

## 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.

OPTING FOR *OPTIONS*

## NORTH TEXAS TEXpress LANES EASING CONGESTION IN DALLAS/FORT WORTH



**DALLAS**— Every decade, more than a million people move to the north Texas region. While they bring their cars, they do not bring their infrastructure. This unprecedented growth, along with the knowledge that we cannot build our way out of congestion, inspired Dallas/Fort Worth leaders to develop congestion relief strategies within the current roadway. One approach is showing encouraging results – TEXpress Lanes.

The new TEXpress Lanes System in north Texas is all about choice, predictable travel and congestion relief. Built within an existing highway, these lanes are tolled, barrier-separated and designed for limited traffic weaving – all with the goal of keeping the traffic in the Metroplex moving.

The TEXpress Lanes provide drivers an option. They can choose to take the mainlanes at no cost or pay to use the TEXpress Lanes, which are designed to move traffic 50 mph or faster. Speeds are maintained through dynamic pricing, meaning the price fluctuates based on congestion in the lane. Roadside equipment monitors real-time traffic conditions and adjusts prices periodically throughout the day based upon the average speed in the lanes. Drivers are notified of the price prior to entering the lanes via large digital signs.

TxDOT opened its first TEXpress Lanes project in 2014, the four-mile DFW Connector.



SOURCE: TxDOT



A TEXpress toll gantry on Interstate 30 in Arlington, with a closeup of the dynamic HOV rates sign shown above.

TxDOT graphic

Since that time, nearly 50 miles of TEXpress Lanes have opened on six north Texas roadways and the system continues to grow. By the end of 2018, more than 120 miles of lanes on eight roadways will be operating.

The popularity of these lanes is growing as fast as the TEXpress system. More than six million unique vehicles have used them and approximately five of 14 cars on the lanes are trying them for the first time. Daily vehicle counts exceed 125,000.

The number one reason drivers choose the TEXpress Lanes is to save time; however, these lanes are not just improving travel speeds for drivers that use them. Drivers who choose to stay in the mainlanes are seeing improvements as well. In a recent study of the LBJ and NTE TEXpress Lanes, data shows that although both corridors have seven percent more traffic than before construction, both are seeing at least a 10

percent speed increase and a 60 percent reduction in congestion in the mainlanes.

An additional benefit of the TEXpress Lanes is funding. Tolls collected from these lanes repay project debt and help fund maintenance of the lanes. In the case of the LBJ Express project in Dallas County and North Tarrant Express (NTE) project in Tarrant County, a private developer paid nearly 75 percent of the combined \$4.7 billion cost to rebuild the highways for the rights to collect tolls on the facilities for 50 years. This provided funding for these critical projects years, if not decades, before it would have become available through traditional means.

The TEXpress Lanes are providing congestion relief and funding for Dallas/Fort Worth roadways. Showing that whether a driver chooses to use the TEXpress Lanes or opts to take the mainlanes, drivers are seeing the benefits of transportation options in Dallas/Fort Worth. ■



## DECEMBER 2016 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)*	CONTRACTOR	
0997-02-039	FM 1838	0.939 mile north of CR 4270 to FM 638	Construct paved shoulders	\$3.93	\$3.88	-1.50	\$4.36	Knife River Corporation - South	1
<b>DECEMBER 2016 TOTAL</b>				<b>\$3.93</b>	<b>\$3.88</b>	<b>-1.50</b>	<b>\$4.36</b>		
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>				<b>\$79.79</b>	<b>\$73.47</b>	<b>-7.93%</b>			
<b>DALLAS DISTRICT FY LETTING VOLUME CAP</b>				<b>\$594.42</b>					

\*Est. Total Proj. Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

**NOTE:** Due to a technical difficulty with the Statewide letting, projects that were scheduled to let on Friday, December 2, 2016 have been delayed to January letting.

