

DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics *** COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

MOTHER URGES DRIVERS TO TAKE PERSONAL RESPONSIBILITY

TxDOT's 'Plan While You Can' campaign aimed at reminding Texas drivers to find a sober ride this holiday season

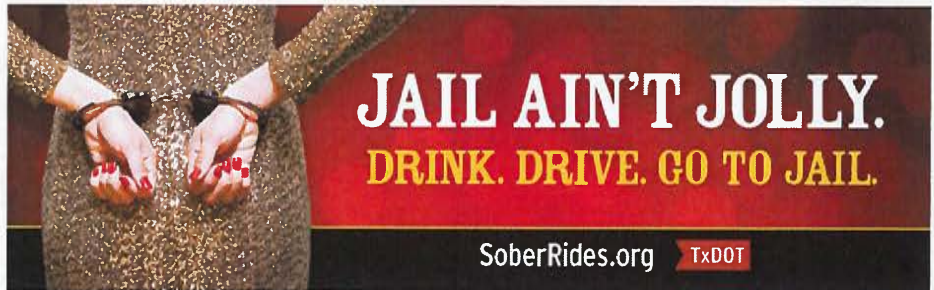
SoberRides.org 

DALLAS — It was the middle of the night in 2006 when Debra Vasquez was awakened by the heart-wrenching phone call informing her that her 16-year-old daughter, Erica, and 5-year-old nephew, Elias, had been killed by a drunk driver. It was later revealed the drunk driver had two prior DWIs.

"I want drivers to understand that your life can change in the blink of an eye," Vasquez said. "Two lives were taken because of someone's mistake to drink alcohol and drive. People think 'oh this won't happen to me.' I thought this at one time, too. I beg you. Don't drink alcohol and drive."

Vasquez is sharing her story to support the Texas Department of Transportation's "Plan While You Can" campaign, which urges drivers to make a plan for a sober ride this holiday season.

"Planning for a sober ride to and from holiday festivities is not only smart and



SOURCES: Texas Department of Transportation.

TxDOT image

ABOVE: Image of the billboard art for the 2018-19 "Plan While You Can" campaign.

responsible, but it also could save your life and the lives of others," said TxDOT Executive Director James Bass. "Let the holiday season be a time of celebration and fun, not regret. Nobody wants to remember the holidays as a time when they lost a loved one or killed an innocent person. These kinds of losses are totally preventable."

The "Plan While You Can" campaign includes a statewide tour featuring an interactive game called "Plan to Win." In the game, three participants stand on an oversized game board as a live announcer presents a series of trivia questions related to the consequences of drinking and driving. Players avoid going to "jail" by correctly answering the questions. Spectators can view the questions and follow the game on a large monitor. The game is designed to be fun, yet educational, as it reminds audiences of the importance of planning for a sober ride rather than drinking and driving. The "Plan to Win" game will visit four Texas cities during December.

Drivers under the influence of alcohol not only risk killing or seriously injuring themselves or others, but also face up to \$17,000 in fines and fees, jail time and loss of their driver's license. As always, TxDOT urges drivers to visit **SoberRides.org** to find alternatives to drinking and driving, **such as:**



DESIGNATING a sober driver



CONTACTING a cab or ride-share service



USING MASS TRANSIT



ASKING A SOBER FRIEND or family member for a ride home



SPENDING THE NIGHT, and avoiding the risk of driving drunk

SOURCE: TxDOT

TxDOT graphic

BY THE NUMBERS SUMMARY:

IN THE DALLAS DISTRICT DURING THE 2017 HOLIDAY SEASON, THERE WERE:

ALCOHOL RELATED TRAFFIC CRASHES	376
SERIOUS INJURIES	29
FATALITIES	18

SOURCE: TxDOT

TxDOT graphic

DECEMBER 2018 LET PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)**	CONTRACTOR
1	0047-04-027	SH 5	North of FM 543 to SH 121	Profile centerline markings					
2	0047-04-028	SH 5	At FM 455	Install left turn lane					
3	0047-05-055	SH 5	FM 543 to N of FM 543	Profile centerline markings					
4	0047-09-033	SH 5	FM 2786 to Sloan Creek Pkwy.	Mill, base repair, overlay	\$1.91	\$1.87	-1.85	\$2.12	A. L. Helmcamp, Inc.
5	0549-03-032	SH 121	S of FM 455 to Fannin C/L	Mill, overlay, striping and add left turn lanes					
6	1012-02-039	FM 545	At FM 2933	Install left turn lane					
7	1392-01-045	FM 1378	At old Stacy Rd.	Add left turn lane					
8	0197-05-058	US 175	Near Mabank High School	Construct at grade crossing	\$0.84	\$1.05	24.92	\$1.21	Texas Materials Group, Inc.
9	1211-02-019	FM 984	FM 877 to SH 34	Reconstruct existing pavement and add shoulders	\$7.83	\$7.14	-8.82	\$8.17	A. K. Gillis & Sons, Inc.
10	2374-04-060*	I-20	North Main St. to Camp Wisdom Rd. in Duncanville	Construct 0 to 4 lane FRs	\$10.14	\$11.97	18.09	\$14.51	Fluor Heavy Civil., LLC
					\$20.72	\$22.03	6.36	\$26.01	
					\$71.81	\$69.84	-2.75		
						\$756.62			

* Not mapped.

** Estimated Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

* Project is an A+B bidding project.

