



I-35 CORRIDOR

ADVISORY COMMITTEE PLAN

AUGUST 2011



This is a dynamic document and will continue to be re-evaluated and updated by the Committee as needed. The MY 35 Plan contains the ideas and recommendations of the I-35 Advisory and Segment Committees and does not contain proposals by the Texas Department of Transportation.

Document versions released to date:

January 2011

August 2011

The Interstate 35 (I-35) Corridor Advisory Committee was formed two years ago by the Texas Transportation Commission as a way to increase citizen participation in the transportation planning process for the I-35 corridor. In addition to the Advisory Committee, which oversees the entire I-35 corridor, four I-35 Corridor Segment Committees were also formed. The four Segment Committees are divided geographically along the I-35 corridor and provide a direct, local perspective of communities' transportation needs along I-35.

The I-35 Corridor Advisory Committee represents the most robust, direct and longest running public involvement effort in the history of transportation in Texas. This concept, using citizen planning committees, is the first of its kind to be used in the nation and is hopefully the beginning of a permanent tradition.

Because I-35 is vital to the state in ensuring a smart, efficient transportation system, the Advisory Committee was tasked with identifying the transportation needs of this lifeline, then developing a plan - the MY 35 Plan - for future improvements based on local needs and public and business input.

I-35 is the hub of transportation in Texas, serving varied users daily such as commuters, freight trucks, and business travelers. The diverse users of I-35 create substantial demand, with some sections of I-35 seeing over 200,000 vehicles a day. In fact, sections of I-35 made up 11 of the 100 Most Congested Roadways in Texas for 2010. With Texas' population growing over 20 percent in the last ten years, we can expect an even greater demand on the I-35 corridor.

In developing the MY 35 Plan, the Corridor Advisory Committee knew a dynamic roadway like I-35 would require a comprehensive approach. Conditions on one section of I-35 affect other areas of I-35 and the statewide transportation system. Congested conditions result in lost work time, increased fuel costs, and reduced public health and safety. The Committee recognized that constructing only a few projects along I-35 and expecting conditions to dramatically improve was not realistic. Instead, the MY 35 Plan contains both near-term projects, to alleviate congestion today, and long-term projects, to allow I-35 to continue serving our mobility needs in the future.

The Committee recommends operational improvements that will allow for more efficient travel along I-35, such as a corridor-wide incident management system and use of technology tools that provide travelers with traffic information,

alternative routes, and other solutions. The Committee also recommends offering discounted toll fees for truck traffic to bypass metro areas, and that studies be completed on passenger rail ridership and revenue, as well as on freight origins and destinations.

In addition to these improvements, the Committee recommends near-term and long-term roadway and rail projects to further improve mobility along the I-35 corridor, including the following:

- Tower 55 improvements

- I-35E improvements from I-635 to Loop 12

- I-35E improvements from I-20 to Hillsboro

- Redesignating SH 130 from Georgetown to SH 45 SE as I-35, removing the tolls on this portion of SH 130 and widening it to six lanes. Additionally, convert one lane in each direction of the current I-35 to a dynamically priced managed-lane.

- I-10 improvements from I-35 to SH 130

The Committee took a holistic approach to I-35 improvements, recommending highway and rail projects, as well as ideas to be considered for financing these projects. These recommendations make up the MY 35 Plan – encompassing local level needs identified by all four of the Segment Committees and public and business input – a needs-based plan for the entire I-35 corridor that allows this interstate to continue meeting Texas’ economic and transportation demands.

Table of Contents

Letter from Corridor Advisory Committee Chair	3
Message from the I-35 Corridor Advisory Committee	5
Introduction	8
Corridor Advisory Committee Members	9
MY 35 Vision Statement	10
The MY 35 Planning Process	11
MY 35 Goal and Strategies	12
Role of the Corridor Segment Committees	13
Public Involvement	15
Corridor Advisory Committee Public Outreach.....	15
Business Listening Sessions.....	15
Citizen Focus Groups.....	16
University of Texas I-35 Research Survey	16
Corridor Segment Committee Public Outreach.....	17
Innovative Approaches and Rail Solutions	19
Recommendations	25
Operational Improvement Recommendations	25
Right-of-Way Recommendations.....	26
Planning and Design Recommendations	26
Funding Recommendations	27
High Priority Study Recommendations.....	28
Project Recommendations	29
Near-Term Projects.....	29
Rail	30

Roadway	31
Corridor Segment 1.....	31
Corridor Segment 2.....	32
Corridor Segment 3.....	33
Corridor Segment 4.....	34
Long-Term Projects	35
Rail – Long-Term – Priority 1	35
Roadway – Long-Term – Priority 1.....	35
Corridor Segment 1.....	35
Corridor Segment 2.....	35
Corridor Segment 3.....	36
Corridor Segment 4.....	36
Roadway – Long-Term – Priority 2.....	36
Corridor Segment 1.....	36
Corridor Segment 3.....	36
Corridor Segment 4.....	36
Roadway – Long-Term – Priority 3.....	37
Corridor Segment 1.....	37
Corridor Segment 2.....	37
Projects Not Recommended by the Corridor Advisory Committee	37
Conclusion	38
Bibliography	39
Project Information.....	40
High Priority Studies.....	44
Near-Term Projects	46
Long-Term Projects	96

Letter from the Chair



*Tim Brown, Chairman, I-35
Corridor Advisory Committee*

This report is the culmination of an ongoing effort to examine the challenge Texas faces with respect to the most economically important but congested transportation corridor in the mid-North American Continent.

This process really started in the early nineties when local and state officials began to contemplate the anticipated surge in international commercial traffic associated with the North American Free Trade Agreement (NAFTA). This, coupled with recognized trends in population growth, threatened the viability of the existing infrastructure serving the I-35 corridor (and other key corridors). A number of grassroots efforts sprang up urging congressional action to address the problem through special funding measures. These efforts rested on two assumptions: first, since I-35 is part of the federal highway system, it was thought that the problem would appropriately be addressed through the federal government; and second, it was assumed that the scope of the challenge would require federal assistance. These efforts yielded no significant results. By the early years of this decade, it had become clear that Texas could no longer wait for federal action. Any solutions would have to be initiated by the state.

In 2003, a bold and innovative concept was offered to bring private capital into the mix through the use of public-private partnerships. The concept was rolled out as the Trans-Texas Corridor (TTC) initiative and was received with substantial and escalating opposition.

This impasse led to the creation of the Trans-Texas Corridor Advisory Committee, a group of individuals from across the state, representing a wide range of philosophical perspectives, tasked with taking a hard look at the TTC concept to identify strengths and weaknesses in the concept and make recommendations about where to go next. This group met regularly for two years before being disbanded and replaced by two similar committees, one tasked with focusing on the I-35 corridor, and the other on I-69. These groups were given absolute freedom to determine the direction of their courses of inquiry and, in fact, examined a wide range of possible solutions and funding mechanisms. Consensus was reached on only three points: first, that the challenge is real and demands attention; second, that complexity of the problem would require a mix of various transportation modes; and finally, that the TTC concept had been doomed from the beginning by a lack of public involvement on the front end.

This finding led to the creation of the I-35 Advisory Committee and the four Segment Committees that work under it. The idea is to provide a process that operates from the ground up. The Segment Committees were tasked with examining the corridor-related challenges from a more local perspective and offering recommendations, which have been assimilated by the Advisory Committee in this report. The range of recommendations illustrates the complexity of the problem in Texas. Even along a corridor like I-35, which functions as a single system, identified needs vary markedly from one region to the next. For instance, moving traffic through the Dallas/Fort Worth metroplex would involve several separate projects to add capacity on the existing highway, however the existing capacity of the DFW roadways would be more than adequate in other parts of the state. Connectivity and access issues are part of the solution in many areas. And perhaps most importantly, it seems clear that a new paradigm for moving heavy freight across the state is needed. Again, no single solution will suffice. Providing adequate mobility for Texas will require a blend of new infrastructure (both rail and asphalt), expansion of existing infrastructure, and the application of better management tools.

I think it is appropriate to mention the dilemma the committees faced with respect to the funding question. At various points along the way, committee discussions became bogged down over the funding questions. Was it appropriate or meaningful to discuss projects for which funding does not exist? Ultimately, it was decided that this was not the task of the committee. We have taken it as a foregone conclusion that existing funding mechanisms are not sufficient to meet the staggering needs of this fast-growing state. A major commitment to new funding will be needed. But that challenge can only be addressed by the Texas Legislature and the United States Congress.

It should be noted that throughout this entire process, starting with the TTC Advisory Committee, TxDOT staff has facilitated the process and provided technical support, but the various committees have enjoyed the freedom to set their own agendas and determine the course of their discussions. We owe a debt of gratitude to the Texas Transportation Commission and to TxDOT staff for the opportunity to work on this problem. And I want to personally thank the members of all of these committees for their time and dedication to this important task.

Tim Brown, Chairman, I-35 Advisory Committee

Message from the I-35 Corridor Advisory Committee

The Interstate 35 (I-35) Corridor Advisory Committee first met two years ago in response to a call from the Texas Transportation Commission for increased citizen participation in the transportation planning process for the I-35 corridor. *The I-35 Corridor Advisory Committee represents the most robust, direct and longest-running public involvement effort in the history of transportation in Texas and is the first of its kind to be used in the nation.* We hope it is the beginning of a permanent tradition. This unique committee was tasked with identifying transportation needs in the I-35 corridor because this corridor is vital to the state in ensuring a smart, efficient transportation system. *The MY 35 plan signals a start in looking at innovative ways to move people and goods along the I-35 corridor.* This plan includes our recommendations to the Commission and the Texas Department of Transportation (TxDOT) for projects and policies based on needs expressed at the local and regional levels of the areas and sectors we represent.



The I-35 Corridor Advisory Committee has met periodically since 2008 to develop the MY 35 Plan.

In presenting these projects and policies, it's important that readers also understand the context in which we make these recommendations and the urgency with which we speak. Texas, along with all other states, is facing major transportation funding challenges. *Most experts agree that our traditional funding mechanisms - motor fuels taxes - are insufficient to meet future transportation needs,*

even in the near-term. Our transportation system is aging and in need of major repair and, in some cases, replacement. At the same time, the state's population is projected to continue increasing dramatically. The population in the counties along the I-35 corridor is expected to increase from 11.3 million to 17 million between 2010 and 2040, an increase of just over 50 percent.¹ The projected funding needed to meet this future demand between 2009 and 2030, is \$487 billion, yet projected revenues are only \$155 billion, leaving a remaining funding challenge of \$332 billion.² Although demand is increasing, the financial resources needed to meet that demand are shrinking.

The need to address these issues is urgent because the stakes are high. If we accept these projections, we cannot expect to maintain, much less expand, our transportation system at current funding levels using current planning and design approaches. *Because Texas is located in the heart of national and international trade routes, the state of the Texas transportation system has a direct impact on the Texas, national and international economy.* Our roadways are the arterial system of our economy and, as such, they support our quality of life. The goods we need to support our standard of living, the amount of time we spend getting safely to and from work, the quality of the air we breathe – all depend on the quality of our transportation system. When goods don't get to market, profits are lost. When workers can't get to work because of congestion, productivity goes down and personal time is wasted. Unsafe roadways jeopardize our future as well. Even as safety conditions improve on Texas roads, more than 15,000 crashes occurred and over 80 people lost their lives on I-35 in 2009.

Many of the projects recommended in this plan were needed yesterday. Currently, an Austinite loses more than 34 hours a year to delays on congested roadways. At current transportation funding levels that number is expected to grow to 102 hours by 2030. That same Austin resident spent \$820 on congestion costs in 2008 and should expect to spend as much as \$2,431 in 2030 (in 2008 dollars).³

Our current funding system is unsustainable if Texas is to maintain a safe transportation infrastructure and be economically competitive; the time to act is

1 U.S. Census 2010; Texas State Data Center, *Population Projections Program*, 0.5 Migration Scenario. February 2009.

2 *Funding the Future – A Forecast of Transportation Finance*, Jointly Produced by the Texas Association of Metropolitan Planning Organizations, Texas Transportation Institute, Center for Transportation Research, and Texas Department of Transportation. July 2009.

3 Texas 2030 Committee, *Texas Transportation Needs Report*, Appendix D. February 2009.

now. Like the maintenance of our homes or our cars, the longer the maintenance of our transportation system is deferred, the more expensive the system will be to revive. Already we are seeing a slow-down in the delivery of transportation projects here in Texas. TxDOT has announced that after fiscal year 2012, it will no longer begin the development of any new projects for new roadways or lanes. This fast-approaching deadline only reinforces the need to rethink how we move goods and people throughout the state.

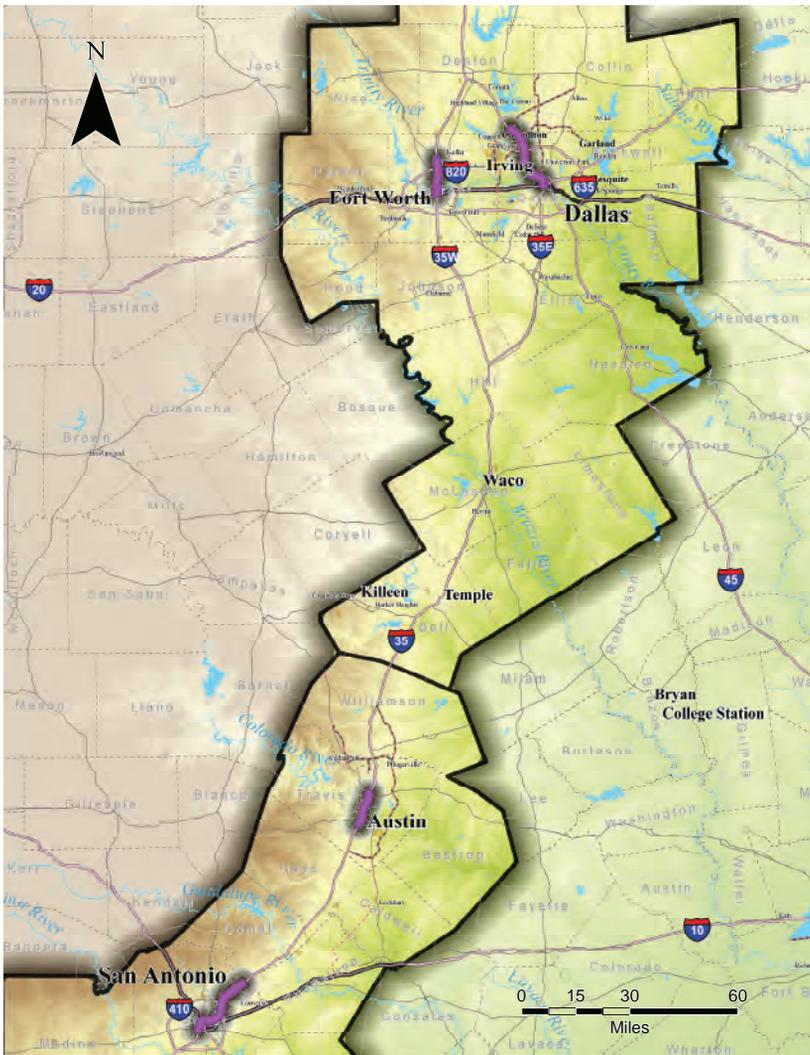
We find ourselves at a pivotal moment, facing the opportunity to either fall behind other states and countries, or to be a leader in transportation and in the world economy. This moment calls for a willingness to consider all transportation modes, not just roads. It calls for an enthusiastic embrace of technology suited to our need for sophisticated communication and statewide connectivity. This moment calls for new and innovative thinking required for a healthy, sustainable future. If no changes are made in *the way we deliver transportation in Texas, we compromise the competitiveness of our economy and the livelihoods of our citizens.*

Towards that end, *we recommend freight and passenger rail projects that will shift traffic off our roadways.* We recommend *roadway design changes that separate cars and trucks to increase safety* for all drivers and make freight delivery more efficient. We recommend *managed lanes to ease congestion and provide relief to transportation funding.* We recommend *integrated, real-time traffic information systems that alert drivers to delays and provide alternate routes* in order to relieve congestion and improve safety. We even recommend *re-designating and renaming parts of I-35 in Central Texas to divert interstate traffic away from metropolitan areas.*

Some of our recommendations may be easily implemented while others require policy changes and potential legislative action. *Many of our recommendations would involve an expansion of I-35 or existing highways in the I-35 corridor.* We urge our fellow citizens and lawmakers to act now for change.

Introduction

I-35 serves as the major artery for the state of Texas and is used every day by freight trucks and business travelers as they move from one end of the state to another, as well as commuters in cities and suburbs to travel to work and school. The varied and dynamic users of I-35 create substantial demand on the system, so it's no surprise that sections of I-35 made up 11 out of the 100 Most Congested Roadways in Texas for 2010, as shown in the figure below. These congested conditions are only expected to worsen, as Texas' exploding population places an even greater burden on the I-35 corridor.



In developing a plan to improve this vital lifeline through the state, the I-35 Corridor Advisory Committee knew that I-35 is a roadway that calls for a comprehensive approach, where each section affects other areas of the state. Taking this comprehensive approach, the Corridor Advisory Committee believes it is not realistic to simply prioritize a list of projects along the I-35 corridor, construct a few top priority projects, and expect I-35 to dramatically improve.

Instead, a holistic approach to I-35 improvements is necessary. Congestion along I-35 affects other parts of the state economically with lost work time and lost fuel costs for the freight industry – costs which are ultimately passed on to the consumer. Congestion also plays a role in the public

health and quality of life enjoyed by Texans by reducing air quality, safety and limiting the amount of time Texans can spend at work, play or with their families.

The Corridor Advisory Committee believes that transportation is critically underfunded. However, *the Committee's recommendation is to consider the projects discussed in this report as an overarching plan of action to solve the entire I-35 puzzle for the health of the Texas economy, and to address safety and quality of life for current and future Texans.*

Corridor Advisory Committee Members

The Corridor Advisory Committee is comprised of citizens who are interested in the future of the I-35 corridor. Committee membership includes business professionals, environmental planners, rail advocates, professors, local officials and residents that live and do business in the I-35 corridor. They were appointed to the committee by the Texas Transportation Commission. Since 2008, the Corridor Advisory Committee has met periodically to establish the framework for the MY 35 planning process and coordinate public involvement efforts. The Corridor Advisory Committee meetings were open to the public. Members include:

Tim Brown – Corridor Advisory Committee Chair, Commissioner,
Bell County

Stephen Bonnette – Senior Vice-President, Pape-Dawson Engineers, Inc.,
San Antonio

Maria Elena Camarillo – Director of Environmental Planning,
Poznecki-Camarillo, Inc., San Antonio

William L. Conley – Chief Executive Officer, The Bondurant Group, LLC,
Fort Worth

Sheila Cox – Retired Realtor, Former Teacher, Gainesville

Bob Daigh – Senior Director of Infrastructure, Williamson County*

Christina De La Cruz –Traffic Engineering and Planning Manager,
City of San Antonio*

John P. Erwin, Jr., M.D. – Mayor, City of Hillsboro

Don Greene – Professor of Earth Sciences, Baylor University, Waco

Tom Krampitz – Attorney, Fort Worth

Peter J. LeCody – President, Texas Rail Advocates, Dallas
Ross Milloy – President, Austin-San Antonio Corridor Council, Austin
Susan Narvaiz – Former Mayor, City of San Marcos †
Jeff Neal – Program Manager, North Central Texas
Council of Governments, Dallas/Fort Worth*
Donna Parker – Senior Director, Jacobs Engineering, Dallas/Fort Worth
Grady Smithey Jr. – City Councilmember, City of Duncanville*
Chris Steuart – Vice-President, Norco Corporation, Saginaw
Lana Wolff – City Councilmember, City of Arlington

** These members also served on an I-35 Corridor Segment Committee and were appointed by their committee to represent their respective segment on the Corridor Advisory Committee during preparation of the MY 35 Plan.*

MY 35 Vision Statement

Early in the planning process, the Corridor Advisory Committee developed an overarching vision statement for the I-35 corridor based on the guiding principles in their November 2008 *Citizens' Report*. The vision statement, as modified by the I-35 Corridor Advisory Committee, reads:

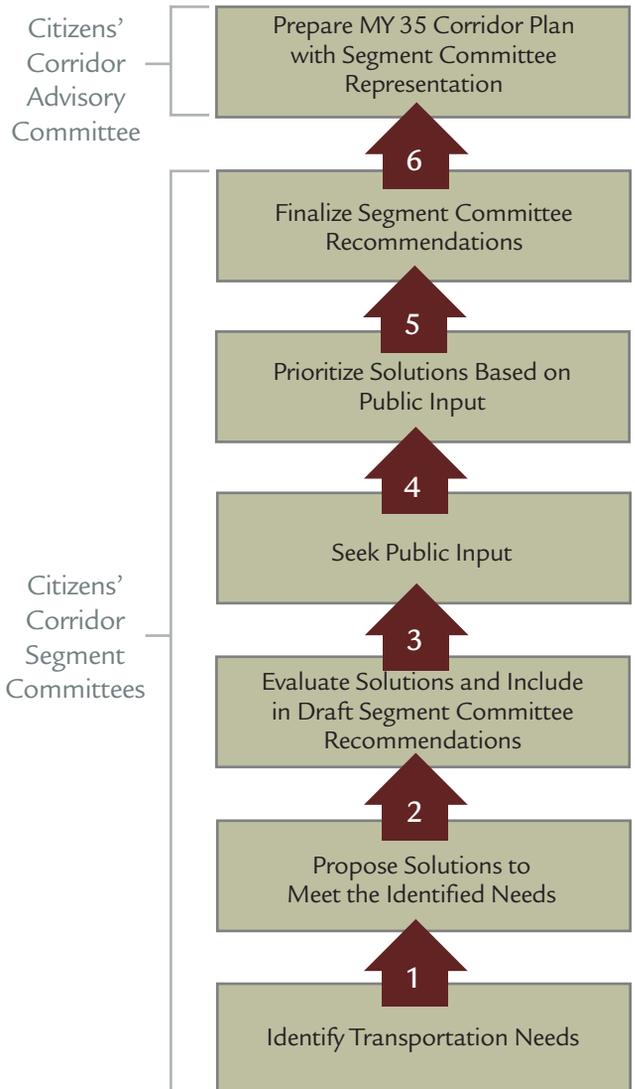
The I-35 corridor will be an adequately funded, comprehensive multi-modal transportation system in Texas that is shaped by input from citizens, community leaders, and other stakeholders and addresses mobility needs over time, preserves and promotes economic vitality, is environmentally sensitive and safe, and supports quality of life for the citizens of Texas.

The MY 35 Planning Process

The MY 35 planning process was developed by the Corridor Advisory Committee in response to a charge by the Texas Transportation Commission to develop a grassroots planning process for looking at the short-term and long-term needs in the I-35 corridor. The Corridor Advisory Committee presented the MY 35 planning process to the Texas Transportation Commission in October 2009. The process incorporates a flow of communication from the ground-up through a number of public involvement activities, and also between the Corridor Advisory and I-35 Corridor Segment Committees. The intent of the MY 35 planning process is to provide a framework to collaborate with the public in identifying desired improvements along the I-35 corridor. The result of the process is a plan that reflects the interests and concerns of citizens through local and regional recommendations for meeting short- and long-term mobility needs along the I-35 corridor.

The purpose of the solutions and projects recommended in the MY 35 Plan is to increase capacity and improve mobility in the I-35 corridor, specifically on I-35. The MY 35 Plan differs from Metropolitan Planning Organization (MPO) plans because it focuses specifically on the I-35 corridor from the Texas-Mexico International border to the Texas-Oklahoma state line. Several sections of the I-35 corridor lie outside of an MPO boundary. Therefore, the MY 35 Plan recommends projects within the I-35 corridor from MPO plans as well as those that are outside the MPO planning boundaries to create a unified, statewide solution.

Recommendations for regional improvements to the I-35 corridor were developed by the Corridor Segment Committees with input from the public, and then were considered by the



Corridor Advisory Committee during preparation of the MY 35 Plan. The MY 35 Plan was prepared by the Corridor Advisory Committee and included one member appointed by each segment committee. The MY 35 Plan includes a list of projects developed from the Corridor Segment Committees' recommendations for implementation in the near-term (within five to 10 years). A list of long-term projects (to be implemented in 10 to 30 years) are also included, but the Corridor Advisory Committee does not consider these projects as urgent in relieving congestion on the I-35 corridor as those in the near-term. The Corridor Advisory Committee prioritized the long-term projects in the order in which they should be studied and recommends that studies on the long-term projects be initiated in the near-term so that these projects are ready for implementation in the future. Other recommendations regarding operational improvements, right of way, planning, design, and funding are also included in the MY 35 Plan.

In addition, the Corridor Advisory Committee recommends that its role be expanded by the Texas Transportation Commission in the future to inform and engage local and state elected officials, business groups, stakeholders and the general public regarding the MY 35 Plan and the continuing need to address critical capital needs in the I-35 corridor.

MY 35 Goal and Strategies

Building off of their November 2008 *Citizens' Report*, the Corridor Advisory Committee identified *the main goal of the MY 35 planning effort as improving efficiency and mobility for passengers and freight throughout the I-35 corridor*, which extends from the Texas-Mexico border to the Texas-Oklahoma border.

The Corridor Advisory Committee also identified several strategies to help meet this goal which include:

- Improve existing highway segments, where feasible,**
- Continue planned expansion of I-35 and prioritize projects based on the greatest needs,**
- Create new infrastructure segments where existing urban density makes expansion impractical,**
- Consider rail options, such as double tracking or new alignments to move passenger and freight rail traffic, such as the Lone Star Rail Passenger and Freight Rail Relocation Project, and**

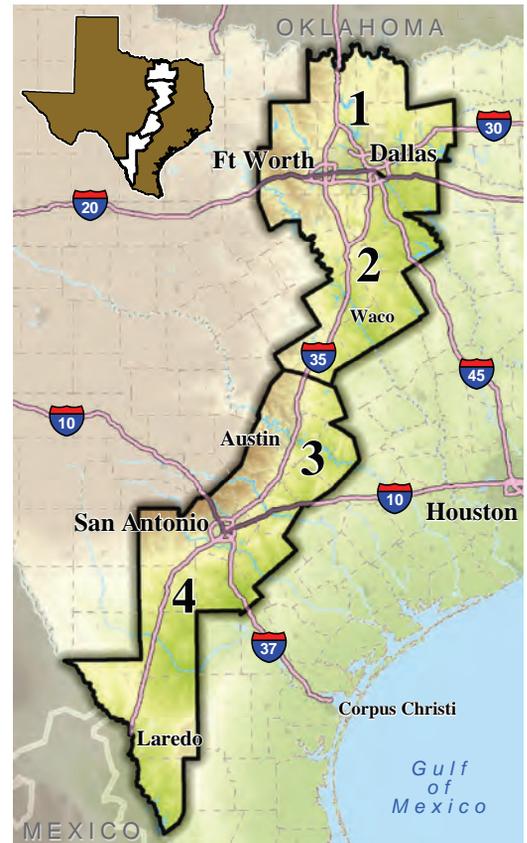
Involve local leadership throughout the planning process and conduct outreach activities so that stakeholders can participate in the decision-making process.

Role of the Corridor Segment Committees

The four Corridor Segment Committees were formed by the Texas Transportation Commission to assist the Corridor Advisory Committee in developing a plan for the I-35 corridor that reflects the local and regional interests of citizens. This figure shows the location and boundaries of the four I-35 corridor segments. While the Corridor Segment Committees held organizational meetings in 2009, their work on MY 35 began in January 2010. The Corridor Segment Committees held monthly meetings to identify I-35 corridor needs, and to present and evaluate potential solutions. All Corridor Segment Committee meetings were open to the public. In September 2010, the Corridor Segment Committees held 20 planning workshops throughout the corridor to gather public input on their proposed solutions. The Corridor Segment Committees met in October 2010 to develop their final recommendations. *Input from the public was considered by the Corridor Segment Committees and reflected in their final recommendations to the Corridor Advisory Committee for the MY 35 Plan.*

It was not the role of the Corridor Segment Committees to consider funding while preparing their recommendations, as their efforts were focused on proposing solutions that would best meet the regional needs in the corridor. Funding for projects selected for the MY 35 Plan may be considered in future planning efforts.

The cost information included in the individual project sheets is intended to provide readers with a high-level estimate of the funding needs for each solution. When available, project costs were provided from published sources such as MPO long range plans. Other costs were developed using historic data for similar project types. It should be noted that these costs could change based upon further scope refinement,



market conditions at the time of bidding, and project-specific conditions. Additionally, the feasibility, right-of-way requirements or environmental constraints related to any of the proposed corridor solutions in the final Corridor Segment Committees' recommendations and MY 35 Plan have not been studied by the Corridor Segment or Corridor Advisory Committees.

