OVERVIEW

Interstate 35E serves the rapidly growing areas of southern and central Denton County and is a high priority project for the region. This corridor functions as a major artery for hundreds of thousands of commuters from Dallas suburbs immediately north of I-635, and as the primary link to the city of Denton, home to the University of North Texas and Texas Woman’s University.

The proposed $4.8 billion project could rebuild the entire 28-mile corridor and provide managed lanes. Approximately $600 million of needed funds have been identified for this project, with the majority provided from regional toll revenue funds.

THE PROJECT:

The Ultimate configuration of the I-35E Project is divided up into three segments:

- **South** (5.5 miles)
  - Four lanes, each direction I-635 to (PGBT)
  - Two managed lanes in each direction
  - Managed lanes in all segments feature toll rates adjusted as traffic increases or decreases (dynamic pricing) to improve traffic flow
  - Two/three lane frontage roads in each direction

- **Middle** (12.1 miles)
  - Four lanes in each direction PGBT to Farm-to-Market Road 2181
  - Two managed lanes in each direction
  - Two/three lane frontage roads in each direction

- **North** (10.5 miles)
  - Four lanes in each direction FM 2181 to U.S. 77
  - Two managed lanes in each direction
  - Two/three lane frontage roads in each direction

- **US77 to I-35W**
  - Three lanes in each direction
  - One managed lane in each direction
  - Two/three lane frontage roads in each direction

WHY?

- The I-35E project is ranked 22 and 64 on the state’s 100 Most Congested Roadway Segments report.
- The highway serves as an essential element of the regional and statewide transportation system.
- The corridor functions as an important truck route, accommodating more than 12,000 trucks daily, according to 2008 state vehicle counts.
- The interstate also handles more than 200,000 total vehicles daily near I-635 and 128,000 vehicles a day across Lewisville Lake.
- Because of the challenges of crossing Lewisville Lake and the lack of I-35E frontage roads across the lake, viable north-south commuting alternatives to I-35E do not exist.
- Rapid growth in adjacent communities and increased commercial traffic has exacerbated the need for substantial improvement to the existing transportation system.
- This heavy traffic volume has accelerated deterioration of the existing highway system.

PROJECTED COSTS

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<tr>
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<th>(In billions)</th>
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<tr>
<td>Design and Construction</td>
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<td>(Ultimate configuration)</td>
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<td>ROW/Utilities</td>
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<td><strong>TOTAL</strong></td>
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SOURCE: TxDOT research.

FUNDING SOURCES

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<tr>
<td>RTR:</td>
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<td>CMAQ</td>
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<td>Proposition 14 Bonds</td>
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<td>Cat 10</td>
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<td><strong>TOTAL</strong></td>
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TxDOT graphic

INTERSTATE 35E (DALLAS) CONTACTS

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