

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.

THE ONGOING BATTLE AGAINST HIGHWAY SLOPE BREAKDOWN

Award-winning research could help prevent hills and soil from sliding onto Texas highways

NORTH TEXAS — It’s an epic battle that has spanned decades in Texas—engineers vs. sliding hills or slopes —until now.

“Slop failures” as they are called, happen when pieces of the embankment along a highway break away and collapse and pose a danger to drivers.

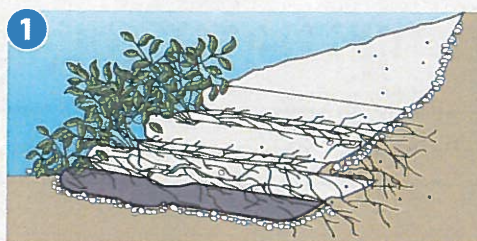
Thanks to TxDOT’s research that was recently honored for being one of the best research projects in the nation, the agency can now address these soil issues early on, either through prevention or repair, and help keep drivers safe.

The researchers developed a unique system to track slopes, pavement, soil, underground pipelines, retaining walls and other structures. Researchers also created an online management system that helps TxDOT make repairs and keep tabs on slopes prone to failing.

“The work done on this project will be vital to how we approach slope failures in the future,” said Darrin Jensen, TxDOT’s project manager on the study. “With this information now at our finger tips, those repairs will be far more permanent than they were in the past.”

Slope breakdowns are common in Texas—especially North Texas—because of soil conditions and extreme weather patterns. The seasonal swelling and shrinking of expansive soil on a slope, combined with the forces of gravity, causes soil movement down the face of the slope. Each year, TxDOT spends millions of dollars repairing slope failures along highways.

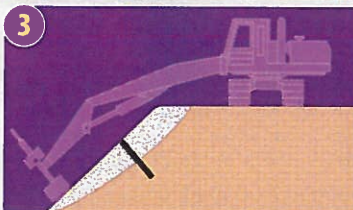
“We found that about half of those (slope failures) are recurring,” said Mohsen Shahan-



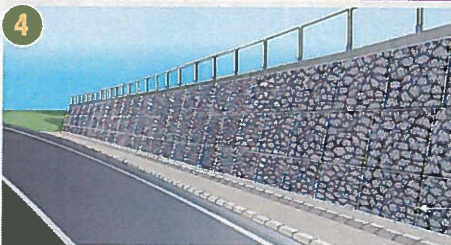
Vegetative Geogrids – Synthetic fabric is placed and secured with live vegetation to stabilize loose topsoil.



Reinforced Concrete – A rigid concrete retaining wall that can be cast-in-place or precast to hold back soil.



Launched Soil Nails – One of the most cost effective methods for repairing shallow slopes. The soil nails are inserted into pre-drilled holes to stabilize the earth.



Gabions – Gabions are rectangular heavy wired baskets filled with rocks or stones connected together.

SOURCE: Texas Department of Transportation

DEAN HOLLINGSWORTH/TxDOT Information Specialist

dashti, a professor of civil engineering at the University of Texas at Arlington. “Now, we project significant cost savings, and identify slopes that are likely to fail, so that TxDOT can address issues before a failure occurs.”

This new information will help engineers

quickly determine the best approach for each specific hill that’s starting to crumble onto roadways. Knowing the conditions of the slope and which repair method to use will help produce more effective repairs and reduce recurring slope failures along Texas highways. ■

DECEMBER 2019 LET PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M)*	CONTRACTOR
1	0092-01-052**	US 175; SH 310	On US 175 from S. of Budd St. to I-45 and on SH 310 from Pennsylvania Ave. to N. of Al Lipscomb Way and from Lenway St. to Good Latimer	Reconstruct freeway to 6-lane divided arterial and reconstruct I-45 and S.M. Wright interchange	\$76.01	\$78.67	3.37	\$93.41	Johnson Bros. Corp.
2	0522-01-023	SH 243	At FM 2515 and FM 2727	Intersection improvements	\$1.30	\$1.27	-1.81	\$1.47	Fitcher Constr. Services
3	2555-01-012	FM 2578	FM 987 to SH 34	Reconstruct existing pavement and add shoulders	\$8.71	\$7.17	-17.62	\$8.14	A.K. Gillis & Sons, Inc.
ESTIMATED DECEMBER 2019 TOTALS					\$86.01	\$87.11	1.27	\$103.02	
DISTRICT FY ACCUMULATIVE LETTINGS					\$156.22	\$163.03			
DALLAS DISTRICT FY LETTING VOLUME CAP					\$235.08				

* 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 2020 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	0196-03-277	I-35E	Oak Lawn Avenue to Northwest Highway	Full depth repair, mill and inlay on mainlanes	\$16.91
ESTIMATED TOTAL					\$16.91

NOTE: Project is an A+B bidding project.

COMPLETED CONSTRUCTION PROJECTS (FROM DECEMBER 1-31, 2019)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0047-06-133	US 75	PGBT to Park Blvd	Interchange improvements	\$37.47	12/30/2019
2	0918-45-757	CS	Second Ave SB at Trib of White Rock Creek	Replace bridge and approaches	\$2.88	12/20/2019
3	0095-03-093	US 80	Dallas C/L to FM 548	Mill and overlay existing roadway	\$11.46	12/16/2019
4	0197-11-013	FM 1390	US 175 to FM 148	Restore existing pavement and add shoulders	\$4.72	12/05/2019
5	0751-03-038	FM 148	FM 1388 to FM 3094 North	Reconstruct existing pavement and add shoulders	\$4.09	12/12/2019
6	1016-06-011	FM 1392	US 80 to SH 205	Reconstruct existing pavement and add shoulders	\$5.68	12/05/2019
7	0574-01-029	SH 309	At Rush Creek	Replace bridge and approaches	\$2.60	12/02/2019
	0918-00-283*	VA	Various Locations in Dallas District	Installation of traffic signals	\$1.47	12/16/2019
	0918-47-114*	VA	Various Locations on State Highways in Dallas County	Construct curb ramps in northeast dallas co. In cities of dallas and mesquite	\$2.65	12/02/2019
ESTIMATED TOTAL					\$73.02	