JANUARY 2019 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)
1	0009-02-069	SH 78	Garland Rd from south of Tranquilla to SP 244 (NW Hwy.)	9 Intersection improvements	\$8.46
2	0009-11-245	I-30	Belt Line Road to Bass Pro Drive	Full depth concrete pavement repair	\$1.51
3	0048-08-051	I-35E	Hill County Line to US 77 South	Full depth concrete pavement repair	\$1.17
4	0092-06-104	I-45	North of BUS 287 to Ellis County Line	Full depth concrete pavement repair	\$1.89
5	0581-01-137	SL 12	At Mockingbird / Peavy Rd.	Replace bridge and approaches	\$4.87
6	0816-04-096	FM 455	SH 289 to CR 98	Restore existing pavement and add shoulders	\$2.39
7	0918-11-089	CR	CR 301 to at Bachelor Creek	Replace bridge and approaches	\$0.66
8	0918-11-090	CR	CR 4083 to at Coal Iron Creek	Replace bridge and approaches	\$1.55
9	1310-01-027	FM 407	At Denton Creek	Replace bridge and approaches	\$4.33
10	2208-02-022	SS 303	Mountain Creek Parkway to SPUR 408	Full depth concrete repair, overlay & pavement markings	\$3.19
11	2363-01-007	FM 2453	Blockdale Road to FM 35	Reconstruct existing pavement and add shoulders	\$3.11
				ESTIMATED TOTAL	\$33.13

COMPLETED CONSTRUCTION PROJECTS (FROM DECEMBER 1 – 31, 2018)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST (M)	COMPLETION DATE
1	0047-06-139	US 75	Spring Creek Pkwy. to SH 121 S. (Sam Rayburn Tollway)	Widen 6 Lanes to 8 Lanes & frontage roads to 3 Lanes	\$47.53	12/03/18
2	0081-13-041	I-35W	Eagle Parkway to SH 114	Construct 2 lane SB frontage road (Litsey Road Bridge)	\$15.43	12/19/18
3	0353-02-074	SH 114	Trophy Lake Road in Trophy Club to Tarrant C/L (West of FM 1938)	Widen freeway frontage road 4 to 6 lanes, SH 170 construct main lane & overpass at Parrish Lane	\$24.90	12/19/18
4	1567-02-032	FM 423	Stewarts Creek Road to SH 121	Widen 6 to 8 lane divided urban roadway	\$57.94	12/18/18
5	0092-15-002	SS 469	BI 45-G in Ennis to FM 879	Restore existing pavement	\$2.89	12/21/18
6	0095-14-028	I-20	Dallas C/L to SS 557 and I-635 to Kaufman C/L	Concrete pavement repair	\$1.09	12/13/18
7	1289-01-029	FM 1126	At Chambers Creek SW of I-45	Bridge replacement	\$6.71	12/27/18
	0048-01-064*	SH 342	Various locations in Dallas District	Sealcoat and pavement markings	\$11.38	12/31/18
				ESTIMATED TOTAL	\$167.87	

*Unmapped.

SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in December, are projected to let in January, or have recently been completed.

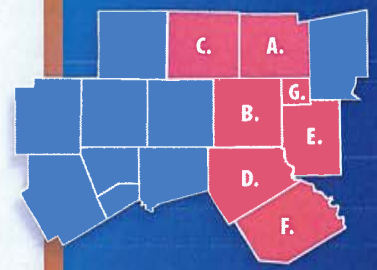


C. (INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD
- INTERSTATE HWY
- U.S. HWY
- STATE HWY
- STATE LOOP

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2018 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,016,333
*POPULATION ESTIMATE | 4,793,900
LANE MILES | 10,624.968

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 783,712
*POPULATION ESTIMATE: 969,730
LANE MILES: 1,445.857

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,141,401
*POPULATION ESTIMATE: 2,529,150
LANE MILES: 3,359.795

C. | DENTON COUNTY

VEHICLE REGISTRATION: 655,273
*POPULATION ESTIMATE: 844,260
LANE MILES: 1,548.110

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 174,366
*POPULATION ESTIMATE: 183,360
LANE MILES: 1,526.164

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 119,998
*POPULATION ESTIMATE: 119,670
LANE MILES: 1,205.854

F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 52,268
*POPULATION ESTIMATE: 49,740
LANE MILES: 1,192.820

G. | ROCKWALL COUNTY

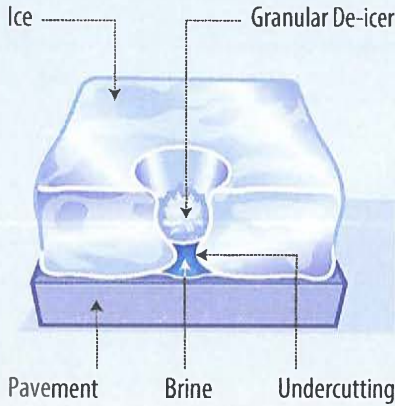
VEHICLE REGISTRATION: 89,315
*POPULATION ESTIMATE: 97,990
LANE MILES: 346.368

TxDOT PREPARED FOR WINTER WEATHER

HOW DO THE CHEMICALS WORK?

Granular De-Icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use). When salt makes contact with ice – melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.



Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.

WHAT MATERIALS ARE USED ON THE ROADS?

Before an ice/Snow Event

- Liquid salt-based anti-icers help prevent ice formation



During an ice/Snow Event

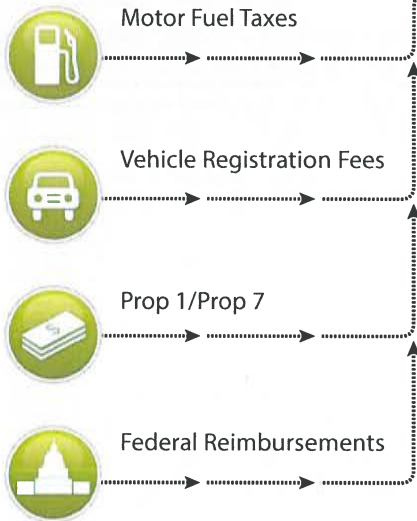
- Various salt-based granular de-icers are used to help melt ice already formed on the road



