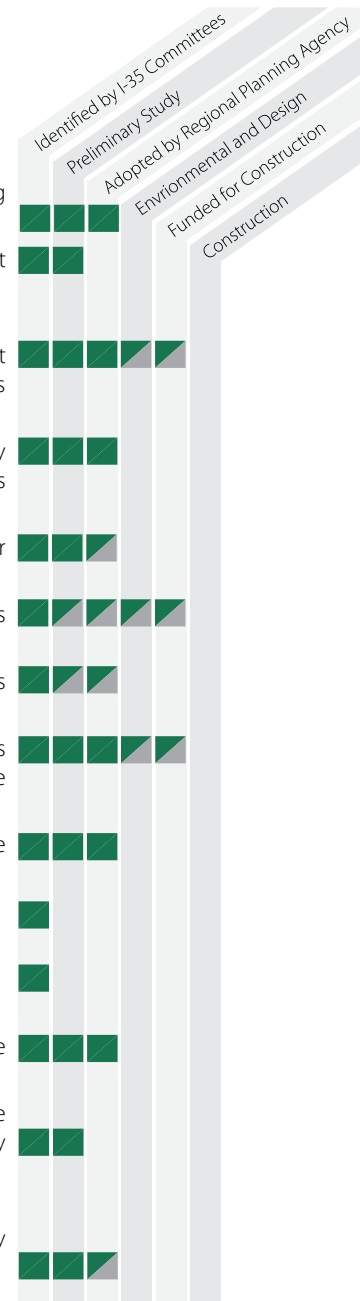
Near-Term Project: Priority 4 – I-410 Improvements

Status: From I-35 South to SH 16: This segment of I-410 is currently part of a planning study to be initiated in early 2013. This segment is included in the San Antonio-Bexar County MPO's 2035.

From SH 16 to I-10 East: This segment of I-410 is included in the same planning study for the segment between I-35 South and SH 16, but is not in the San Antonio-Bexar County MPO's Mobility 2035.

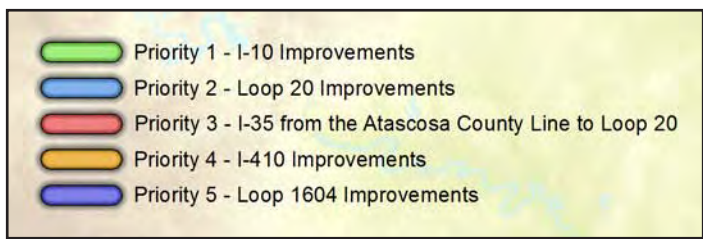
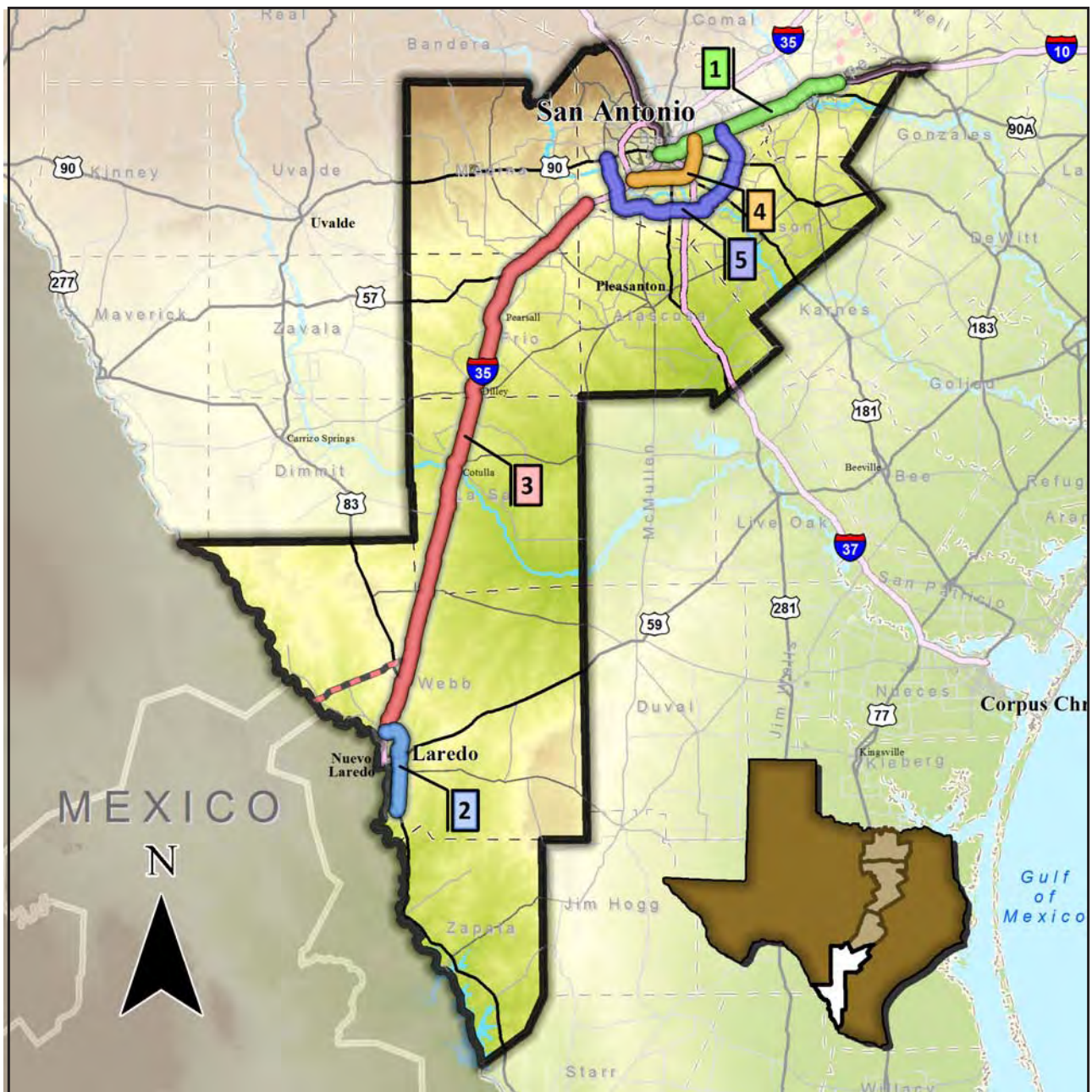
Near-Term Project: Priority 5 – Loop 1604 Improvements

Status: Widening Loop 1604 to a four-lane divided roadway is in the San Antonio-Bexar County MPO's 2035.



Sources:

- San Antonio-Bexar County Metropolitan Planning Organization (MPO)
 - Mobility 2035 Metropolitan Transportation Plan (MTP)
 - FY 2011-2014 Transportation Improvement Program
 - Draft FY 2013-2016 Transportation Improvement Program
- Laredo Metropolitan Planning Organization (MPO)
 - 2035 Metropolitan Transportation Plan (MTP)
 - FY 2011-2014 Transportation Improvement Program
 - Draft FY 2013-2016 Transportation Improvement Program





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