## JANUARY 2017 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0172-08-053	US 287	SH 34 to I-45	Widen 2-lane undivided highway to 4-lane urban freeway with grade separated interchanges and 0 to 4-lane frontage roads	\$77.37	1
0353-04-095	SH 114	Freeport Parkway to Esters Blvd.	Construct westbound 0 to 2-lane frontage road and ramp modification	\$3.97	2
0918-47-143	CS	Along Military Pkwy. from Sam Houston Rd. to Rodeo Center Blvd.	Military Parkway Trail - shared-use path along Military Pkwy.	\$2.44	3
0918-45-714*	VA	Winters Park/Spring Creek Greenbelt from Brand Road to Ranger Drive	Construct new 12' wide hike/bike and pedestrian trail in the City of Garland thru existing greenbelt	\$2.07	
0918-24-215*	CS	Various schools in Princeton	Princeton safe routes to school - construct sidewalks	\$0.55	
0918-47-141*	VA	Various schools in Grand Prairie	Safe routes to school - sidewalk improvements at various schools throughout Grand Prairie	\$0.58	
<b>TOTAL</b>				<b>\$86.98</b>	

\*Not mapped.

**NOTE:** The projects flagged in red above were scheduled for a Dec. 2016 letting but due to technical difficulties with the Statewide lettings they are being rescheduled to Jan. 2017.

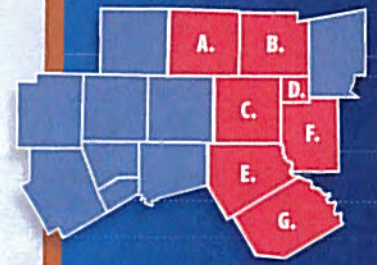
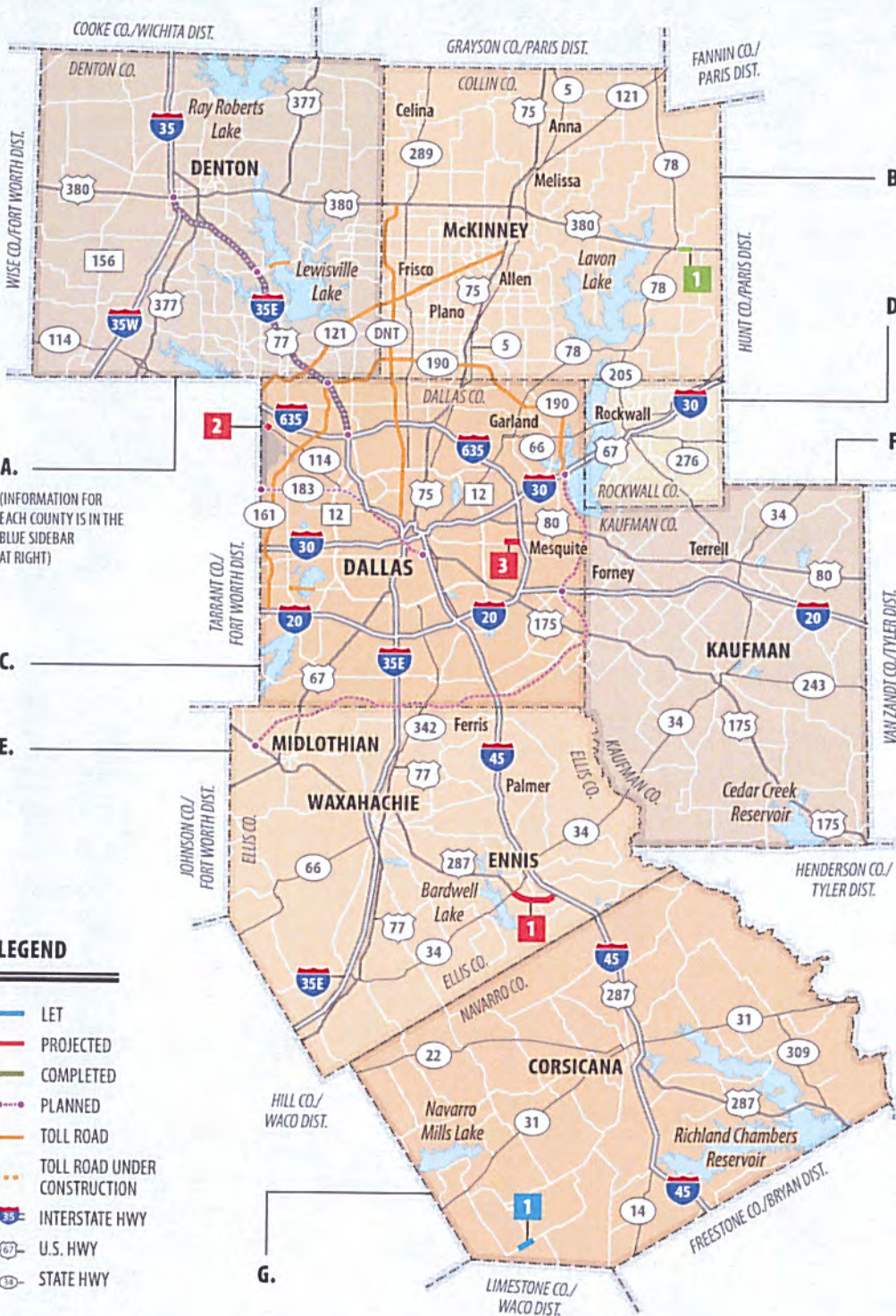
## COMPLETED CONSTRUCTION PROJECTS (FROM DECEMBER 1 – 31, 2016)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0135-05-025	US 380	West of CR 608 in Farmersville to Floyd Rd.	Widen existing to 4 Lane Divided Highway	12/16/16	\$18.19	1
<b>TOTAL</b>					<b>\$18.19</b>	