AFTER SNOW/ICE EVENT

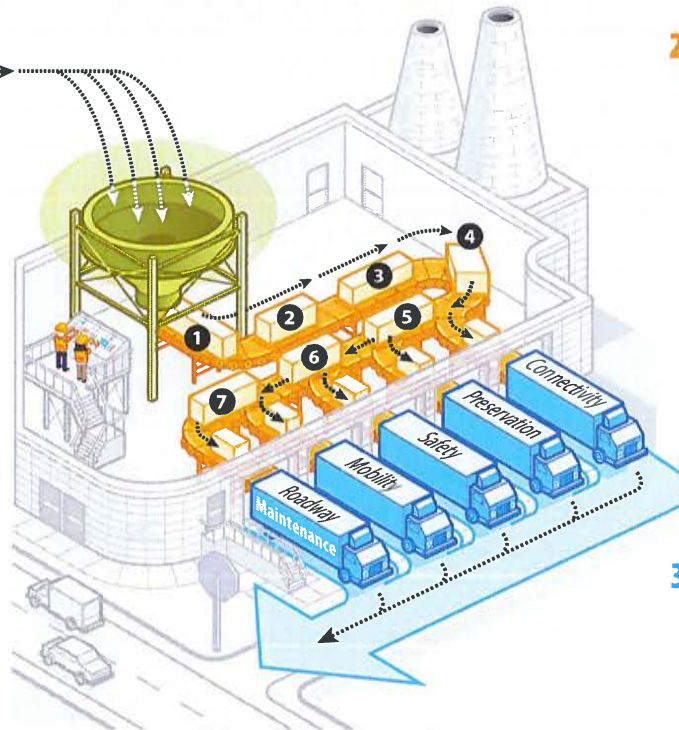
- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (Potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

1. FUNDING SOURCES



2. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement



3. MOBILITY AND MAINTENANCE PROJECTS

SOURCE: Texas Department of Transportation

DEAN HOLLINGSWORTH/ TxDOT Information Specialist

DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF
TRANSPORTATION
4777 E. Highway 80
Mesquite, TX
75150-6643

FOR MORE INFORMATION:

214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/formhtml?form=Report a Pothole](http://www.txdot.gov/contact-us/formhtml?form=Report+a+Pothole) or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

DFW CONNECTOR

TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



OVERVIEW

The initial \$1 billion DFW Connector project simultaneously designed and built 8.4 miles in Grapevine, Southlake and Irving, and doubled the size of the existing highway system around the north DFW International Airport entrance.

Funding constraints required some original DFW Connector segments to be deferred. However, since 2013, TxDOT has been able to identify funding for FM 2499, new SH 121/360 ramps, the SH 121/360 interchange, and the I-635/SH 121 interchange.

FM 2499 work included rebuilding the mainlanes from SH 121 to Denton Creek. The SH 121/360 ramps project constructed new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360.

The SH 121/360 interchange was completed in May 2018, and construction began in August 2018 on the I-635/SH 121 interchange.



Future I-635 westbound exit ramp to SH 121/FM 2499 northbound

PROJECT HISTORY

- **March 2006** – TxDOT Commission authorized request for CDA proposals.
- **March 26, 2009** – CDA conditionally awarded to NorthGate Constructors.
- **Oct. 6, 2009** – CDA executed.
- **Jan. 2013** – TxDOT identified \$90 million in funding for FM 2499.
- **Sept. 2014** – TxDOT signs \$17 million contract for the SH 121/360 ramp project.
- **Feb. 2016** – SH 121/360 interchange project approved for Texas Clear Lanes congestion relief funding.
- **March 2017** – I-635/SH 121 interchange approved for Texas Clear Lanes congestion relief funding.
- **Aug. 13, 2018** – I-635/SH 121 interchange groundbreaking held.

I-635/SH 121 INTERCHANGE PROGRESS

- Work will begin on both the east and west SH 121 intersections at Bass Pro Drive in early 2019. Crews continue to work on the east side of the Bass Pro Drive bridge.
- Utility relocations, drainage, grading and paving work is underway throughout the project.
- Traffic pattern changes are occurring to provide crews a larger work area to begin more permanent work.

FM 2499 PROJECT FACTS

LENGTH: 1 mile

NUMBER OF LANES

- Two mainlanes in each direction built below the existing grade level, allowing commuters to bypass two intersections
- Two frontage road lanes in each direction at grade level

COST: \$92 MILLION (FUNDED BY TXDOT)

- Cat. 12 (Texas Transportation Commission approval in January 2013)

CONSTRUCTION DATES

- Construction start: August 2013
- Substantial completion: Summer 2016

SH 121/360 RAMPS FACTS

COST: \$17 MILLION (FUNDED BY TXDOT)

CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: November 2015

SH 121/360 PROJECT FACTS

LENGTH: 1.6 miles

SCOPE: New direct connectors for SH 114, SH 121 and SH 360

COST: \$61 MILLION (FUNDED BY TEXAS CLEAR LANES INITIATIVE)

CONSTRUCTION DATES

- Construction start: August 2016
- Substantial completion: May 2018

I-635/SH 121 PROJECT

LENGTH: 1 mile

SCOPE: Widen SH 121 to accommodate new interchange at I-635 and direct connectors for FM 2499 and SH 26

COST: \$370 MILLION (FUNDED BY TEXAS CLEAR LANES INITIATIVE)

CONSTRUCTION DATES:

- Construction start: August 2018
- Est. substantial completion: 2022

TRAFFIC COUNTS (VEH PER DAY, 2016)

- SH 121 north of SH 114: 106,000
- SH 121 north of I-635: 119,000
- I-635 east of SH 121: 74,000

ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

LENGTH: 8.4 miles

NON-TOLL LANES (WIDEST POINTS)

- 6 to 8 WB, 6 EB between William D. Tate Avenue and International Parkway
- 4 to 7 NB and 3 to 6 SB at SH 121 near DFW Airport's north entrance