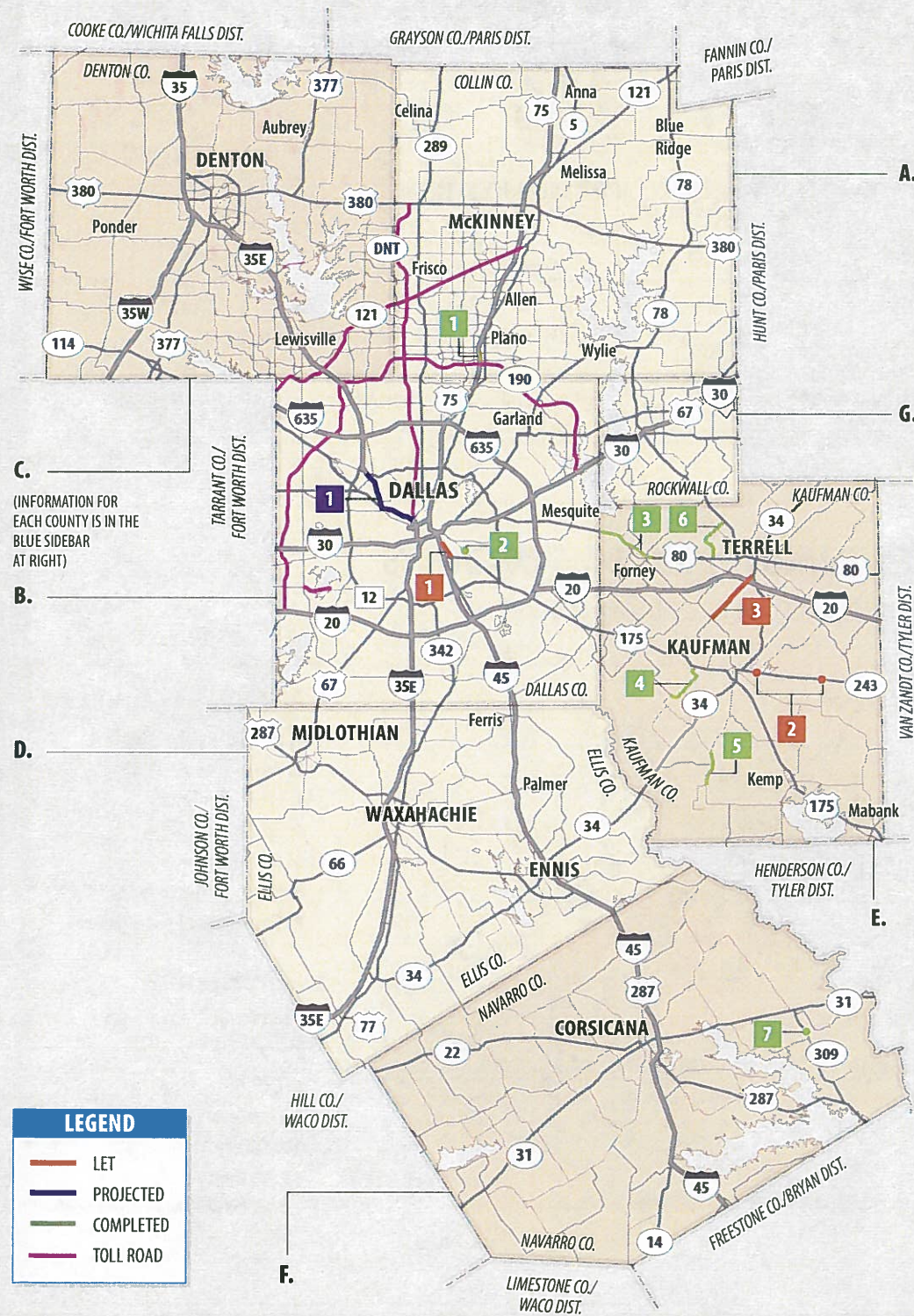
*Unmapped.

SOURCE: Texas Department of Transportation.

TxDOT graphics

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**.

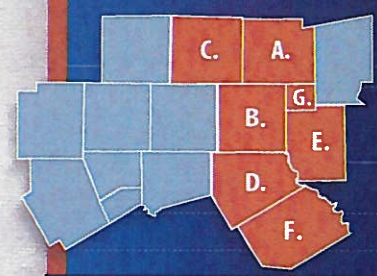


C. (INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

LEGEND

- LET
- PROJECTED
- COMPLETED
- TOLL ROAD

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG



2019 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,085,742
*POPULATION ESTIMATE | 4,905,280
LANE MILES | 10,753.693

