



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

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.



Pictured at left: An aerial view looking north at the new I-35E/Sam Rayburn Tollway direct connection construction. These new ramps will allow travelers to access I-35E from the SRT without going through the intersection on the ground.

Credit: AGL photo

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 segment (I-635 to PGBT): 7.5 miles
- Middle segment (PGBT to FM 2181): 12.1 miles
- North segment (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: Late summer 2017**

PROJECT PROGRESS

- Toll gantries are being erected near the entrance and exit ramps of the TEXpress Lanes and construction continues on the connections of the I-35E/LBJ Express TEXpress Lanes
- The new collector/distributor bridges between the Sam Rayburn Tollway and the President George Bush Turnpike are now open.
- East and westbound lanes of Belt Line Road are now on the new elevated structure.
- SB mainline traffic is now in its permanent alignment on the new Lewisville Lake Bridge and northbound mainline traffic has been shifted back onto the improved original Lewisville Lake Bridge.
- The bridges at North Texas Blvd, Post Oak Dr., Fox Ave and Garden Ridge Blvd are scheduled to fully open this spring. The Oak Dr./Lake Dallas Dr., Turbeville Rd./Hundley Dr. intersections are scheduled to open this spring.

FUNDING

- Federal - \$460 million; State - \$979 million (including \$534 million in Denton County RTR funds and \$285 million TIFIA loan funds), Local - \$14 million