Corridor Advisory Committee Public Outreach

The Corridor Advisory Committee developed a public involvement plan for MY 35 in December 2009 that was presented to the Corridor Segment Committees in January 2010. The public involvement plan identified public involvement activities for both the Corridor Advisory Committee and Corridor Segment Committees. The Corridor Advisory Committee focused on a corridor-wide approach, which included business listening sessions and citizen focus groups conducted by the Texas Transportation Institute (TTI), as well as a research survey conducted by the University of Texas at Austin. Results from the business listening sessions, citizen focus groups and research survey were considered by the Corridor Advisory Committee during the development of the MY 35 Plan and were shared with the Corridor Segment Committees for consideration during development of their recommendations.

Business Listening Sessions

As part of the Corridor Advisory Committee effort, TTI was tasked with gathering public input of current and future needs on the I-35 corridor. TTI conducted four business listening sessions on behalf of the Corridor Advisory Committee at the following locations along the I-35 corridor: Dallas/Fort Worth, Austin, San Antonio and Laredo. The listening sessions were comprised of individuals from businesses within the corridor or from businesses that regularly used I-35 for transporting their goods. Many of the representatives in the business listening sessions indicated they see increasing congestion as a serious problem that has or will impact their businesses and/or employees. There was no clear consensus on what should be done to address this problem. There was some support among the group for increased availability of alternative transportation modes, such as rail, primarily in the San Antonio area. Other issues discussed included transportation project financing, utilization of existing infrastructure, design issues on existing I-35 and facilitating trade with Mexico. There was unanimous support for ending transportation fund diversions and strong support for increasing and/or indexing the motor fuels tax to inflation. A few people mentioned that the motor fuels tax would not be sustainable in the future and that other ideas, such as vehicle miles traveled (VMT) fees, should be explored now.

Citizen Focus Groups

In addition to the business listening sessions, TTI conducted eight citizen focus groups as part of the Corridor Advisory Committee public outreach effort. Citizen focus group sessions were held in the following locations: Dallas, Fort Worth, Gainesville, Waxahachie, Waco/Temple/Belton, Jarrell, Austin and Laredo. The focus groups were comprised of members of the general public that were recruited from the locations listed above. Participants were recruited via flyers, past recruitment lists, online advertising, newspaper advertising and posts to Facebook groups. All participants had noticed increased traffic on I-35 over the past several years and, whether a rural or urban participant, recognized the need to proactively plan for solutions. The participants also said that Texas will continue to grow and, in order to remain economically competitive, a suitable transportation network must be provided. Most participants recognized that solutions need to be both short-term “quick fixes” and long-term. Some of the short-term solutions suggested include:

- Provide more traveler information, especially about route choices,**
- Provide more education on transportation system use,**
- Encourage flexible schedules and telecommuting,**
- Address the truck issue on I-35 (congestion/safety issue),**
- Fix roadway design problems (smooth out bumps, fix horizontal and vertical curves so that average speeds increase, take out left exits, improve short entrance and exit ramps, etc.), and**
- Begin education about transportation funding.**

Some of the long-term solutions suggested include:

- Add capacity to I-35 (widen where able, double-deck other areas), and**
- Encourage/provide alternate modes (managed lanes, passenger rail, etc.).**

University of Texas I-35 Research Survey

As another component of the Corridor Advisory Committee public outreach effort, the University of Texas at Austin conducted a research survey to get a sense of citizen perceptions of the I-35 corridor. The University of Texas research study was a high-level telephone survey that included cell phone users and focused on the needs

within the I-35 corridor and was conducted during the last two weeks of June 2010. Three hundred adult Texans were surveyed for each of the four segments; some of the surveys were conducted in Spanish. The response rate for the 53-question survey was 34 percent, which is slightly higher than the normal response rate. The main points that resulted from the survey are summarized below:

Respondents are not dissatisfied with roads, highways, or transportation options,

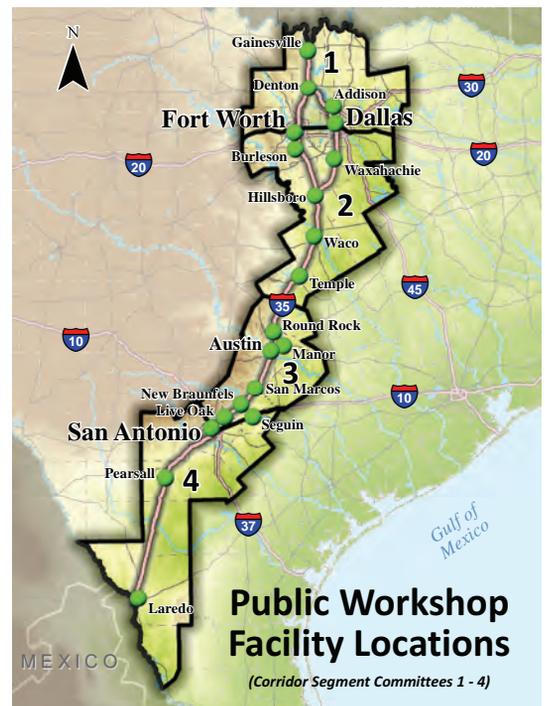
Respondents are very dissatisfied with congestion and traffic in a few trouble spots,

Respondents are open to a wide range of ideas for addressing traffic in these trouble spots, and

Respondents expect traffic and transportation to get much worse in the next 10 years⁴.

Corridor Segment Committee Public Outreach

In September 2010, the Corridor Segment Committees held 20 public planning workshops to get input from the general public on their proposed road and rail solutions for each segment of the I-35 corridor. The workshop locations are depicted in the figure. The general workshops information is presented in the table on page 18. The planning workshops were advertised at www.MY35.org, via social media sites (Facebook, Twitter), through newspaper legal notifications, press releases, flyers and in announcements on the radio throughout the I-35 corridor. The workshops provided opportunities for the public to review the Corridor Segment Committees' proposed solutions, ask questions of Committee members, and learn more about the MY 35 planning process in an open-house format. The public was invited to complete a questionnaire to give feedback on the Corridor Segment Committees' proposed roadway and rail solutions. The questionnaire and all workshop materials were also



⁴ Presentation by James Henson and Darren Shaw to the MY 35 Corridor Advisory Committee, October 20, 2010

available at www.MY35.org beginning on September 7, 2010. The questionnaire and other comments on the Corridor Segment Committees' recommendations were accepted online or through the mail until October 6, 2010. The Corridor Segment Committees received a total of 610 completed questionnaires during the public workshop comment period.

In addition, at the request of the Corridor Segment 1 and 2 Committees, the North Central Texas Council of Governments (NCTCOG) presented the projects proposed by the Corridor Segment 1 and 2 Committees in the Dallas/Fort Worth Metroplex at regional meetings they held on September 14, 2010 in Cedar Hill and Lewisville, and September 15, 2010 in Keller.

Workshop Date	City	Location	Corridor Segment	Public Attendance
September 7, 2010	Temple, TX	Frank W. Mayborn Civic & Convention Center	2	26
September 8, 2010	Waco, TX	Waco Convention Center	2	7
September 9, 2010	Addison, TX	Addison Conference Center	1	3
September 10, 2010	Waxahachie, TX	Waxahachie Civic Center	2	11
September 13, 2010	Denton, TX	University of North Texas	1	8
September 13, 2010	Burleson, TX	Burleson Recreation Center	2	5
September 14, 2010	Gainesville, TX	Gainesville Civic Center	1	33
September 14, 2010	Hillsboro, TX	Outlets at Hillsboro	2	11
September 15, 2010	Dallas, TX	Hilton Garden Inn Dallas Market Center	1,2	13
September 15, 2010	Pearsall, TX	Pearsall High School	4	14
September 16, 2010	Laredo, TX	TxDOT Laredo District	4	5
September 20, 2010	Round Rock, TX	Allen R. Baca Center	3	18
September 20, 2010	Fort Worth, TX	Education Service Center Region XI	1, 2	10
September 21, 2010	New Braunfels, TX	New Braunfels Civic Center	3	28
September 22, 2010	Austin, TX	TxDOT Austin District	3	10
September 23, 2010	Manor, TX	Manor High School	3	29
September 23, 2010	San Antonio, TX	VIA Metropolitan Transit	3, 4	18
September 27, 2010	San Marcos, TX	San Marcos Activity Center	3	40
September 28, 2010	Live Oak, TX	Live Oak Civic Center	3, 4	24
September 29, 2010	Seguin, TX	Seguin-Guadalupe County Coliseum	3, 4	18

Innovative Approaches and Rail Solutions

Through the MY 35 planning process, the Corridor Segment and Corridor Advisory Committees quickly realized that in the long-term, managing congestion with a highways-only approach would not accommodate the growth anticipated in the I-35 corridor. Therefore, the committees explored innovative approaches and rail solutions to make the best use of the existing transportation system and to determine new methods to move people and goods.

The projects recommended in this plan are products of numerous studies conducted and reviewed over the last several decades by transportation professionals, local governments and the public at-large. One consistent result from these studies is that with significant right-of-way limitations, financial constraints and environmental effects, the sole addition of general purpose lane capacity is not and should not be the only mobility solution.

A large majority of the projects described in this report, particularly those within congested urban areas, draw from a large and ever-expanding toolkit of roadway design and operational solutions, and typically employ multiple solutions as well. Some examples include managed lanes, electronic tolling, intelligent transportation systems (ITS) and truck lane restrictions. Investigation into adding or combining other modes of transportation, such as freight rail or passenger rail, are also being considered for many corridors. However, some elements used in one location may not always be suitable or practical in another location. This is becoming increasingly clear as project stakeholders continue to expand their research into the strong and widely varied connections between transportation, land use, economic vitality, community cohesion and quality of life. Understanding and applying these connections, complex as they are, have prompted additional innovations, and the Corridor Advisory Committee greatly encourages the continued application and evolution of these ideas.

One example of such an approach recommended by the Corridor Advisory Committee is the I-35/SH 45SE/SH 130 Alternative (see full description in Project Information on Page 78). This solution would require improvements to the existing system as well as policy changes in order to move through-traffic onto SH 130 and away from the downtown Austin area, where I-35 expansion is constrained by development and historic properties. As proposed, this solution would convert one I-35 general purpose lane in each direction to a dynamically-priced managed lane, re-designate I-35 as a non-interstate facility, and, on SH 130,

remove tolls and re-designate SH 130 as I-35. The Corridor Advisory Committee recognizes the challenge and complexity of this solution. For example, many complex legal and policy changes would need to occur, the initial SH 130 project bond financing would need to be revisited, federal approval would be needed for the interstate re-designation, environmental studies may have to be completed, and public consensus would need to be achieved at several of these milestones. Despite these challenges, the Corridor Advisory Committee believes that this type of innovative solution is needed to address the transportation demand in this area of the corridor. The Corridor Advisory Committee recommends that this solution be studied immediately and implemented in the near-term to relieve congestion in this segment of the I-35 corridor through Central Texas.

The Corridor Segment and Corridor Advisory Committees recognize that for Texas to maintain its competitiveness in national and world-wide markets, rail solutions are critical to move both people and goods in the I-35 corridor. As a state, we cannot talk about comprehensive transportation solutions without including rail. In the urban areas of the I-35 corridor, such as Dallas/Fort Worth, Austin and San Antonio, it is simply not possible to construct enough roadways to meet the anticipated traffic demand that will come as the state's population doubles in size over the next three decades. Increased movement of trade goods due to NAFTA, and the current improvements to the Panama Canal in particular, must be addressed if the jobs, economic development and other benefits of that trade are to continue their contribution to the state and national economies (currently about \$900 billion per year, and doubling every four to five years). The Corridor Segment and Corridor Advisory Committees believe that both freight and passenger rail will play a critical role in sustaining economic growth, easing congestion (or at least giving travelers an alternative to it), reducing air pollution, increasing energy efficiencies and improving the quality of life for all Texans.

Moreover, the general public agrees. Surveys done on behalf of the committees found that 75 percent of citizens polled said they were in favor of using existing taxes to fund intercity passenger rail and when asked if 'additional resources' should be used for rail, 78 percent said yes. Further, while most passenger travel within the range of 250 to 300 miles is currently served by private passenger vehicles, buses and airlines, the percentage of travelers of all those who travel by air on many short-haul air routes has dropped significantly since the 1990's. Among

the reasons for this reduction could be higher fares, increased airport security hassles, new technology for video meetings - even as the total number of passengers boarding U.S. airlines has increased.

According to U.S. Bureau of Transportation Statistics data:

In 1990, people flying on short-haul routes, 400 miles or less, made up nearly 34 percent of domestic passengers on U.S. airlines. By 2009, the percentage had dropped to 26.6 percent.

Southwest Airlines, a popular low-cost carrier based in Texas, saw its short-haul percentage decline from nearly 59 percent of its passengers in 1990 to just under 35 percent by 2009.

The average Southwest passenger in 1990 traveled 482 miles each way. In 2009, that average trip lengthened to 727 miles, a 51 percent increase.⁵

The Committee also believes as traffic congestion and fuel prices increase, more Texans will turn to passenger rail as a cost-effective, time-saving, energy-saving solution, and the state of Texas is strongly encouraged to begin laying the groundwork – that is, the financial and planning infrastructure, to support that transition. The importance of inter-agency, inter-regional coordination and public-private partnerships in such an effort cannot be understated. Just as different roadways provide various levels of functionality and are integrated and interconnected within a larger thoroughfare system, the success of passenger rail will be driven by its ability to provide accessible, efficient, and seamless links across all service areas and service types. In the Dallas-Fort Worth region, for example, links have been established to ensure smooth service transitions between the area's three transit providers: Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (FWTA), and the Denton County Transportation Authority (DCTA). The April 2011 approval of a Memorandum of Understanding (MOU) between the Regional Transportation Council (RTC) of North Central Texas and the Lone Star Rail District of the Austin-San Antonio region creates additional linkages and coordination, enabling the cooperative development of future large-scale passenger rail projects that will have both local and statewide effects on congestion reduction, economic development and quality of life.

⁵ *Air Carrier Statistics Database, T-100 Domestic Market Table*, U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information. 1990-2009.

In addition to requirements for cooperation and coordination among transit service providers, regional and intercity passenger rail service solutions are also dependent upon forming agreements with the freight railroads that own the existing lines and right of way. Texas railroads have capacity limits, with mostly single track lines and passing sidings to allow for train movement.

The public and private sectors would both benefit from increased capacity of rail lines. An increase in capacity would result in improved service that would keep long-haul freight rail service fluid, a benefit for Texas shippers and businesses. While we realize that the "final miles" of freight delivery are almost always accomplished by trucking, and some categories and origin/destination segments are not viable by rail, moving even a portion of the long-haul freight from road to rail would offer a degree of congestion relief, ease roadway wear and tear, offer lower emissions for better air quality and be a more efficient transportation mode.

The public benefits of rail improvements include re-routing existing freight rail traffic outside of major cities and moving hazardous cargo outside of populated areas. Development of regional and intercity passenger rail service allows Texans a transportation choice. Benefits are similar to those specified above.

TxDOT, through their recently created Rail Division, has already completed a statewide rail plan for the state's freight and passenger rail systems. The plan includes a short-term program which identifies further freight studies in various regions of the state, as well as the prioritization and study of existing and potential passenger rail corridors. A number of passenger and freight rail improvement programs that parallel the I-35 corridor are already in levels of progress, while others have been proposed for future study and development:

The Rail Relocation and Improvement Fund (RRIF) was approved by Texas citizens in 2005. One of the proposed projects would result in moving long-distance freight trains out of the congested Austin-San Antonio corridor via a bypass and allow for the development of regional passenger rail service. The RRIF has not yet been funded by the Texas Legislature.

A \$5.6 million dollar USDOT planning grant has been awarded to complete a service development plan for passenger rail service between Oklahoma City and South Texas.

TxDOT will conduct a statewide Passenger Rail Ridership Forecasting Model Project, scheduled to begin in late 2011. One of the areas of study will include travel dynamics between the Dallas-Fort Worth area and the Austin-San Antonio region.

Improvements to freight rail traffic flow at Fort Worth's Tower 55, one of the most congested rail crossings in the country, have received environmental clearance and are under final review. The state was approved for a \$34 million TIGER II grant in October 2010 for this project.

A USDOT grant has been awarded to increase speeds on the daily Heartland Flyer passenger rail service line between Fort Worth and Oklahoma City. This project would decrease travel time between the Red River and Fort Worth, making it an even more viable transportation option on I-35. This service has seen strong ridership growth.

The Rail Division is applying for federal funding to improve grade crossing safety in corridors such as the federally designated passenger rail corridor between Fort Worth and San Antonio.

The committee urges TxDOT to diligently complete these studies and projects so that the state can be in a position to pursue additional funding opportunities, under various federal or state programs to implement intercity passenger rail service. Leveraging matching federal-state funding opportunities, as is now accomplished with highways, would further the efforts to facilitate the implementation of intercity passenger rail service on the I-35 corridor.

Moreover, the Committee believes TxDOT and the Texas Legislature should increase the overall resources made available to the TxDOT Rail Division and develop a sustainable long-term funding strategy for freight and passenger rail improvements, including funding for the RRIF.

The Committee believes that the fastest approach to developing passenger rail service in the corridor would be a strategy that includes a public-private partnership with the existing freight railroads, and improving and using existing railroad right of way to increase the frequency of train service. By improving existing freight rail corridors, goods can be moved more efficiently and with greater safety and speed, thus drawing more long-haul freight movements off of trucks on the highways and onto freight trains.

Relocating long-distance freight trains off existing freight rail lines and around metropolitan areas, where feasible, can create added capacity for passenger trains between urban areas. It would also result in moving long-distance hazardous cargo around, rather than through, metropolitan areas. This approach leverages existing rights of way versus having to condemn vast amounts of new property for dedicated passenger rail lines (with attendant more complicated environmental clearances). Using existing right of way can result in establishing passenger rail service in a shorter time frame; however, any changes to existing rail lines will still require environmental scrutiny, can result in track and signal upgrades and potential changes in track geometry to accommodate higher speeds, and will require close cooperation with existing freight railroads for deliveries to local customers. The cost of relocating and operating long-distance rail freight traffic out of metropolitan areas will be determined through public-private partnerships and the future benefits derived by each stakeholder. Rail Relocation will also provide badly needed NAFTA rail capacity along a federally-recognized 'nationally significant trade corridor' (I-35) versus no new added freight rail capacity.

A rail corridor study from Oklahoma to South Texas now underway by the TxDOT Rail Division will determine best practices for developing intercity passenger rail service. The study includes analyses of ridership, speed of service, frequency of service, connectivity with local and regional transportation modes, equipment requirements, infrastructure needs, and other factors. Three levels of passenger rail service, under recent federal criteria, will be examined:

Core Express Corridor: Up to 500 miles of rail serving major population centers, with frequent electrified express service, dedicated tracks, and speeds from 125-250 miles per hour

Regional Corridors: 100-500 miles of rail serving mid-sized urban areas and small communities, with frequent non-express service, dedicated and shared tracks and speeds from 90-125 miles per hour

Emerging Corridors/Feeder Routes: 100-500 miles of rail serving moderate population centers and smaller more distant areas, with shared tracks and speeds up to 90 miles per hour

Lastly, the Committee believes that the Texas Legislature and the TxDOT should work to create a level playing field for financing transportation modes. For example, there is currently no system in place to fund rail projects. We recommend that the

Recommendations

legislature develop mechanisms to fund rail and other modes to maximize the overall effectiveness of the state's transportation system.

The Corridor Advisory Committee spent the month of November 2010 reviewing the Corridor Segment Committees' recommendations. The Corridor Advisory Committee, along with one member appointed by each Corridor Segment Committee, met on December 1, 2010 to develop the final list of recommendations for the MY 35 Plan. At this meeting, the Corridor Advisory Committee considered the recommendations from the four Corridor Segment Committees which included operational, right of way, planning, design, funding and study recommendations, as well as a list of recommended near-term (five to 10 years) roadway and rail projects. A Preliminary Draft of the MY 35 Plan was officially released in January 2011 and presented to the Texas Transportation Commission as a dynamic document that would continue to change with further review of the Committee. The Corridor Advisory Committee met again on April 25, 2011 and June 15, 2011 to refine and finalize the recommendations to be included in the updated MY 35 Plan. The Corridor Advisory Committee also included a list of long-term (10 or more years) solutions in the MY 35 Plan. The final MY 35 recommendations are listed below.

Operational Improvement Recommendations

The Corridor Advisory Committee recommends the following operational improvements as part of the MY 35 Plan:

- Use and improve upon technology, such as electronic signs, use of AM and FM radio frequencies, smart phone applications, and on-board vehicle communications systems to provide updated traffic information, alternate routes and other traffic management solutions to travelers on I-35.

- Develop and implement a corridor-wide incident and traffic management program from Gainesville to Laredo (i.e., a comprehensive communications, technology and coordination program for the entire I-35 corridor to improve safety and traffic conditions within and between metropolitan areas). Such a program should consider innovative incident management methods to improve accident and disabled vehicle response times. In addition, corridor-wide incident management will also improve overall mobility, reduce congestion, improve air quality and enhance the economic vitality of I-35.

Incentivize the use of SH 130 for all truck trips that are not destined for the cities between Georgetown and Seguin (i.e. encourage trucks to use SH 130 to travel around the congested areas by providing discounted toll fees).

Impose left lane restrictions for trucks through downtown areas and congested sections of I-35 in those portions of the corridor that currently have 6 or more lanes.

Offer new managed lanes (e.g., truck only, transit only, High-Occupancy Vehicle, High-Occupancy Toll, toll, congestion-priced toll or some combination of these) to manage congestion.

Explore ramp modifications in congested areas to improve safety, decrease weaving, and provide congestion management and emergency access.

Right-of-Way Recommendations

The Corridor Advisory Committee recommends the following right-of-way solutions as part of the MY 35 Plan:

Maximize utilizations of existing rights of way, and keep improvements near I-35, where feasible.

Consider common rights of way for rail and highway/multi-modal alignments, where feasible.

Minimize displacements of business/industry and impacts to farmland through project engineering and design.

Consider acquiring right of way for future expansion, where feasible.

Planning and Design Recommendations

The Corridor Advisory Committee recommends the following planning and design recommendations as part of the MY 35 Plan:

Consider double-tracking rail lines to accommodate more freight and inter-city passenger rail, where feasible.

Coordinate transportation planning with other state, local and regional infrastructure and land use planning.

Construct continuous frontage roads in the urban areas where gaps currently exist as a standard practice on all future I-35 improvements.

Implement one-way frontage road design to improve traffic movement, safety and access.

Prioritize new projects based on congestion relief, safety considerations and operational efficiencies in the most congested areas of I-35 by utilizing a “worst first” criteria in determination of the priority status of projects.

Determine any appropriate improvements to nearby highways/roads that could be used to minimize traffic congestion delays in the proposed project construction zones following the prioritization of new projects, (e.g. use of continuous frontage roads, nearby highways and Farm-to-Market roads, and/or streets).

Funding Recommendations

The Corridor Advisory Committee recognizes the critical link between the viability of our transportation systems and the vitality of the state’s economy. Compounded by projected population growth, it is imperative that transportation be a priority for Texas, as demonstrated in the *2030 Committee: Texas Transportation Needs Report*. The Corridor Advisory Committee recommends that the legislature undertake a focused study of the status of transportation funding for all modes, with the goal of developing an integrated transportation policy for the State with adequate dedicated funding for needed system improvements. This study should include an examination of alternative funding mechanisms to supplement and/or replace those currently in place, including the potential future expansion of funding options recently addressed by the 82nd Texas Legislature. Potential alternative funding mechanisms to be considered include, but are not limited to the following:

- Reallocating current non-transportation state revenues

- Adjusting the motor fuel tax

- Indexing the motor fuel tax

- Adjusting the vehicle registration fee

- Dedicating 100 percent of existing transportation funding sources

- Reinstating comprehensive development agreement (CDA) authority for local regions

- Providing options for counties to access revenues from local mobility improvement fees, vehicle registration fees and motor fuel tax

- Expanding options for local governments to pursue Transportation Reinvestment Zones (TRZs)

Providing a dedicated source of revenue for freight and passenger rail improvements in accordance with the 2005 voter-passed constitutional amendment creating the Texas Rail Relocation Fund, which remains unfunded

Utilizing an Intercity Passenger Rail User Fee similar to the current passenger facility charge (PFC) levied on air travel passengers

Study alternative mechanisms to supplement and/or replace the motor fuels tax (such as VMT, carbon-based fuel taxes, alternative means of collection by vehicle type, etc.).

Other existing funding sources already in use should be examined to optimize their contribution to needed revenues. Good examples of these include those that are in place relating to the Cotton Belt Rail Innovative Funding Initiative. These elements may create additional revenue for rail projects, but they may also generate funds for specific roadway projects as well. These include:

Land Development Value Capture

Public/Private Joint Development Ventures

Improvement District Tax Revenue Sharing (TIF, PID, MMD, etc.)

Expansion of Loan/Grant Opportunities (TIFIA, RIF, etc.)

Non-transportation Corridor Access Concessions (fiber optics, etc.)

Whatever revenue source is adopted should not be contingent on mode and should focus on maximizing effectiveness across all modes as a key consideration.

High Priority Study Recommendations

The Corridor Advisory Committee recommends the following two high priority studies in the MY 35 Plan:

Passenger Rail Ridership and Revenue Study⁶

Freight Origin and Destination Study

⁶ The Committee notes that the Lone Star Rail Project (Austin – San Antonio) has already completed ridership and revenue studies and we recommend implementation of this project.

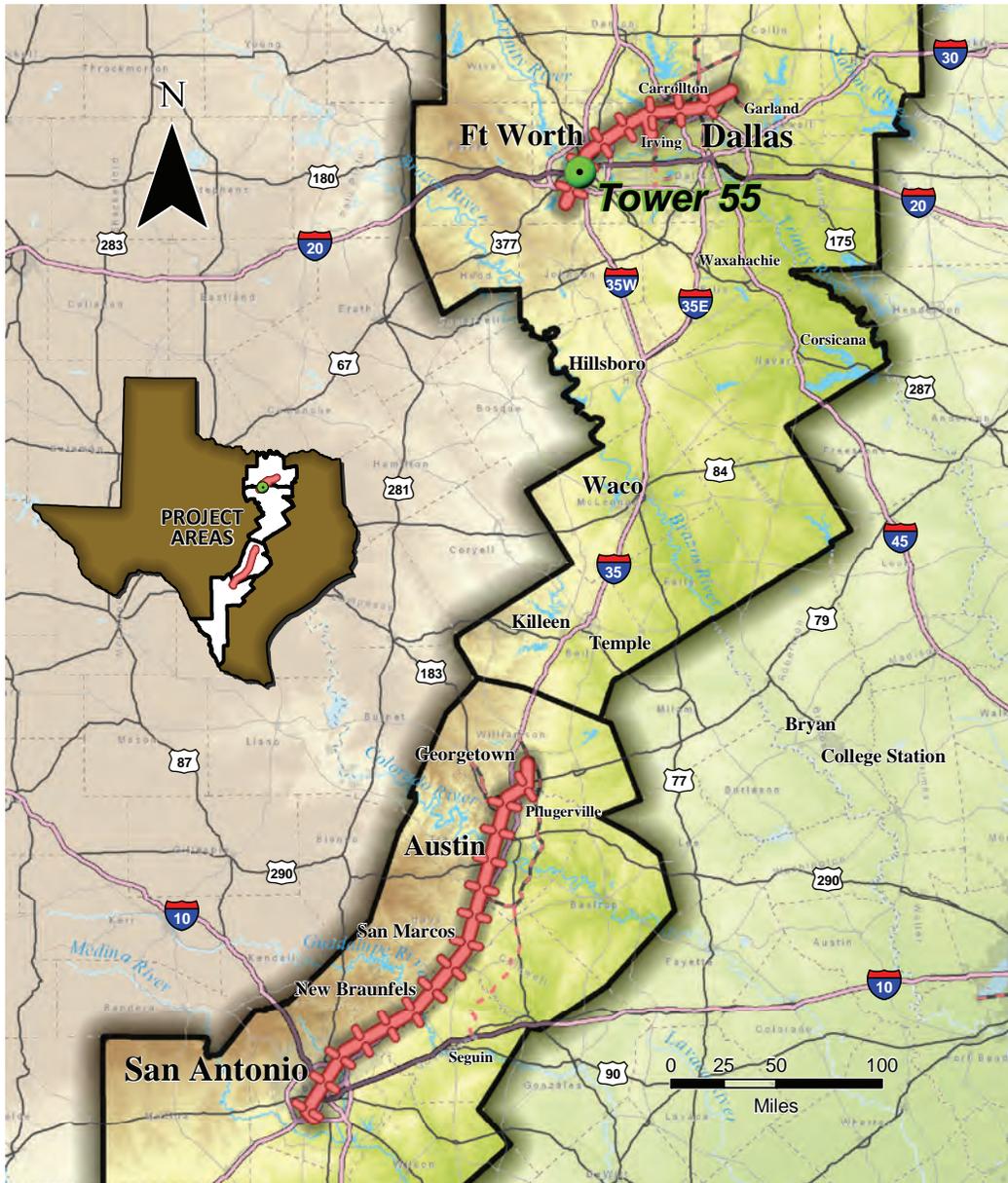
Project Recommendations

Near-Term Projects

The Corridor Advisory Committee recommends 25 near-term projects in the MY 35 Plan. The near-term is defined as construction of these projects beginning within five to 10 years. The projects are prioritized within each corridor segment. Three are rail and 22 are roadway projects. *Studies have been conducted and funding already identified for some of the projects recommended as near-term.* Although some of these projects are under way, they are included in the MY 35 Plan to show the Corridor Advisory Committee's support for continued funding and implementation of these projects. Also, some of these near-term projects have been identified as comprehensive development agreement (CDA) projects.