A. COLLIN COUNTY
VEHICLE REGISTRATION: 799,926
*POPULATION ESTIMATE: 1,010,330
LANE MILES: 1,462.514

B. DALLAS COUNTY
VEHICLE REGISTRATION: 2,155,995
*POPULATION ESTIMATE: 2,554,770
LANE MILES: 3,377.212

C. DENTON COUNTY
VEHICLE REGISTRATION: 680,143
*POPULATION ESTIMATE: 874,240
LANE MILES: 1,633.926

D. ELLIS COUNTY
VEHICLE REGISTRATION: 181,071
*POPULATION ESTIMATE: 189,820
LANE MILES: 1,526.862

E. KAUFMAN COUNTY
VEHICLE REGISTRATION: 124,760
*POPULATION ESTIMATE: 124,850
LANE MILES: 1,215.130

F. NAVARRO COUNTY
VEHICLE REGISTRATION: 52,355
*POPULATION ESTIMATE: 50,250
LANE MILES: 1,191.856

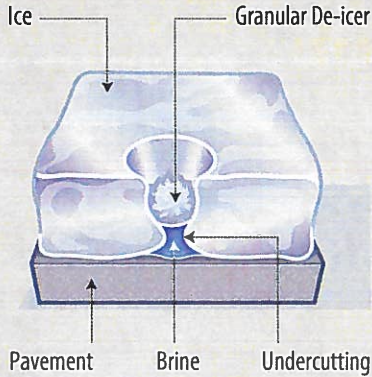
G. ROCKWALL COUNTY
VEHICLE REGISTRATION: 91,492
*POPULATION ESTIMATE: 101,020
LANE MILES: 346.193

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

SOURCE: Texas Department of Transportation

TxDOT graphic

A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

A factory-themed metaphorical take on the business of how TxDOT builds roadways:

1. FUNDING SOURCES



Motor Fuel Taxes



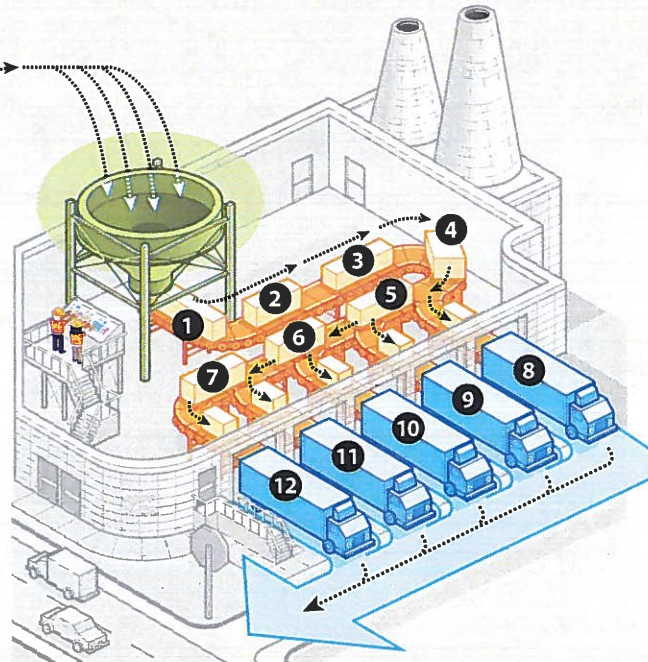
Vehicle Registration Fees



Prop 1/Prop 7



Federal Reimbursements



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

8. Connectivity
9. Preservation
10. Safety
11. Mobility
12. Roadway Maintenance

SOURCE: Texas Department of Transportation

DEAN HOLLINGSWORTH/TxDOT Information Specialist

DALLAS DISTRICT | PROGRESS



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www.txdot.gov



REPORT A POTHOLE:

Visit 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>

FORT WORTH DISTRICT PARTNERS



TxDOT Prepares for Winter Weather in Early December

TxDOT: Connecting You with Texas

As part of its mission, TxDOT works to keep the highways passable during inclement weather.

Historically, North and West Texas experience the heaviest snowfalls or icy road and bridge conditions. Remember to:

Call 911 if stranded for any reason on a Texas roadway

Stay tuned to local news for road conditions

For travel information, visit: drivetexas.org

January 2020

TxDOT's New Mission Statement

TxDOT has established a new mission statement to define the purpose of our agency. "Connecting You with Texas" exemplifies the very core of why TxDOT exists as a department. Everything TxDOT does flows out of this mission: from building roads and bridges, to operating our ferries; to helping communities get funding for their general aviation airports and transit services; to supporting Texas ports; and managing the state's only railroad.

 txdot.gov • inside TxDOT

SH 170 Public Hearing

A public hearing for SH 170 from I-35W to SH 114 was held on Dec. 19. The proposed six-mile project would add portions of mainlanes to improve operations in the corridor. The \$177 million project is estimated to be awarded to a contractor this fall.

Alliance Texas/Haslet Accessibility

TxDOT has issued a finding of no significant impact for the AllianceTexas/Haslet Accessibility Improvement Project which includes the widening of Avondale-Haslet Road from Haslet to FM 156, the extension of Avondale-Haslet Road to I-35W, and the extension of Intermodal Parkway. The approximately \$50 million project is estimated for construction in 2021.

Texas Transportation Forum

The 2020 Texas Transportation Forum will be held in San Antonio Feb. 9-11. Building on this annual event's reputation as an impactful platform to dive deeper into key transportation topics that help drive our state's success, the 2020 Forum will focus on "Connecting You with Texas" and how the innovations of today and the geo-political landscape affect what is next for transportation in Texas, the nation and the world.

 txdot.gov/ttf

Transportation Summit

The 11th annual Tarrant Transportation Summit will be held at the Hurst Conference Center Friday, Feb. 14. The summit will focus on how innovation and transportation is shaping the destiny of mobility initiatives throughout North Texas, including the integration of 5G into the transportation network, the AllianceTexas Mobility Innovation Zone, and growth of transit options for Tarrant County.

 netransportationsummit.com

INSIDE:



UPDATE

PARTNERS *in construction*

AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
DEC	US 67	SH 220 to US 281, Erath County	Add passing lane	\$14.0	\$15.7	+11.9
	Various roadways	Districtwide	Seal coat	\$13.2	\$12.6	-3.9
	SH 121 frontage rd	At Mustang Dr, Grapevine	Traffic signal	\$1.1	\$1.5	+36.4

