Proposed Project – I-35 Improvements

Existing Facility
The majority of existing I-35 between the Williamson/Bell County Line and Hillsboro is four lanes, with six-lane sections in Waco, Temple, and the southern part of Bell County.

Project Purpose
The purpose of the proposed project is to increase capacity and improve mobility on I-35.

Project Proposed by Corridor Segment 2 Committee
The I-35 Corridor Segment 2 Committee is considering improvements to I-35, which would involve widening I-35 to eight lanes from Hillsboro to the Williamson/Bell County Line for a distance of approximately 93 miles.

Conceptual Project Cost Estimate
According to the TxDOT Waco District Improvement Plan, the cost for expanding I-35 to six lanes through this area is estimated at approximately $1.5 billion. The six-lane expansion of I-35 is currently underway. The estimated cost for expanding I-35 from six to eight lanes is between $2.25 billion and $3.25 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right of way. The estimated project costs could increase due to right of way purchases and potential impacts to properties.
Proposed Project – I-35E from I-20 to Hillsboro

Existing Facility
The existing I-35E facility is four lanes from Hillsboro to approximately ten miles south of I-20, where it transitions to six and then eight lanes.

Project Purpose
The purpose of the proposed project is to increase capacity and improve overall mobility on I-35E.

Project Proposed by Corridor Segment 2 Committee
The I-35 Corridor Segment 2 Committee is considering improvements that would widen I-35E from I-20 to U.S. Highway (US) 287 to eight lanes, a distance of approximately 24 miles, and widen I-35E from US 287 to the merge of I-35 E and W at Hillsboro to six lanes, a distance of approximately 37 miles.

Conceptual Project Cost Estimate
The estimated cost for the conceptual project is between $1.2 billion and $1.75 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right of way. The estimated project costs could increase due to right of way purchases and potential impacts to properties.
Proposed Project – I-35W from I-30 to Hillsboro

Existing Facility
The existing I-35W facility is four lanes from Hillsboro to State Highway (SH) 174 and six to eight lanes from SH 174 to I-30.

Project Purpose
The purpose of the proposed project is to increase capacity and improve mobility on I-35W.

Project Proposed by Corridor Segment 2 Committee
The I-35 Corridor Segment 2 Committee is proposing widening I-35W for approximately 13 miles from I-30 to SH 174 to eight general purpose lanes and four managed lanes for a total of twelve lanes, widening I-35W for approximately 11 miles from SH 174 to US 67 to eight general purpose lanes, and also widening I-35W from US 67 to Hillsboro to six lanes for a distance of approximately 27 miles.

Conceptual Project Cost Estimate
The estimated cost for the conceptual project is between $2.15 billion and $3.05 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right of way. The estimated project costs could increase due to right of way purchases and potential impacts to properties.

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Proposed Project – Southern Gateway (I-35E/US 67)

Existing Facility
The existing I-35E facility has eight general purpose lanes and one high-occupancy vehicle (HOV) lane from 8th Street to U.S. Highway (US) 67 and six lanes from US 67 to I-20. The existing US 67 facility has four general purpose lanes and two HOV lanes from I-35E to I-20, and four lanes from I-20 to Farm to Market Road (FM) 1382.

Project Purpose
The purpose of the Southern Gateway project is to increase capacity and improve mobility on I-35E and US 67.

Project Proposed by Corridor Segment 2 Committee
The I-35 Corridor Segment 2 Committee is considering the Southern Gateway project, as described in the North Central Texas Council of Governments (NCTCOG) Mobility 2030 Plan – 2009 Amendment, which includes I-35E reconstruction from 8th Street to US 67 to accommodate 10 general purpose lanes (plus auxiliary lanes) and a two-lane reversible HOV/managed facility; reconstruction of I-35E from US 67 to I-20 to provide six general purpose lanes (plus auxiliary lanes) and a one-lane reversible HOV/managed facility; widening US 67 from I-35E to I-20 to accommodate six general purpose lanes (plus auxiliary lanes) and a two-lane reversible HOV/managed facility, including reconstruction of I-20/US 67 interchange; and reconstruction of US 67 from I-20 to FM 1382 to accommodate six general purpose lanes (plus auxiliary lanes), and a one-lane reversible HOV-managed facility. The proposed I-35E improvements are approximately 8 miles in length; the proposed US 67 improvements are approximately 10 miles in length.