Rail

The Corridor Advisory Committee identified three near-term rail projects: Tower 55 improvements; the Cotton Belt Rail Line; and Lone Star Rail Project and Freight Rail Relocation. These three projects are shown on the map below.



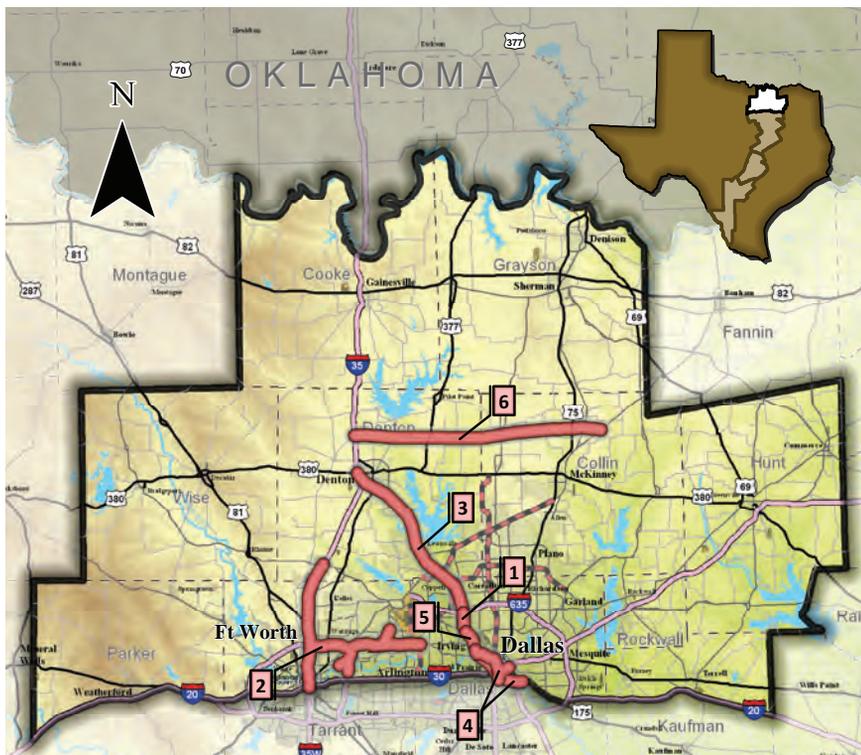
Roadway

The Corridor Advisory Committee identified 22 near-term roadway projects as part of the MY 35 Plan. The projects are prioritized within each corridor segment.

Corridor Segment 1

The Corridor Advisory Committee identified six near-term roadway projects in corridor segment 1. These six projects are listed in order of priority and shown on the map below.

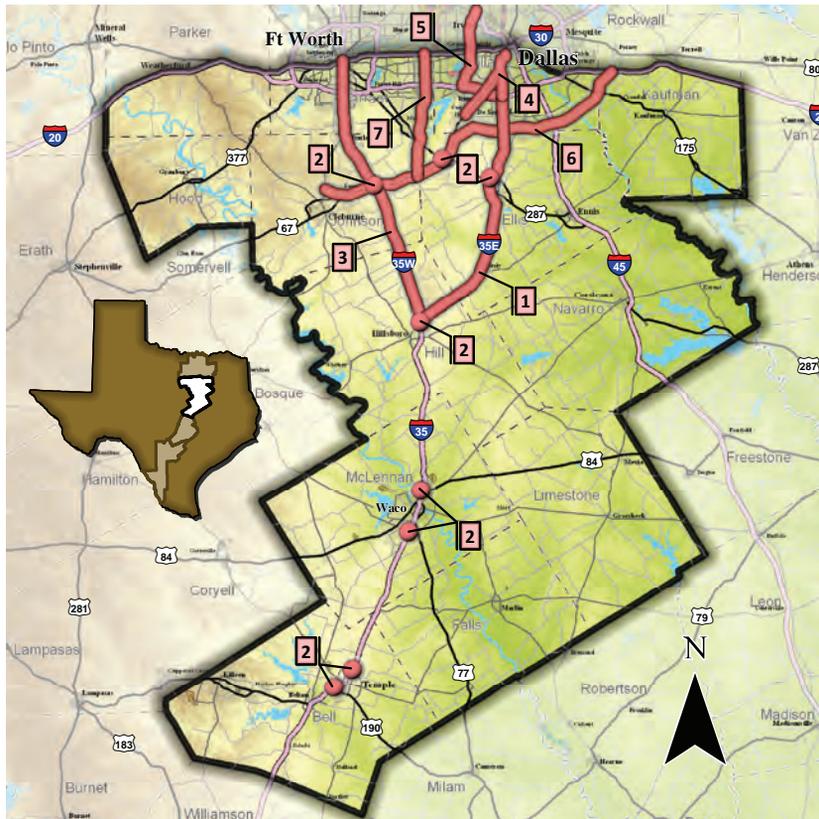
- 1 I-35E from I-635 to Loop 12
- 2 I-35W - North Tarrant Express
- 3 I-35E from US 380 to I-635
- 4 Project Pegasus and Trinity Parkway
- 5 I-35E from Loop 12 to SH 183
- 6 Outer Loop - I-35 to SH 121



Corridor Segment 2

The Corridor Advisory Committee identified seven near-term roadway projects in corridor segment 2. These seven projects are listed in order of priority and shown on the map below.

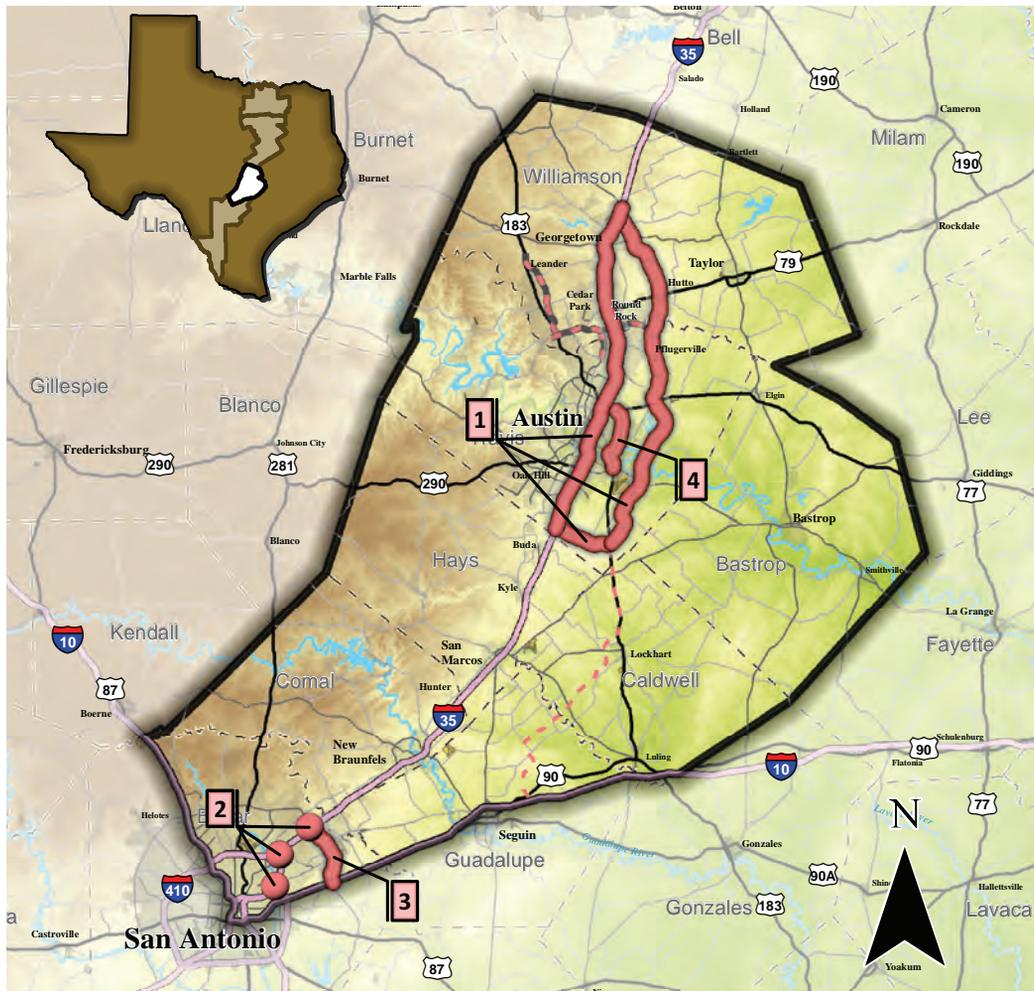
- 1 I-35E from I-20 to Hillsboro
- 2 I-35 Interchange Improvements
- 3 I-35W from I-30 to Hillsboro
- 4 I-35/US 67 Southern Gateway Project
- 5 Loop 12/Spur 408/I-20 Bypass
- 6 Outer Loop from I-20 (E) to SH 121 Chisholm Trail Parkway (W); Includes Loop 9
- 7 SH 360 Extension from I-30 to US 67



Corridor Segment 3

The Corridor Advisory Committee identified four near-term roadway projects in corridor segment 3. These four projects are listed in order of priority and shown on the map below.

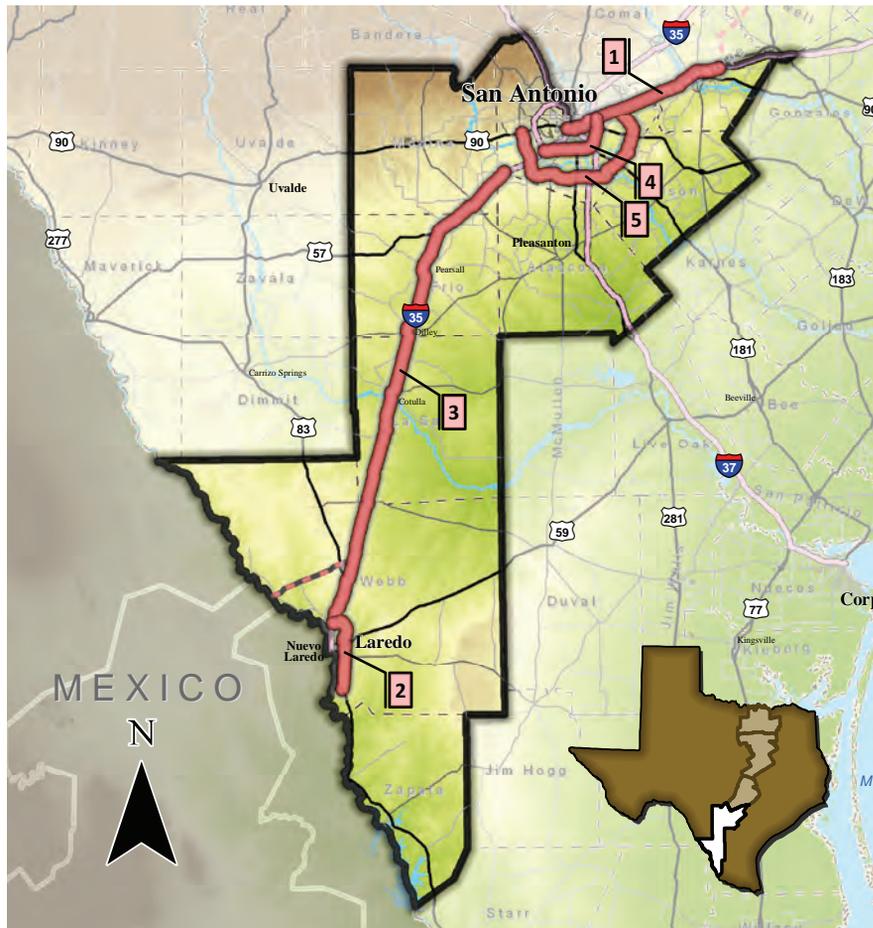
- 1 I-35/SH 45SE/SH 130 Alternative
- 2 I-35/Loop 1604 and I-35/I-410 Interchange Improvements
- 3 Loop 1604 Improvements
- 4 US 183 Improvements from US 290 East to SH 71



Corridor Segment 4

The Corridor Advisory Committee identified five near-term roadway projects in corridor segment 4. These five projects are listed in priority order and shown on the map below.

- 1 I-10 Improvements
- 2 Loop 20 Improvements
- 3 I-35 from the Atascosa County Line to Loop 20
- 4 I-410 Improvements
- 5 Loop 1604 Improvements



Long-Term Projects

The Corridor Advisory Committee recommends 22 long-term projects in the MY 35 Plan. Long-term is defined as the construction of these projects beginning in 10 or more years. The projects are prioritized within each corridor segment. Two are rail and 20 are roadway projects.

Although the Corridor Advisory Committee recommends the projects listed below as long-term projects, some may need to be studied sooner so that they are ready to implement in the recommended time frame. Depending on the type of project and stage of development, the projects may require feasibility studies, traffic and revenue studies, planning studies, or National Environmental Policy Act (NEPA) documents. Therefore, the Corridor Advisory Committee has prioritized the long-term projects as priority one, two and three by corridor segment to indicate the order in which these projects should be studied. Priority one projects would be studied first, priority two projects studied second and priority three projects last.

Rail – Long-Term – Priority 1

The Corridor Advisory Committee recommends the two long-term rail projects as priority one projects.

- Passenger Rail between Laredo and Dallas/Fort Worth

- Improved Freight Rail between Laredo and Dallas/Fort Worth

Roadway – Long-Term – Priority 1

The Corridor Advisory Committee recommends 12 of the long-term roadway projects as priority one projects. The priority one roadway projects are listed by corridor segment below.

Corridor Segment 1

- I-35 from Denton to the Cooke County Line

- I-35W from I-35/I-35E to SH 114

Corridor Segment 2

- I-35 from Hillsboro to Williamson/Bell County Line (widening beyond six lanes)

- US 67 Gateway Horizon

Outer Loop from Southwest Parkway (East) to I-20 (West)

Loop 363 around Temple

Corridor Segment 3

I-35 Improvements from Williamson/Bell County Line to I-10

I-35 Managed Lane from SH 45SE to I-10

US 183 Improvements from SH 71 to SH 45SE

SH 21/SH 80/New Braunfels Connectors from I-35 to SH 130

Corridor Segment 4

I-35 Improvements from US 90 to the Atascosa County Line

I-35 Improvements from Shiloh Drive to Loop 20

Roadway – Long-term - Priority 2

The Corridor Advisory Committee recommends four of the long-term roadway projects as priority two projects. The priority two roadway projects are listed by corridor segment below. No priority two projects were recommended in corridor segment 2.

Corridor Segment 1

I-35 in Cooke County

Corridor Segment 3

New Braunfels Outer Loop

San Marcos Outer Loop

Corridor Segment 4

Laredo Outer Loop

Roadway – Long-term - Priority 3

The Corridor Advisory Committee recommends four of the long-term roadway projects as priority three projects. The priority three roadway projects are listed by corridor segment below. No priority three projects were recommended in corridor segments 3 and 4.

Corridor Segment 1

Outer Loop East SH 121 to I-20 and Outer Loop West I-35 to I-20

Corridor Segment 2

SH 360 Extension from US 67 to Hillsboro

SH 34 Improvements

Waco Western Bypass

Projects Not Recommended by the Corridor Advisory Committee

Five important regional projects were identified by the Corridor Segment Committees but the Corridor Advisory Committee did not include these in the MY 35 Plan because improvements to these facilities did not affect traffic on I-35. These projects include:

Corridor Segment 1

US 75 Improvements

Corridor Segment 2

US 77 Improvements

SH 6 Improvements

Corridor Segment 3

Passenger Rail from Austin to Elgin

Corridor Segment 4

US 83 Improvements

US 90 Improvements

Conclusion

In order for Texas to remain globally competitive and to maintain the high quality of life Texans have come to expect, transportation challenges in the I-35 corridor desperately need to be addressed. The MY 35 Plan is the start of that process. This comprehensive corridor plan uses a holistic approach to address the growing transportation demands on the I-35 system. Recommendations from the Corridor Advisory Committee reflect the concerns and interests of Texans as supported by the public planning workshops, business listening sessions, citizen's focus groups and the University of Texas research survey.

Of course, none of the projects or studies discussed in this plan can be implemented without sufficient funding. Texas' traditional funding mechanism, the motor fuels tax, is insufficient to meet future transportation needs and even to maintain the existing system. This is further complicated by limited project delivery options currently available. Further, the Rail Relocation Fund created in 2005 has yet to be funded. The Corridor Advisory Committee strongly recommends that the Texas Legislature look to traditional, new and innovative methods, such as those suggested in this report, to sufficiently fund transportation. Because transportation is critical to the growth and prosperity of the state of Texas, we as citizens, are urging our state's leadership to give our transportation infrastructure the priority it deserves so Texans will continue to be economically competitive and enjoy a high quality of life for generations to come.

Bibliography

Funding the Future – A Forecast of Transportation Finance, Jointly Produced by the Texas Association of Metropolitan Planning Organizations, Texas Transportation Institute, Center for Transportation Research, and Texas Department of Transportation. July 2009.

Texas Transportation Needs Report, Appendix D, Texas 2030 Committee. February 2009.

Population Projections Program, Texas State Data Center, 0.5 Migration Scenario. February 2009.

Air Carrier Statistics Database, T-100 Domestic Market Table, U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Office of Airline Information. 1990-2009.

Project Information High Priority Studies

Passenger Rail Ridership and Revenue Study	44
Freight Origin and Destination Study from Laredo to Dallas/Fort Worth	45

Project Information Near-Term Projects

Rail

Tower 55 Improvements	46
Cotton Belt Rail Line	48
Lone Star Rail Project and Freight Rail Relocation	50

Roadway

Segment 1

First Priority - I-35E from I-635 to Loop 12.....	52
Second Priority - I-35W - North Tarrant Express	54
Third Priority - I-35E from US 380 to I-635	56
Fourth Priority - I-35E Project Pegasus and Trinity Parkway	58
Fifth Priority - I-35E from Loop 12 to SH 183.....	60
Sixth Priority - Outer Loop - I-35 to SH 121.....	62

Segment 2

First Priority - I-35E from I-20 to Hillsboro.....	64
Second Priority - I-35 Interchange Improvements	66
Third Priority - I-35W from I-30 to Hillsboro	68
Fourth Priority - I-35/US 67 Southern Gateway Project	70
Fifth Priority - Loop 12/Spur 408/I-20 Bypass	72
Sixth Priority - Outer Loop from I-20 (E) to SH 121 Chisholm Trail Parkway (W); Includes Loop 9	74
Seventh Priority - SH 360 Extension from I-30 to US 67	76

Segment 3

First Priority - I-35/SH 45SE/SH 130 Alternative	78
Second Priority - I-35/Loop 1604 and I-35/I-410 Interchange Improvements	80
Third Priority - Loop 1604 Improvements.....	82
Fourth Priority - US 183 Improvements from US 290 E to SH 71	84

Segment 4

First Priority - I-10 Improvements..... 86
Second Priority - Loop 20 Improvements..... 88
Third Priority - I-35 from the Atascosa County Line to
Loop 20 90
Fourth Priority - I-410 Improvements..... 92
Fifth Priority - Loop 1604 Improvements 94

Rail - Priority One

Passenger Rail Between Laredo and Dallas/Fort Worth..... 96
Improved Freight Rail Between Laredo and
Dallas/Fort Worth..... 97

**Project Information
Long-Term Projects**

Roadway - Priority One

Segment 1

I-35 from Denton to the Cooke County Line..... 98
I-35W from I-35/I-35E to SH 114..... 99

Segment 2

I-35 from Hillsboro to the Bell County Line 100
US 67 Gateway Horizon..... 101
Outer Loop from Chisholm Trail Parkway to I-20 (W)..... 102
Loop 363 around Temple 103

Segment 3

I-35 Improvements from the Williamson/Bell County Line
to I-10 104
I-35 Managed Lane from SH 45SE to I-10 105
US 183 Improvements from SH 71 to SH 45SE 106
SH 21/SH 80/New Braunfels Connectors from
I-35 to SH 130 107

Segment 4

I-35 Improvements from US 90 to the Atascosa County
Line..... 108
I-35 Improvements from Shiloh Drive to Loop 20 109

**Project Information
Long-Term Projects**
continued

Roadway - Priority Two

Segment 1

I-35 in Cooke County 110

Segment 3

New Braunfels Outer Loop 111

San Marcos Outer Loop 112

Segment 4

Laredo Outer Loop 113

Roadway - Priority Three

Segment 1

Outer Loop East SH 121 to I-20 and Outer Loop West

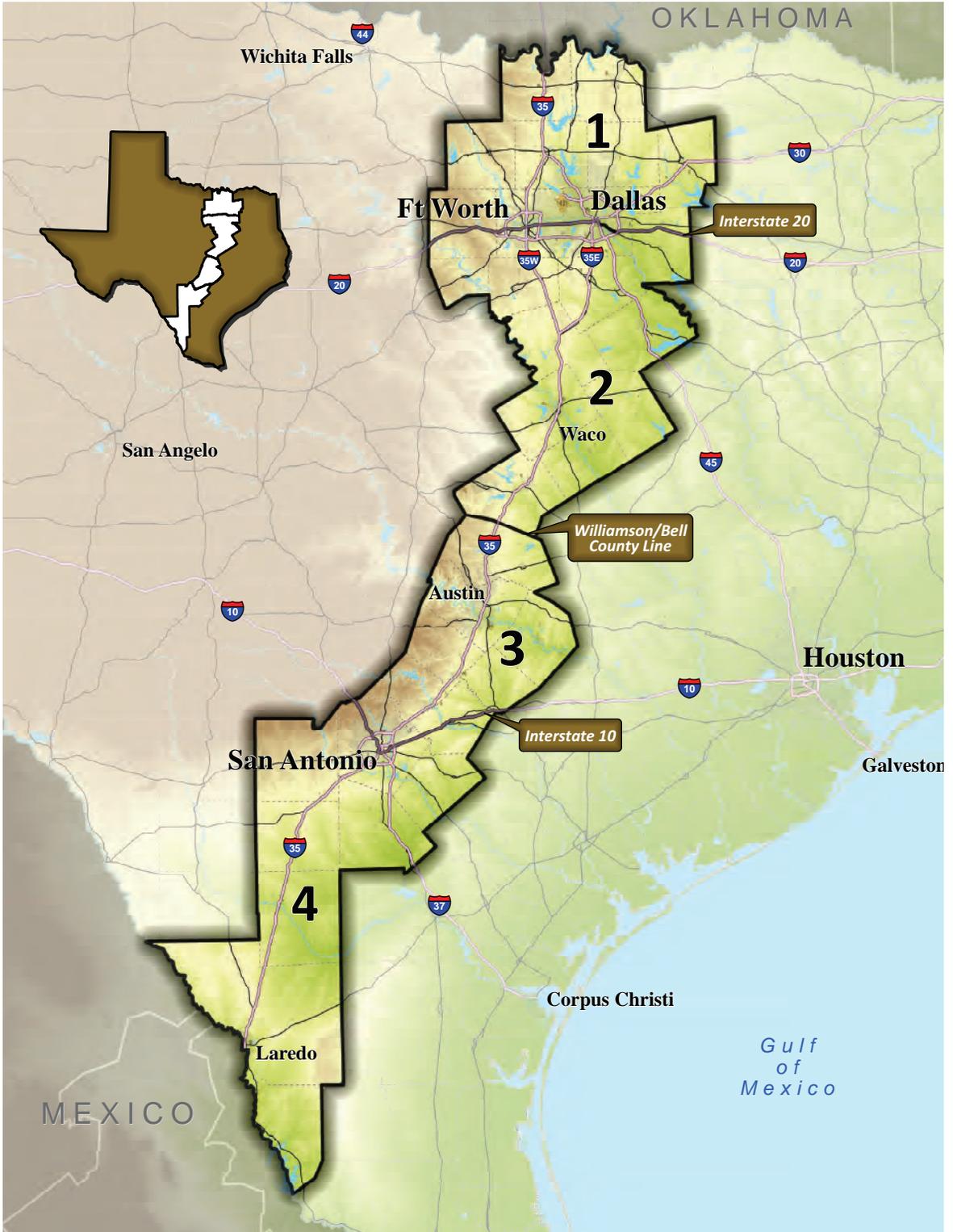
I-35 to I-20 114

Segment 2

SH 360 Extension from US 67 to Hillsboro 115

SH 34 Improvements 116

Waco Western Bypass 117



High Priority Studies

Passenger Rail Ridership and Revenue Study

Throughout the course of their deliberations, several of the Interstate 35 (I-35) Corridor Segment Committees were interested in passenger rail transport, specifically regional and intercity rail options, as an innovative way to alleviate congestion in the I-35 corridor. However, many of the Segment Committees noted that additional studies would need to be completed in order to determine the projected ridership, financial implications, route alignment, train speeds, service frequency and rail technology before more specific discussions on implementing rail in the I-35 corridor could take place.

These studies may be facilitated through the April 2011 approval of a Memorandum of Understanding (MOU) between the Regional Transportation Council (RTC) of North Central Texas and the Lone Star Rail District of the Austin-San Antonio region. Additional agreements may be necessary to ensure appropriate inter-agency and inter-regional planning, coordination, and funding for such large-scale studies.

The I-35 Corridor Advisory Committee recommends that a passenger rail ridership and revenue study be initiated as a high-priority study. This study will explore the opportunities and limitations for implementing regional and/or intercity rail service in the I-35 corridor. This study should also explore the market for implementing passenger rail in the I-35 corridor and provide decision-makers with enough information to justify capital expenditures. TxDOT recently received \$5.6 million in federal High-Speed and Intercity Passenger Rail planning funds to conduct a feasibility study of passenger rail service from Oklahoma City to the Dallas/Fort Worth Metroplex, with a possible extension through San Antonio to South Texas.

Freight Origin and Destination Study from Laredo to Dallas/Fort Worth

As a result of the international trade originating at the Texas-Mexico border, the I-35 Corridor Advisory Committee has growing concerns about the effects of freight transportation on the I-35 corridor. The I-35 Corridor Advisory Committee recommends that a freight origin and destination study be initiated as a high-priority study for the entire I-35 corridor, from Laredo to Dallas/Fort Worth. Such a study is needed to better understand freight movement within the I-35 corridor and to determine what improvements need to be made to the freight system to accommodate the growing movement of goods within the I-35 corridor.

This study may be facilitated through the April 2011 approval of a Memorandum of Understanding (MOU) between the Regional Transportation Council (RTC) of North Central Texas and the Lone Star Rail District of the Austin-San Antonio region. Additional agreements may be necessary to ensure appropriate inter-agency and inter-regional planning, coordination, and funding for a study of such magnitude.

Near-Term Projects: Rail

Tower 55 Improvements



I-35 Corridor Segment 1 includes the region from the Oklahoma-Texas border to I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas. The I-35 Corridor Segment 2 boundary includes the region from I-30/I-20 to the Bell/Williamson County line in Central Texas.