TEXPRESS LANES

- Four miles, two in each dir. on SH 114

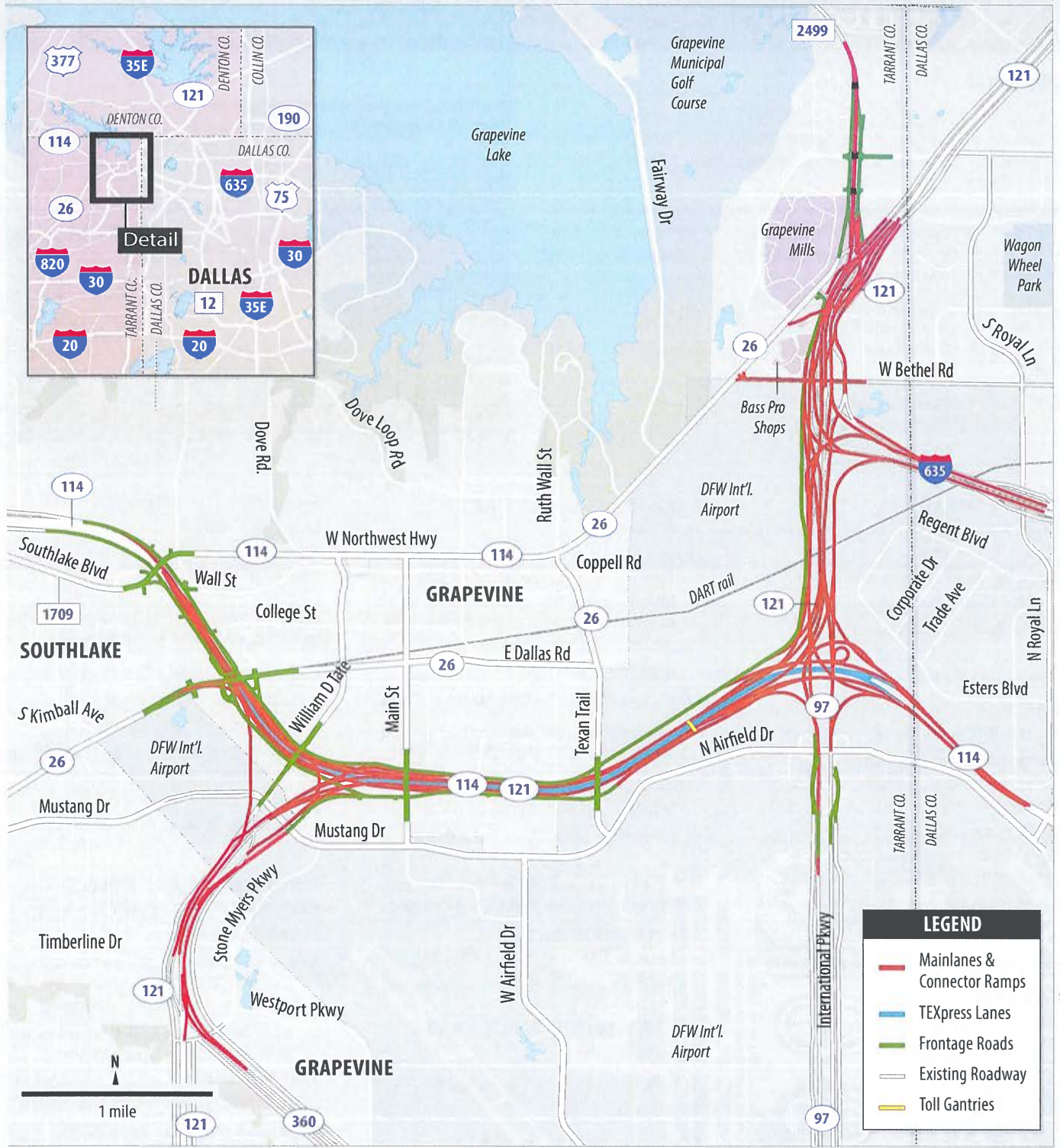
COST: \$1 B (FUNDED BY TXDOT)

- TxDOT: \$696 million; ARRA funds: \$261 million; Prop. 14 bonds: \$17.2 million; Prop. 12 bonds: \$32 million

- ROW: \$127 million (Prop. 14 funds)

CONSTRUCTION DATES

- Construction started: Feb. 2010
- Final acceptance: March 2014



NOTE: Project area is not drawn to scale in order to emphasize details.

PROJECT CONTACTS



Texas Department of Transportation
 2501 SW Loop 820
 Fort Worth, TX 76133
 (817) 370-6816



Project website:
www.dfwconnector.com
www.texasclearlanes.com
www.txdot.gov
 Keyword: "DFW Connector"
 Toll-free project hotline:
 877-411-4212

Alyssa Tenorio
 Public Information Manager
 NorthGate Constructors
 7651 Esters Blvd.
 Irving, TX 75063
 972-374-4570

Shawna Russell
 Northwest TX Comms Director
 2501 SW Loop 820
 Fort Worth, TX 76133
 (817) 370-6737

MIDTOWN EXPRESS

TxDOT PROJECT TRACKER



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

OVERVIEW: The Midtown Express Project (SH 183 Managed Lanes Project) was an interim project that increased the capacity and reconstruct portions of State Highway (SH) 183, SH 114 and Loop 12. SH 183 has served North Texas' growing transportation needs since the 1940s. By 2015, the highway was serving as a primary artery between Dallas and Fort Worth and could no longer adequately meet the demand of 150,000 to 170,000 vehicles per day.

The Midtown Express project increased the capacity of SH 183 and portions of SH 114 and Loop 12 with the addition of TEXpress (toll managed) Lanes. The TEXpress Lanes will feature dynamic tolling to keep traffic moving at least 50 mph.

The ultimate project for these roadways is partially funded.



TxDOT photo archive

November 2018: Interchange between SH 183, SH 114 and Loop 12

PROJECT HISTORY

- **1998-2000** – Major Investment Study for future expansion
- **2002** – Unsolicited proposal received for SH 183/I-820 corridor redevelopment between Interstate 35W (I-35W) and I-35E
- **February 20, 2013** – A Request for Qualifications (RFQ) issued
- **November 7, 2013** – TxDOT issued a final Request for Proposals (RFP)
- **May 29, 2014** – Southgate Mobility Partners given conditional award
- **June 24, 2014** – Financial Public Hearings held simultaneously in Dallas County and in Tarrant County
- **November 20, 2014** – Contract between TxDOT and SouthGate executed
- **December 2, 2014** – Project reached Notice to Proceed 1 (NTP1) and **February 5, 2015** – Notice to Proceed 2 (NTP2)

PROJECT PROGRESS

- Construction is expected to be complete in early 2019.
 - Project reached substantial completion this past fall
- Over the course of the project, the team:
 - Rehabilitated 44 bridges
 - Built 26 new bridges
 - Constructed four direct connect ramps
 - Set 1,869 bridge beams

- Moved 2.7 million cubic yards of dirt
- Relocated 47 miles of utilities
- Performed 12,000 lane closures and 173 traffic switches
- Worked more than 4 million man-hours
- TEXpress Lanes on SH 114 opened in November 2017. TEXpress Lanes on SH 183 and Loop 12 opened in November 2018. The remaining TEXpress Lanes on SH 114 are expected to open in early 2019.