Conceptual Project Cost Estimate
According to the NCTCOG Mobility 2030 Plan – 2009 Amendment, the project is estimated to cost approximately $2.35 billion including right-of-way in year of expenditure dollars.
Existing Facility
The existing U.S. Highway (US) 67 facility has four general purpose lanes from Farm to Market Road (FM) 1382 to FM 157.

Project Purpose
The purpose of the US 67 Gateway Horizon project is to improve regional mobility.

Project Proposed by Corridor Segment 2 Committee
The I-35 Corridor Segment 2 Committee is considering the US 67 Gateway Horizon project, which would consist of widening US 67 to six general purpose lanes plus one reversible managed lane from FM 1382 to Loop 9, and widening US 67 to six general purpose lanes from Loop 9 to FM 157. The total project length is approximately 16 miles.

Conceptual Project Cost Estimate
According to the NCTCOG Mobility 2030 Plan – 2009 Amendment, the project is estimated to cost approximately $353.8 million including right-of-way in year of expenditure dollars.
Proposed Project – Interchange Improvements

Project Purpose
The purpose of the proposed project is to improve access to and connectivity within the I-35 corridor by providing fully directional interchanges at several locations.

Project Proposed by Corridor Segment 2 Committee
The I-35 Corridor Segment 2 Committee is considering improvements that would upgrade the following interchanges to fully directional interchanges:
- I-35E and U.S. Highway (US) 287 bypass;
- I-35W and US 67;
- US 67 and US 287;
- Loop 340 North and South connections with I-35;
- Loop 363 North and South connections with I-35.

Conceptual Project Cost Estimate
The estimated cost for the conceptual interchange improvements is between $1.45 billion and $2.1 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right of way. The estimated project costs could increase due to right of way purchases and potential impacts to properties.
**Proposed Project – SH 360 Extension**

**Existing Facility**
The existing State Highway (SH) 360 facility is four lanes from Interstate 20 (I-20) to Sublett Road, four frontage lanes from Sublett Road to Lone Star Road, and two frontage lanes from Lone Star Road to U.S. Highway (US) 287.

**Project Purpose**
The purpose of the proposed project is to improve regional mobility by providing an alternative route to the central Dallas-Fort Worth (DFW) metroplex to I-35E and I-35W.

**Project Proposed by Corridor Segment 2 Committee**
The I-35 Corridor Segment 2 Committee is considering improvements to SH 360, including widening SH 360 from I-20 to US 67 to a six-lane, controlled access facility, a distance of approximately 16 miles, and extending SH 360 from US 67 to Hillsboro to a four-lane controlled access facility, a distance of approximately 27 miles.

**Conceptual Project Cost Estimate**
According to the NCTCOG Mobility 2030 Plan – 2009 Amendment, the portion of the SH 360 project from I-20 to US 67 is estimated to cost approximately $845 million including right-of-way in year of expenditure dollars. This cost includes the entire SH 161/SH 360 Toll Connector project cost.

The estimated cost for the conceptual SH 360 extension south of US 67 to Hillsboro is between $1.05 billion and $1.5 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right of way. The estimated project costs could increase due to right of way purchases and potential impacts to properties.
Proposed Project – Loop 12 / Spur 408 / I-20 Bypass

Existing Facility
The existing Loop 12 facility is eight lanes from Spur 408 to State Highway (SH) 356 and six lanes from SH 356 to I-35E. The existing Spur 408 facility is six lanes from Loop 12 to I-20. The existing I-20 facility is eight lanes from Spur 408 to I-35E.