Existing Facility

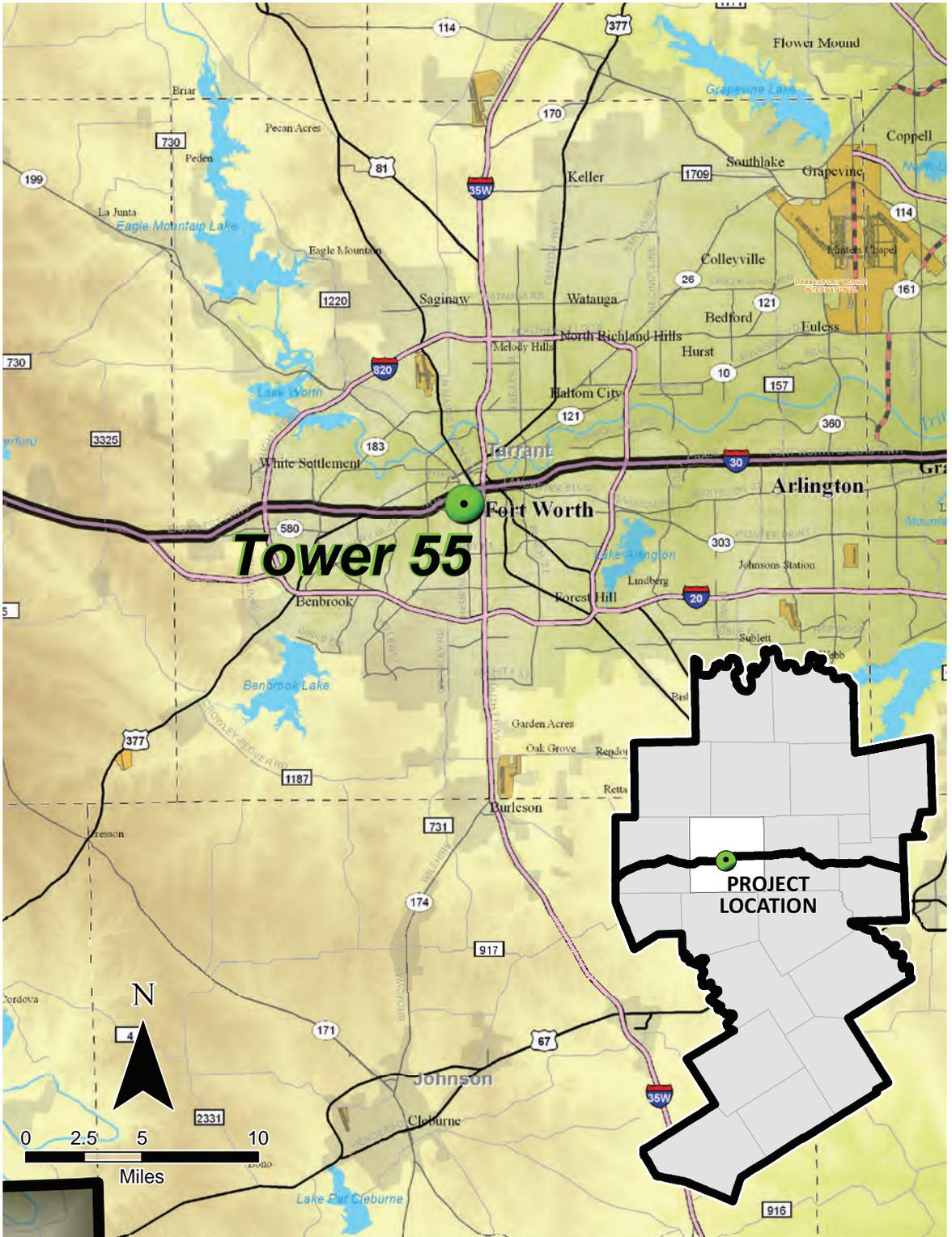
Tower 55 is located beneath the interchange of Interstate 35 West (I-35W) and Interstate-30 (I-30). It is currently one of the busiest at-grade rail intersections in the United States, with movements in excess of 100 trains per day. The rail congestion at Tower 55 adversely impacts freight and passenger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

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends improvements to the Tower 55 intersection as a near-term rail project, consistent with the *Tower 55 Rail Reliever Study and Environmental Assessment (EA)* being prepared by the North Central Texas Council of Governments (NCTCOG). Burlington Northern Santa Fe (BNSF) Railway, Union Pacific (UP) Railroad, TxDOT, and the City of Fort Worth recently agreed on a series of improvements to increase capacity at Tower 55. In addition, the state was approved for a \$34 million TIGER II grant in October 2010 for improvements to this intersection.

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.



Near-Term Projects: Rail

Cotton Belt Rail Line



I-35 Corridor Segment 1 includes the region from the Oklahoma-Texas border to I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas.

Existing Facility

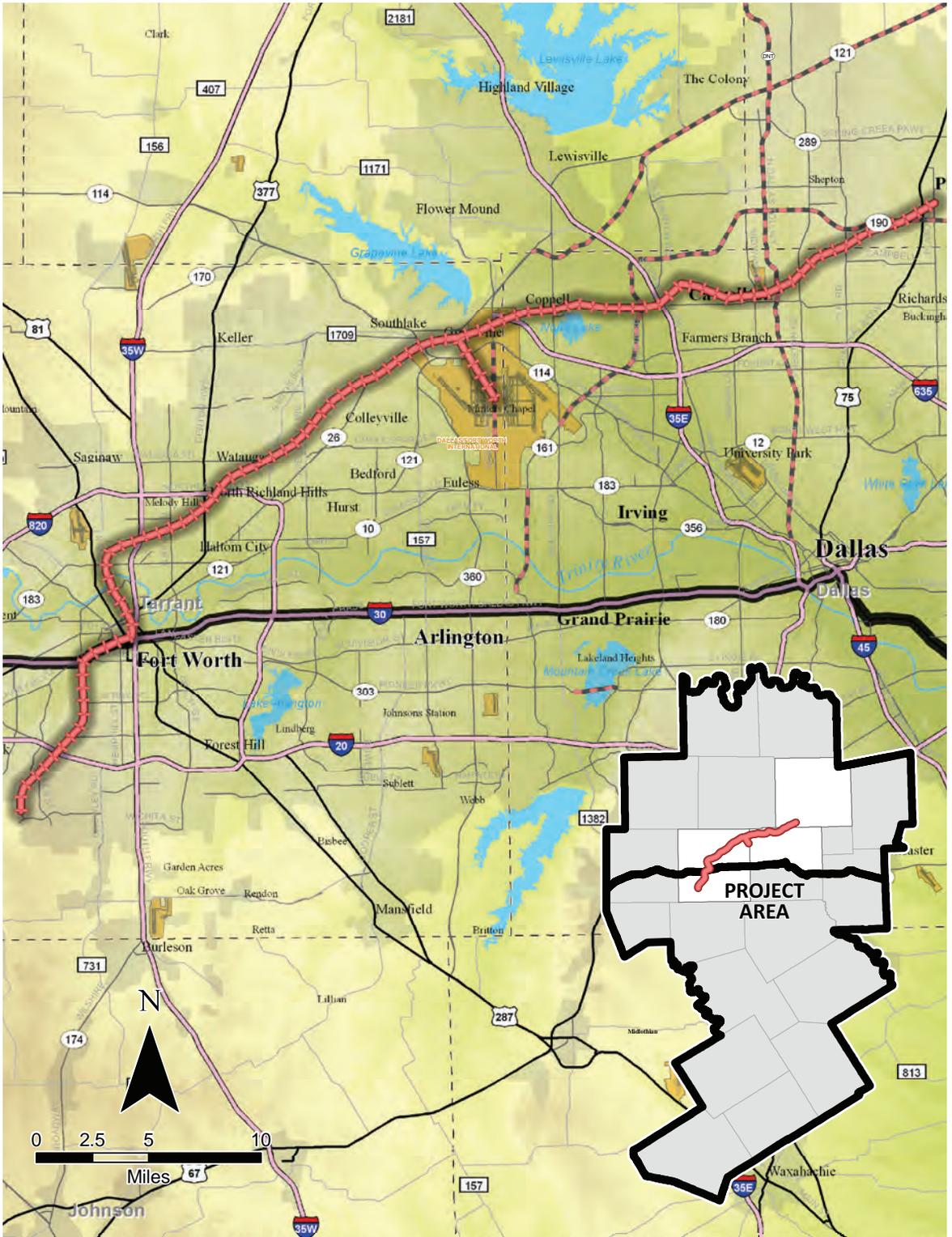
The Cotton Belt Corridor is a proposed east-west rail corridor passing through portions of Collin, Dallas, and Tarrant Counties in North Central Texas. Dallas Area Rapid Transit (DART) acquired 52 miles of this corridor in 1990 for the purpose of right-of-way preservation for future transportation use.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends the Cotton Belt Rail Project as a near-term rail project. The Cotton Belt Rail Project, as described in the NCTCOG *Mobility 2035 Plan*, includes construction of the North Crosstown Route from the Dallas-Fort Worth International (DFW) Airport A/B Terminal (western terminus) to the Dallas Area Rapid Transit (DART) Red Line light-rail corridor in Plano/Richardson (eastern terminus), as well as the Fort Worth Transportation Authority's (FWTA) TEXRail Project from DFW Airport (eastern terminus) to Sycamore School Road in southwest Fort Worth (western terminus). This major rail project would provide cross-connections to/from the DART Green, Orange, and Red Line light-rail corridors, the Denton County Transportation Authority (DCTA) A-train, and also be the foundation for development of other planned regional passenger rail corridors throughout the Dallas-Fort Worth Metropolitan Area.

Conceptual Project Cost Estimate

According to the NCTCOG's *Mobility 2035 Plan*, the project is estimated to cost \$1.9 billion.



Near-Term Projects: Rail

Lone Star Rail Project and Freight Rail Relocation



I-35 Corridor Segment 3 includes the region from the Bell/Williamson County line to I-10 in San Antonio. I-35 Corridor Segment 4 includes the region from I-10 in San Antonio to the Texas-Mexico border.

Project Proposed by the I-35 Corridor Advisory Committee

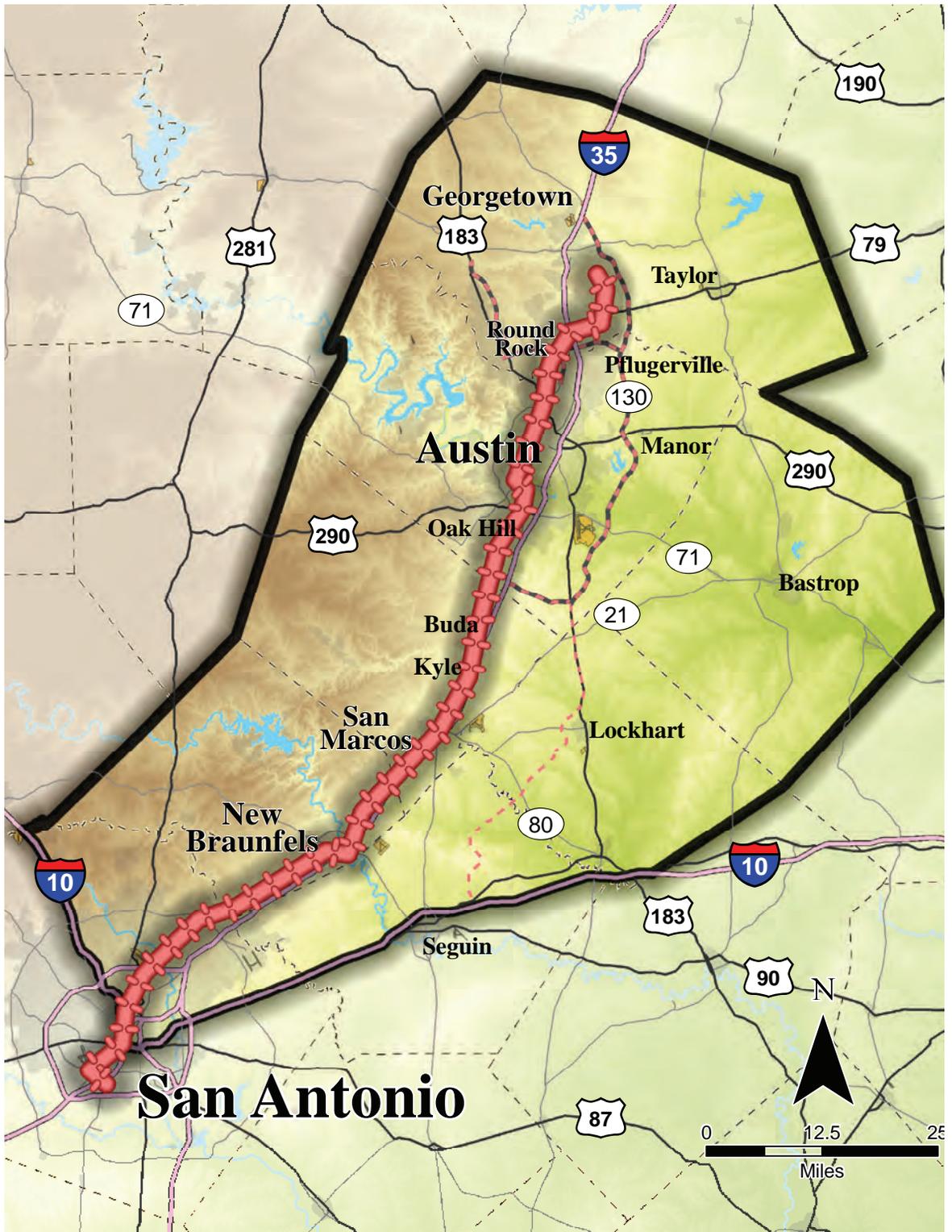
The I-35 Corridor Advisory Committee recommends the Lone Star Rail Project between Austin and San Antonio as a near-term rail project. The Lone Star Rail passenger rail project is a key initiative in Central and South Texas to help alleviate the congestion and safety problems on I-35 due to extraordinary population growth and increased North American Free Trade Agreement (NAFTA) traffic. The locally preferred alternative—adopted in 2005 by the Rail District Board as well as the Austin and San Antonio Metropolitan Planning Organizations (MPOs)—is a 112-mile regional passenger rail system located in the existing Union Pacific rail corridor for most of its length. Fifteen stations are planned along the route, which is anchored by the Austin and San Antonio metropolitan areas with additional stations in Schertz, New Braunfels, San Marcos, Kyle/Buda, Round Rock, and Georgetown.

A component of this project is the relocation of Union Pacific's through-freight into a new corridor which would speed NAFTA goods to their commercial destinations in a safer, more energy-efficient manner and encourage diversion of freight loads currently moving by truck on I-35 to rail, thus helping to improve operations and reduce maintenance costs on the Interstate.

Lone Star Rail has already completed preliminary engineering, feasibility, and ridership studies. In January 2010, Lone Star Rail initiated the environmental clearance process on the passenger rail project. A significant public outreach effort will be part of this phase. Key outcomes will be updated project costs, final station locations, and a financial plan. The environmental process will take 2 to 3 years to complete.

Conceptual Project Cost Estimate

According to the Lone Star Rail District, the estimated cost for the Lone Star Rail passenger component is \$600 to \$800 million depending upon the train speed at the time of deployment. The cost for the Freight Rail Relocation component is estimated at \$1.5 to \$1.7 billion.



Near-Term Projects: Roadway – Segment 1 – First Priority

I-35E from I-635 to Loop 12



I-35 Corridor Segment 1 includes the region from the Oklahoma-Texas border to I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas.

Existing Facility

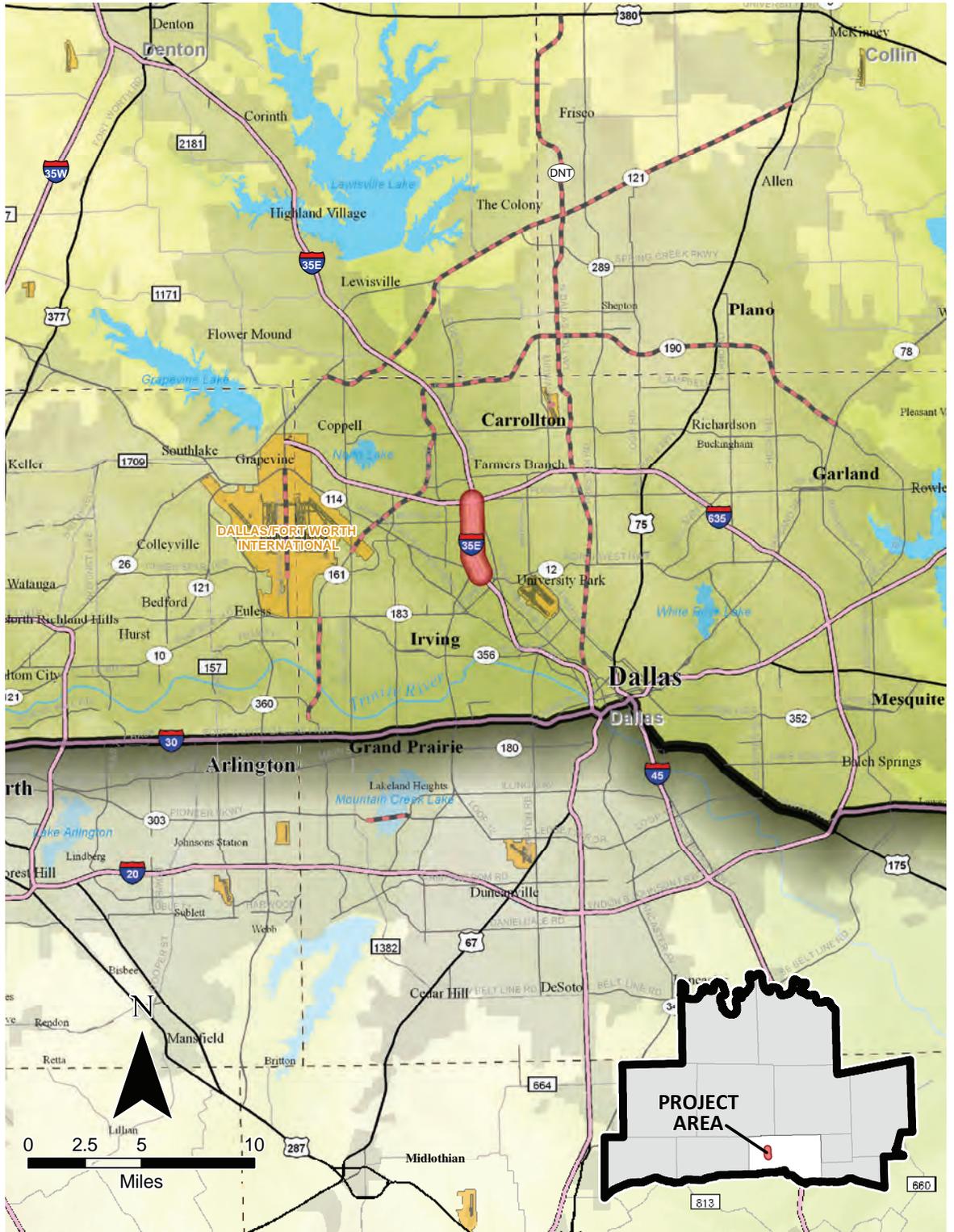
The existing Interstate 35 East (I-35E) facility is ten lanes from Interstate 635 (I-635) to State Highway Loop 12 (Loop 12).

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends improvements to I-35E from I-635 to Loop 12 as the first priority near-term roadway project in Segment 1. I-35E from I-635 to Loop 12, as described in the NCTCOG *Mobility 2035 Plan*, consists of reconstruction for this section to ten general purpose lanes with six concurrent managed lanes, as well as new continuous frontage roads.

Conceptual Project Cost Estimate

According to the NCTCOG *Mobility 2035 Plan*, the project is estimated to cost \$473.9 million, including right of way, in year of expenditure dollars. On September 4, 2009, TxDOT officials executed a comprehensive development agreement (CDA) with the LBJ Infrastructure Group to design, construct, finance, operate and maintain the 13-mile LBJ-635 corridor in Dallas County.



Near-Term Projects: Roadway – Segment 1 – Second Priority

I-35W - North Tarrant Express



I-35 Corridor Segment 1 includes the region from the Oklahoma-Texas border to I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas.

Existing Facility

The existing I-35W facility is four lanes from State Highway (SH) 114 to U.S. Highway (US) 81/US 287, six lanes from US 81/US 287 to Basswood Boulevard, four lanes from Basswood Boulevard to SH 183, six lanes from SH 183 to SH 121, and eight lanes from SH 121 to I-30. The existing Interstate 820 (I-820) facility is four lanes from I-35W to SH 121/SH 183/SH 26, eight lanes from SH 121/SH 183 to SH 121/SH 10, and four lanes from SH 121/SH 10 to Randol Mill Road. The existing SH 121 facility is six lanes from I-820 to Minnis Road, six lanes from I-820 to SH 183, and four lanes from SH 183 to Farm to Market Road (FM) 157/Mid-Cities Boulevard. The existing SH 183 facility is six lanes from SH 121 to SH 161.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends the North Tarrant Express (NTE) project as the second priority near-term roadway project in Segment 1. NTE, as described in the NCTCOG *Mobility 2035 Plan*, includes the following improvements to I-35W, I-820, SH 121 and SH 183:

A. I-35W: widen I-35W from SH 114 to US 81/US 287 to six general purpose lanes and four concurrent managed lanes; widen I-35W from US 81/US 287 to Basswood Blvd. to eight general purpose lanes and four concurrent managed lanes; widen I-35W from Basswood Blvd. to I-820 to eight general purpose lanes and six concurrent managed lanes; widen I-35W from I-820 to SH 183 to eight general purpose lanes and four concurrent managed lanes; and widen I-35W from SH 183 to SH 121/I-30 to eight general purpose lanes, four concurrent managed lanes, and four/eight collector-distributor lanes.

B. I-820: widen I-820 from I-35W to SH 121/SH 183/SH 26 to six general purpose lanes and four concurrent managed lanes; widen I-820 from SH 121/SH 183 to SH 121/SH 10 to ten general purpose lanes and one concurrent managed lane; and widen I-820 from SH 121/SH 10 to Randol Mill Rd. to eight general purpose lanes.

Near-Term Projects: Roadway – Segment 1 – Third Priority

I-35E from US 380 to I-635



I-35 Corridor Segment 1 includes the region from the Oklahoma-Texas border to I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas.

Existing Facility

The existing I-35E facility is four lanes from US 380 to Corinth Parkway, six lanes from Corinth Parkway to SH 121, and six lanes with two high-occupancy vehicle (HOV) lanes from SH 121 to I-635.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends improvements to I-35E from US 380 to I-635 as the third priority near-term roadway project in Segment 1. I-35E from US 380 to I-635, as described in the NCTCOG *Mobility 2035 Plan*, includes widening I-35E from US 380 to I-35E/I-35W to ten general purpose lanes with four concurrent managed lanes; widening I-35E from I-35/I-35W to US 377 to six general purpose lanes with two concurrent managed lanes; widening I-35E from US 377 to US 77 South to eight general purpose lanes with two concurrent managed lanes; widening I-35E from US 77 South to SH 121 to eight general purpose lanes with four concurrent managed lanes; widening I-35E from SH 121 to the President George Bush Turnpike (PGBT) to six general purpose lanes with six/eight managed collector distributor lanes and four concurrent managed lanes; and, widening I-35E from the PGBT to I-635 to eight general purpose lanes with four concurrent managed lanes. The total project length is approximately 29 miles (individual segments of large projects such as I-35E are typically implemented in phases based on need and priority).

Conceptual Project Cost Estimate

According to the NCTCOG *Mobility 2035 Plan*, the project is estimated to cost \$4.6 billion, including right of way, in year of expenditure dollars.



Near-Term Projects: Roadway – Segment 1 – Fourth Priority

I-35E - Project Pegasus and Trinity Parkway



I-35 Corridor Segment 1 includes the region from the Oklahoma-Texas border to I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas.

Existing Facility

Project Pegasus involves improvements to I-30 and I-35E. The existing I-30 facility is six lanes with four collector-distributor lanes from I-35E to I-45. The existing I-35E facility is ten lanes from SH 183 to I-30, and eight lanes from I-30 to 8th Street. The Trinity Parkway is a proposed six-lane controlled-access toll road corridor to be constructed inside the east levee of the Trinity River between the SH 183/I-35E interchange and I-45.

Project Proposed by the I-35 Corridor Advisory Committee

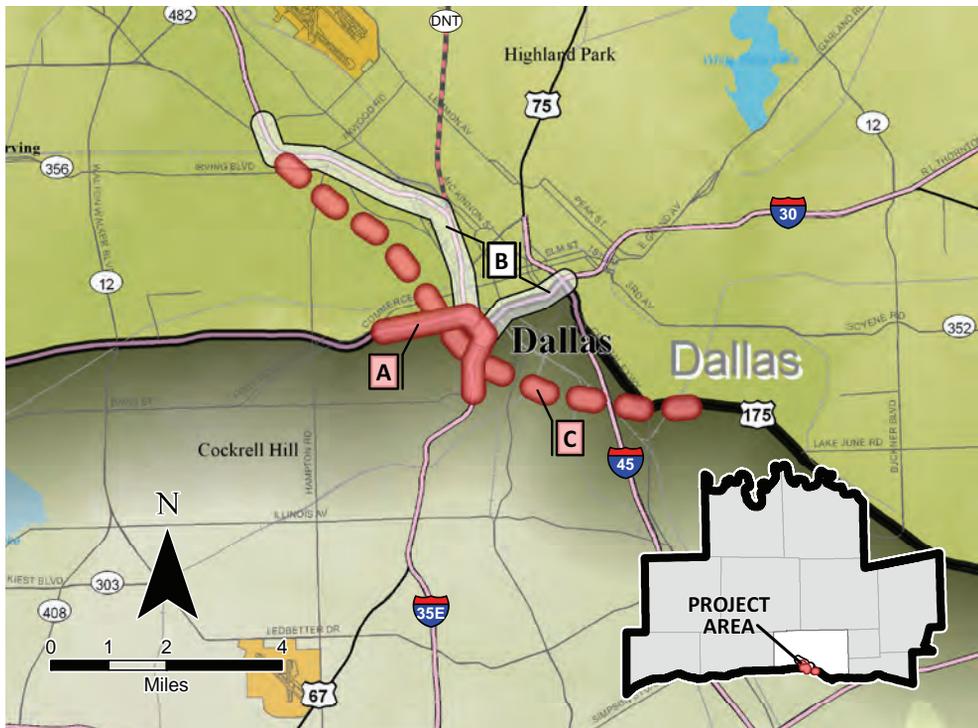
The I-35 Corridor Advisory Committee recommends Project Pegasus (I-30/I-35E) and Trinity Parkway as the fourth priority near-term roadway project in Segment 1.

A & B. Project Pegasus, as originally approved by the Federal Highway Administration (FHWA) in 2005, recommended full reconstruction with extra capacity for the I-35 corridor from SH 183 to 8th Street, as well as the I-30 corridor from Sylvan Avenue to I-45 adjacent to the Dallas Central Business District (CBD). However, due to tightening financial constraints and efforts to meet critical needs for other radial and circumferential roadways in the Dallas-Fort Worth region, several portions of this project were deferred from NCTCOG's *Mobility 2035 Plan*. Nevertheless, funding remains identified for improvements to the most severe bottleneck within the project, the I-30/I-35E Mixmaster interchange, and replacement of the I-30 and I-35E bridges across the Trinity River. Combined together, these elements form a new project coined as the I-30/I-35E Horseshoe. As described in the *Mobility 2035 Plan*, the I-30/I-35 Horseshoe will widen I-35E from Woodall Rodgers Freeway to I-30 to ten general purpose lanes, plus two reversible managed lanes and four/six collector-distributor lanes; widen I-35E from I-30 to Colorado Boulevard to six/ten general purpose lanes, plus two reversible managed lanes and ten collector-distributor lanes; and, widen I-35E from Colorado Boulevard to 8th Street to ten general purpose lanes, plus two reversible managed lanes. I-30 from Sylvan Avenue to I-35E will be widened to ten general purpose lanes, plus one reversible managed lane and new frontage roads across the Trinity River to/from Riverfront Boulevard. The I-35E improvements are approximately four miles in length, and the I-30 improvements are approximately one mile in length. The I-30/I-35E Horseshoe is shown as "A" on the project map, while the deferred portion of the project is shown as "B."

C. The Trinity Parkway Project, as described in NCTCOG's *Mobility 2035 Plan*, includes constructing the Trinity Parkway from I-35E to I-45/US 175 as six toll lanes, including a new interchange at SH 183/I-35E; and constructing the Trinity Parkway from I-45/US 175 to US 175/SH 310 to six lanes (non-tolled), including a new interchange at US 175 near I-45. The Trinity Parkway Project is approximately nine miles in length.

Conceptual Project Cost Estimate

According to the NCTCOG's *Mobility 2035 Plan*, the portion of Project Pegasus identified as the I-30/I-35E Horseshoe is estimated to cost approximately \$944.5 million, and the Trinity Parkway is estimated to cost \$1.8 billion, including right of way, in year of expenditure dollars. The deferred portions of Project Pegasus remain significant transportation needs for the Dallas-Fort Worth region, and efforts to secure funding for those sections in future metropolitan transportation plans will be a chief priority (subject to evaluation among all planned regional projects).



Near-Term Projects: Roadway – Segment 1 – Fifth Priority

I-35E from Loop 12 to SH 183



I-35 Corridor Segment 1 includes the region from the Oklahoma-Texas border to I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas.

Existing Facility

The existing I-35E facility is six lanes from Loop 12 to SH 183.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee (CAC) recommends improvements to I-35E from Loop 12 to SH 183 as the fifth priority near-term roadway project in Segment 1. Originally approved by the Federal Highway Administration in 2005, this project includes widening I-35E from Loop 12 to Regal Row to eight lanes, and widening I-35E from Regal Row to SH 183 to ten lanes. The project length is approximately three miles.

Due to tightening financial constraints and efforts to meet critical needs for other radial and circumferential roadways throughout the Dallas-Fort Worth region, this project was deferred from NCTCOG's *Mobility 2035 Plan*. However, local governments and the I-35 Corridor Segment Committee recognize that this segment will become a critical future bottleneck between two major toll road/managed lane projects: LBJ Express (which includes I-35E from I-635 to Loop 12, a first priority near-term roadway project by the I-35 CAC) and the Trinity Parkway (a fourth priority near-term roadway project by the I-35 CAC).