# 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.



## DALLAS DISTRICT TOTALS

VEHICLE REGISTRATION | 3,806,303  
 \*POPULATION ESTIMATE | 4,551,670  
 LANE MILES | 10,493.628

**A. | DENTON COUNTY**  
 VEHICLE REGISTRATION: 603,332  
 \*POPULATION ESTIMATE: 758,370  
 LANE MILES: 1,488.733

**B. | COLLIN COUNTY**  
 VEHICLE REGISTRATION: 729,624  
 \*POPULATION ESTIMATE: 897,510  
 LANE MILES: 1,373.829

**C. | DALLAS COUNTY**  
 VEHICLE REGISTRATION: 2,064,783  
 \*POPULATION ESTIMATE: 2,478,740  
 LANE MILES: 3,366.158

**D. | ROCKWALL COUNTY**  
 VEHICLE REGISTRATION: 82,515  
 \*POPULATION ESTIMATE: 89,660  
 LANE MILES: 346.368

**E. | ELLIS COUNTY**  
 VEHICLE REGISTRATION: 165,813  
 \*POPULATION ESTIMATE: 164,960  
 LANE MILES: 1,523.910

**F. | KAUFMAN COUNTY**  
 VEHICLE REGISTRATION: 109,180  
 \*POPULATION ESTIMATE: 113,530  
 LANE MILES: 1,201.810

**G. | NAVARRO COUNTY**  
 VEHICLE REGISTRATION: 51,056  
 \*POPULATION ESTIMATE: 48,900  
 LANE MILES: 1,192.820

SOURCE: TxDOT research.  
 \*POPULATION ESTIMATE: NCTCOG.



# TxDOT PREPARED FOR WINTER WEATHER



**DALLAS** — TxDOT has spent the past few months gearing up for the upcoming winter weather season, updating response plans and restocking inventory.

In addition, TxDOT has contracted with a joint venture between Amey Consultants and Webber Construction to increase its

maintenance resources in Dallas County, including during winter weather events. The performance-based contract means Amey-Webber is responsible for treating interstates in Dallas County, including I-30, I-20, I-635, I-45 and I-35, along with the Dallas County portion of US 75.

TxDOT will now be able to refocus its resources elsewhere in the district. This season, TxDOT will again have more than

185 pieces of equipment and nearly 350 employees readily available to immediately start working around the clock as soon as winter weather threatens North Texas.