PROJECTED PROJECTS

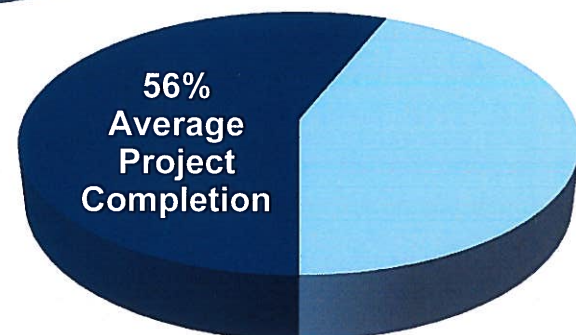
	Hwy	Limits	Type of Work	Estimate (millions)
JAN	FM 3450	FM 167 to SH 171, Hood & Parker Counties	Pavement rehabilitation	\$5.7
	FM 917	At FM 2738 & FM 731, Johnson County	Illumination & signing	\$0.2
FEB	FM 8	Bluebonnet St to Bates St, Erath County	Resurfacing	\$3.6
	Various roadways	Johnson County	Resurfacing	\$15.1
	SH 174	Elk Dr to Newton Dr, Burleson	Hike & bike trail	\$2.2
	Various roadways	Districtwide	Traffic signal improvements	\$6.0
	FM 1658	US 380 to SH 114, Wise County	Resurfacing	\$1.1
MAR	FM 157	Green Oaks Blvd to Lamar Blvd, Arlington	Resurfacing	\$2.8



\$435 M PROPOSED LETTING



FY 2020 CONSTRUCTION*



TOTAL CONTRACTS \$3.3 B

*includes CDAs

PROJECT *update*

Construction is progressing on the I-635/SH 121 interchange project which is 54 percent complete and scheduled to finish in 2022.

In January, the project will reach a major milestone when the new northbound SH 121 auxiliary lanes open to traffic. Already open are three new direct connectors, with seven more direct connectors opening this year. The second half of the widened Bass Pro Drive bridge is scheduled to open this spring.

In addition to a new interchange, the \$370 million congestion-relief project is constructing

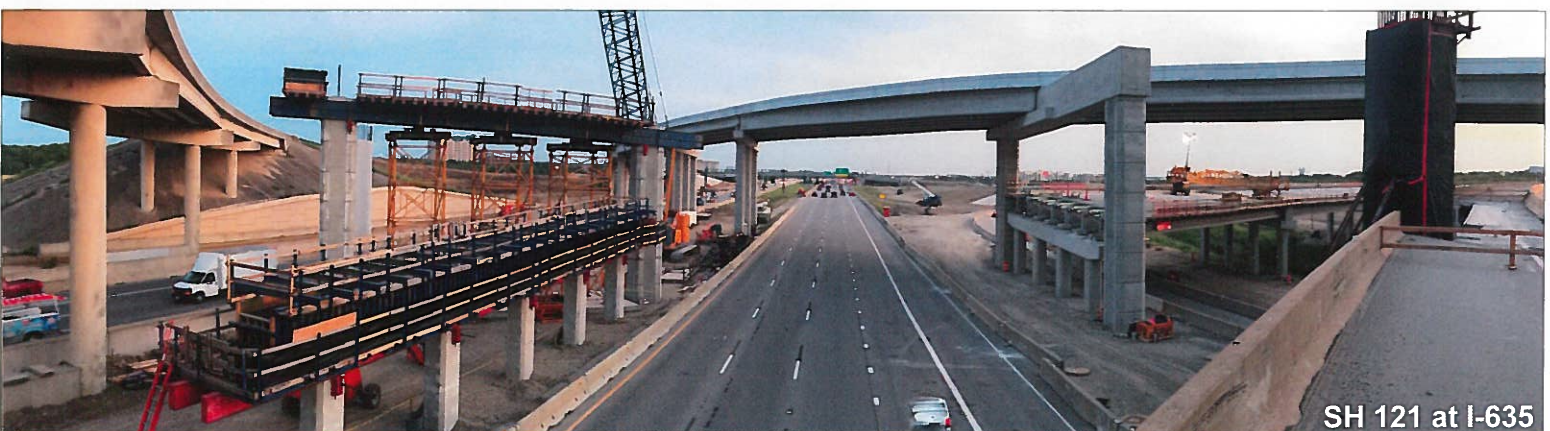
new direct connectors at SH 26 and FM 2499. Added auxiliary lanes will improve safety by moving merging vehicles from out of the SH 121 mainlanes.



When the project is complete, drivers will have one added mainlane each direction on SH 121 from Bass Pro Drive to north of FM 2499. I-635 will have two added mainlanes each direction from SH 121 to Royal Lane.

The three-mile project is funded as part of TxDOT's Texas Clear Lanes initiative to reduce congestion.

 dfwconnector.com



PARTNERS


January 2020



Tarrant . Johnson
Parker . Wise . Hood
Erath . Palo Pinto
Jack . Somervell



Fort Worth District Office
2501 SW Loop 820
Fort Worth, TX 76133
817-370-6500

 txdot.gov • Fort Worth



WE'RE READY

Winter emergency road preparedness

Hazardous weather can unexpectedly change from freezing ice to snow and fog in some areas of the state. TxDOT works 24/7 to ensure our roads remain passable and safe year-round. Road crews throughout the state are especially prepared to address road safety during severe winter weather conditions.

Particular attention is given to bridges, traffic interchanges and roadways. TxDOT uses snowplows, spreaders and brine equipment to assist with de-icing/anti-icing of the roadways and bridges.