Conceptual Project Cost Estimate

Since this project was deferred by NCTCOG's *Mobility 2035 Plan*, the latest year of expenditure cost estimates identified for this project was \$455.6 million by the previous long-range transportation plan in 2009 (*Mobility 2030 Plan – 2009 Amendment*). Despite its deferral, this project remains a significant transportation need for the Dallas-Fort Worth region, and efforts to secure funding in future transportation plans will be a chief priority (subject to evaluation among all planned regional projects).



Near-Term Projects: Roadway – Segment 1 – Sixth Priority

Outer Loop - I-35 to SH 121



I-35 Corridor Segment 1 includes the region from the Oklahoma-Texas border to I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends the Dallas/Fort Worth (DFW) Regional Outer Loop section between I-35 and SH 121 as the sixth priority near-term roadway project in Segment 1. This project involves the construction of six tolled lanes from I-35 to SH 121.

The Regional Outer Loop is identified as a series of separate limited-access facilities with independent utility that could form a system to facilitate circumferential travel around the Dallas-Fort Worth (DFW) Metroplex. The entire DFW Regional Outer Loop system, as described in NCTCOG's *Mobility 2030 Plan – 2009 Amendment*, included improvements to existing I-35, I-35W, SH 170, SH 360, and new-location roadways in the eastern and western portions of the Metroplex, as well as the proposed Loop 9 Southeast Project.* The I-35 Corridor Advisory Committee (CAC) selected all of these improvements, with the exception of incorporating a section of existing US 67 as an alternative for the southwest portion of the Regional Outer Loop.

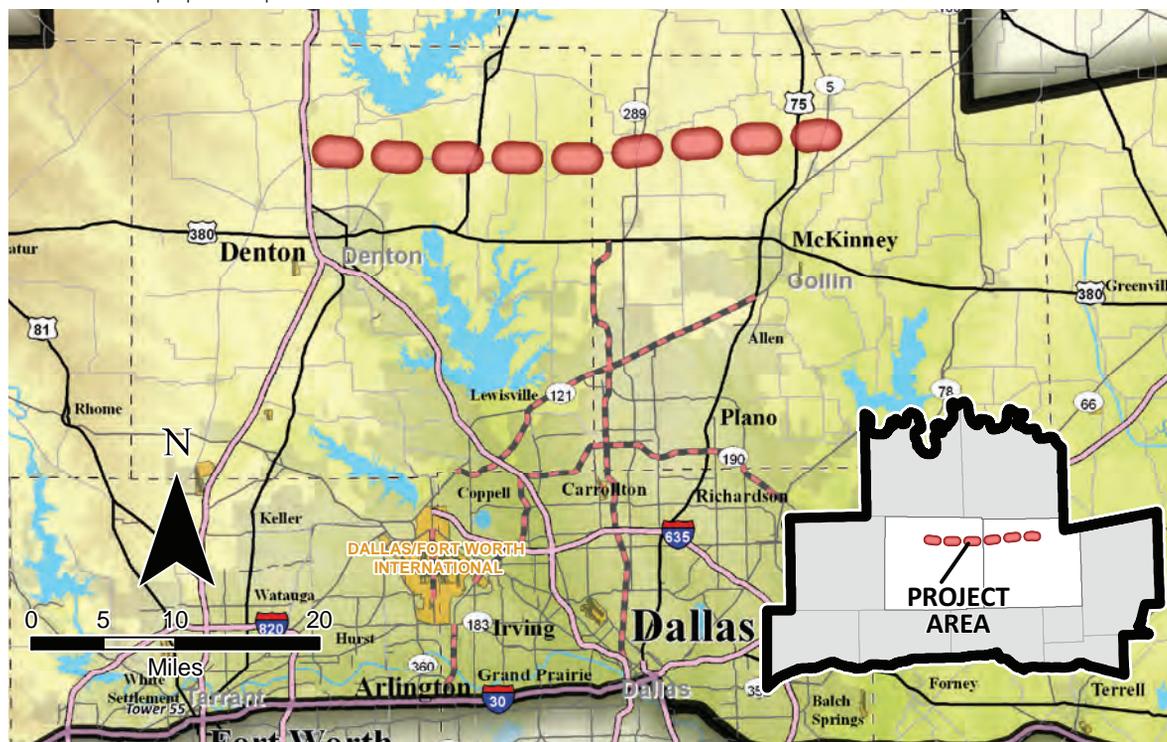
As envisioned by the Committee and the *Mobility 2030 Plan – 2009 Amendment*, the Regional Outer Loop would provide a bypass route of the DFW Metroplex urban core and enable a greater distribution of traffic around congested radial facilities such as I-35E and I-35W. However, tightening financial constraints and concurrent efforts to meet other critical needs in the region caused substantial portions of the corridor to be deferred from NCTCOG's current long-range transportation plan (*Mobility 2035 Plan*). Nevertheless, funding remains identified for two segments where the corridor traverses through high-growth areas around the Metroplex: Loop 9 Southeast (in southern Dallas, northern Ellis, and extreme western Kaufman Counties) and the Collin County portion of the Regional Outer Loop from the proposed Dallas North Tollway extension to SH 121. The I-35 CAC recommends that the extension of the northern Regional Outer Loop segment to I-35 in Denton County is a suitable sixth-priority near-term project because of its potential to alleviate future congestion and redistribute traffic around some of the fastest growing cities in both Texas and the nation. With the ultimate construction of six tolled lanes and discontinuous frontage roads, this project will constitute

the ‘backbone’ of the future Regional Outer Loop around the northern portions of the Metroplex.

Conceptual Project Cost Estimate

According to NCTCOG’s *Mobility 2035 Plan*, the Regional Outer Loop section in Collin County from SH 121 to the proposed Dallas North Tollway extension is estimated to cost approximately \$1.5 billion, including right of way, in year of expenditure dollars. Updated year of expenditure cost estimates for the Regional Outer Loop extending west to I-35 in Denton County were not generated since the section was deferred. NCTCOG’s previous metropolitan transportation plan, *Mobility 2030 Plan – 2009 Amendment*, projected that all components of the DFW Regional Outer Loop system are estimated to cost \$21.9 billion, including right of way, in year of expenditure costs.

*See NCTCOG *Mobility 2030 Plan – 2009 Amendment* for full Outer Loop system description and detailed limits of proposed improvements.



Near-Term Projects: Roadway – Segment 2 – First Priority

I-35E from I-20 to Hillsboro



I-35 Corridor Segment 2 includes the region from I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas to the Bell/Williamson County line in Central Texas.

Existing Facility

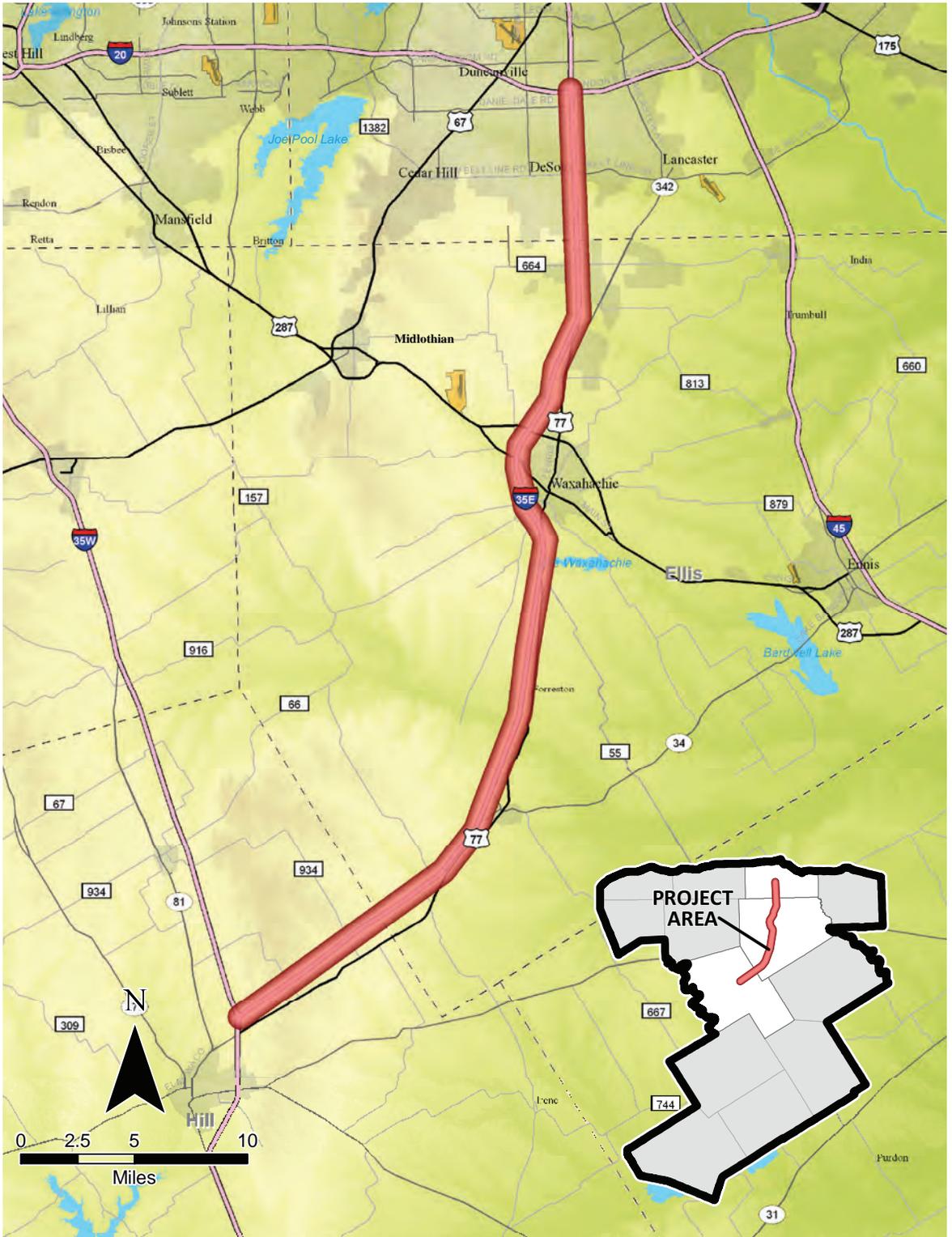
The existing I-35E facility is four lanes from Hillsboro to approximately ten miles south of I-20, where it transitions to six and then eight lanes.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends improvements to I-35E from I-20 to Hillsboro as the first priority near-term roadway project in Segment 2. This project would widen I-35E from I-20 to US 287 to eight lanes, a distance of approximately 24 miles, and widen I-35E from US 287 to the merge of I-35E and I-35W 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.



Near-Term Projects: Roadway – Segment 2 – Second Priority

I-35 Interchange Improvements



I-35 Corridor Segment 2 includes the region from I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas to the Bell/Williamson County line in Central Texas.

Project Proposed by the I-35 Corridor Advisory Committee

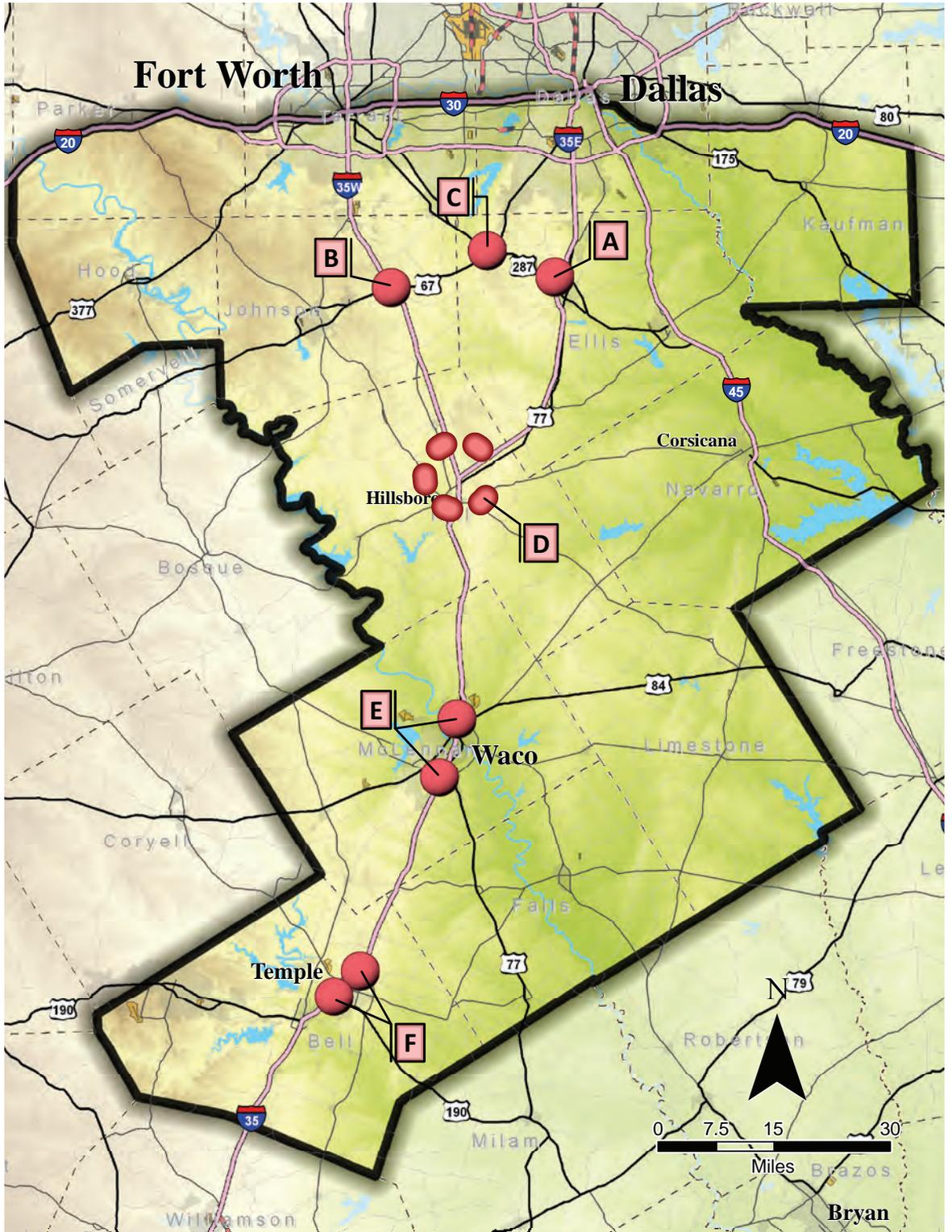
The I-35 Corridor Advisory Committee recommends several interchange improvements as the second priority near-term roadway project in Segment 2. These improvements would upgrade the following locations to fully-directional interchanges:

- A. I-35E and US 287 (Waxhachie)
- B. I-35W and US 67 (Alvarado)
- C. US 67 and US 287 (Midlothian)
- D. An interchange study at the I-35E/I-35W split interchange in Hillsboro
- E. State Highway Loop 340 (Loop 340) north and south connections with I-35 in Waco
- F. State Highway Loop 363 (Loop 363) north and south connections with I-35 in Temple

Roadway sections adjacent to these interchanges will also be improved as appropriate to alleviate potential upstream/downstream bottlenecks prior to implementation of large-scale reconstruction efforts.

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.



Near-Term Projects: Roadway – Segment 2 – Third Priority

I-35W from I-30 to Hillsboro



I-35 Corridor Segment 2 includes the region from I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas to the Bell/Williamson County line in Central Texas.

Existing Facility

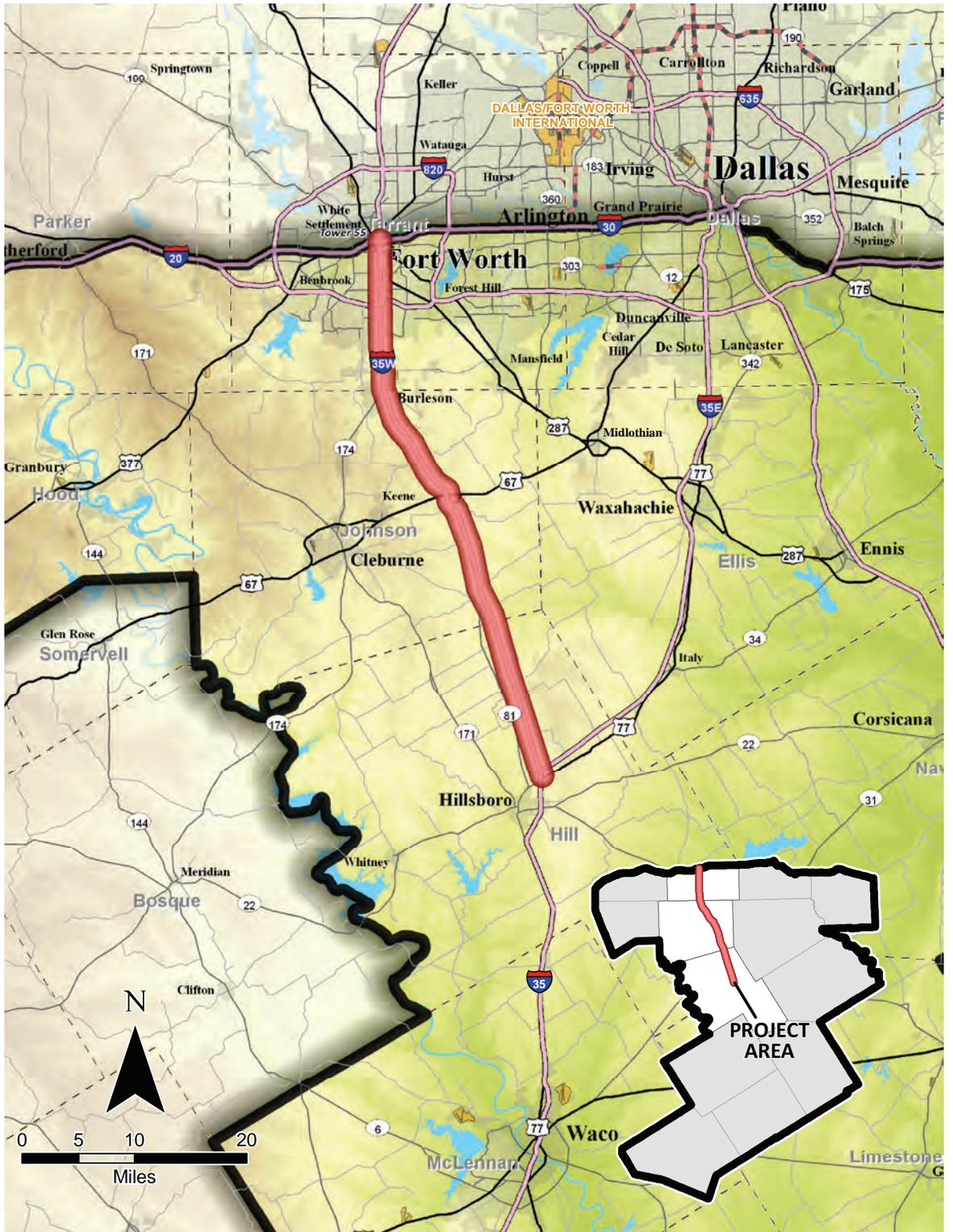
The existing I-35W facility is four lanes from Hillsboro to SH 174 and six to eight lanes from SH 174 to I-30.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends improvements to I-35W from I-30 to Hillsboro as the third priority near-term roadway project in Segment 2. This project includes 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 12 lanes, widening I-35W for approximately 11 miles from SH 174 to US 67 to eight general purpose lanes, and 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.



Near-Term Projects: Roadway – Segment 2 - Fourth Priority

I-35/US 67 Southern Gateway Project



I-35 Corridor Segment 2 includes the region from I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas to the Bell/Williamson County line in Central Texas.

Existing Facility

The existing I-35E facility has eight general purpose lanes and one HOV lane from 8th Street to 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 FM 1382.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends the Southern Gateway project as the fourth priority near-term project in Segment 2. The Southern Gateway project, as approved by the Federal Highway Administration (FHWA) in 2006, includes I-35E reconstruction from 8th Street to US 67 to accommodate ten general purpose lanes (plus auxiliary lanes) and two reversible managed lanes; reconstruction of I-35E from US 67 to I-20 to provide six general purpose lanes (plus auxiliary lanes) and one reversible managed lane; reconstruction of US 67 from I-35E to I-20 to accommodate six general purpose lanes (plus auxiliary lanes) and two reversible managed lanes; and, reconstruction of US 67 from I-20 to FM 1382 to provide six general purpose lanes (plus auxiliary lanes) and one reversible managed lane. The proposed I-35E improvements are approximately eight miles in length, and the proposed US 67 improvements are approximately ten miles in length.

Due to tightening financial constraints and efforts to meet other critical needs in the region, the I-35E portion of the Southern Gateway project from US 67 to I-20 was deferred from NCTCOG's *Mobility 2035 Plan*. However, local governments and the I-35 Corridor Advisory Committee recognize that the segment will become a critical future bottleneck once major improvements to the north and south are completed. Efforts to secure funding for that segment in future metropolitan transportation plans will be a chief priority (subject to evaluation among all planned regional projects).

Conceptual Project Cost Estimate

According to the *Mobility 2035 Plan*, the combined total cost of the northern I-35E segment and the entire US 67 segment of the Southern Gateway

project is estimated to be \$1.4 billion, including right of way, in year of expenditure dollars. An updated year of expenditure cost estimate for the southern I-35E segment (US 67 to I-20) was not generated since that portion of the project was deferred.



Near-Term Projects: Roadway – Segment 2 – Fifth Priority

Loop 12/Spur 408/I-20 Bypass



I-35 Corridor Segment 2 includes the region from I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas to the Bell/Williamson County line in Central Texas.

Existing Facility

The existing Loop 12 facility is eight lanes from Spur 408 to 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 Proposed by the I-35 Corridor Advisory Committee

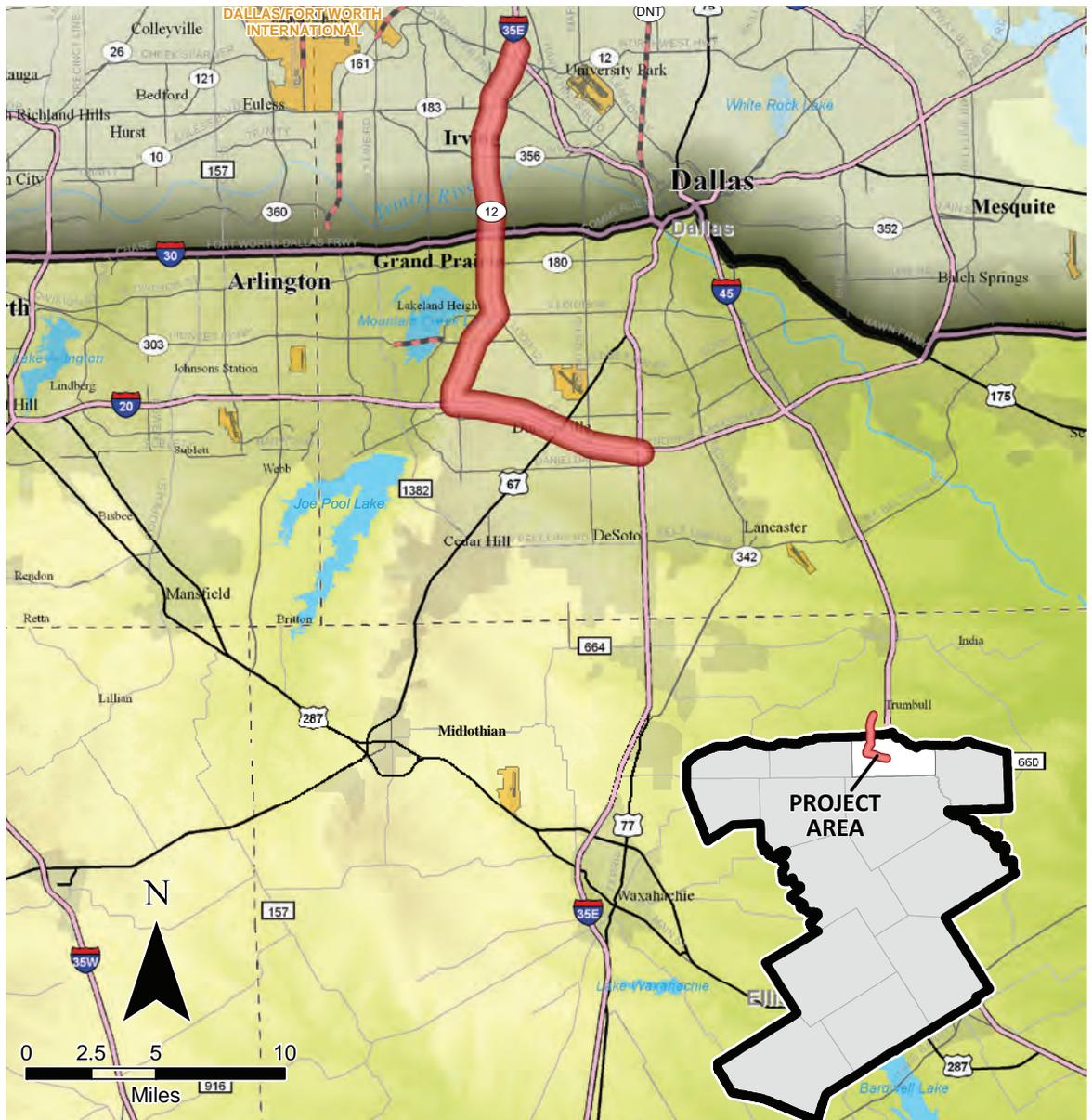
The I-35 Corridor Advisory Committee recommends the Loop 12/Spur 408/I-20 bypass project as the fifth priority near-term roadway project in Segment 2. This project would widen Loop 12 from I-35E to Spur 408 to eight general purpose lanes plus two reversible managed lanes for a total of ten lanes at a distance of approximately 11 miles; widen Spur 408 from Loop 12 to I-20 to eight lanes at a distance of approximately four miles; and, widen I-20 from Spur 408 to I-35E to ten lanes at a distance of approximately eight miles. This bypass option would provide an alternative to the proposed Trinity Parkway project. The Committee also supports constructing continuous frontage roads along I-20 as part of this project.

Improvements to Loop 12 (originally approved by the Federal Highway Administration in 2002) and I-20 have been incorporated into previous metropolitan transportation plans. However, due to tightening financial constraints and efforts to meet other critical needs in the region, these projects (with the exception of continuous I-20 frontage roads) were deferred from the NCTCOG's *Mobility 2035 Plan*. Nevertheless, these critical improvements remain the fifth Segment 2 priority of the I-35 Corridor Advisory Committee

Conceptual Project Cost Estimate

Since this project was deferred by the *Mobility 2035 Plan*, updated year of expenditure cost estimates have not been identified. However, NCTCOG and the I-35 Corridor Advisory Committee concur that a substantial need for improvements in these corridors will remain, and efforts to secure funding in future metropolitan transportation plans will be a chief priority. In the interim, funding has been identified through NCTCOG's Regional Bottleneck Program to address two key bottlenecks on Loop 12

in the cities Dallas and Irving: between I-35E and SH 183, and between SH 183 and Shady Grove Road. This will enable Loop 12 to carry four continuous general purpose lanes in each direction between I-35E and Spur 408 without significant reconstruction.



Near-Term Projects: Roadway – Segment 2 – Sixth Priority

Outer Loop from I-20 (E) to SH 121 Chisholm Trail (W); Includes Loop 9



I-35 Corridor Segment 2 includes the region from I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas to the Bell/Williamson County line in Central Texas.