MIDTOWN EXPRESS PROJECT (ESTIMATED OPERATION: 2018)

- **Length**
 - SH 183 from SH 121 to I-35E: 14.8 miles
 - SH 114 from SH 183 to International Parkway: 10.5 miles
 - Loop 12 from SH 183 to I-35E: 2.5 miles
- **Cost**
 - \$847.6 million (Design and Construction)
- **Funding**
 - Funding sources include CAT 2, 7, 10, 11 and 12. TxDOT has applied for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.
- **Right Of Way**
 - Acquisition is 100% complete
- **Project**
 - Obtain right of way/ relocate utilities
 - Reconstruct portions of frontage roads

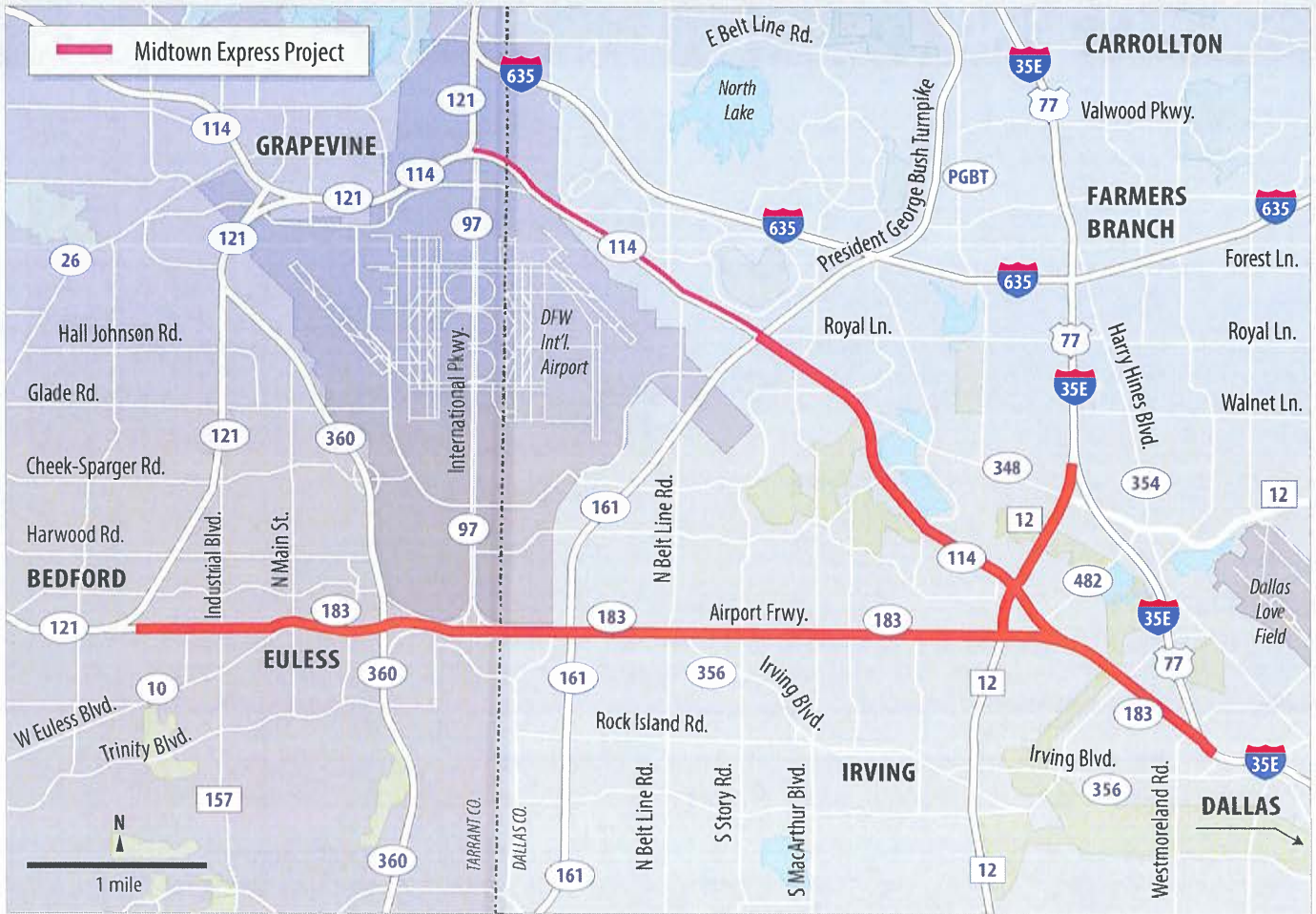
- Reconstruct portions of mainlanes
- Construct TEXpress Lanes in each direction on SH 183 and Loop 12.
- Construct one TEXpress Lane in each direction on SH 114 from SH 183 to SH 161 and one WB TEXpress Lane on SH 114 from SH 161 to Int'l. Pkwy.

ULTIMATE PROJECT (ESTIMATED OPERATION: TBD)

- **Cost**
 - \$2.5 billion (partially funded)
- **Project**
 - Add one mainlane in each direction in some locations
 - Up to three TEXpress Lanes in each direction in some locations
 - Continuous frontage roads where applicable
 - Diamond Interchange (roadways around the former stadium site) scheduled to let in 2019. This project is funded.