TxDOT stockpiles various types of de-icers and anti-icing agents for winter storms as well as sand or small aggregate. Because each winter storm is unique, TxDOT will use a combination of materials and equipment depending on the severity of the storm.



TREATING THE ROADS

Each area of Texas treats roads based on weather conditions.

The two most common materials used include:

Brine solution to prevent roads from icing






Granular de-icing materials to improve traction



USE CAUTION!

TxDOT's #1 priority is the safety of the traveling public, including using every resource available to keep the roads open and passable during winter storms. Motorists should always exercise caution and, if possible, allow extra time to reach destinations or delay travel until conditions improve.

Simple driving tips to practice in inclement weather:

-  Remove snow and ice from your vehicle before you drive
-  Maintain your vehicle in accordance with manufacturer's recommendations
-  Ensure headlights and taillights are functioning properly
-  Accelerate slowly, drive cautiously, and observe traffic signs and alerts
-  Approach bridges, shaded spots and turns slowly

DFW CONNECTOR

TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS

Connecting You With Texas



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 westbound I-635 to southbound SH 121 direct connector

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

- In January, the project will reach a major milestone when the new northbound SH 121 auxiliary lanes open to traffic.
- Three new direct connectors are now open to traffic, with up to seven more direct connectors opening this year, beginning with the I-635 ramp to southbound SH 121 in March.
- The second half of the widened Bass Pro Drive bridge is scheduled to open this spring.
- The project is currently 54 percent complete.

FM 2499

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

COST: \$17 MILLION (FUNDED BY TXDOT)

CONSTRUCTION DATES

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

SH 121/360 INTERCHANGE

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 INTERCHANGE

LENGTH: 3 miles

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, 2018)

- SH 121 north of SH 114: 123,000
- SH 121 north of I-635: 128,000
- I-635 east of SH 121: 86,000

FIRST PHASE DFW CONNECTOR

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

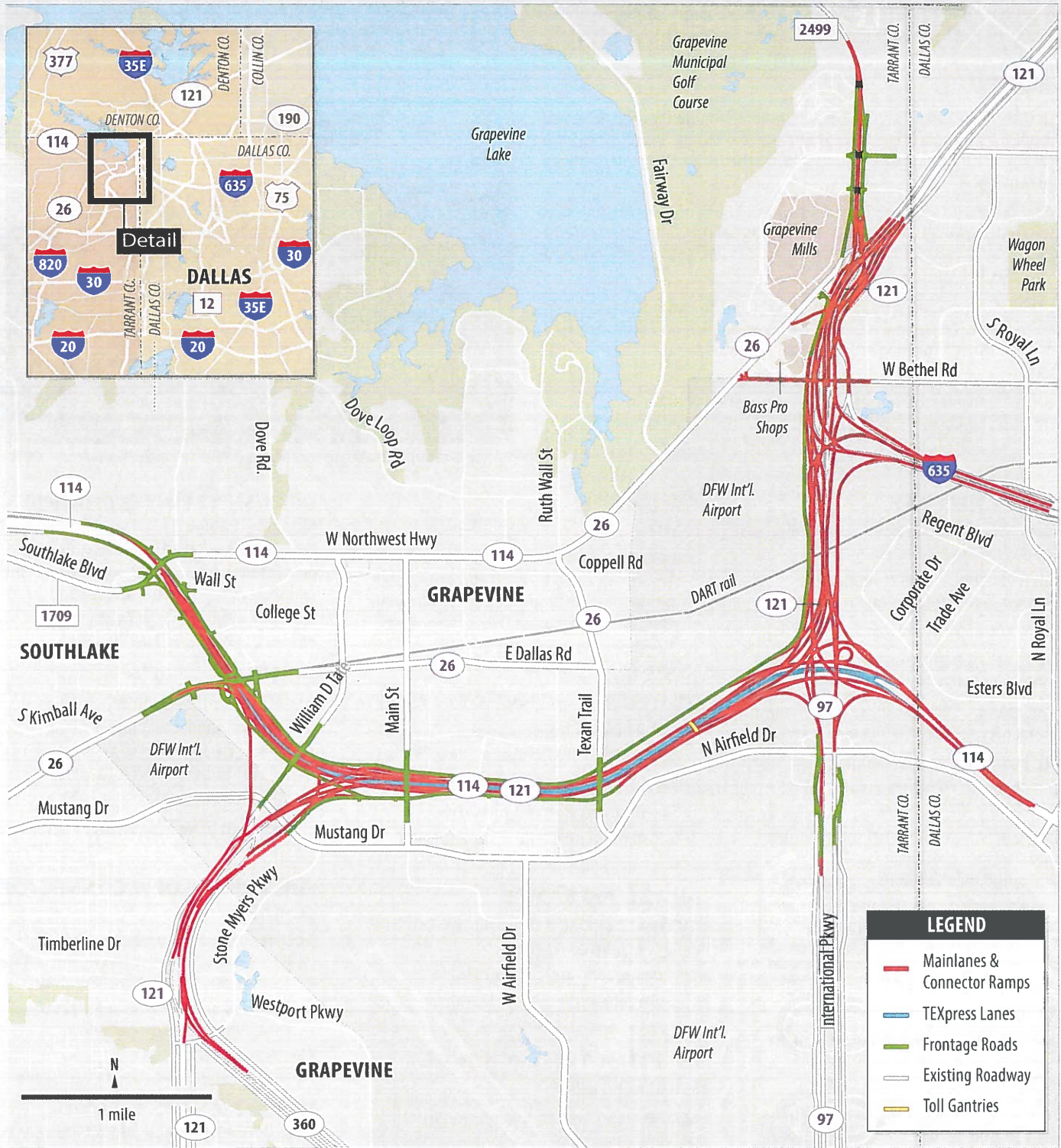
COST: \$1 B (FUNDED BY TXDOT)

- 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
 817-570-6846



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

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 972-374-4540

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 Communications Director
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 817-370-6737

I-30/SH 360 INTERCHANGE

TxDOT PROJECT TRACKER

| Connecting You With Texas



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 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) was completed from Fort Worth to Dallas.