Project Proposed by the I-35 Corridor Advisory Committee

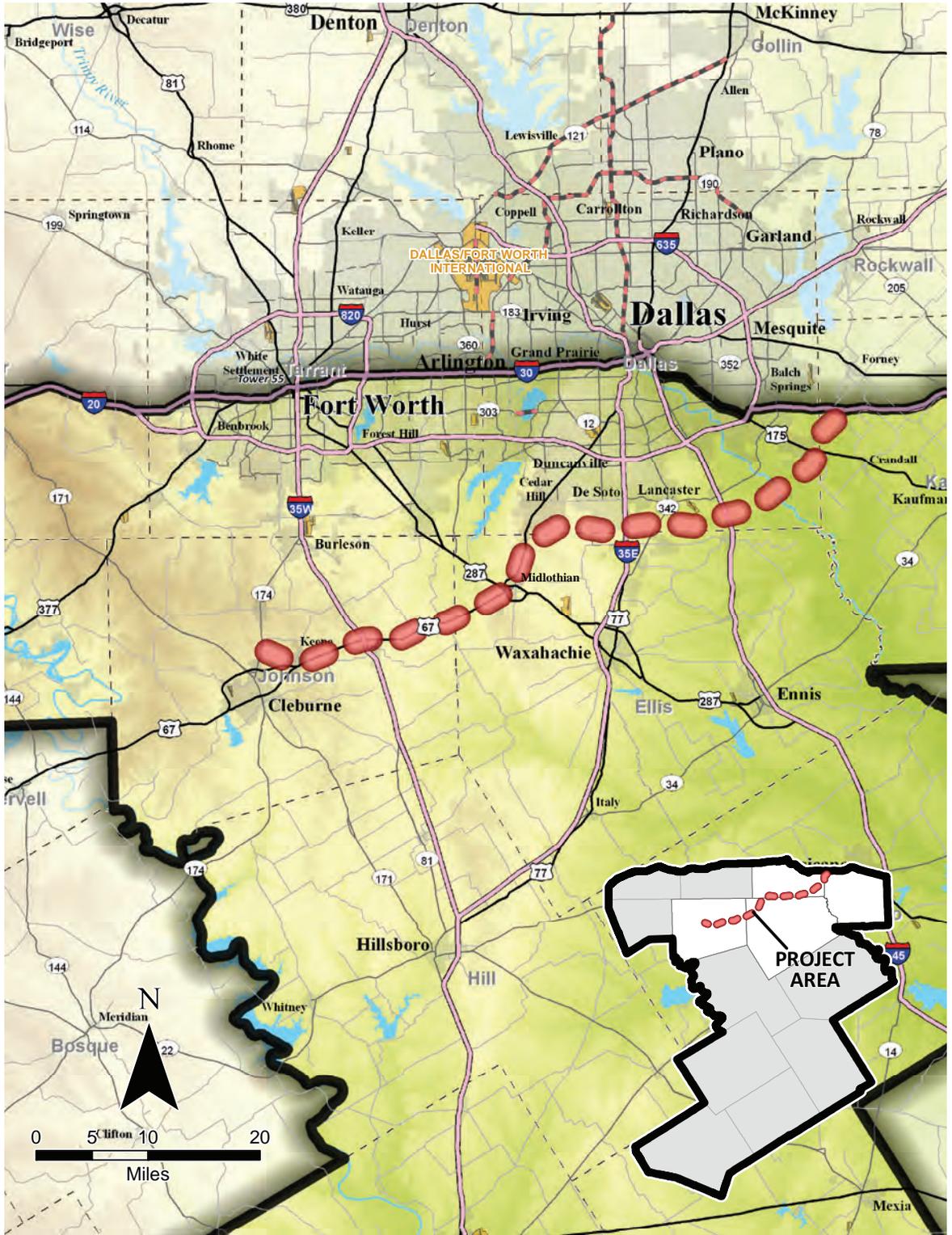
The DFW Regional Outer Loop concept is discussed in detail on page 62.

As mentioned in that discussion, tightening financial constraints and concurrent efforts to meet other critical needs in the region caused substantial portions of the Regional Outer Loop to be deferred from NCTCOG's current long-range transportation plan (*Mobility 2035 Plan*). Nevertheless, funding remains identified for two segments where the corridor traverses through high-growth areas around the Metroplex: Loop 9 Southeast (in southern Dallas, northern Ellis, and extreme western Kaufman Counties) and the Collin County portion of the Regional Outer Loop from the proposed Dallas North Tollway extension to SH 121. The I-35 CAC recommends that the Loop 9 Southeast Project (six tolled lanes and discontinuous frontage roads from I-20 to US 287) and the conversion of US 67 to a four/six-lane non-tolled limited access facility be carried forward as the sixth-priority near-term roadway project. Together, these facilities will constitute the 'backbone' of the future Regional Outer Loop around the southern portion of the Metroplex.

Conceptual Project Cost Estimate

According to NCTCOG's *Mobility 2035 Plan*, the Loop 9 Southeast Project is estimated to cost approximately \$5.8 billion, including right of way, in year of expenditure dollars. Funding also remains programmed for conversion of the US 67 Cleburne Bypass to a four-lane limited access facility, estimated to cost approximately \$78.1 million, including right-of-way, in year of expenditure dollars. Updated year of expenditure cost estimates for the US 67 portion of the Regional Outer Loop between Loop 9 in Midlothian and the eastern end of the US 67 Cleburne Bypass were not generated since the section was deferred. NCTCOG's previous metropolitan transportation plan, *Mobility 2030 Plan – 2009 Amendment*, projected that all components of the DFW Regional Outer Loop system would cost \$21.9 billion, including right of way, in year of expenditure costs.

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



Near-Term Projects: Roadway – Segment 2 – Seventh Priority

SH 360 Extension from I-30 to US 67



I-35 Corridor Segment 2 includes the region from I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas to the Bell/Williamson County line in Central Texas.

Existing Facility

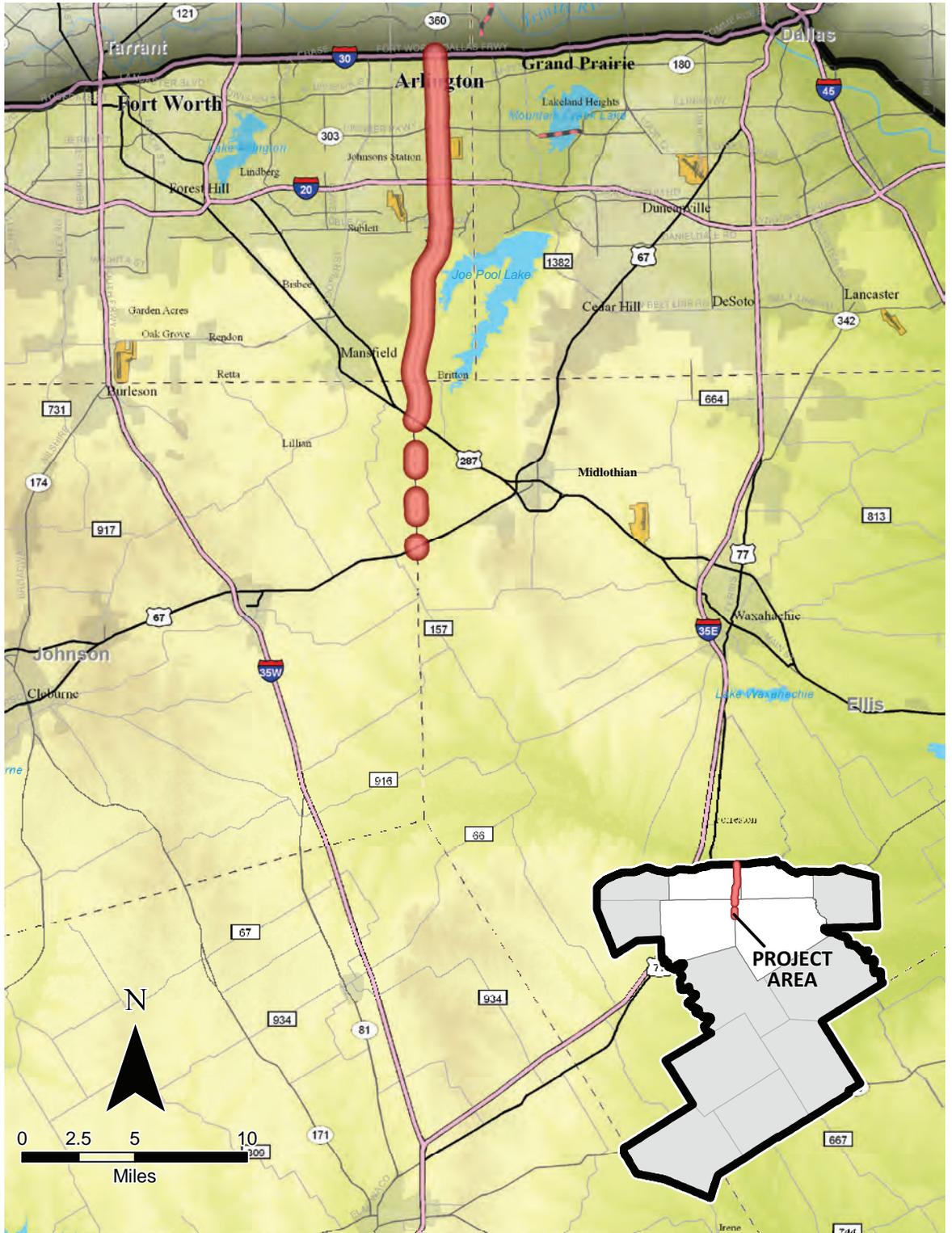
The existing SH 360 facility is six general purpose lanes (with discontinuous frontage roads) between I-30 and I-20, four general purpose lanes (with continuous frontage roads) from I-20 to Sublett/Camp Wisdom Road, four frontage road lanes from Sublett/Camp Wisdom Road to Heritage Parkway, and two frontage road lanes from Heritage Parkway to US 287.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee (CAC) recommends improvements to SH 360 south of I-30 as the seventh-priority near-term project for Segment 2. According to NCTCOG's *Mobility 2035 Plan*, this project would reconstruct SH 360 from I-30 to I-20 to accommodate eight general purpose lanes (plus auxiliary lanes) and continuous frontage roads. It would also build the long-awaited fully directional interchange between SH 360 and I-30, eliminating the obsolete 1950's-style "trumpet" interchange from when I-30 was originally built as the Dallas-Fort Worth Turnpike. Further south, the project would construct SH 360 as a six/eight-lane controlled access toll facility (plus auxiliary lanes) with continuous frontage roads from I-20 to US 287, including a 4-lane tolled collector-distributor facility that would provide direct connections to/from SH 161 (President George Bush Turnpike – Western Extension). From US 287 to US 67, the project would construct a six-lane controlled access toll facility (plus auxiliary lanes) with continuous frontage roads on new location. Improvements to the SH 360 corridor extend approximately 16 miles. Combined with future construction of the Regional Outer Loop (including the Loop 9 Southeast Project), improvements to SH 360 corridor would provide congestion relief to I-35E and I-35W segments in Dallas and Fort Worth, respectively, and enable alternative traffic routes to/from growing cities in the heart of the Dallas-Fort Worth (DFW) Metroplex and DFW International Airport.

Conceptual Project Cost Estimate

According to NCTCOG's *Mobility 2035 Plan*, the SH 360 project from I-30 to US 67 (including the SH 161/SH 360 Toll Connector) is estimated to cost \$1.2 billion, including right of way, in year of expenditure dollars.



Near-Term Projects: Roadway – Segment 3 – First Priority

I-35/SH 45SE/SH 130 Alternative



I-35 Corridor Segment 3 includes the region from the Bell/Williamson County line to I-10 in San Antonio.

Existing Facility

The existing I-35 facility from US 195 north of Georgetown to State Highway 45 Southeast (SH 45SE) northeast of Buda varies from six to eight lanes. The existing SH 130 facility from I-35 to SH 45SE in Mustang Ridge is four tolled lanes, and an extension of the four tolled lanes is planned from Mustang Ridge to I-10 northeast of Seguin. The existing SH 45SE facility from I-35 to SH 130 is also four tolled lanes.

Project Proposed by the I-35 Corridor Advisory Committee

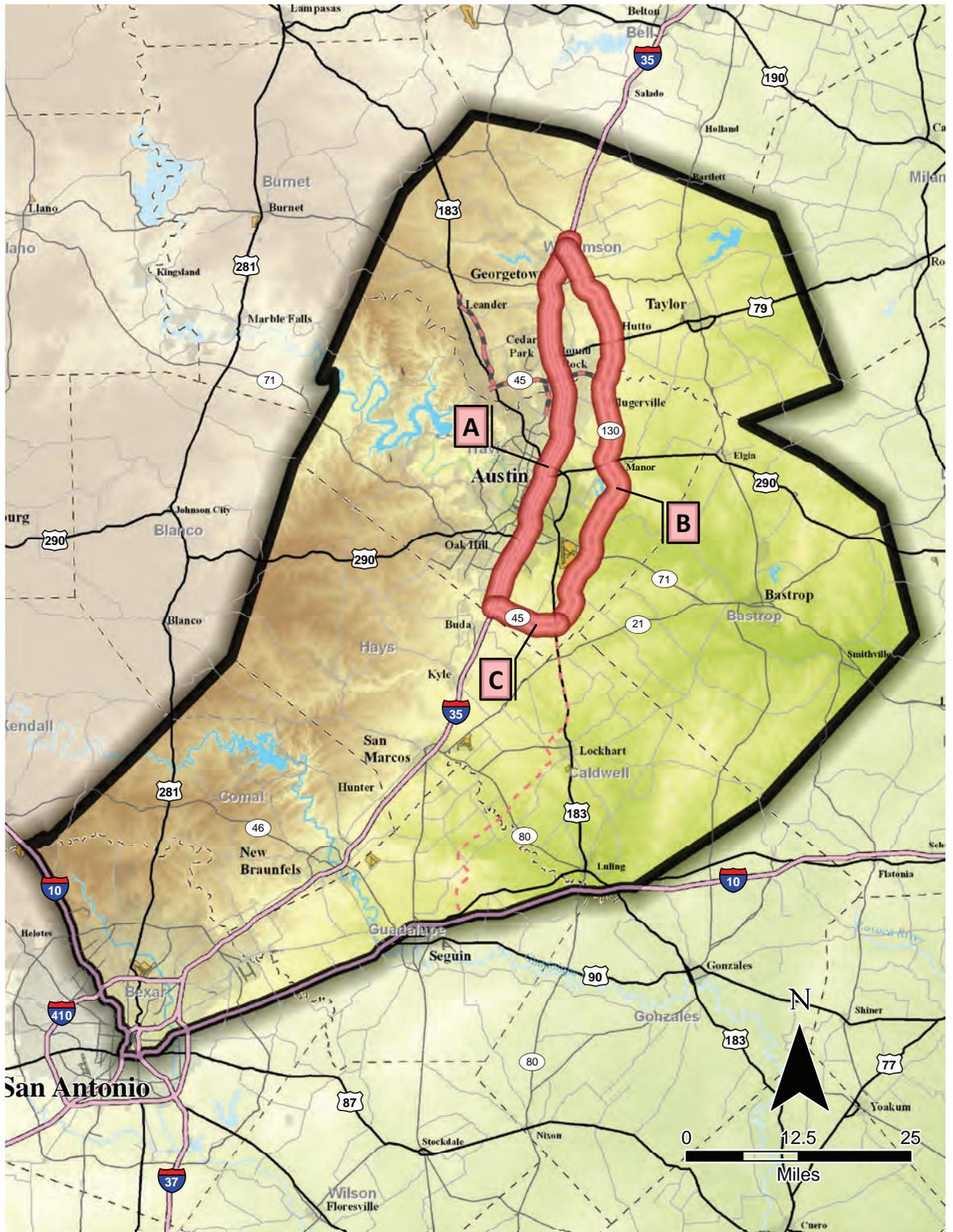
The I-35 Corridor Advisory Committee's recommendation involves the following actions:

- A.** Converting one general purpose lane on I-35 in each direction to a dynamically-priced managed lane while maintaining two non-tolled lanes in each direction from US 195 to SH 45SE, and re-designating the existing I-35 facility from an interstate to a non-interstate facility
- B.** Removing the tolls on SH 130 from US 195 north of Georgetown to SH 45SE in Mustang Ridge, and re-designating this portion of SH 130 as I-35
- C.** Removing the tolls on SH 45SE from Mustang Ridge northeast of Buda to I-35, and re-designating this roadway as I-35

Other actions related to this recommendation include Federal, State, and Local government approval; public consent; revisiting the initial Central Texas Turnpike System bonding that included SH 130; environmental study; and Federal Highway Administration approval of Interstate TxDOTre-designation.

Conceptual Cost Estimate

Because of the complexity of this solution, additional studies would be required to develop a cost estimate.



Near-Term Projects: Roadway – Segment 3 – Second Priority

I-35/Loop 1604 and I-35/I-410 Interchange Improvements



I-35 Corridor Segment 3 includes the region from the Bell/Williamson County line to I-10 in San Antonio.

Existing Facility

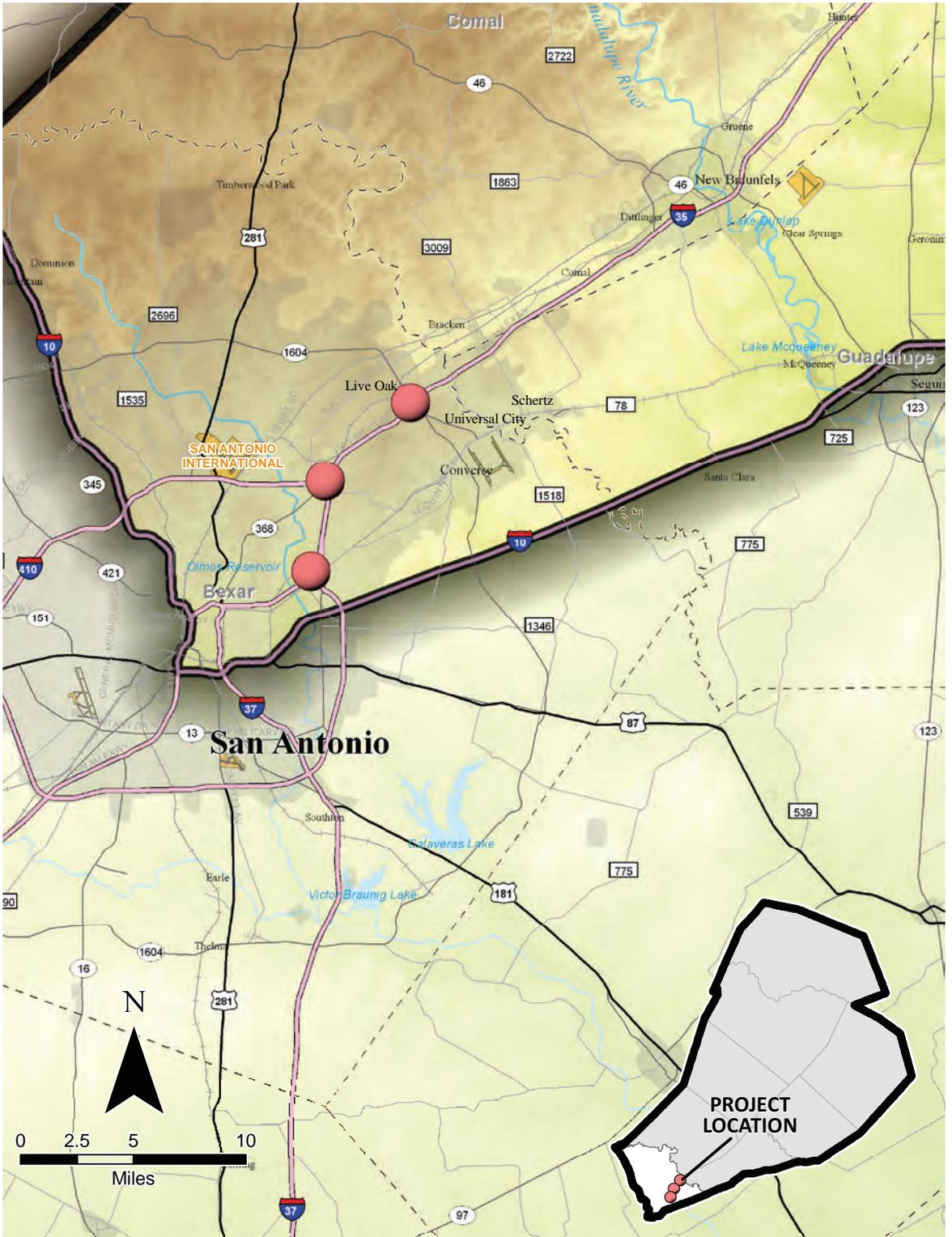
The existing I-35 interchanges at Interstate 410 (I-410) and Loop 1604 are on the north side of San Antonio.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends improving the two north/northeastern San Antonio I-35/I-410 interchanges and the I-35/Loop 1604 interchange in north San Antonio as the second priority near-term roadway project in Segment 3.

Conceptual Project Cost Estimate

The estimated cost for the conceptual projects is between \$600 million and \$900 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.



Near-Term Projects: Roadway – Segment 3 – Third Priority

Loop 1604 Improvements



I-35 Corridor Segment 3 includes the region from the Bell/Williamson County line to I-10 in San Antonio.

Existing Facility

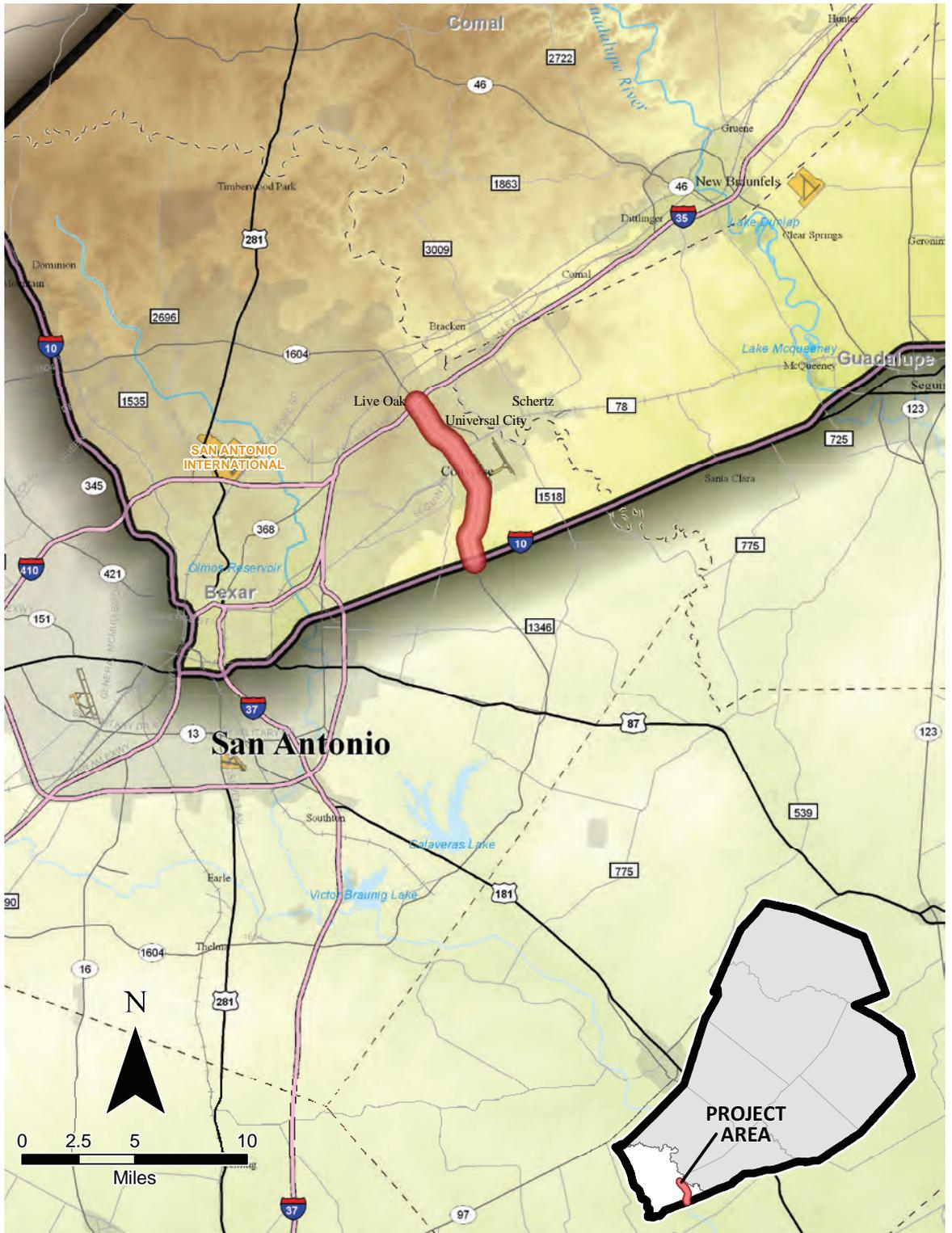
The existing Loop 1604 facility from I-35 Northeast in Live Oak to Interstate 10 East (I-10 E) south of Converse varies from two to four lanes.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends upgrading Loop 1604 S to a six-lane controlled access facility from I-35 NE in Live Oak to I-10 E south of Converse, for a distance of approximately eight miles as the third priority near-term roadway project in Segment 3.

Conceptual Project Cost Estimate

The estimated cost for the conceptual project is between \$300 million and \$400 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.



Near-Term Projects: Roadway – Segment 3 – Fourth Priority

US 183 Improvements from US 290 E to SH 71



I-35 Corridor Segment 3 includes the region from the Bell/Williamson County line to I-10 in San Antonio.

Existing Facility

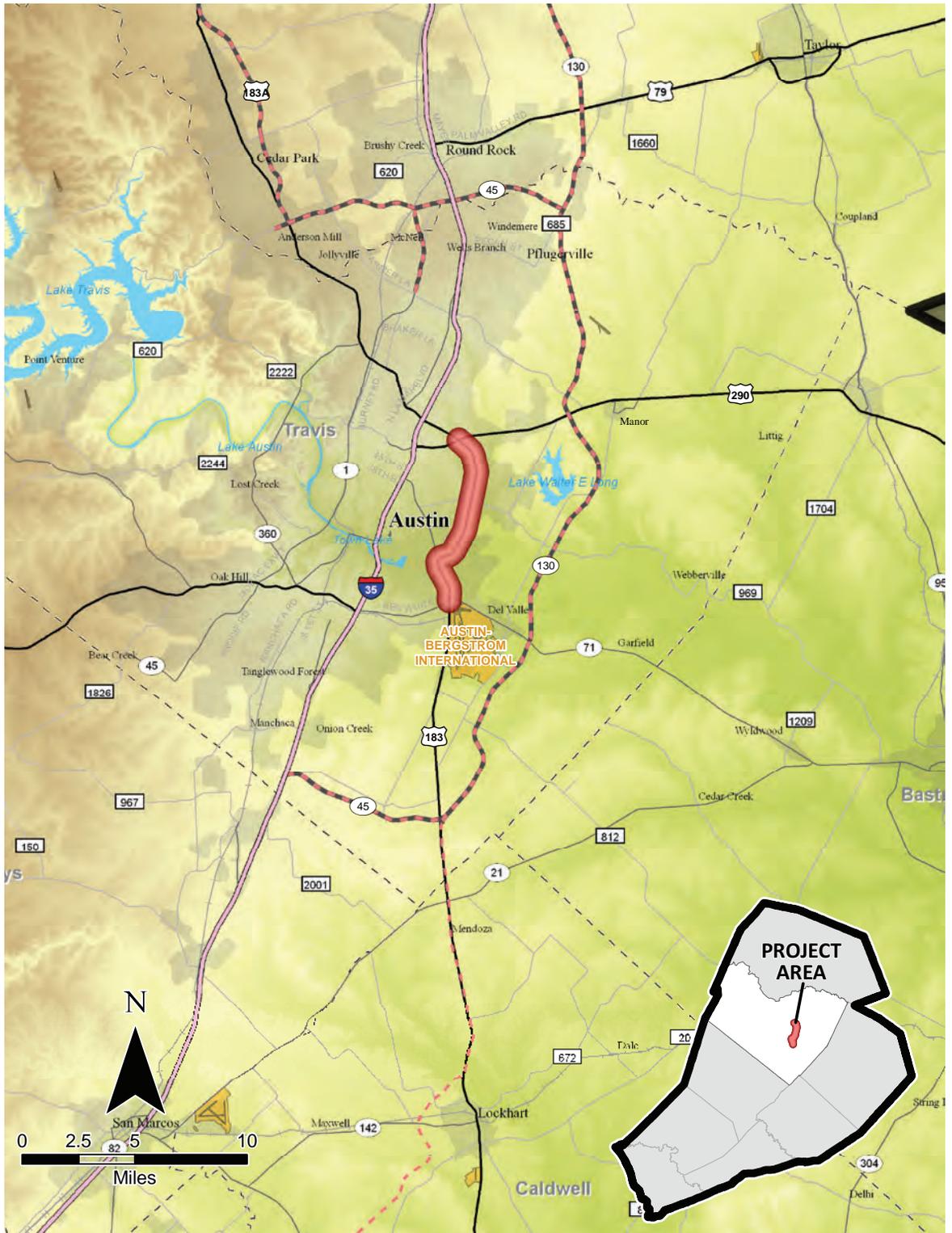
The existing US 183 facility from US 290 E northeast of downtown Austin to SH 71 southeast of downtown Austin is four lanes.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends upgrading US 183 to a four-lane, full freeway from US 290 northeast of downtown Austin to SH 71 southeast of downtown Austin for a distance of approximately eight miles as the fourth priority near-term roadway project in Segment 3. A portion of the project area exists as a four-lane controlled access facility reducing the project area to a distance of approximately seven miles.

Conceptual Project Cost Estimate

The estimated cost for the conceptual project is between \$200 million and \$300 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.



Near-Term Projects: Roadway – Segment 4 – First Priority

I-10 Improvements*



I-35 Corridor Segment 4 includes the region from I-10 in San Antonio to the Texas-Mexico border.

Existing Facility

The existing I-10 facility from I-35 in downtown San Antonio to SH 130 northeast of Seguin is four lanes.