Project Purpose
The purpose of the proposed project is to improve connectivity within the I-35 corridor and to provide an alternative bypass option to the proposed Trinity Parkway project.

Project Proposed by Corridor Segment 2 Committee
The I-35 Corridor Segment 2 Committee is considering the Loop 12/Spur 408/I-20 bypass project, which would widen Loop 12 from I-35E to Spur 408 to eight general purpose lanes plus two reversible managed lanes for a total of ten lanes, a distance of approximately 11 miles; widen Spur 408 from Loop 12 to I-20 to eight lanes, a distance of approximately 4 miles; and, widen I-20 from Spur 408 to I-35E to ten lanes, a distance approximately 8 miles.

Conceptual Project Cost Estimate
According to the NCTCOG Mobility 2030 Plan – 2009 Amendment, the Loop 12 from Spur 408 to I-35E portion of the project is estimated to cost approximately $1.6 billion including right-of-way in year of expenditure dollars. According to the NCTCOG Mobility 2030 Plan – 2009 Amendment, the I-20 from Spur 408 to US 175 portion of the project is estimated to cost approximately $619 million including right-of-way in year of expenditure dollars. Note that the Segment 2 Committee suggested improvement only goes from Spur 408 to I-35E, whereas this NCTCOG cost estimate is for a longer section between Spur 408 and US 175. The estimated cost for the conceptual Spur 408 from Loop 12 to I-20 project is between $100 million and $150 million. This cost, in 2010 dollars, does not include the purchase of right of way. The estimated project costs could increase due to right of way purchases and potential impacts to properties.
Proposed Project – DFW Regional Outer Loop

Existing Facility
The Dallas-Fort Worth (DFW) Regional Outer Loop is a proposed future bypass route around the DFW metroplex. As currently envisioned, the DFW Regional Outer Loop system will include improvements to existing roadways and the construction of new location facilities.

Project Purpose
The purpose of the DFW Regional Outer Loop project is to improve regional mobility and system connectivity with the I-35 corridor. As currently envisioned, the Regional Outer Loop would provide a bypass route of the DFW metroplex urban core.

Project Proposed by Corridor Segment 2 Committee
The I-35 Corridor Segment 2 Committee is considering the DFW Regional Outer Loop system, as generally described in the North Central Texas Council of Governments (NCTCOG) Mobility 2030 Plan – 2009 Amendment, which includes improvements to existing I-35, I-35W, State Highway (SH) 170, SH 360 and new location roadways in the eastern and western portions of the proposed projects, including the proposed Loop 9 project*. The committee selected all of these improvements as listed in the NCTCOG Mobility 2030 Plan – 2009 Amendment, with the exception of incorporating a section of existing US 67 for the southwest portion of the DFW Regional Outer Loop.

Conceptual Project Cost Estimate
According to the NCTCOG Mobility 2030 Plan – 2009 Amendment, all components of the DFW Regional Outer Loop system are estimated to cost approximately $21.9 billion including right-of-way in year of expenditure dollars.

*See NCTCOG Mobility 2030 Plan – 2009 Amendment for full Outer Loop system description and detailed limits of improvements.
Proposed Project – SH 34 Improvements

Existing Facility
The majority of this section of existing State Highway (SH) 34 is two lanes, with four-lane sections in Ennis, Kaufman, and Terrell.

Project Purpose
The purpose of the proposed project is to improve regional mobility and to provide an alternative bypass route from I-35E to I-20.

Project Proposed by Corridor Segment 2 Committee
The I-35 Corridor Segment 2 Committee is considering improvements that would upgrade SH 34 from I-35E to I-20 to a four-lane controlled access facility, a distance of approximately 54 miles.

Conceptual Project Cost Estimate
The estimated cost for the conceptual project is between $1.8 billion and $2.6 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right way. The estimated project costs could increase due to right of way purchases and potential impacts to properties.
Proposed Project – US 77 Improvements

Existing Facility
The existing U.S. Highway (US) 77 facility is two lanes from US 190 to Farm to Market Road (FM) 2643, and four lanes from FM 2643 to I-35.

