



As Big as Texas – The Makings of the LBJ Express

After opening the first segment of the LBJ Freeway in North Dallas in 1967, the highway quickly became congested by the early 1980s because of rapid growth in the region. Through a series of challenges over two decades, the Texas Department of Transportation (TxDOT), North Central Texas Council of Governments Regional Transportation Council (NCTCOG/RTC) and local Dallas officials put together a plan that laid the groundwork for a significant infrastructure evolution.

The final innovative design included ten general-purpose lanes in each direction, two HOV lanes and four elevated express lanes, along with added frontage roads, new bridges and ramps.

The city of Dallas and business leaders demanded that the new highway should be no higher and no wider, so in 2006, TxDOT approved a design that included a trenched open channel to add capacity, instead of bored tunnels, saving \$1 billion in construction costs. By 2009, regional leaders had committed public funds and the Texas Legislature approved a Public Private Partnership Comprehensive Development Agreement (P3 CDA) for the LBJ project. The P3, led by Cintra, a Ferrovial company, currently includes Meridiam Infrastructure and APG Asset Management, which forms LBJ

Infrastructure Group. This partnership utilized Private Activity Bonds (PABs), a TIFIA loan, equity investment and a small percentage of public funds, and took on the risks of financing, designing, building, operating and maintaining the new highway.

The new entity worked side by side with partner Ferrovial Construction and Webber, a Ferrovial company, to complete the \$2.7-billion project six months ahead of schedule.

Over the past decade, the LBJ Express project has created nearly \$7 billion in economic impact within the North Texas region and \$1.5 billion in socioeconomic impacts.



2015 ribbon cutting done by Ferrovial Chairman, Rafael del Pino and Texas Transportation Commission Chairman Bruce Bugg. Also in attendance was Dallas Mayor Mike Rawlings. The group used an LBJ Ranch branding iron just like they did when the corridor was opened in 1967.



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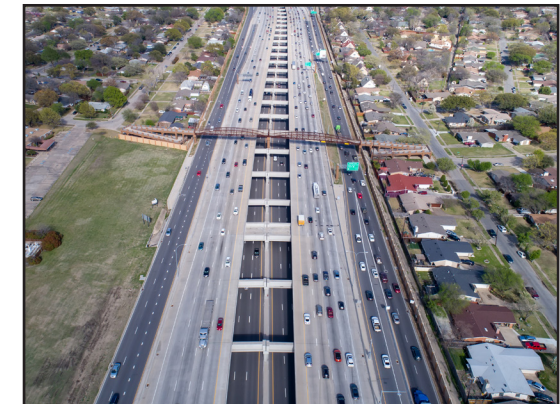
Economic Impact

The North Dallas area experienced an economic peak in the late 1980s, followed by a rapid decline by the year 2000. However, with the opening of the LBJ Express, the area has since flourished, becoming one of the most profitable economic zones in Dallas.



Before: This aerial photograph, taken in 2005, depicts the LBJ Freeway as a "Second Generation Freeway," originally designed and constructed by the Texas Highway Department (THD) in the late 1960s. In the 1980s and 1990s, the Texas Department of Transportation (TxDOT) implemented modifications, including the addition of frontage roads at the DNT and the introduction of centralized High Occupancy Vehicle (HOV) lanes.

After: This aerial image captures the LBJ Freeway following the 2015 completion of the LBJ Express project. The modernized freeway features expanded general-purpose lanes, continuous frontage roads, and below-grade express lanes. This latest generation design significantly increases capacity and reduces congestion.



Project Overview

LBJ 2015-2025 - Our highways move millions across North Texas

From 200k to
★250_K
 Average Daily Traffic

Average Daily traffic grew by 50,000 vehicles since opening, allowing the corridor to grow by 25% and facilitating an average annual growth of 5%.

Since project opened
★23_M
 Vehicles seen

23 million distinct vehicles have used the LBJ freeway to date.

We see
★11_M tags
 83% are Texas tags

Since the project opened, over 11 million toll tags were seen on LBJ Managed Lanes out of 12 million active tags, with 83% of them from Texas.

Each Week
★<3 trips
 For most of ML drivers

Over 90% of drivers who use Managed Lanes take 1-3 trips each week, only when they need it.



The LBJ: A Highway of Historic Proportions

The Lyndon B. Johnson Freeway, also colloquially known as the “Horseshoe,” is a vital three-quarter loop around Dallas. It comprises Interstate 635 on the north and east sides and Interstate 20 on the southern side. Named after the 36th President of the United States and former Texas senator, this highway has a rich history that dates back to 1955 when the Texas Department of Transportation first proposed the loop.

Milestones in Motion

1967: The journey began with the opening of the first three-mile section from I-35E to the east (near Marsh Lane). By the end of the year, the other sections began to open, marking a significant milestone in Dallas’s transportation network.

1978: The southern terminus of I-635 was truncated with the completion of I-20, reshaping the Interstate’s path.

1981: The northern terminus towards DFW Airport opened to traffic, further enhancing connectivity in the region.

1997: High-Occupancy Vehicle (HOV) lanes were added from I-35E to US 75, improving traffic flow.



In Texas fashion, an LBJ Branding Iron is used by city officials in the ribbon cutting of the first segment of LBJ in 1967.

Highway Firsts

1970: The LBJ interchange at I-30 and US 80 became North Texas’s first modern-design four-level stack, setting a new standard for highway engineering.

1970: LBJ became the first highway in the United States to use High-Mast lighting towers that were designed by what was known then as the Texas Highway Department.

2005: The reconstruction of the interchange at US 75 resulted in the creation of the “High Five,” the largest and highest highway stack in Texas at the time. This engineering marvel became a landmark in Dallas.

2009: The LBJ Express project was announced, marking the first and largest Public-Private Partnership (P3) in Texas. This ambitious project aimed to transform the LBJ Freeway into a state-of-the-art transportation corridor.

2015: First use of a cantilever design for a highway in North Texas, saving \$1 billion in cost.



Construction Highlights

The impact of this project created more than 9,000 local construction jobs along the corridor, representing more than 200 local and regional companies. There were 190+ DBE awarded contracts, and the team exceed the DBE goal.

- **250+** subcontractors/suppliers performed work
- **200+** traffic shifts
- **14,000+** lane closures
- **6 million** cubic yards excavated
- **223** Utility conflicts with 23 owners
- **305k+** linear feet of drilled shafts
- **5.9 million** square feet of bridge decks
- **2 million** square feet of retaining walls

ferrovial
construction

webber
A Ferrovial company



Watch Project Video