1959 – SH 360 (formerly Watson Rd.) 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 Blvd./Ave. K to Green Oaks Blvd. (including the I-30/SH 360 interchange).

2010 – Cooper St. 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 St., Collins St. and Baird Farm Rd./AT&T Way.

2010 – Center St. 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 re-evaluation for the 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 TO DATE

- Opened westbound collector-distributor road under Ballpark Way and new exit ramp to southbound Ballpark Way.

PROGRESS NEXT 12 MONTHS

- Open south-west direct connector (1st of 8 connectors).
- Open east-south direct connector (2nd of 8 connectors).
- Open fully completed SH 360 SB frontage road from Brown Blvd. to Road to Six Flags.
- Complete reconstruction of Ave. F and Ave. G.
- Open new I-30 EB exit to Copeland Rd.
- Complete new SH 360 SB mainlane bridges and demolish old bridges over Johnson Creek, Lamar Blvd., I-30 and Six Flags Dr.
- Open new SH 360 SB exit to Ave. J/Lamar Blvd./Six Flags Dr.
- Open Copeland Rd. from Ballpark Way to Six Flags Dr.

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 Dr. bridge over I-30 from two lanes to five lanes, extending Six Flags Dr. north to Ave. H.

2018 TRAFFIC COUNTS (project area)

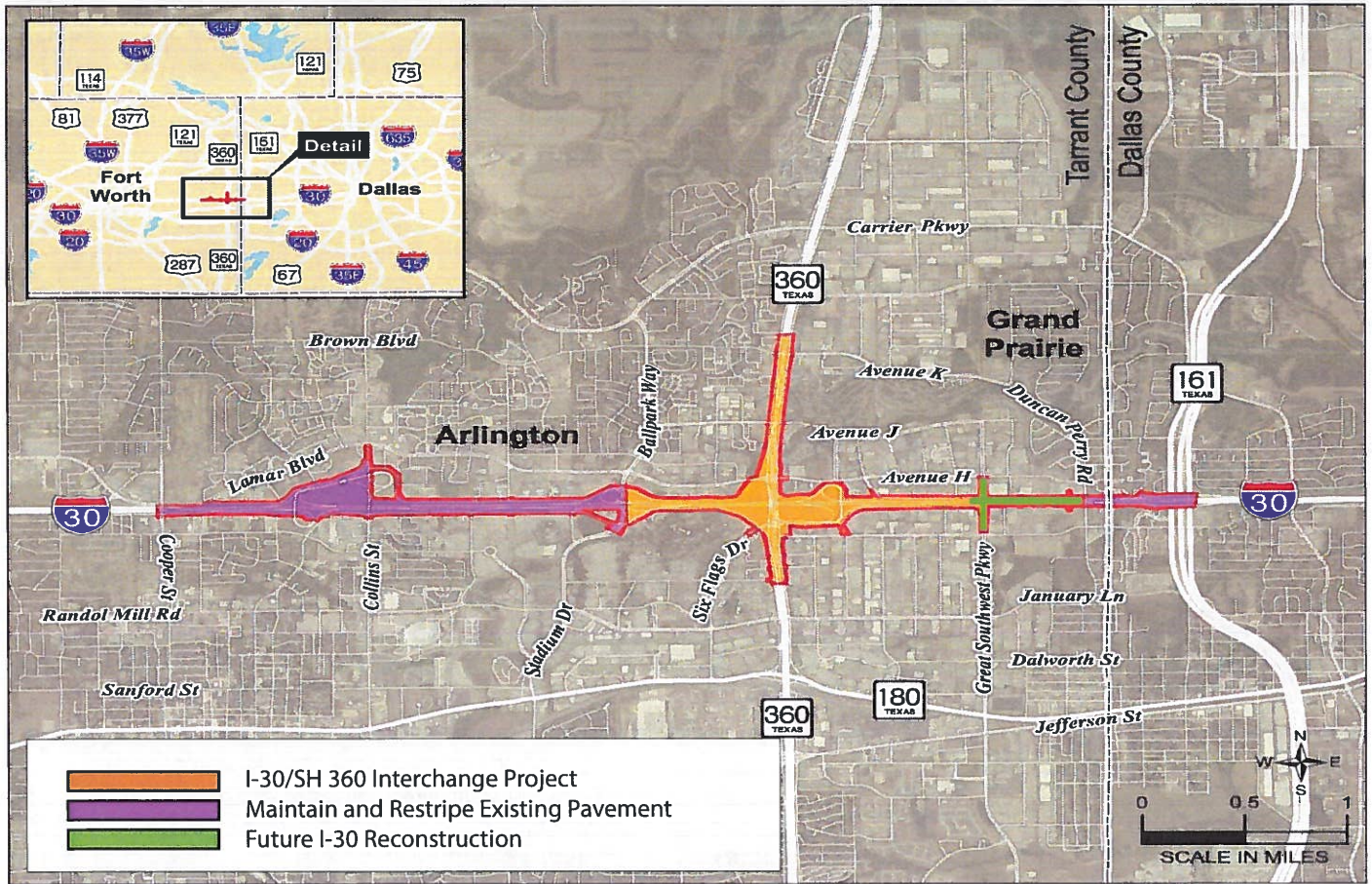
- I-30 - 139,000 vehicles per day
- SH 360 - 162,000 vehicles per day