What's more, the Dallas District has 14 snow plow blade attachments and three new brine makers at its disposal. Brine is a liquid, salt-based anti-icer used to pretreat roads just before temperatures drop below freezing. ★

## 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

## WHAT MATERIALS ARE USE ON THE ROADS?



### Before an ice/Snow Event

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



### During an ice/Snow Event

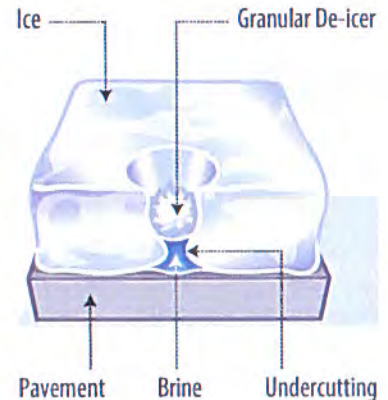
- Various salt-based granular de-icers are used to help melt ice already formed on the road

## 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.

SOURCE: [www.usroads.com](http://www.usroads.com)

TxDOT graphic



**From Leigh S. of Memphis, TN:** "Recently when I was driving to Austin from Dallas, my tire blew out. I was so lucky to have your two employees Mark Neiman and Jennifer Godina driving behind me. When they saw what happened, they turned around and came back to help me put my spare on my car. At their suggestion I got four new tires and went back to Dallas without continuing on to Austin.

I drove back to Memphis the next day and felt more comfortable with the new tires after experiencing such a scary event on a major highway.

It is so important to mention again how lucky I was to have good people help me when I was in need. You have a great team of people and I appreciate everything that you've all done to help me during my business trip in Texas."

SOURCE: Texas Department of Transportation.

TxDOT graphic

## DALLAS DISTRICT | PROGRESS



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

**FOR MORE INFORMATION:**  
214-320-4480  
[dalinfo@txdot.gov](mailto:dalinfo@txdot.gov)  
[www.txdot.gov](http://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 it 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, in early 2013, TxDOT was able to identify funding for the FM 2499 section, in Sept. 2014, funding for new SH 121 and SH 360 ramps and in Feb. 2016, funding for the SH 121/360 interchange.

FM 2499 work included rebuilding the mainlanes of FM 2499 from SH 121 to Denton Creek. The lanes were built below grade level allowing commuters to bypass two intersections.

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 project from SH 114 to Hall Johnson Road will reconstruct the SH 121/360 interchange.



SH 121/360 interchange construction

NorthGate Constructors photo archives

### PROJECT HISTORY

- **March 2006** – Texas Transportation Comm. authorized request for CDA proposals.
- **March 26, 2009** – CDA conditionally awarded to North Gate Constructors.
- **Oct. 6, 2009** – CDA executed.
- **Jan. 2013** – TxDOT identified \$90 million in funding for FM 2499.
- **Aug. 2013** – FM 2499 construction began.
- **Sept. 2014** – TxDOT signs \$17 million contract for the SH 121/360 ramp project.
- **Feb. 2016** – SH 121/360 interchange project approved for congestion relief funding.
- **Aug. 30, 2016** – SH 121/360 interchange groundbreaking held.

### FM 2499 PROGRESS

- All lanes of traffic were opened and in its final pattern in summer 2016, six months ahead of schedule.

### SH 121/360 RAMP PROGRESS FROM WILLIAM D. TATE AVE.

- The new ramps from southbound William D. Tate Ave. to SH 121 and SH 360 opened to the public on Nov. 12, 2015, more than a year ahead of schedule.

### SH 121/360 INTERCHANGE PROGRESS

- Bridge crews will drill and pour concrete for bridge shafts (foundations), form and pour concrete for columns, and begin work on bridge caps on the following:
  - Eastbound SH 114 to Southbound SH 121

- Northbound SH 360 to Northbound SH 121
- Wall crews will begin to build the wall between north and southbound SH 121.
- Drainage crews will begin to install the new drainage systems in the center median of north and southbound SH 121. They will also begin to install the concrete box culvert system in between the existing northbound frontage road and northbound SH 360.
- Grading crews will begin lime treatment subgrade along the new northbound SH 360 alignment to northbound SH 121.