Project Purpose
The purpose of the proposed project is to improve mobility and safety in the US 77 corridor.

Project Proposed by Corridor Segment 2 Committee
The I-35 Corridor Segment 2 Committee is considering improvements that would upgrade US 77 from Loop 340 to US 190 to a four-lane controlled access facility, a distance of approximately 47 miles.

Conceptual Project Cost Estimate
The estimated cost for the conceptual project is between $1.1 billion and $1.6 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right way. The estimated project costs could increase due to right of way purchases and potential impacts to properties.
Proposed Project – SH 6 Improvements

**Existing Facility**
The majority of the existing State Highway (SH) 6 facility is four lanes, with several two-lane sections currently under construction.

**Project Purpose**
The purpose of the proposed project is to improve regional mobility between Waco and the Bryan/College Station area. The proposed project would serve as a connecting facility to I-35.

**Project Proposed by Corridor Segment 2 Committee**
The I-35 Corridor Segment 2 Committee is considering improvements that would upgrade SH 6 from I-35 in Waco to Bryan/College Station to a four-lane controlled access facility, a distance of approximately 79 miles.

**Conceptual Project Cost Estimate**
The estimated cost for the conceptual project is between $2.05 billion and $2.95 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right way. The estimated project costs could increase due to right of way purchases and potential impacts to properties.
Proposed Project – Waco Western Bypass

Existing Facility
The existing Farm to Market Road (FM) 2837 and FM 185 are two-lane FM facilities. The existing Speegleville Road (proposed for FM 2837 extension) is a two-lane local road.

Project Purpose
The purpose of the proposed project is to improve regional mobility and connectivity with I-35. Additionally, the proposed project could provide a bypass on the western side of Waco.

Project Proposed by Corridor Segment 2 Committee
The I-35 Corridor Segment 2 Committee is considering a bypass on the western side of Waco, as depicted in the Waco Metropolitan Planning Organization (MPO) Connections 2035 Plan, which consists of improvements to existing FM 2837 and FM 185, and extensions to these facilities, for a total project distance of approximately 32 miles.

Conceptual Project Cost Estimate
According to the Waco MPO Connections 2035 Plan, the project is estimated to cost approximately $190 million.

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Proposed Project – Loop 363 around Temple

Existing Facility
The existing Loop 363 facility is two lanes from State Highway (SH) 53 (W) to U.S. Highway (US) 190 (SE), and four lanes on the remaining southern portion of the loop.

Project Purpose
The purpose of the proposed project is to improve regional mobility and connectivity with I-35.

Project Proposed by Corridor Segment 2 Committee
The I-35 Corridor Segment 2 Committee is considering improvements that would upgrade Loop 363 around Temple to a four-lane controlled access facility, a distance of approximately 18 miles.

Conceptual Project Cost Estimate
The estimated cost for the conceptual project is between $500 million and $700 million, including design and construction. This cost, in 2010 dollars, does not include the purchase of right of way. The estimated project costs could increase due to right of way purchases and potential impacts to properties.
Proposed Project – Passenger Rail from Arlington to San Antonio

Project Purpose
The purpose of the passenger rail project is to provide an alternate mode of transportation and improve overall mobility along the I-35 corridor. The I-35 corridor from Arlington to San Antonio is within the Texas T-Bone high-speed rail (HSR) project area and within the federally designated South Central HSR Corridor.

Project Proposed by Corridor Segment 2 Committee
The I-35 Corridor Segment 2 Committee is considering a passenger rail line that would connect the DFW metroplex to San Antonio.

Conceptual Project Cost Estimate
An estimated cost cannot be determined for this project at this time without more information on ultimate alignment, train speed, service frequency, and type of passenger rail technology.