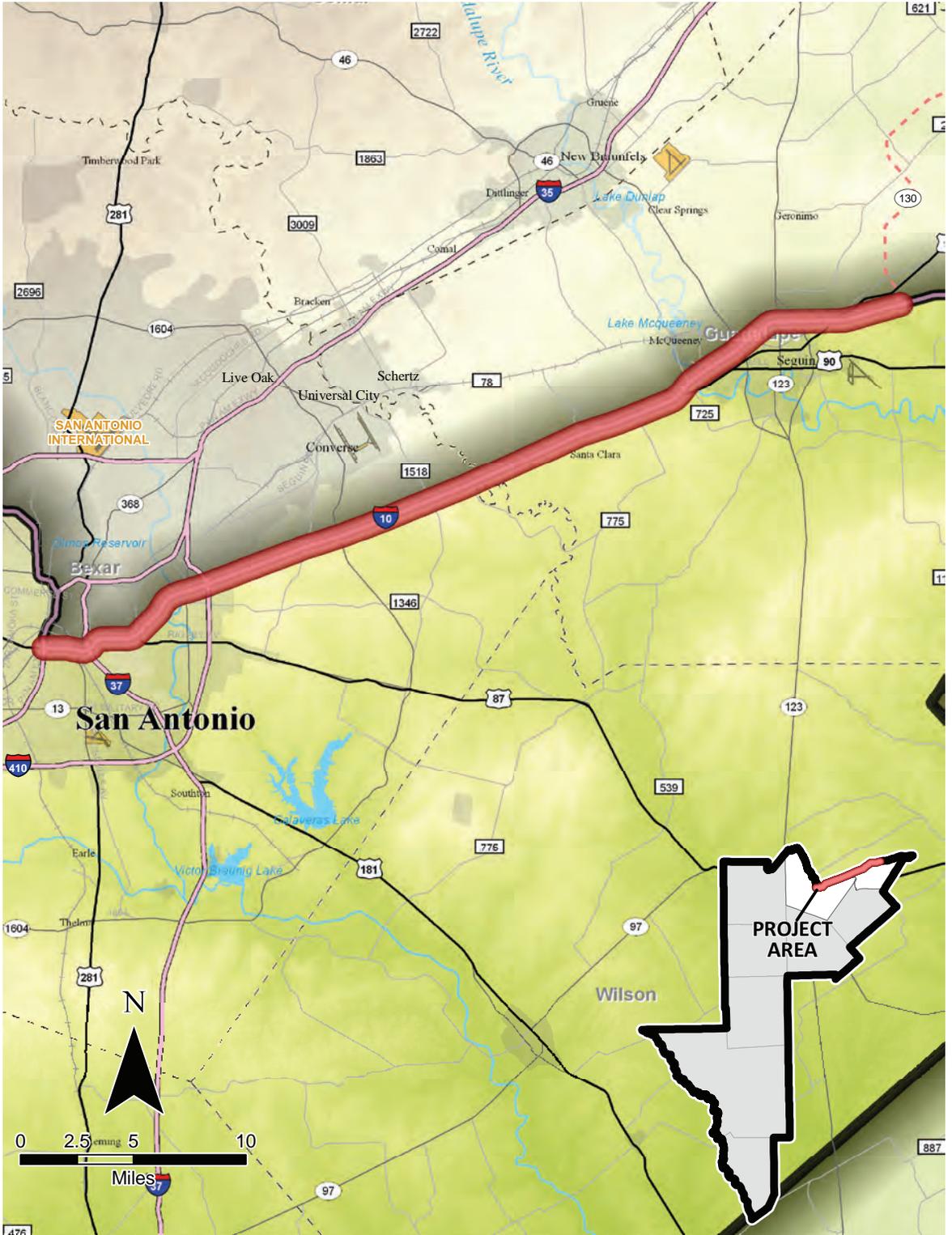
Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends widening I-10 from I-35 to SH 130 to six lanes for a distance of approximately 42 miles as the first priority near-term roadway project in Segment 4. Improving the connection between I-35 and SH 130 would make SH 130 more accessible as an alternative route and reliever to I-35.

Conceptual Project Cost Estimate

The estimated cost for the conceptual project is between \$950 million and \$1.4 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.

* In the context of the Segment 3 area, the I-10 improvements are recommended as a priority one long-term project.



Near-Term Projects: Roadway – Segment 4 – Second Priority

Loop 20 Improvements



I-35 Corridor Segment 4 includes the region from I-10 in San Antonio to the Texas-Mexico border.

Existing Facility

Existing connectivity between I-35 and US 83 is provided by Loop 20/Bob Bullock Loop in Laredo. Loop 20 varies from four to six lanes between I-35 and US 83.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends upgrading Loop 20 to a six-lane controlled access facility from I-35 to US 83 for a distance of approximately 21 miles as the second priority near-term roadway project in Segment 4.

Conceptual Project Cost Estimate

The total project cost is estimated to range from approximately \$640 million to \$740 million.

According to the *Laredo Transportation Improvement Program FY 2011-2014*, project improvements from US 59 to SH 359 are estimated to cost \$29 million, including upgraded intersections.

According to the Laredo Urban Transportation Study, Metropolitan Planning Organization's *2010-2035 Metropolitan Transportation Plan*, adopted December 11, 2009, various project components along Loop 20 are estimated to cost \$257 million (2010 dollars), including segment widening, segment mainlane additions and overpass/ramp construction at four intersections.

The estimated cost for the remaining conceptual project components is between \$350 million and \$450 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.



Near-Term Projects: Roadway – Segment 4 – Third Priority

I-35 from the Atascosa County Line to Loop 20



I-35 Corridor Segment 4 includes the region from I-10 in San Antonio to the Texas-Mexico border.

Existing Facility

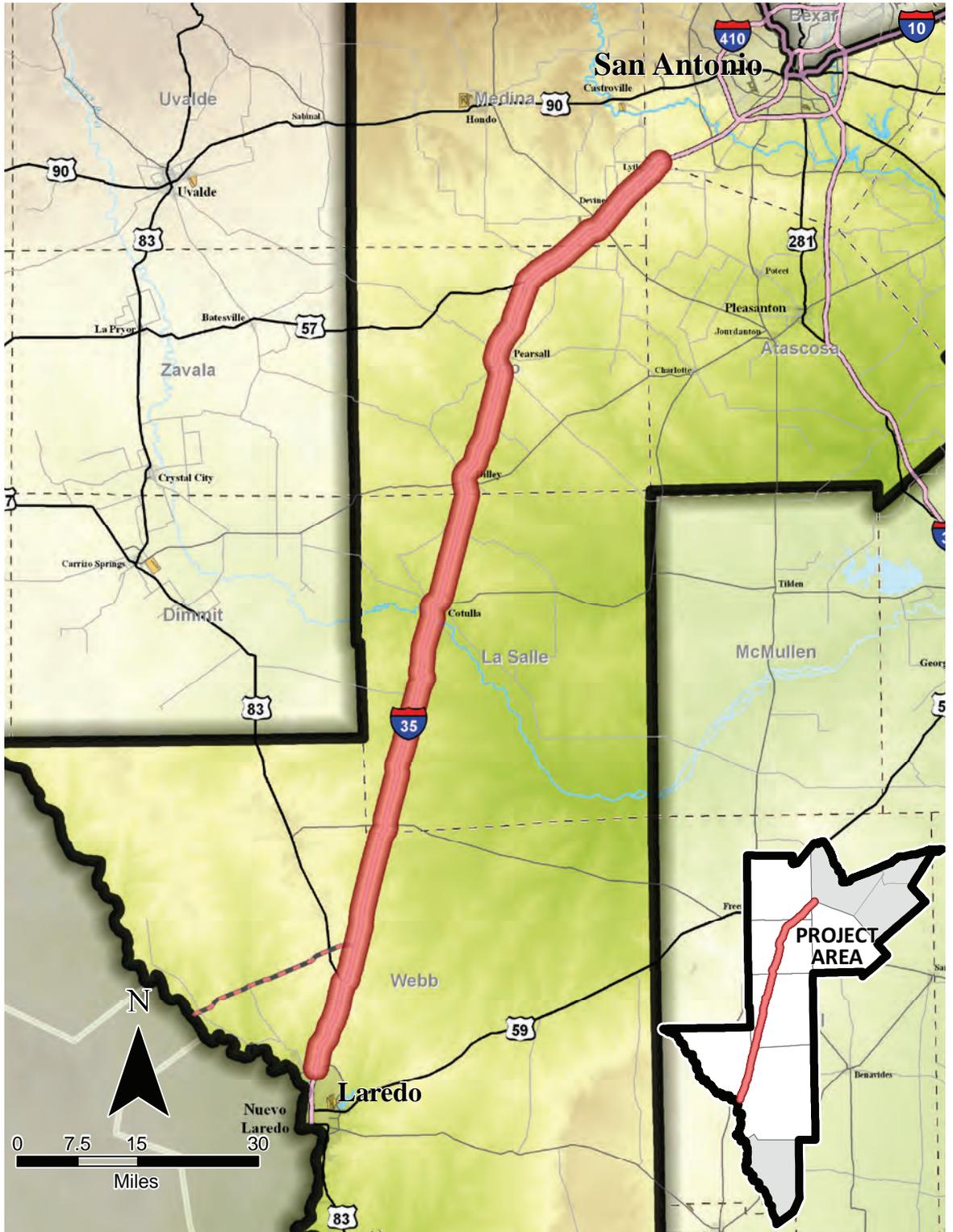
The existing I-35 facility between the Atascosa County line and Loop 20 north of Laredo is four lanes.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends adding a lane in each direction of I-35 from the Atascosa County line to Loop 20 north of Laredo, with truck traffic restricted to designated lanes through signage for a distance of approximately 125.5 miles, as the third priority near-term roadway project in Segment 4.

Conceptual Project Cost Estimate

The estimated cost for the conceptual project is between \$2.5 billion and \$3.55 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.



Near-Term Projects: Roadway – Segment 4 – Fourth Priority

I-410 Improvements



I-35 Corridor Segment 4 includes the region from I-10 in San Antonio to the Texas-Mexico border.

Existing Facility

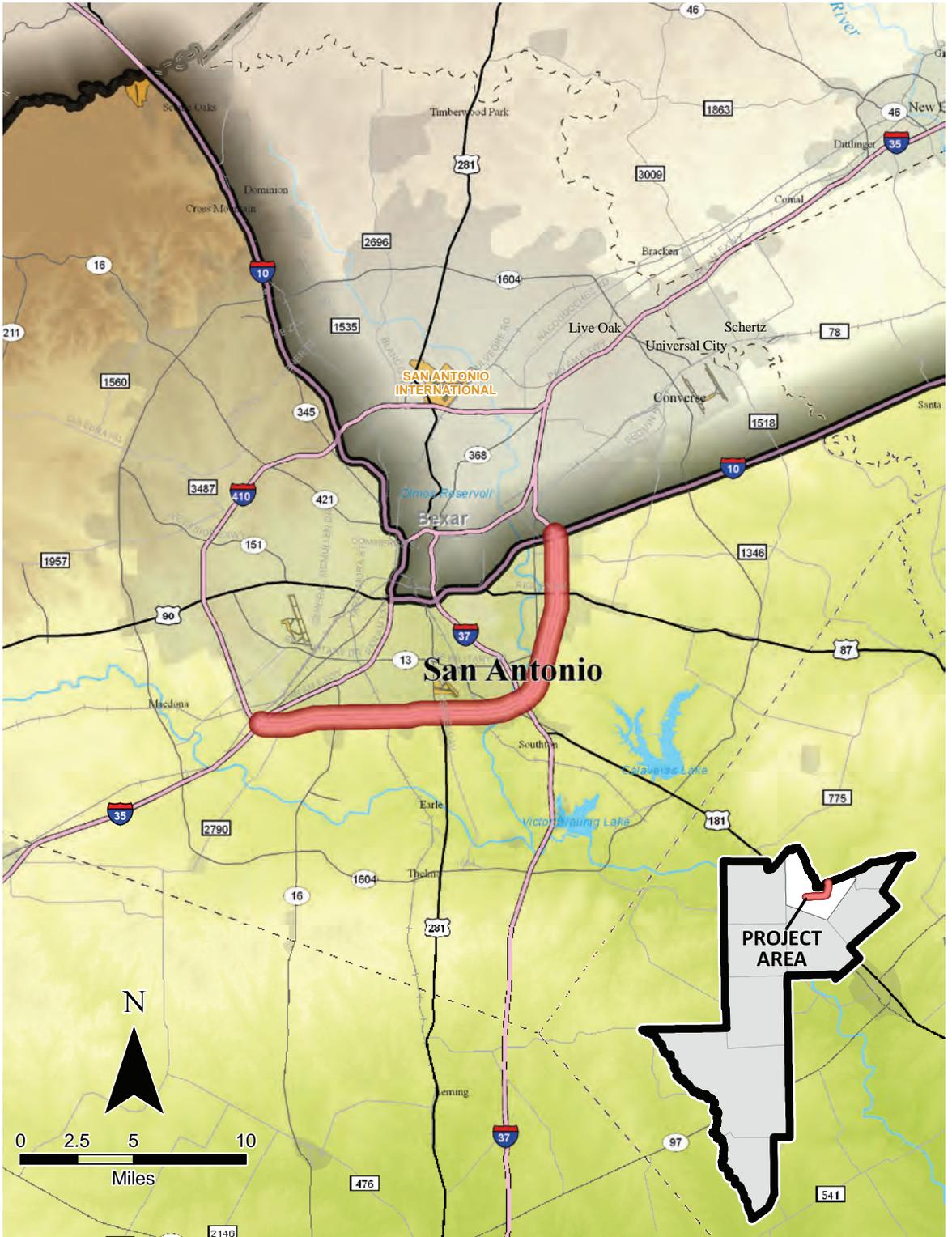
The existing I-410 facility from I-35 east of Macdonia to I-10 south of Kirby is four lanes.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends widening I-410 to six lanes from I-35 South to I-10 East for a distance of approximately 20 miles as the fourth priority near-term roadway project in Segment 4.

Conceptual Project Cost Estimate

The estimated cost for the conceptual project is between \$450 million and \$650 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.



Near-Term Projects: Roadway – Segment 4 – Fifth Priority

Loop 1604 Improvements



I-35 Corridor Segment 4 includes the region from I-10 in San Antonio to the Texas-Mexico border.

Existing Facility

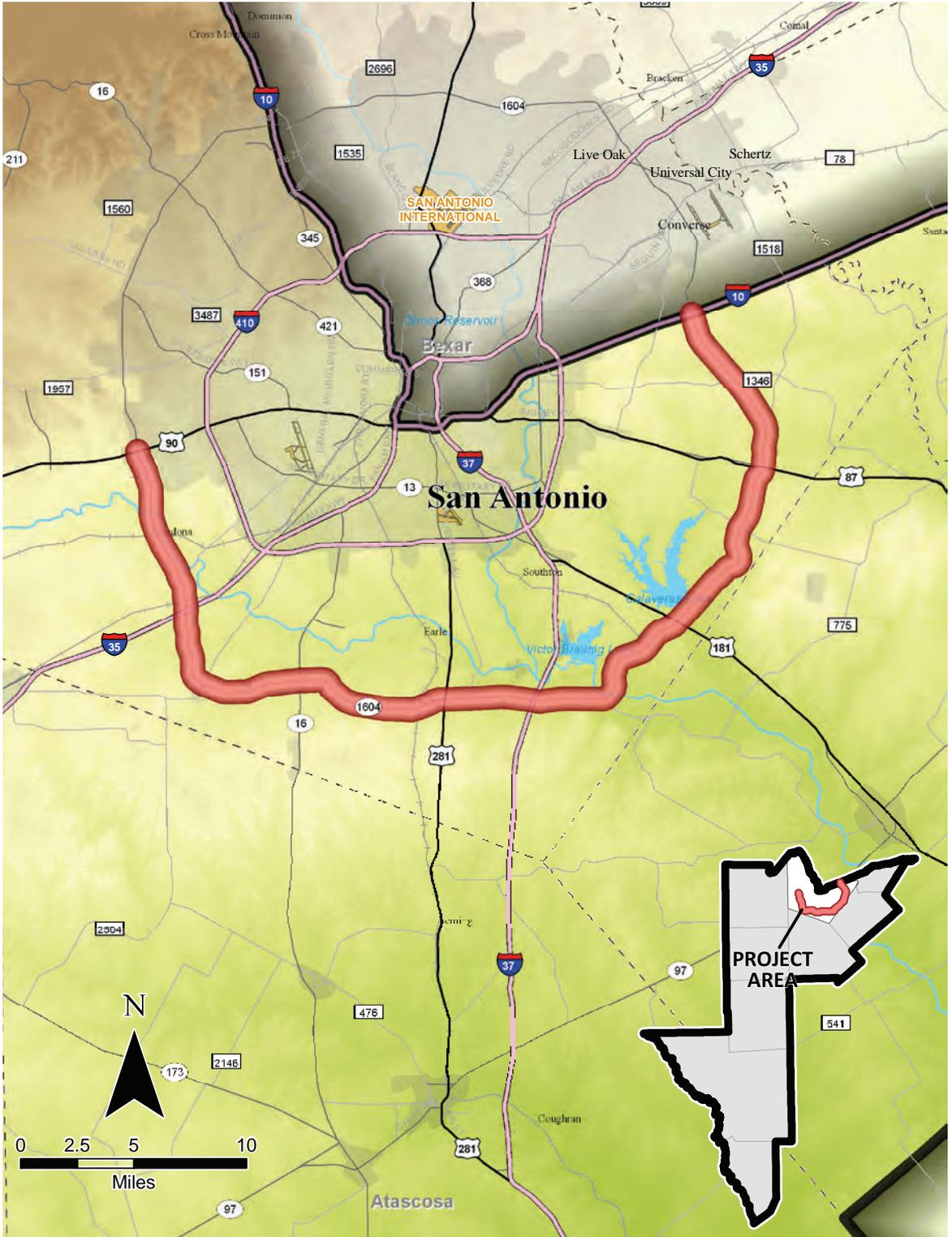
The existing Loop 1604 South facility is two lanes from I-10 south of Converse to US 90 north of Macdona.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends upgrading Loop 1604 S to a six-lane controlled access facility from I-10 (NE) to US 90 for a distance of approximately 51 miles as the fifth priority near-term roadway project in Segment 4.

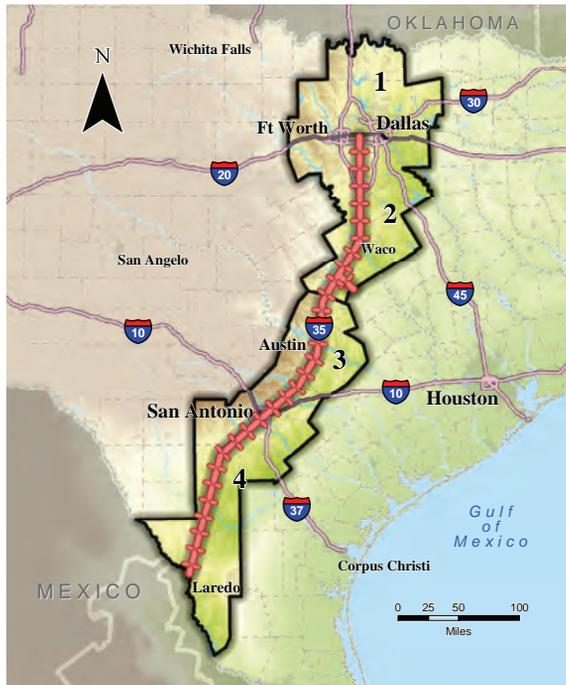
Conceptual Project Cost Estimate

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 of way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



Long-Term Projects: Rail - Priority One

Passenger Rail Between Laredo and Dallas/Fort Worth



Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends the implementation of passenger rail service along the I-35 corridor from the Dallas/Fort Worth Metroplex to Laredo as a priority one long-term rail project. This area of I-35 is located within the federally designated South Central High-Speed Rail (HSR) Corridor. TxDOT recently received \$5.6 million in federal High-Speed and Intercity Passenger Rail planning funds to conduct a feasibility study of passenger rail service from Oklahoma City to South Texas.

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.



The I-35 Corridor Segment Areas extend from the Oklahoma-Texas border to the Texas-Mexico border.

For reference, the core line of the "Texas T-Bone" high-speed passenger rail system proposed by the Texas High-Speed Rail and Transportation Corporation is estimated to cost from \$30 to \$50 million per mile.

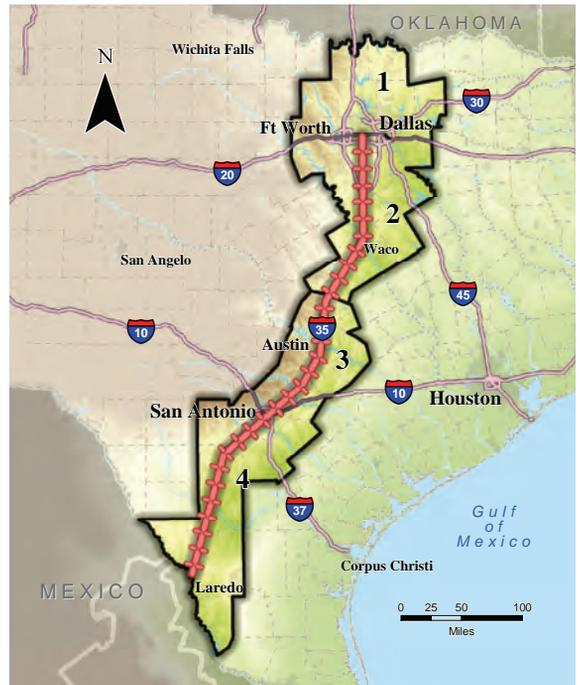
Improved Freight Rail Between Laredo and Dallas/Fort Worth

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends the implementation of freight rail solutions along the I-35 corridor that will provide an alternate freight route to allow regional and/or intercity passenger rail travel along the I-35 corridor, increase freight capacity and enhance safety. This improvement is recommended as a priority one long-term rail project. The committee recognizes that individual activities to address specific problems in the corridor may already be underway. Any new construction should make every reasonable effort to avoid productive agricultural lands.

Conceptual Project Cost Estimate

An estimated cost cannot be determined at this time without more specific project details and a proposed alignment.



The I-35 Corridor Segment Areas extend from the Oklahoma-Texas border to the Texas-Mexico border.

Long-Term Projects: Roadway – Segment 1 – Priority One

I-35 from Denton to the Cooke County Line



Existing Facility

The existing I-35 facility is four lanes from I-35E/I-35W to FM 3002.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends improvements to I-35 from Hillsboro to the Bell County line as a priority one long-term project in Segment 2. This project would involve widening I-35 from I-35E/I-35W to FM 3002, as defined in the ongoing Environmental Assessment being prepared by the TxDOT – Dallas District. It includes reconstruction of I-35 from the I-35E/I-35W split to Loop 288 to ten general purpose lanes (plus auxiliary lanes) with four concurrent managed lanes; reconstruction of I-35 from Loop 288 to FM 156 to eight general purpose lanes (plus auxiliary lanes) with four concurrent managed lanes; and reconstruction of I-35 from FM 156 to FM 3002 to eight general purpose lanes (plus auxiliary lanes).



I-35 Corridor Segment 1 includes the region from the Oklahoma-Texas border to I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas.

Due to tightening financial constraints as well as concurrent efforts to meet other critical needs in the region, this project was deferred from NCTCOG's *Mobility 2035 Plan*. Nevertheless, it still remains a top priority long-term Segment 2 project of the I-35 Corridor Advisory Committee.

Conceptual Project Cost Estimate

Since this project was deferred by the *Mobility 2035 Plan*, an updated year of expenditure cost estimate was not calculated. However, the most recent cost calculation from NCTCOG's previous metropolitan transportation plan (*Mobility 2030 Plan – 2009 Amendment*), estimated costs of approximately \$1.05 billion, including right of way, in year of expenditure dollars. Efforts to secure funding for this project in future metropolitan transportation plans will be a chief priority (subject to evaluation among all planned regional projects).

I-35W from I-35/I-35E to SH 114

Existing Facility

The existing I-35W facility is four lanes from the I-35/I-35E split to SH 114.

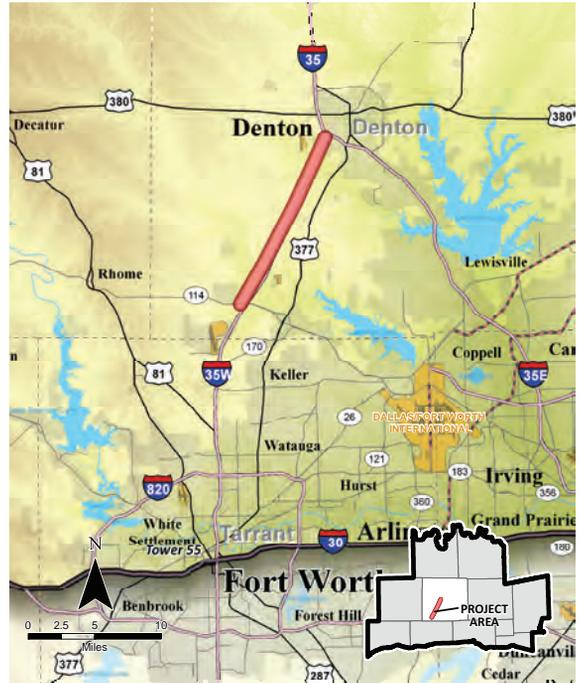
Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends improvements to I-35W from I-35/I-35E to SH 114 as a priority one long-term project in Segment 1. I-35W from I-35/I-35E to SH 114, as defined in various scoping documents used by the TxDOT – Dallas District for upcoming preparation of an Environmental Assessment, includes reconstruction of I-35W from I-35/I-35E to FM 2449 to six general purpose lanes plus two concurrent managed lanes, and reconstruction of I-35W from FM 2449 to SH 114 to six general purpose lanes plus four concurrent managed lanes. The total project length is approximately 19 miles (individual segments of large projects, such as I-35W from I-35/I-35E to SH 114, are typically implemented in phases based on need and priority).

Due to tightening financial constraints as well as concurrent efforts to meet other critical needs in the region, this project was deferred from NCTCOG’s *Mobility 2035 Plan*. Nevertheless, it still remains a top Segment 2 long-term priority of the I-35 Corridor Advisory Committee.

Conceptual Project Cost Estimate

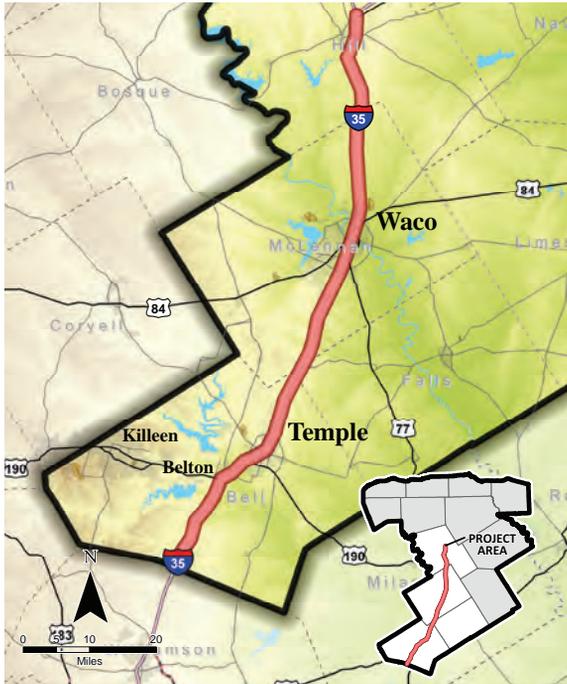
Since this project was deferred by the *Mobility 2035 Plan* an updated year of expenditure cost estimate was not calculated. The most recent cost calculation from NCTCOG’s previous metropolitan transportation plan (*Mobility 2030 Plan – 2009 Amendment*), estimated costs of approximately \$1.23 billion, including right of way, in year of expenditure dollars. Efforts to secure funding for this project in future metropolitan transportation plans will be a chief priority (subject to evaluation among all planned regional projects).



I-35 Corridor Segment 1 includes the region from the Oklahoma-Texas border to I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas.

Long-Term Projects: Roadway – Segment 2 – Priority One

I-35 from Hillsboro to the Bell County Line



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 Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends improvements to I-35 from Hillsboro to the Bell County line as a priority one long-term project in Segment 2. This project would involve widening I-35 to eight lanes from Hillsboro to the Williamson/Bell County line for a distance of approximately 93 miles.

The Committee believes that this entire section of I-35 should be expanded to six-lanes before eight-lane expansion is undertaken. Also, the six-lane expansion currently underway should be completed in such a

way that it can accommodate an ultimate section of eight lanes.

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. Funding for the six-lane expansion of I-35 was obtained from Proposition 12 bonds, Proposition 14 bonds, and the American Recovery and Reinvestment Act (ARRA) of 2009, and is currently under way. 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.