### 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 M (FUNDED ENTIRELY BY TxDOT)**

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

#### CONSTRUCTION DATES

- Construction start: Aug. 2013
- Substantial completion: Summer 2016

### SH 121/360 RAMPS FACTS

**COST: \$17 MILLION**

#### CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: Nov. 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**

#### CONSTRUCTION DATES

- Construction start: Aug. 2016
- Substantial completion: 2018

#### TRAFFIC COUNTS (VEH PER DAY, 2015)

- SH 114/121 north of SH 360: 184,000
- SH 360 south of SH 114/121: 71,000

### 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 Int'l. Pkwy.
- 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

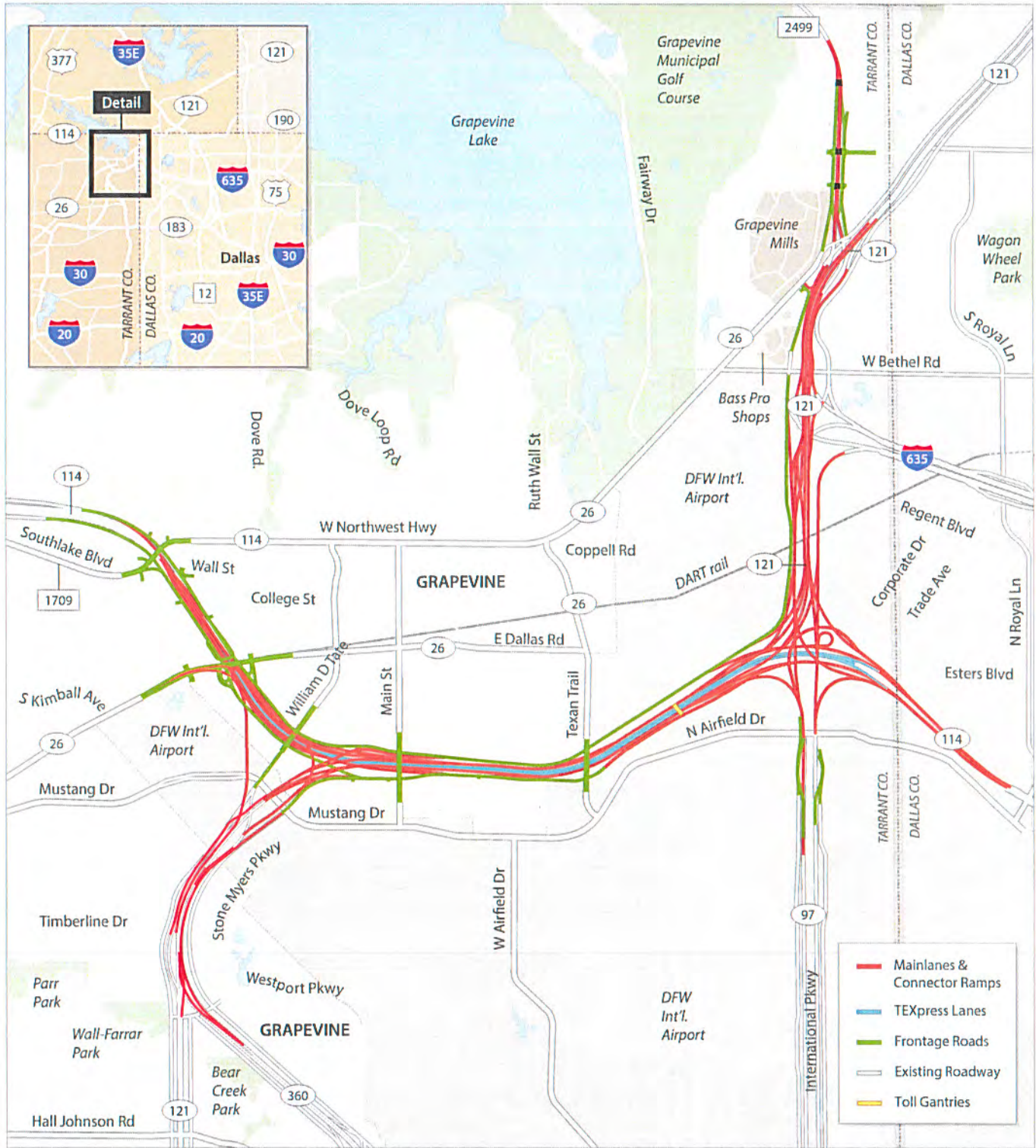
**COST: \$1 B (FUNDED BY TxDOT)**

- 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) 370-6846



**Project website:**  
[www.dfwconnector.com](http://www.dfwconnector.com)  
[www.txdot.gov](http://www.txdot.gov)  
 Keyword: "DFW Connector"  
 Toll-free project hotline:  
 877-411-4212