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		
Mainlanes in Each Direction	3 lanes	3 lanes (plus auxiliary lanes)
Frontage Road/Collector-Distributor Lanes in Each Direction		
– from Cooper St. to Ballpark Way	2 to 3 lanes discontinuous	2 to 3 lanes discontinuous
– from Ballpark Way to SH 161	2 to 3 lanes discontinuous	2 to 3 lanes discontinuous
TEXpress Lanes in Each Direction	1 concurrent lane	1 concurrent lane interim / 2 reversible lanes in ultimate
SH 360 from Brown Boulevard/Avenue K to Road to Six Flags Street		
Mainlanes in Each Direction	3 (plus auxiliary lanes)	3 to 4 (plus auxiliary lanes)
Frontage Road Lanes in Each Direction	2 to 3 lanes	3 lanes

PROJECT CONTACTS



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 817-370-6630
www.keep30360moving.org



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INTERSTATE 35W

TxDOT PROJECT TRACKER

FORT WORTH DISTRICT

Connecting You With Texas



OVERVIEW

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

This project is being built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) constructed 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. NTEMP3 is slated to begin construction on Segment 3C in 2020. The 6.7-mile project will extend improvements from US 81/287 to Eagle Parkway.

I-35W currently carries 122,000 vehicles daily near downtown Fort Worth and 161,000 vehicles north of I-820. Approximately 11 percent of these vehicles are trucks.



Future I-35W at SH 170

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 entered the final stage 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.
- **Feb. 2019** – The Texas Transportation Commission authorized the Private Activity Bond Surface Transportation Corporation to take all actions necessary for the issuance of private activity bonds to construct Segment 3C.
- **Aug. 14, 2019** – 3C financial close.

PROJECT PROGRESS

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

- Project is substantially complete.
- In downtown Fort Worth, new direct connectors to and from the I-35W TEXpress Lanes at Belknap Street/Weatherford Street opened in January 2019.

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

- This segment is substantially complete with all lanes in their final location.

THE 3C PORTION:

- Design, survey and utility work are underway.
- Construction is slated to begin in spring 2020.

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) 6.7 miles

TEXPRESS LANES

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

COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$256 million
- Segment 3C: \$950 million

FUNDING

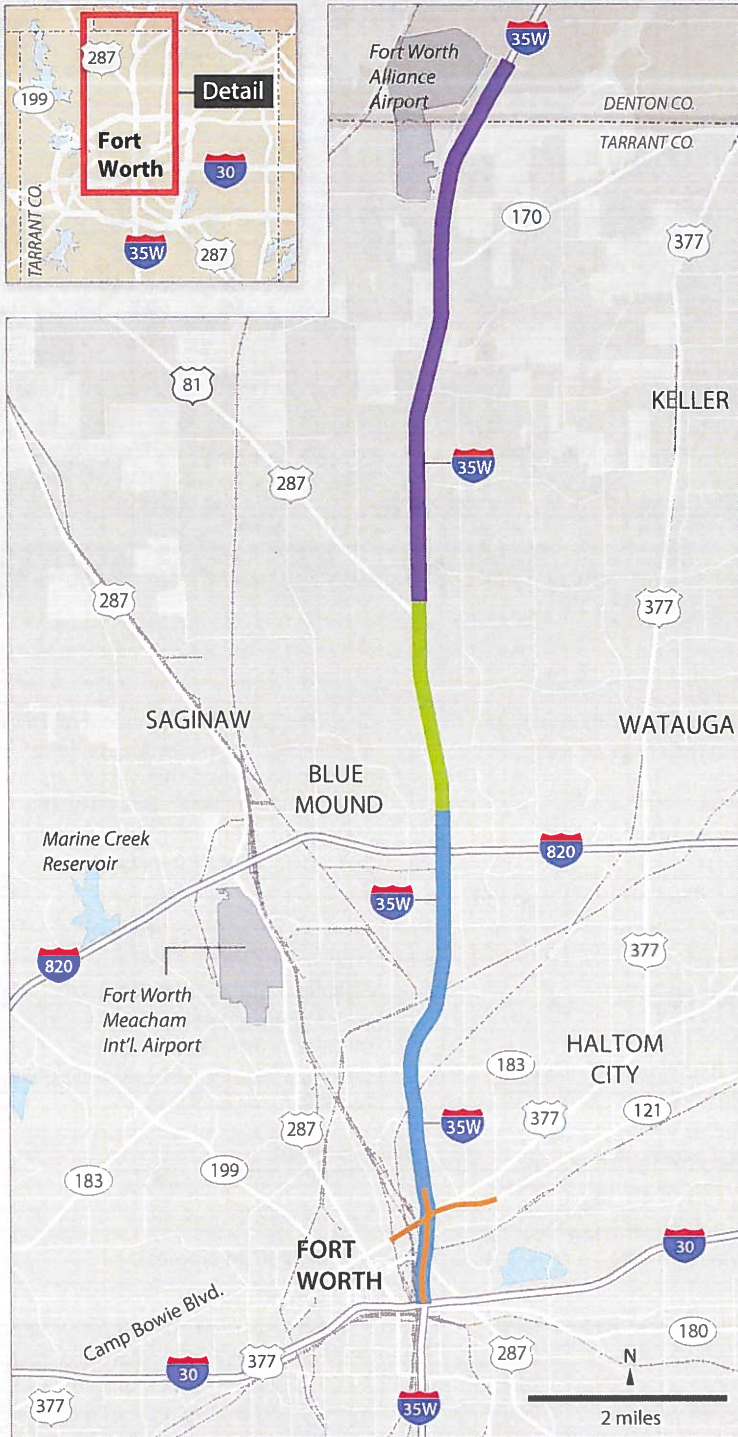
- Segment 3A: \$531 million federal TIFIA loan; \$430 million developer equity; \$274 million Private Activity Bonds (PABs); \$127 million provided by the Metropolitan Planning Organization; \$46.5 million interest income
- Segment 3B: \$245 million public funding; \$8.4 million developer equity; \$2.4 million PABs
- Segment 3C: \$653.9 million PABs; \$96.1 million PABs premium; \$24 million interest income; \$160.2 million developer equity; \$14.4 million public funding for right of way

RIGHT OF WAY

- Segment 3A: Complete
- Segment 3B: Complete
- Segment 3C: In progress

CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; substantial completion - July 2018
- Segment 3B: Construction start - April 2013; substantial completion - Dec. 2016
- Segment 3C: Construction start - 2020; substantial completion - Late 2023



NOTE: Highlighted areas are not to scale.