I-35 Corridor Segment 2 includes the region from I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas to the Bell/Williamson County line in Central Texas.

US 67 Gateway Horizon

Existing Facility

The existing US 67 corridor is a four-lane controlled access facility with discontinuous frontage roads from FM 1382 in Cedar Hill to Ward Road in Midlothian, and a four-lane non-controlled access facility between Ward Road and FM 157 in Venus.

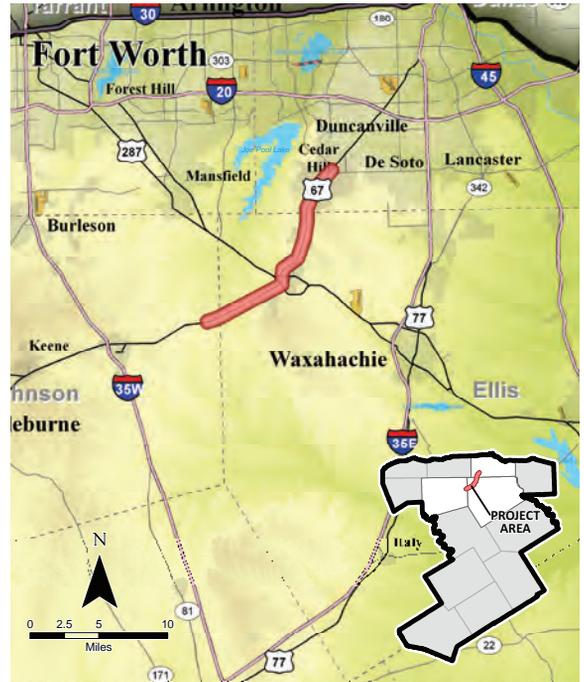
Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee (CAC) recommends the US 67 Gateway Horizon as a priority one long-term project for Segment 2. This project would consist of US 67 reconstruction to six general purpose lanes (plus auxiliary lanes) and one reversible managed lane from FM 1382 to Loop 9, as well as six general purpose lanes (plus auxiliary lanes) with continuous frontage roads from Loop 9 to FM 157. The total project length is approximately 16 miles.

Due to tightening financial constraints as well as concurrent efforts to meet other critical needs in the region, the US 67 project was deferred from NCTCOG's *Mobility 2035 Plan*. Nevertheless, it still remains a top Segment 2 long-term priority of the I-35 Corridor Advisory Committee.

Conceptual Project Cost Estimate

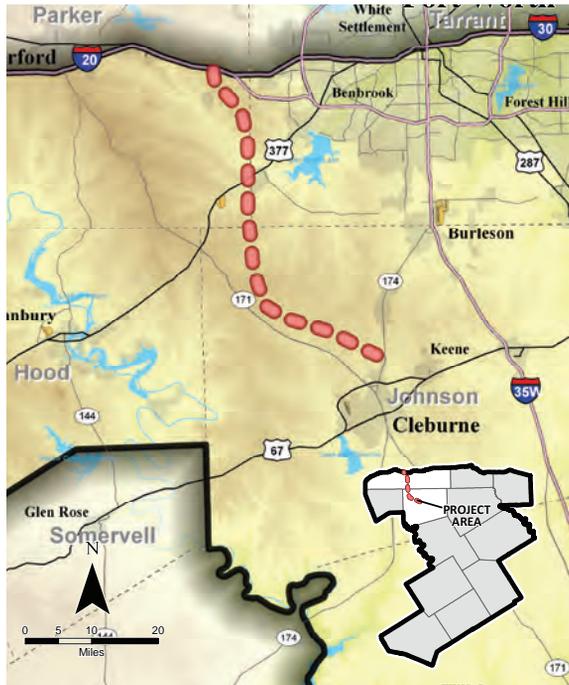
Since this project was deferred by the *Mobility 2035 Plan*, an updated year of expenditure cost estimate was not calculated. The most recent cost calculation was from NCTCOG's previous metropolitan transportation plan (*Mobility 2030 Plan – 2009 Amendment*), estimated costs of approximately \$353.8 million, including right of way, in year of expenditure dollars. Efforts to secure funding for this project in future metropolitan transportation plans will be a chief priority (subject to evaluation among all planned regional projects).



I-35 Corridor Segment 2 includes the region from I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas to the Bell/Williamson County line in Central Texas.

Long-Term Projects: Roadway – Segment 2 – Priority One

Outer Loop from Chisholm Trail Parkway to I-20 (W)



Project Proposed by the I-35 Corridor Advisory Committee

The DFW Regional Outer Loop concept is discussed in detail on page 62.

Financial constraints and concurrent efforts to meet other critical needs in the region caused substantial portions of the Regional Outer Loop to be deferred from NCTCOG's current long-range transportation plan (*Mobility 2035 Plan*). Nevertheless, funding remains identified for two segments: Loop 9 Southeast (in southern Dallas, northern Ellis, and extreme western Kaufman Counties) and the Collin County portion from the proposed Dallas North Tollway extension to SH 121. The I-35 CAC recognizes that this portion of the Regional Outer Loop will serve a more distant need in northwestern Johnson, extreme southwestern Tarrant, and eastern Parker Counties where growth, though strong, is comparatively slower than in other

portions of the Metroplex. Therefore, the I-35 CAC recommends the Outer Loop section from Chisholm Trail Parkway (E) to I-20(W) as a priority one long-term project in Segment 1.

Conceptual Project Cost Estimate

Because this section of the Regional Outer Loop was deferred from NCTCOG's *Mobility 2035 Plan*, an updated cost estimate was not generated. The most recent cost calculation from NCTCOG's *Mobility 2030 Plan – 2009 Amendment*, estimated costs of approximately \$2.0 billion, including right-of-way, in year of expenditure dollars. Efforts to secure funding for this project will be a chief priority in the future; however, it is probable that other Regional Outer Loop segments will be funded first.

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



I-35 Corridor Segment 2 includes the region from I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas to the Bell/Williamson County line in Central Texas.

Loop 363 Around Temple

Existing Facility

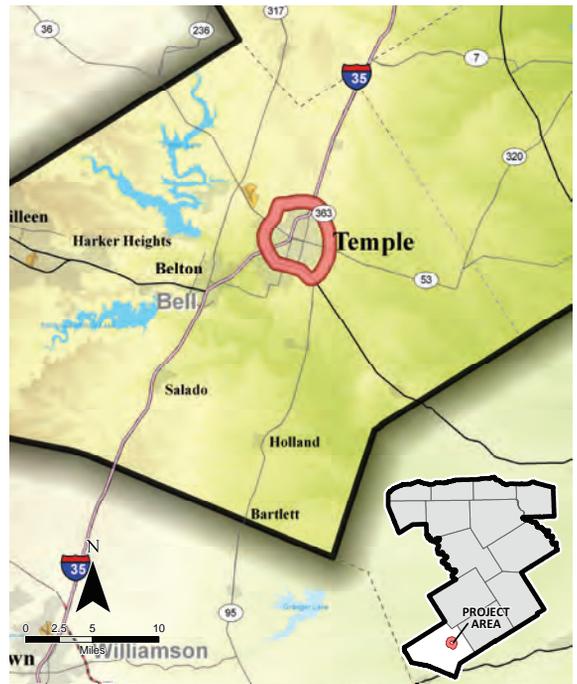
The existing Loop 363 facility is two lanes from SH 53 (W) to US 190 (SE), and four lanes on the remaining southern portion of the loop.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends improvements to Loop 363 around Temple as a priority one long-term project in Segment 2. This project 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.



I-35 Corridor Segment 2 includes the region from I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas to the Bell/Williamson County line in Central Texas.

Long-Term Projects: Roadway – Segment 3 – Priority One

I-35 Improvements from the Williamson/Bell County Line to I-10



Existing Facility

The existing I-35 facility from the Williamson/Bell County line to I-10 in San Antonio varies from four to ten lanes; most of the facility, approximately 95 miles, is six lanes.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends widening I-35 from the Williamson/Bell County line to I-10 in San Antonio to a minimum eight-lane controlled access facility for a distance of approximately 124 miles as a priority one long-term project in Segment 3.

Conceptual Project Cost Estimate

The estimated cost for the conceptual project is between \$2.7 billion and \$3.85 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.



I-35 Corridor Segment 3 includes the region from the Bell/Williamson County line to I-10 in San Antonio.

I-35 Managed Lane from SH 45SE to I-10

Existing Facility

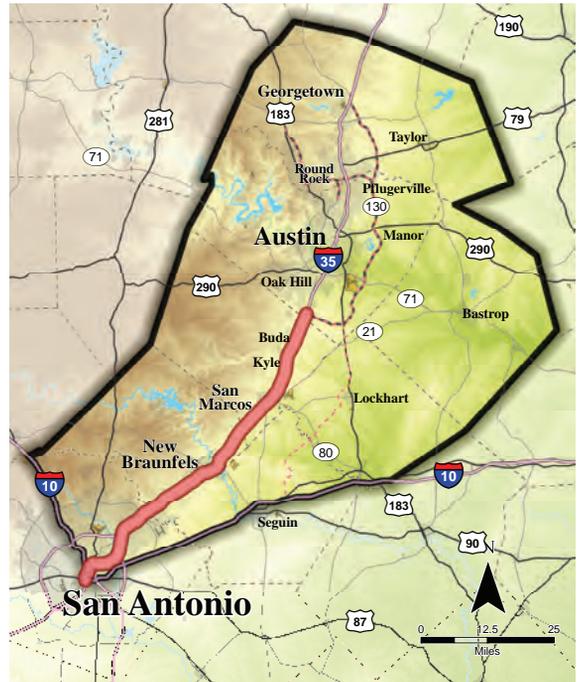
The existing I-35 facility from SH 45SE northeast of Buda to I-10 in San Antonio varies from four to eight lanes; most of the facility, approximately 47 miles, is six lanes.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends adding a managed lane in each direction from SH 45SE northeast of Buda to I-10 in San Antonio for a distance of approximately 69 miles as a priority one long-term project in Segment 3.

Conceptual Project Cost Estimate

The estimated cost for the conceptual project is between \$6.2 billion and \$8.85 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.



I-35 Corridor Segment 3 includes the region from the Bell/Williamson County line to I-10 in San Antonio.

Long-Term Projects: Roadway – Segment 3 – Priority One

US 183 Improvements from SH 71 to SH 45SE



Existing Facility

The existing US 183 facility from SH 71 southeast of downtown Austin to SH 45SE in Mustang Ridge is four lanes.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends upgrading US 183 to a four-lane, full freeway from SH 71 southeast of downtown Austin to SH 45SE in Mustang Ridge for a distance of approximately ten miles as a priority one long-term project in Segment 3. In addition, the I-35 Corridor Advisory Committee recommends the study of upgrading this project area to a six-lane, full freeway.

Conceptual Project Cost Estimate

The estimated cost for upgrading to a four-lane, full freeway is between \$250 million and \$400 million, including design and construction. The estimated cost for upgrading to a six-lane, full freeway is between \$350 million and \$500 million, including design and construction. These costs, in 2010 dollars, do 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.



I-35 Corridor Segment 3 includes the region from the Bell/Williamson County line to I-10 in San Antonio.

SH 21/SH 80/New Braunfels Connectors from I-35 to SH 130

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends:

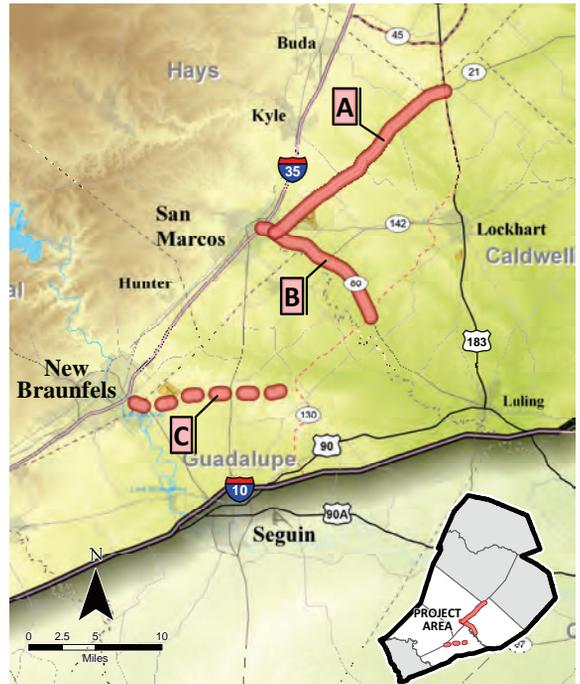
- A.** SH 21: Upgrading SH 21 to a four-lane controlled access facility from SH 80 east of San Marcos to SH 130 north of Mendoza for a distance of approximately 17 miles (SH 21 from San Marcos to Bastrop has been identified by the CAMPO as a highly congested corridor in 2010 and 2035 and is currently under study)
- B.** SH 80: Upgrading SH 80 to a four-lane controlled access facility from I-35 east of San Marcos to SH 130 north of Fentress for a distance of approximately 11 miles
- C.** New Braunfels Connector: Constructing a new four-lane controlled access facility from I-35 in New Braunfels to SH 130 north of Kingsbury

These connector improvements are recommended as a priority one long-term project in Segment 3.

Conceptual Project Cost Estimate

The estimated cost for the SH 21 conceptual project is between \$450 million and \$700 million, including design and construction. The estimated cost for the SH 80 conceptual project is between \$300 million and \$450 million, including design and construction. These costs, in 2010 dollars, do 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.

An estimated cost cannot be determined for the New Braunfels Connector at this time because a project alignment has not been determined. If the project proceeds, detailed environmental and engineering studies as well as additional public involvement would need to be conducted to determine potential project costs.



I-35 Corridor Segment 3 includes the region from the Bell/Williamson County line to I-10 in San Antonio.

Long-Term Projects: Roadway – Segment 4 – Priority One

I-35 Improvements from US 90 to the Atascosa County Line



Existing Facility

The existing I-35 facility from US 90 in San Antonio to the Atascosa County line varies from four to six lanes.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends widening I-35 to eight lanes from US 90 in San Antonio to the Atascosa County line for a distance of approximately 20 miles as a priority one long-term project in Segment 4.

Conceptual Project Cost Estimate

According to San Antonio - Bexar County Metropolitan Planning Organization's *Mobility 2035 Metropolitan Transportation Plan*, approved December 7, 2009, the project is estimated to cost \$150 million, including the interchange construction (Phase 1) at

I-410 Southwest.



I-35 Corridor Segment 4 includes the region from I-10 in San Antonio to the Texas-Mexico border.

I-35 Improvements from Shiloh Drive to Loop 20

Existing Facility

The existing I-35 facility from Loop 20 north of Laredo to Shiloh Drive in Laredo is four lanes.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends widening I-35 to six lanes from Loop 20 north of Laredo to Shiloh Drive in Laredo for a distance of approximately two miles as a priority one long-term project in Segment 4.

Conceptual Project Cost Estimate

According to the Laredo Urban Transportation Study, Metropolitan Planning Organization's *2010-2035 Metropolitan Transportation Plan*, adopted December 11, 2009, project components from Shiloh Drive to Loop 20 are estimated to cost \$210 million, including direct connectors at Loop 20.



I-35 Corridor Segment 4 includes the region from I-10 in San Antonio to the Texas-Mexico border.

Long-Term Projects: Roadway – Segment 1 – Priority Two

I-35 in Cooke County



Existing Facility

The existing I-35 facility in Cooke County is four lanes.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends improvements to I-35 in Cooke County as a priority two long-term project in Segment 1. Improvements to I-35 in Cooke County would involve widening I-35 from the Denton/Cooke County line to the Red River at the Texas-Oklahoma state line to eight lanes, a length of approximately 21 miles (individual segments of large projects such as I-35 in Cooke County are typically implemented in phases based on need and priority).

Conceptual Project Cost Estimate

The estimated cost for the conceptual project is between \$450 million and \$600 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.



I-35 Corridor Segment 1 includes the region from the Oklahoma-Texas border to I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas.

New Braunfels Outer Loop

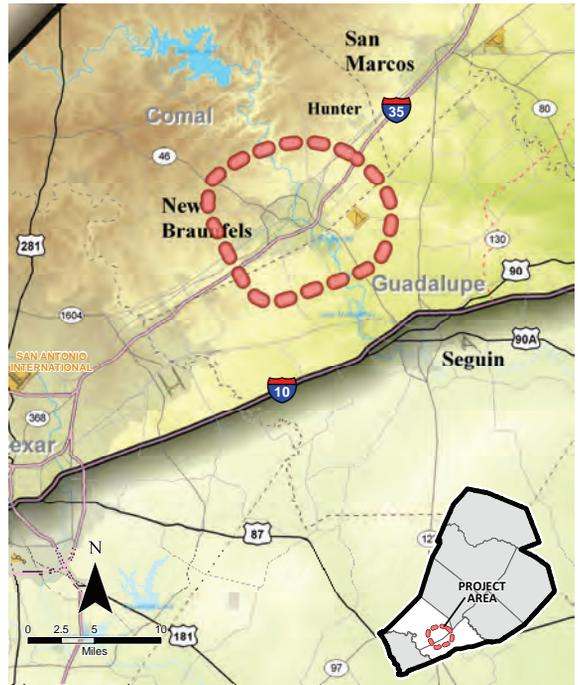
Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends constructing a four-lane loop around the city of New Braunfels as a priority two long-term project in Segment 3. TxDOT’s *New Braunfels Outer Loop Study Report*, August 2008, recommends a preferred corridor that is approximately 40 miles in length.

The Outer Loop is a proposed future bypass route around the city of New Braunfels. As currently envisioned, the New Braunfels Outer Loop will include improvements to existing roadways and the construction of new location facilities.

Conceptual Project Cost Estimate

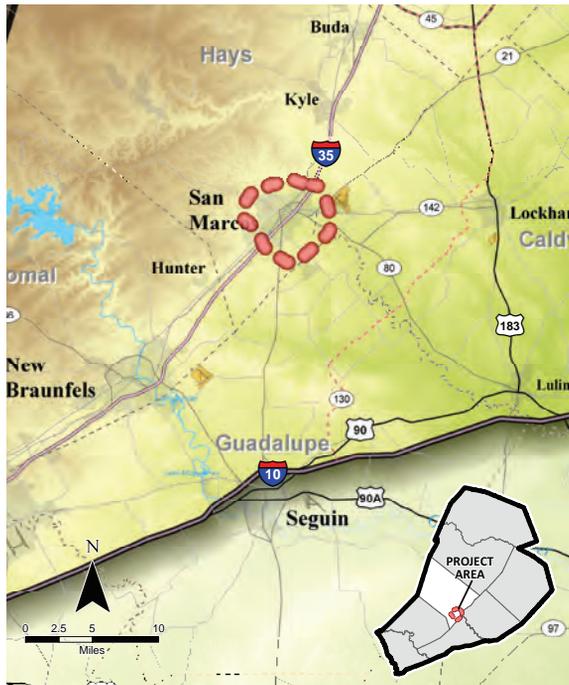
An estimated cost cannot be determined at this time. TxDOT’s *New Braunfels Outer Loop Study Report*, August 2008, notes that “costs will be determined during future planning and environmental studies.”



I-35 Corridor Segment 3 includes the region from the Bell/Williamson County line to I-10 in San Antonio.

Long-Term Projects: Roadway – Segment 3 – Priority Two

San Marcos Outer Loop



Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends constructing a four-lane loop around the city of San Marcos as a priority two long-term project in Segment 3. The *San Marcos Transportation Master Plan*, July 2004, recommends a preferred corridor that is approximately 20 miles in length.

The Outer Loop, FM 110, is a proposed future bypass route around the city of San Marcos. As currently envisioned, the San Marcos Outer Loop will include improvements to existing roadways and the construction of new location facilities.

Hays County and the city of San Marcos indicate that the alignment for the western segment of the loop, as depicted in the current *San Marcos Transportation Master Plan*, will be updated based upon the opening of the Wonder World Drive Extension and development in the vicinity. This update is anticipated by 2012.

Conceptual Project Cost Estimate

According to the *San Marcos Transportation Master Plan*, July 2004, the project is estimated to cost approximately \$264 million.

The first two phases of the Outer Loop (FM 110) are listed in the *CAMPO FY 2008-2011 Transportation Improvement Program*, adopted February 12, 2007. The estimated cost of FM 110 from I-35/McCarty Road to SH 123 is \$34 million.



I-35 Corridor Segment 3 includes the region from the Bell/Williamson County line to I-10 in San Antonio.

Laredo Outer Loop

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends the Laredo Outer Loop as a priority two long-term project in Segment 4. The Laredo Outer Loop project would be a four-lane controlled-access facility that is approximately 37 miles in length, as described in the Laredo Urban Transportation Study, Metropolitan Planning Organization’s *2010-2035 Metropolitan Transportation Plan*, adopted December 11, 2009.

Conceptual Project Cost Estimate

According to the Laredo Urban Transportation Study, Metropolitan Planning Organization’s *2010-2035 Metropolitan Transportation Plan*, adopted December 11, 2009, the proposed Laredo Outer Loop is estimated to cost \$330 million.



I-35 Corridor Segment 4 includes the region from I-10 in San Antonio to the Texas-Mexico border.

Long-Term Projects: Roadway – Segment 1 – Priority Three

Outer Loop East SH 121 to I-20 / Outer Loop West I-35 to I-20



Project Proposed by the I-35 Corridor Advisory Committee

The DFW Regional Outer Loop concept is discussed in detail on page 62.

Financial constraints and concurrent efforts to meet other critical needs in the region caused substantial portions of the corridor to be deferred from NCTCOG's current long-range transportation plan, *Mobility 2035 Plan*. Nevertheless, funding remains identified for two segments : Loop 9 Southeast (in southern Dallas, northern Ellis, and extreme western Kaufman Counties) and the Collin County portion from the proposed Dallas North Tollway extension to SH 121. The I-35 CAC recognizes that these portions of the Regional Outer Loop will serve more distant needs in Parker, Wise, Denton, Collin, Rockwall, and Kaufman Counties where growth, though strong, is comparatively slower than in other portions of

the Metroplex. Therefore, the I-35 CAC recommends these Outer Loop sections as priority three long-term projects in Segment 1.

Conceptual Project Cost Estimate

Because these sections of the Regional Outer Loop were deferred from NCTCOG's *Mobility 2035 Plan*, updated cost estimates were not generated. The most recent calculations were from NCTCOG's *Mobility 2030 Plan – 2009 Amendment*, which estimated a total cost of approximately \$7.0 billion for both sections, including right of way, in year of expenditure dollars. Efforts to secure funding for this project will be a chief priority in the future ; however, it is probable that other Regional Outer Loop segments will be funded first.

*See NCTCOG *Mobility 2030 Plan – 2009 Amendment* for full Outer Loop system description and detailed limits of proposed improvements.



I-35 Corridor Segment 1 includes the region from the Oklahoma-Texas border to I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas.

Long-Term Projects: Roadway – Segment 2 – Priority Three

SH 360 Extension from US 67 to Hillsboro

Existing Facility

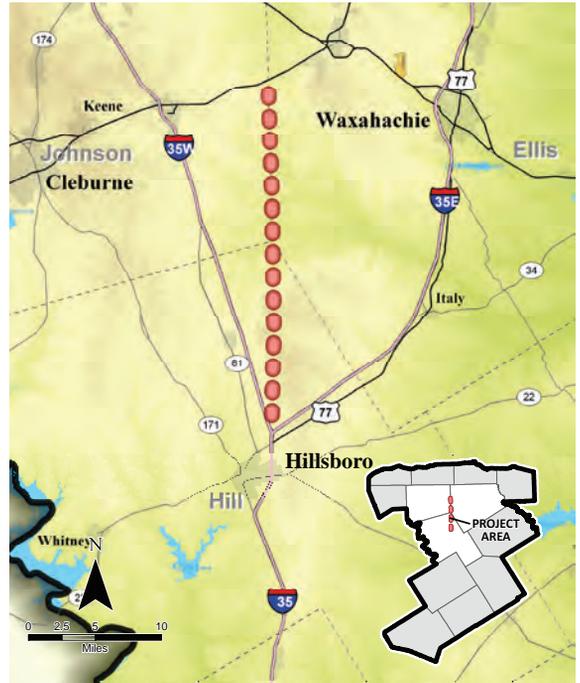
The existing SH 360 facility is four lanes from I-30 to Sublett Road, four frontage lanes from Sublett Road to Lone Star Road, and two frontage lanes from Lone Star Road to US 287.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends the extension of SH 360 from US 67 to Hillsboro as a priority three long-term project in Segment 2. This project involves extending SH 360 from US 67 to Hillsboro as a four-lane controlled access facility, a distance of approximately 27 miles.

Conceptual Project Cost Estimate

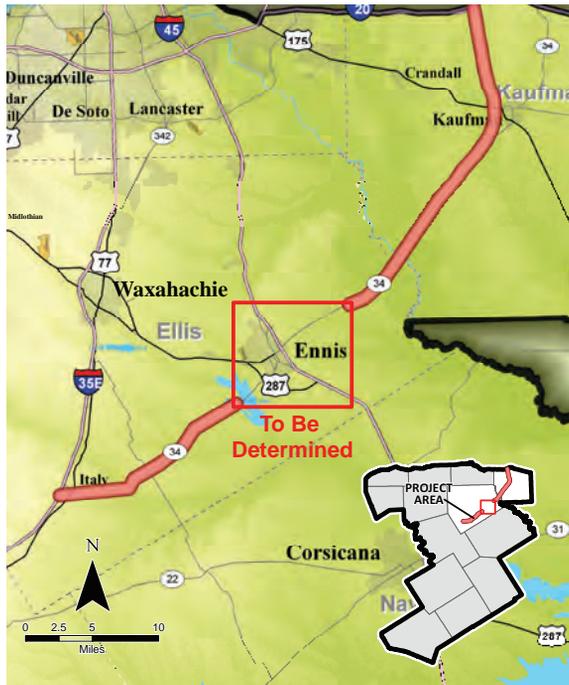
The estimated cost for the conceptual SH 360 extension south of US 67 to Hillsboro is between \$1.05 billion and \$1.5 billion, including design and construction. This cost, in 2010 dollars, does not include the purchase of right of way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



I-35 Corridor Segment 2 includes the region from I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas to the Bell/Williamson County line in Central Texas.

Long-Term Projects: Roadway – Segment 2 – Priority Three

SH 34 Improvements



Existing Facility

The majority of this section of existing SH 34 is two lanes, with four-lane sections in Ennis, Kaufman and Terrell.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends improvements to SH 34 as a priority three long-term project in Segment 2. This project would upgrade SH 34 to a four-lane controlled access facility from I-35E in Italy to I-20 in Terrell, a distance of approximately 54 miles. The project would also provide a future direct connection to the DFW Regional Outer Loop.

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 of way. The estimated project costs could increase due to right-of-way purchases and potential impacts to properties.



I-35 Corridor Segment 2 includes the region from I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas to the Bell/Williamson County line in Central Texas.

Waco Western Bypass

Existing Facility

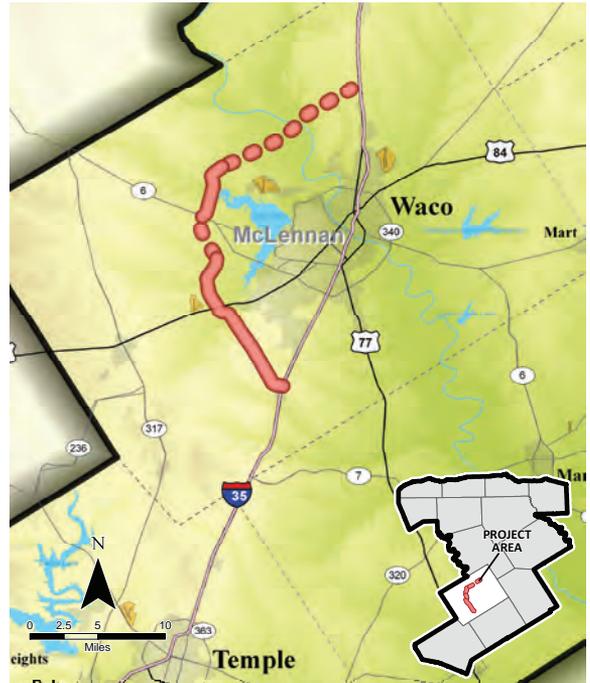
The existing FM 2837 and FM 185 are two-lane facilities. The existing Speegleville Road (proposed for FM 2837 extension) is a two-lane local road.

Project Proposed by the I-35 Corridor Advisory Committee

The I-35 Corridor Advisory Committee recommends a bypass on the western side of Waco as a priority three long-term project in Segment 2. This project, as depicted in the Waco Metropolitan Planning Organization (MPO) *Connections 2035 Plan*, 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.



I-35 Corridor Segment 2 includes the region from I-30 between Dallas and Fort Worth and I-20 west of Fort Worth and east of Dallas to the Bell/Williamson County line in Central Texas.



Scan this with your smartphone's QR code reader app for more information.



www.my35.org