For reference, the core line of the “Texas T-Bone” High Speed Rail (HSR) system proposed by the Texas High-Speed Rail and Transportation Corporation is estimated to cost from $30 - $50 million per mile.
Proposed Project – High-Speed Passenger Rail Paralleling I-35 (Texas T-Bone Concept)

Project Purpose
The purpose of the proposed project is to provide an alternate mode of transportation to remove traffic from the other transportation systems along the I-35 corridor, and ultimately connect to the Houston area. The project will provide a safe, 200-plus mile per hour, dual track, all electric system. The rail system will provide a fast, reliable, and frequent transportation mode that will change the travel habits of travelers along the corridor. It will provide an environmentally clean transportation mode that will provide for economic development opportunities. This rail system will be self sustaining and provide a return to capital over time.

Project Proposed by Corridor Segment 2 Committee
A high-speed passenger rail system paralleling I-35 is being considered as a potential rail solution by the I-35 Corridor Segment 2 Committee. Similar to the Texas T-Bone concept, this high-speed rail system would connect the major metropolitan areas along I-35, Houston, and the South Central and Gulf Coast federally designated high-speed rail corridors. Due to these connections, this rail system could attract the maximum ridership possible supporting the economic viability and sustainability of the entire system.

As proposed by the Segment 2 Committee, the rail system will run from Dallas-Fort Worth to San Antonio, through Hillsboro, Waco, Temple, and Austin. From Central Texas, it would also extend to College Station and Houston.

The frequency and location of rail stops would be based on market demand. This proposed rail system would provide connections with other transit modes, such as commuter rail and bus systems. Connections to airports would serve as multi-modal transportation hubs for their regions.

Conceptual Project Cost Estimate
For a high-speed rail system from Dallas/Fort Worth to San Antonio, the estimated cost is $30 – $50 million per mile. The proposed project would be funded primarily by public-private partnerships and alternative methods of financing, thus minimizing the state and federal dollars. Local governments along the route will be responsible for the development of the stations in their area.
Proposed Project – Tower 55 Improvements

Existing Facility
The existing Tower 55 is located beneath the interchange of Interstate 35 West (I-35W) and I-30. It is currently one of the busiest at-grade rail intersections in the United States, with movements in excess of 100 trains per day. The rail congestion at Tower 55 adversely impacts freight and passenger rail movements throughout the State, with delays stretching up to several hundred miles away from the intersection.

Project Purpose
The purpose of the Tower 55 Project is to reduce regional rail congestion caused by the convergence of multiple major freight and passenger rail movements at the existing intersection. Added capacity for Tower 55 will enable more train movements per day and significantly less queueing at the intersection, resulting in enhanced safety and local access for vehicles and pedestrians at crossings surrounding downtown Fort Worth, improved regional air quality, and an increased ability to expand commuter rail service throughout the Dallas-Fort Worth region.

Project Proposed by Corridor Segment 2 Committee
The I-35 Corridor Segment 2 Committee is considering improvements to Tower 55 intersection, as described in the Tower 55 Rail Reliever Study and Environmental Assessment (EA) being prepared by the North Central Texas Council of Governments (NCTCOG). The implementation plan in the document identifies the following system of improvements at Tower 55: (1) Short-Term Improvements – Burlington Northern Santa Fe (BNSF) Railway, Union Pacific (UP) Railroad, and the City of Fort Worth have recently agreed upon a collection of improvements which will provide sufficient capacity at Tower 55 for the next 15-20 years. (2) Long-Term Improvements – After 15-20 years, projected increases in train volumes will require construction of a railroad grade separation at Tower 55, via a North-South or East-West Trench. The feasibility of these alternatives is continuing to be analyzed by the project partners, and selection of a locally preferred alternative will likely occur by Spring 2011.

Conceptual Project Cost Estimate
The package of short-term improvements identified by BNSF Railway, UP Railroad, and the City of Fort Worth has an estimated cost of $94 million. The two remaining long-term improvement alternatives each have an estimated cost of $800 million.