**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 TEXpress managed lanes.

The $4.8 billion project, proposed to be constructed in phases, would rebuild the entire 30-mile corridor and provide reversible 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 (RTR) funds dedicated to Denton County. Phase 2 of the project will occur when the additional funding becomes available.

**PROJECT HISTORY**

- **1950s and 1960s** – I-35E constructed
- **Began 1998** – Major Investment Study for future expansion
- **Sept. 30, 2009** – Express Lane Demonstration Program approval by Federal Highway Administration
- **March 2012** – The Senate Bill (SB) 1420 Committee determined that Phase 1 of the project should be delivered as a design-build project with public financing and utilizing the Regional Transportation Council managed lane policy.
- **Issued 1/23/12; Received 3/23/12** – Request for Qualifications (RFQs)
- **Issued 7/13/12; Received 11/12/12** – Request for Proposals (RFPs)
- **Dec. 13, 2012** – AGL Constructors, comprised of Archer Western, Granite and LANE Constructors, were selected and awarded the contract
- **May 17, 2013** – Contract Executed
- **May 2013** – TxDOT issued Notice to Proceed (NTP) 1 to AGL to begin design; Sept. 2013 – NTP 2 for construction
- **Late October 2013** – Construction began

**ENVIRONMENTAL REVIEW STATUS**

- **Environmental Assessment Public Meetings:** 2008
- **Environmental Assessment Process:** 2003-2012 (complete)
- **Finding of No Significant Impact by FHWA:**
  - 12/28/11 – South segment; 1/28/11 – Middle segment; 1/31/12 – North segment
- **All Public Hearings** have been completed
- **Phase 1 FHWA environmental concurrence:**
  - 2/15/13 – South segment; 4/18/13 – Middle segment; 3/11/13 – North segment

**PROJECT FACTS**

- **South seg. (I-635 to PGBT):** 7.5 miles
- **Middle seg. (PGBT to FM 2181):** 12.1 miles
- **North seg. (FM 2181 to US 380):** 10.5 miles
- **Additional general purpose lane in each direction:** North of SH 121 to US 380
- **Two reversible TEXpress Lanes** (toll lanes) from I-635 to Turbeville/Hundley
- **New SB bridge** over Lewisville Lake
- **Belt Line Road** intersection reconstruction
- **Intersection/bridge improvements** at Dickerson, FM 407, Garden Ridge, S. Denton/Oak, Turbeville/Hundley, Corinth, Post Oak, North Texas Blvd.
- **Substantial completion:** Fall 2017

**PROJECT PROGRESS**

- **Mainlanes, frontage roads and entry/exit ramps** are in their final configuration.
- **Park improvements continue** at Copperas Branch Park in Highland Village.
- **Final paving and striping** will be completed by the end of Fall 2017.

**FUNDING**

- **Federal** – $460 million
- **State** – $979 million (including $534 million in Denton County RTR funds and $285 million TIFIA loan funds),
- **Local** – $14 million
North of I-635 to President George Bush Turnpike
President George Bush Turnpike to Turbeville Rd.
Turbeville Rd. to U.S. 380

Roadway and Limits

<table>
<thead>
<tr>
<th>South: North of I-635 to President George Bush Turnpike</th>
<th>Existing frontage road (FR) lanes (Each dir.)</th>
<th>Existing main lanes (Each dir.)</th>
<th>Existing HOV lanes (Each dir.)</th>
<th>Interim*** FR lanes (Each dir., 2016)</th>
<th>Interim*** general purpose lanes (Each dir., 2016)</th>
<th>Interim*** reversible managed lanes (2016)</th>
<th>Proposed frontage road lanes (Each dir., 2030)</th>
<th>Proposed general purpose lanes (Each dir., 2030)</th>
<th>Proposed managed lanes (Each dir., 2030)</th>
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<td>Middle: President George Bush Turnpike to Turbeville Rd.</td>
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<td>North: Turbeville Rd. to U.S. 380</td>
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* Discontinuous. ** PGBT to SH 121. *** Interim configuration relies primarily on use of existing pavement for expansion. Final configuration involves reconstruction of remainder of the corridor.

NOTE: Highlighted areas are not to scale.

TxDOT graphic