SCHEDULE

- Construction Start: April 2015
- Substantial Completion: Fall 2018
- Ultimate construction to begin when funds become available.



NOTE: Not to scale.

TxDOT graphic

SH 183:
(BETWEEN SH 121 AND I-35E)

	TEXpress Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	2 - 3
Midtown Express (Interim)	1 - 2	3	2 - 3
Ultimate Project Config.	2 - 3	4	2 - 4

SH 114:
(BETWEEN INT'L. PKWY. AND ROCHELLE BLVD.)

	TEXpress Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	2 - 4	0 - 4
Midtown Express (Interim)	1*	2 - 4	0 - 4
Ultimate Project Config.	2	4	2 - 4

* Managed lane in WB direction only from SH 161 to International Pkwy.

TxDOT graphic

LOOP 12:
(BETWEEN SH 183 AND I-35E)

	TEXpress Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	0 - 3
Midtown Express (Interim)	1	3	0 - 3
Ultimate Project Config.	2R	4	2 - 3

PROJECT CONTACTS



Texas Department of Transportation
4777 East Highway 80 • Mesquite, TX 75150
214-320-6100



Project Website:
www.drivemidtown.com

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Public Information Manager
SouthGate Mobility Partners
7651 Esters Blvd. • Irving, TX 75063
972-536-8620

Tony Hartzel
TxDOT Dallas District
Public Information Supervisor
4777 E. Highway 80 • Mesquite, TX 75150
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INTERSTATE 35W

TxDOT PROJECT TRACKER

FORT WORTH DISTRICT



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number 6 on the state's most congested roadway list. Plans to reduce the congestion by doubling capacity include interim projects to reconstruct the existing lanes and add two TEXpress Lanes in each direction.

The project is being built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) is constructing Segment 3A, from north of I-30 to north of I-820 including the I-35W/820 interchange. The Texas Department of Transportation (TxDOT) constructed Segment 3B, from north of I-820 to US 81/287. TxDOT has received a proposal from NTEMP3 to rebuild Segment 3C.

I-35W currently carries 119,000 vehicles daily near downtown Fort Worth and 142,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



I-35W north of downtown Fort Worth

PROJECT HISTORY

- **January 29, 2009** – CDA conditionally awarded to NTEMP
- **July 6, 2011** – NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B
- **April 24, 2012** – The U.S. Department of Transportation announced that TxDOT has entered the final stage in the process for a \$531 million Transportation and Infrastructure Finance and Innovation Act (TIFIA) loan to help construct Segment 3A
- **Sept. 2012** – TxDOT awarded a contract for 3B to Lane Construction
- **March 1, 2013** – A facility agreement between TxDOT and NTEMP3 was signed
- **Sept. 19, 2013** – 3A financial close
- **July 19, 2018** – I-35W grand opening

PROJECT PROGRESS

THE 3A PORTION: (I-30 to I-820)

- Project is substantially complete
- The new direct connector from eastbound I-30 to the northbound I-35W TEXpress Lanes is now open
- Work continues on the direct connectors from Belknap Street/Weatherford Street to the I-35W TEXpress Lanes

THE 3B PORTION: (I-820 to US 81/287)

- This segment is substantially complete with all lanes in their final location.
- A section of the TEXpress Lanes north of I-820 opened to traffic in July 2017.

THE 3C PORTION: (US 81/287 to Eagle Parkway)

TxDOT has received a proposal from NTEMP3 to rebuild Segment 3C.

PROJECT FACTS

LENGTH

- Segment 3A (I-35W from N of I-30 to N of I-820 including the I-35W/I-820 interchange) 6.5 miles
- Segment 3B (I-35W from N of I-820 to US 81/287) 3.6 miles
- Segment 3C (I-35W from US 81/287 to Eagle Parkway) 8 miles

TEXPRESS LANES

- Segments 3A, 3B, & 3C: Two NB & SB lanes (3C Proposed)

COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$256 million
- Segment 3C: \$762 million (proposed)

FUNDING

- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$430 million developer equity; \$274 million Private Activity Bonds (PABs); \$127 million provided by Metropolitan Planning Organization; \$46.5 million interest income
- Segment 3B: \$245 million public funding; \$8.4 million developer equity; \$2.4 million PABS

RIGHT OF WAY

- Segment 3A: Complete
- Segment 3B: Complete

CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; substantial completion - July 2018
- Segment 3B: Construction start - April 2013; substantial completion - Dec. 2016



NOTE: Highlighted areas are not to scale.

SEG* Roadway and Limits

3C	3C – I-35W from US 81/287 to Eagle Parkway
Existing lanes (Each dir.)	2
Frontage lanes (Each dir.) ^^	2 - 3

Interim Configuration**

Mainlanes (Each dir.)	2
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2 - 3

SEG* Roadway and Limits

3B	I-35W from north of I-820 to US 81/287
Existing lanes (Each dir.)	2
Frontage lanes (Each dir.)	2

Interim Configuration

Mainlanes (Each dir.)	2
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2

Ultimate Config. as Proposed in Regional Mobility 2030 Plan**

Mainlanes (Each dir.) ^^^	4
TEXpress Lanes (Each dir.)	2 - 3
Frontage lanes (Each dir.)	2 - 3

SEG* Roadway and Limits

3A	I-35W from north of I-30 to north of I-820
Existing lanes (Each dir.)	2 - 3
Frontage lanes (Each dir.) ^^	2

Interim Configuration

Mainlanes (Each dir.)	2 - 3
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.) ^^	2

Ultimate Config. as Proposed in Regional Mobility 2030 Plan**

Mainlanes (Each dir.) ^^^	4
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2 - 3

SEG* Roadway and Limits

3A II	SH 121 Interchange ^^^^^
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TxDOT graphic

* Segments identified by number do not denote priority or sequence. **All segments will include one-way frontage roads at identified locations and connections to all existing and proposed improvements. ^^Discontinuous. ^^^Potential deferment of additional mainlanes. ^^^^^Currently not funded. Ultimate capacity remains a priority to the region.

