

WILL
ACCESS
TO MY
PROPERTY
BE
AFFECTED?

MAYBE

Whenever possible, we strive to avoid affecting access to neighboring properties. If access is affected by our work, property owners will be notified and our crews will work to ensure that a modified access solution is developed.

HOW CAN I GET INVOLVED AS A BUSINESS OWNER?

Business owners are encouraged to join our business owners task force to talk with us about potential access impacts and solutions prior to work commencement. To join the task force please email us at info@my35williamcannon.com to state your interest.

HOW WILL
I KNOW
WHEN
THERE ARE
CLOSURES
IN MY AREA?

SIGNS, DIGITAL BOARDS, AND CONSTRUCTION WORKERS

Safety during construction is our top priority. Drivers will be alerted to all construction-related lane closures and detours with directional signage, smart work zone display boards, and flaggers as necessary.

HOW CAN I LEARN ABOUT CLOSURES AHEAD OF TIME?

Drivers may also visit our website at www.drivetexas.org, call us on our construction hotline at 512-366-3229, or email us at info@my35williamcannon.com.

WHO DO YOU
COORDINATE
WITH
DURING
RAMP
CLOSURES?

EVERYONE

We coordinate with emergency services, mass transit, and other city agencies when ramps are required to be closed temporarily or during the duration of our project.

Nearby businesses and residents are also alerted to closures and provided with detour routes.

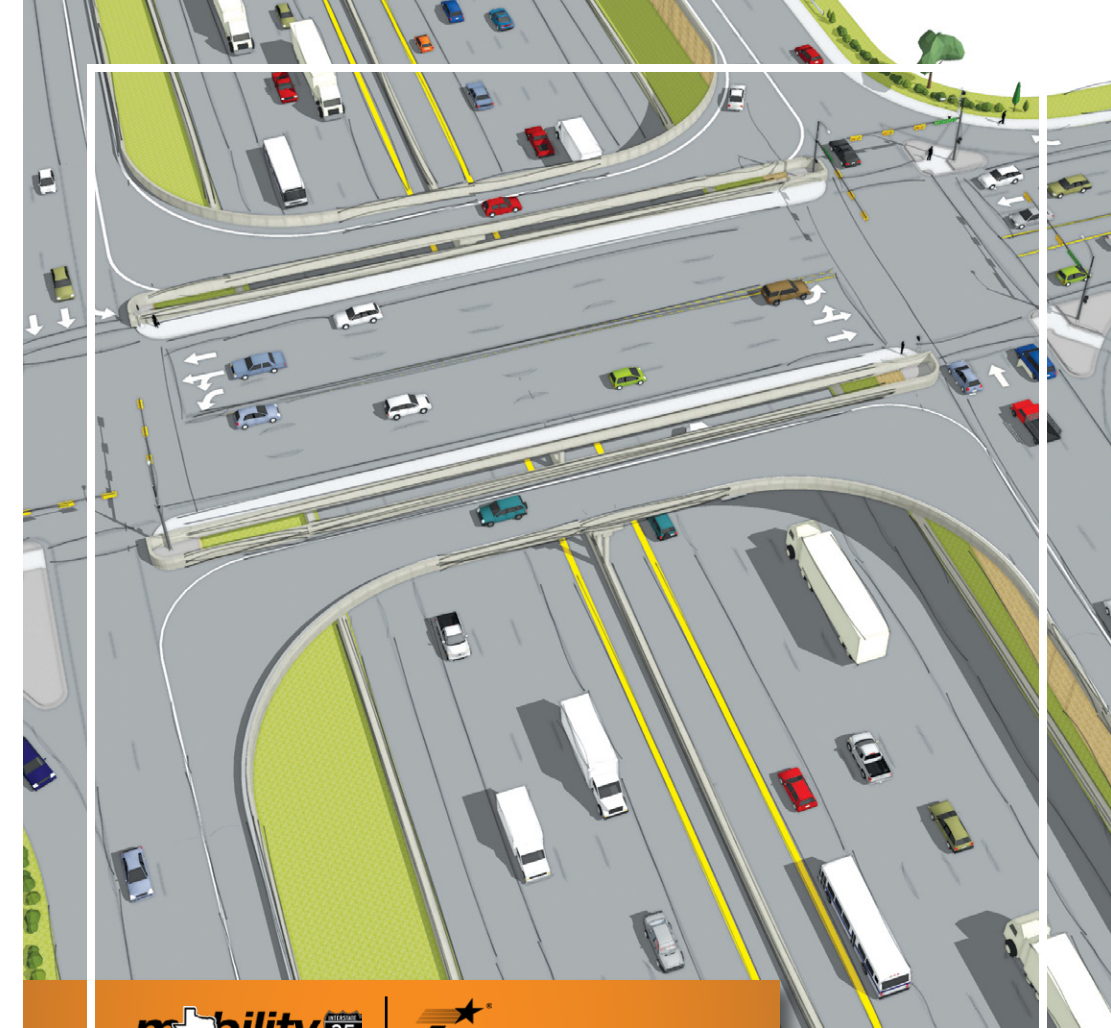
WHERE CAN I GET CLOSURE INFORMATION?

You can find closure information at www.drivetexas.org or on Twitter @35WilliamCannon.