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.

SEG* Roadway and Limits

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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PROJECT CONTACTS



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SOUTHERN GATEWAY

TxDOT PROJECT TRACKER

DALLAS DISTRICT

Connecting You With Texas



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.

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



TxDOT photo

At left is an aerial photo of construction of the new Beckley Avenue Bridge over I-35E which was demolished in June 2018.

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

- Work continues on Marsalis Ave., 12th St., Illinois Ave., Louisiana Ave., and Overton bridges over I-35E.
- Continued progress of the I-35E North-bound mainlane roadway and bridge construction from the I-35E/US 67 split to Marsalis.

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:** Summer 2022

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 M
Total Design/Build Contract*	\$625.6 M
ROW (state costs)	\$40 M

*Subject to change.

TxDOT graphic

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

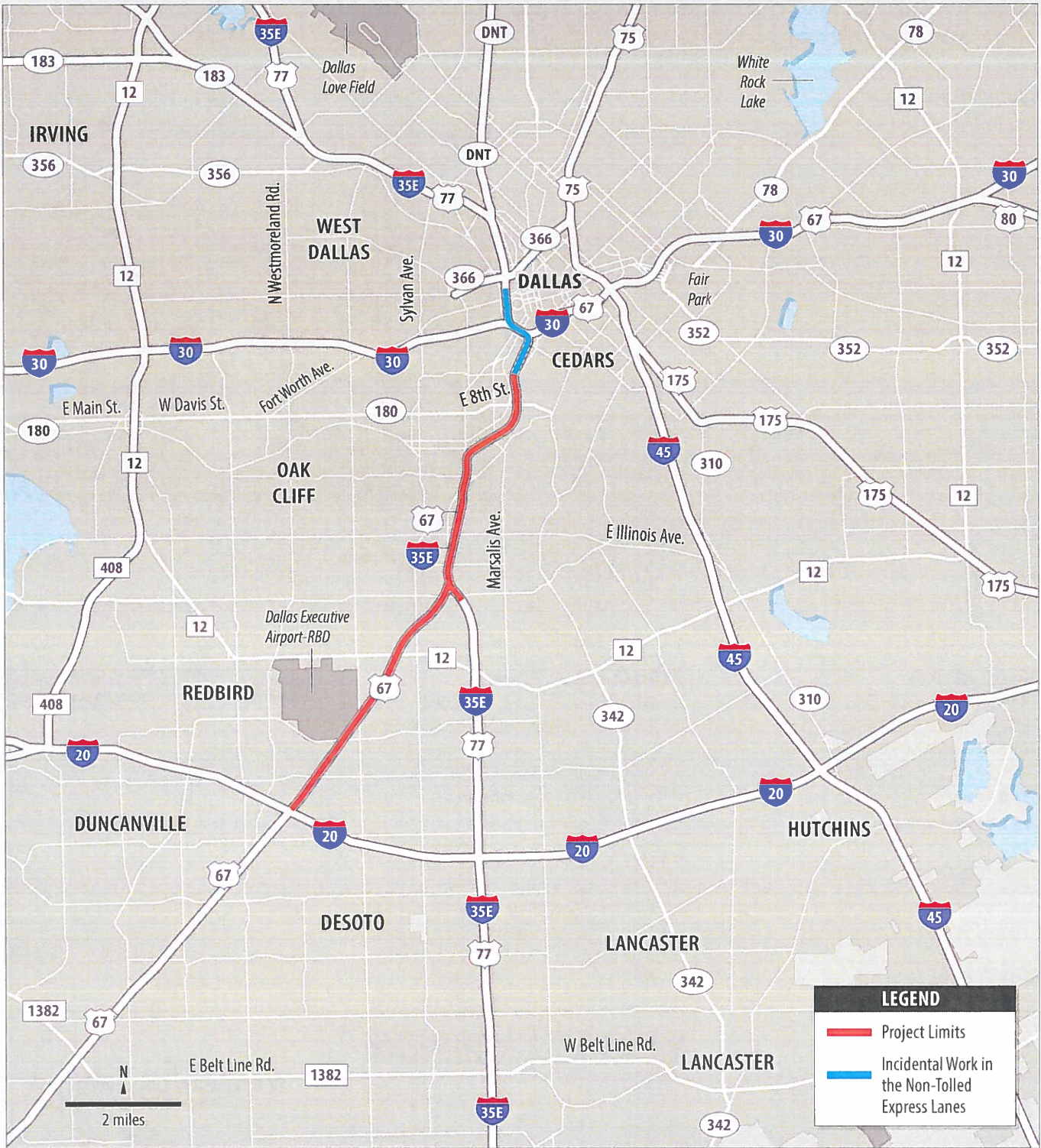
TxDOT graphic



Official 2018 logo design for TSG project.



A Texas Clear Lanes project: www.TexasClearLanes.com



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

PROJECT CONTACTS



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