PROJECT CONTACTS



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I-30/SH 360 INTERCHANGE PROJECT

TxDOT PROJECT TRACKER

www.keep30360moving.org/

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



OVERVIEW

Recognizing the ever-growing transportation needs of the Metroplex, the Texas Department of Transportation began construction on the \$233 million Interstate 30/SH 360 Interchange Project in Spring 2016. The improvements to the area will increase safety, connectivity and mobility for motorists. The project will transition the original 1950s Dallas-Fort Worth Turnpike cloverleaf design into a modern, fully-directional interchange with connection ramps for all movements between I-30 and SH 360.

The project will include auxiliary lanes added to I-30, one mainlane in each direction added on SH 360 within the project limits, and the Six Flags Drive bridge over I-30 will be rebuilt from two lanes to five lanes (three southbound and two northbound lanes), extending Six Flags Drive north to Avenue H. The construction project limits are on I-30 between Ballpark Way and Great Southwest Parkway and SH 360 between Brown Boulevard/Avenue K and Road to Six Flags Street.



Construction on the I-30/SH 360 Interchange Project in Arlington. The \$233 million project will increase safety, connectivity and mobility for motorists.

PROJECT HISTORY TIMELINE

1957 – The Dallas-Fort Worth Turnpike (later to become I-30) completed from Fort Worth to Dallas.

1959 – SH 360 (formerly Watson Road) was constructed from SH 183 to SH 180, crossing the then Dallas-Fort Worth Turnpike.

2007 – TxDOT completed the original schematic and received environmental clearance for improvements to SH 360 from Brown Boulevard/Avenue K to Green Oaks Boulevard (including the I-30/SH360 interchange).

2010 – Cooper Street to Ballpark Way (2.8 miles) in Arlington - reconstruction of the I-30 mainlanes and construction of I-30 frontage roads, collector-distributor roads, ramps, and cross street bridges at Center Street, Collins Street and Baird Farm Road/AT&T Way.

2010 – Center Street to the Dallas County line - construction of two HOV lanes on I-30 (one lane in each direction).

2015 – TxDOT issued environmental clearance on the reevaluation for the ultimate improvements to I-30.

March 2, 2016 – I-30/SH 360 Interchange Project groundbreaking event.

PROJECT FACTS

LENGTH

- I-30 - Approx. 2 miles
- SH 360 - Approx 1.5 miles

PROGRESS

- Demolished first SH 360 bridge over I-30 in November 2018. The next of five remaining demolitions is expected in fall 2019.

- Demolished old SH 360 southbound frontage road bridge across Johnson Creek. Removed all old SH 360 southbound frontage road pavement.
- Opened new SH 360 southbound frontage road from Johnson Creek to Road to Six Flags Street. Work continues on frontage road from Avenue K to Road to Six Flags Street.
- Opened new I-30 westbound exit ramp to Ballpark Way onto a portion of the westbound auxiliary lane from Johnson Creek to Ballpark Way.
- Opened long-term, temporary I-30 eastbound entrance ramp from Copeland Road.
- Began work on new westbound ramp to Ballpark Way.
- Completed I-30 mainlanes over Johnson Creek. Completed median paving from Johnson Creek to west end of project.

Cost

- \$233 million

FINAL CONFIGURATION

- Fully-directional interchange with connection ramps for all movements between I-30 and SH 360.
- I-30 and SH 360 mainlanes will be rebuilt with additional auxiliary lanes added to I-30 and an additional lane in each direction on SH 360 within the project limits.
- Rebuilding the Six Flags Drive bridge over I-30 from two lanes to five lanes extending Six Flags Drive north to Avenue H.

2016 TRAFFIC COUNTS (project area)

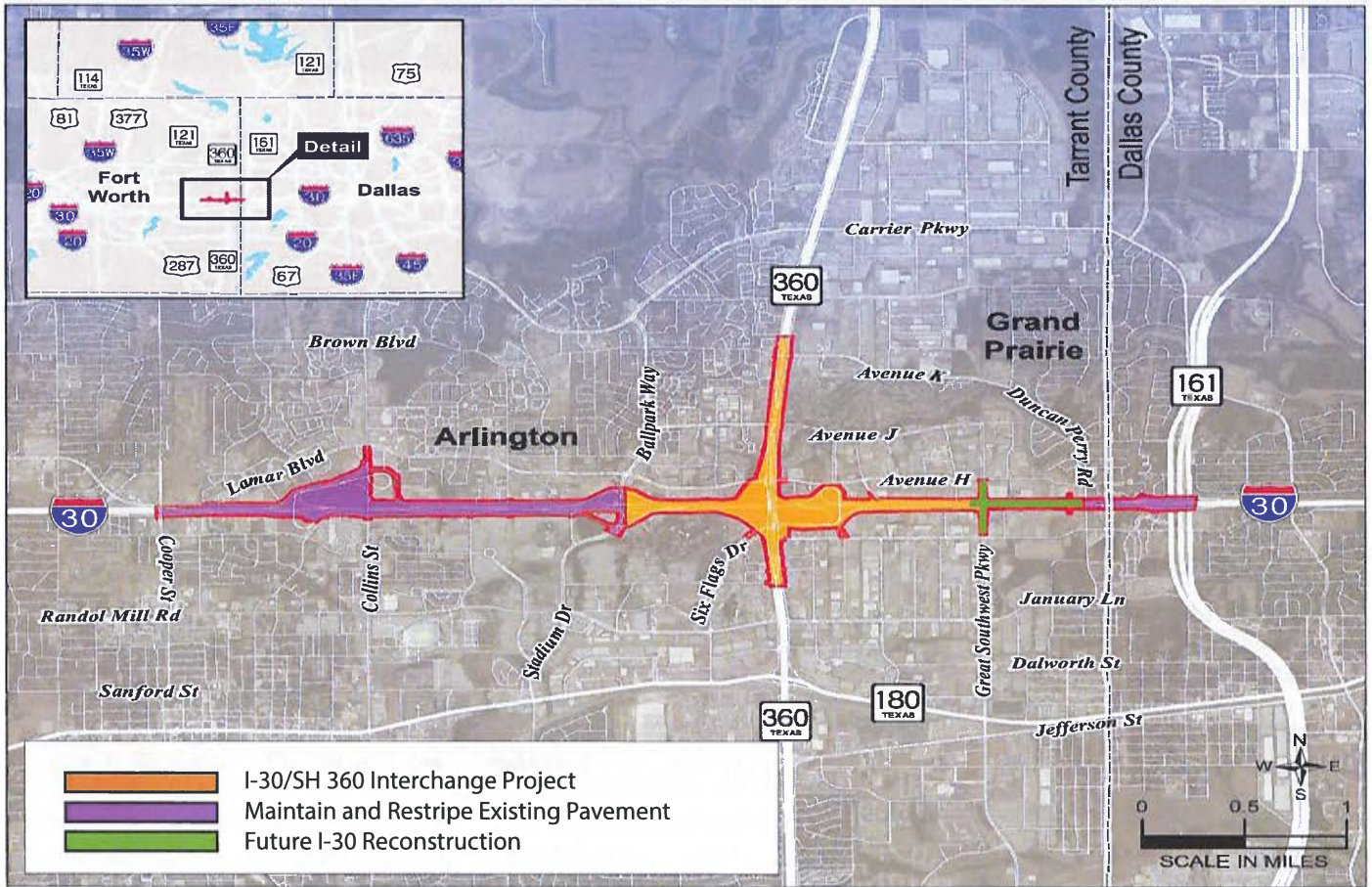
- I-30 - 135,000 vehicles per day
- SH 360 - 158,000 vehicles per day