WHY ISN'T
TXDOT
EXPANDING
THE
MAINLANES
ALONG I-35?

RIGHT NOW, IT'S NOT PART OF THE SCOPE

TxDOT's goal is to improve safety, level of service, and speed with I-35 projects that can be implemented and constructed within the next five years. The recommended improvement option for this project consists of multiple operational improvements that contributes to improved traffic flow and efficiency while minimizing right-of-way, community and environmental impacts. This allowed TxDOT to develop projects that will be ready for construction in a shorter timeframe and is ultimately less expensive.



FREQUENTLY ASKED QUESTIONS

I-35 Project from Stassney Lane to William Cannon Drive



BACKGROUND, FUNDING, CLOSURES, CONTACTS & MORE

WE KNOW YOU'VE GOT TO GET WHERE YOU NEED TO GO



QUESTIONS?



NO PROBLEM! We're here to answer any questions you may have during construction. Our goal is to respond within 24 business hours. We look forward to hearing from you!



WEBSITE / TRAFFIC UPDATES »
WWW.MY35CONSTRUCTION.ORG



CONTACT US »
[HTTPS://MY35CONSTRUCTION.ORG/CONTACT/COMMENTS](https://my35construction.org/contact/comments)



CONSTRUCTION HOTLINE » 512-366-3229



TWITTER » @35WilliamCannon

**WE KNOW
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WE'RE MOVING AHEAD ON I-35



PROJECT IMPROVEMENTS

Crews will complete a variety of improvements including:

SAFETY: Widening the highway to add shoulders

MOBILITY: Adding an extra lane to frontage roads, and adding extended entrance/exit lanes

ACCESS: Building new U-turn bridges at Stassney and William Cannon intersections, and improving bicycle and pedestrian accommodations

STRUCTURE: Reconstructing bridges

ENVIRONMENT: Installing lighting and drainage features

CONSTRUCTION TIMELINE

Construction began in July 2016. It will occur in three phases:

PHASE I

Timeline: July 2016 – winter 2017/2018

Focus: Mainlane and frontage road activities

- Pave the inside median area of project limits
- Construct extended entrance/exit lanes
- Upgrade frontage roads and mainlanes to incorporate wider shoulders
- Build U-turn bridges at Stassney and William Cannon bridges

PHASE II

Timeline: Winter 2017/2018 – summer 2018

Focus: Widen William Cannon bridge

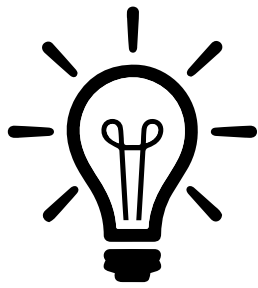
- Construct a wider William Cannon bridge in two phases

PHASE III

Timeline: Summer 2018 – mid-2021

Focus: Widen Stassney Bridge

- Construct a wider Stassney bridge in two phases
- Complete final paving for entire 3.2 miles



WHY ARE WE DOING THIS PROJECT?

PRIMARILY TO IMPROVE SAFETY AND MOBILITY

The William Cannon project will improve mobility and safety on more than three miles of I-35 mainlanes and frontage roads.

WILL THE PROJECT ADDRESS ANYTHING ELSE?

Lane merging/weaving on both north and southbound mainlanes and intersection operations at Stassney Lane and William Cannon Drive will be improved.

WHEN WILL WORK BE DONE?

Construction is anticipated to be completed in mid-2021.



HOW IS THIS PROJECT FUNDED?

PROPOSITION 1 FUNDS

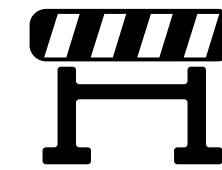
This project's construction cost is \$79 million. Construction was funded by voter-approved Proposition 1 funds. Proposition 1, which dedicates a portion of oil and gas tax revenue to the state highway fund, was approved in November 2014 by Texas voters.

IS THIS PROJECT ADDING TOLL LANES TO I-35?

No. The William Cannon project will not add toll lanes to I-35.

WANT TO LEARN MORE ABOUT PROPOSITION 1?

Look here: <http://ftp.dot.state.tx.us/pub/txdot-info/sla/transportation-funding/proposition-faq.pdf>



WILL YOU HAVE TO CLOSE THE HIGHWAY OR OTHER ROADS?

YES, WE WILL

There will be times when a full closure of the Stassney bridge and William Cannon bridge will be necessary. We will provide ample notification to all citizens prior to any full closures taking place.

WHEN WILL WE CLOSE DOWN LANES?

We work hard to schedule closures during nighttime and off-peak hours to avoid traffic impacts to drivers. Lane closures will take place anywhere from 9 p.m. to 5 a.m.

WHERE CAN I GET CLOSURE INFORMATION?

You can find closure information on www.drivetexas.org or on Twitter @35WilliamCannon.



WILL THE WORK BE LOUD OR INTRUSIVE?

WE WILL TRY TO KEEP IT AS QUIET AS POSSIBLE

Nearby businesses, residents, and commuters may hear noise and see temporary lighting during nighttime construction activities. To limit what our neighbors see and hear, our contractor will limit machine idling, use ambient backup alarms in the evening, and direct light away from nearby properties.

WHAT IF IT'S REALLY NOISY?

When work is unavoidably noisy, the contractor will notify nearby properties prior to starting the work.