ANTICIPATED COMPLETION

- 2021

2035 PROJECTED TRAFFIC

- I-30 is 234,000 vehicles per day
- SH 360 is 235,000 vehicles per day



Roadway and Limits	Existing Facility	Proposed Facility
I-30 from Cooper Street to SH 161		
General Purpose Lanes in Each Direction	3 lanes	3 lanes (plus aux. lanes)
Frontage Road/Collector-Distributor Lanes in Each Direction - from Cooper St. to Ballpark Way - from Ballpark Way to SH 161	2 to 3 lanes discontinuous 2 to 3 lanes discontinuous	2 to 3 lanes discontinuous 2 to 3 lanes discontinuous
Managed Toll/HOV Lanes in Each Direction	1 concurrent lane	1 concurrent lane interim / 2 reversible lanes in ultimate
SH 360 from Brown Blvd./Ave. K to Road to Six Flags St.		
General Purpose Lanes in Each Direction	3 (plus aux. lanes)	3 to 4 (plus aux. lanes)
Frontage Road Lanes in Each Direction	2 to 3 lanes	3 lanes

PROJECT CONTACTS



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OVERVIEW: The Southern Gateway project will add capacity, replace aging pavement and improve safety along I-35E and US Highway 67 in southern Dallas. As one of the major highways into and out of downtown Dallas, the roadway carries about 218,000 vehicles per day on pavement that was first built in the 1950s. The reconstruction project has been supported since before 2003, when the project was first environmentally cleared but left unfunded. With improvements complete just to the north with the Horseshoe Project, the next step to further improve congestion in downtown is to rebuild this major urban highway.

Goals: Improve safety by rebuilding the highway, which will improve entrance and exit ramps, improve cross street bridges and add full shoulders within the

right of way along the I-35E section.

Full reconstruction and widening of I-35E to include five general purpose lanes in each direction and two reversible non-tolled express lanes from Colorado Boulevard to US 67. I-35E will have seven lanes into downtown each morning and seven lanes out of downtown each evening. The US 67 scope will save the existing paving and widen to provide a third general purpose lane in each direction from I-35E to I-20.



At left is an aerial photo of construction on the 8th street bridge over I-35E. The bridge is back open to motorists as of early December.

TxDOT photo

PROJECT HISTORY

- **Public Meetings** – June 23 & 25, 2015; July 7 & 9, 2015, January 26 & 28, 2016
- **FHWA Schematic Approval** – Spring 2016
- **Public Hearing** – July 2016
- **FHWA Environmental Clearance** – December 2016
- **Design-Build Contract** Executed with Pegasus Link Constructors (PLC) - June 2017

PROJECT PROGRESS

- 8th Street Bridge was completed and reopened in early December 2018
- Work began on Marsalis Ave. and Illinois Ave. bridges over I-35E in fall 2018
- Beckley Ave. Bridge over I-35E demolished and new construction began in July 2018
- Continued progress of pavement and bridge construction of NBML at I-35E/US 67 split and Cedar Creek

PROJECT DETAILS

- **Limits:** I-35E from Colorado Blvd. to south of Kiest Blvd.; on US 67 from I-35E/US 67 split to I-20.

- **Length:** 11 miles
- **Estimated completion:** Late 2021

PROJECT DESCRIPTION

- **I-35E:** Full reconstruction and widening to include five general purpose lanes in each direction and two reversible, non-tolled managed express lanes from Colorado Blvd. to US 67 and infrastructure for a deck plaza.
- **US 67:** Add a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be rebuilt to become one reversible, non-tolled managed express lane in the center median.

ESTIMATED COSTS

Construction	\$530.3 M
Utilities	\$16.3 M
Design/QA/CM	\$79.0 M
Total Design/Build Contract*	\$625.6 M
ROW (state costs)	\$40.0 M

*Subject to change.

TxDOT graphic

The existing concurrent US 67 HOV lane will be reconstructed to be one reversible non-tolled managed express lane in the center median.

ESTIMATED FUNDING

CAT 2	\$50 M
CAT 5 (CMAQ)	\$54.3 M
CAT 7	\$54.1 M
CAT 11	\$260 M*
CAT 12	\$168 M
RTR Funds	\$39.6 M
Strat 102 (ROW Cost)	\$40 M
Total Funding	\$666 M

* Congestion Relief Funding

TxDOT graphic



Official 2018 logo design for TSG project.



A Texas Clear Lanes project: www.TexasClearLanes.com