**Selma Santin**  
 Public Information Manager  
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 7651 Esters Blvd.  
 Irving, TX 75063  
 972-536-8620

**Jodi Hodges**  
 TxDOT Fort Worth District  
 Public Information Supervisor  
 2501 SW Loop 820  
 Fort Worth, TX 76133  
 817-370-6737



# 35EXPRESS

## 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

Interstate 35E (I-35E) serves the rapidly growing areas of southern and central Denton County, as well as the major Dallas suburbs immediately north of I-635. This corridor functions as a major artery for hundreds of thousands of commuters, as well as a primary link to major universities in the city of Denton, including the fourth-largest university in the state, the University of North Texas (UNT). In addition, I-35E is an important truck corridor and accommodates more than 12,000 trucks daily. The interstate also handles almost 200,000 total vehicles daily near I-635, and 128,000 vehicles a day across Lewisville Lake. Furthermore, due to the lack of continuous frontage roads across Lewisville Lake, there are no viable north-south commuting alternatives to I-35E at this crossing. Therefore, it is imperative to provide motorists reliable alternatives with a combination of continuous frontage roads and TEXpress managed lanes.

The \$4.8 billion project, proposed to be constructed in phases, would rebuild the entire 30-mile corridor and provide reversible managed lanes that feature dynamic pricing to keep traffic moving at 50 mph. Approximately \$1.4 billion in funding has been identified for Phase 1 of this project, which includes SH 121 regional toll revenue (RTR) funds dedicated to Denton County. Phase 2 of the project will occur when the additional funding becomes available.



Credit: AGL photo

**Construction at I-35E and Belt Line Road in Carrollton** continues as Belt Line is elevated above ground level and I-35E elevated over Belt Line.

### PROJECT HISTORY

- **1950s and 1960s** – I-35E constructed
- **Began 1998** – Major Investment Study for future expansion
- **Sept. 30, 2009** – Express Lane Demonstration Program approval by Federal Highway Administration
- **March 2012** – The Senate Bill (SB) 1420 Committee determined that Phase 1 of the project should be delivered as a design-build project with public financing and utilizing the Regional Transportation Council managed lane policy.
- **Issued 1/23/12; Received 3/23/12** – Request for Qualifications (RFQs)
- **Issued 7/13/12; Received 11/12/12** – Request for Proposals (RFPs)
- **Dec. 13, 2012** – AGL Constructors, comprised of Archer Western, Granite and LANE Constructors, were selected and awarded the contract
- **May 17, 2013** – Contract Executed
- **May 2013** – TxDOT issued Notice to Proceed (NTP) 1 to AGL to begin design; **Sept. 2013** – NTP 2 for construction
- **Late October 2013** – Construction began

### ENVIRONMENTAL REVIEW STATUS

- Environmental Assessment public meetings: 2008
- Environmental Assessment process: 2003-2012 (complete)

- Finding of No Significant Impact by FHWA: 12/28/11 – south segment; 1/28/11 – middle segment 1/31/12 – north segment
- All public hearings have been completed
- Phase 1 FHWA environmental concurrence: 2/15/13 – south segment; 4/18/13 – middle segment; 3/11/13 – north segment

### PROJECT FACTS

- South segment (I-635 to PGBT): 7.5 miles
- Middle segment (PGBT to FM 2181): 12.1 miles
- North segment (FM 2181 to US 380): 10.5 miles
- Additional general purpose lane in each direction: north of SH 121 to US 380
- Two reversible TEXpress Lanes (toll lanes) from I-635 to Turbeville/Hundley
- New southbound bridge over Lewisville Lake
- Belt Line Road intersection reconstruction
- Intersection/bridge improvements at Dickerson, FM 407, Garden Ridge, S. Denton/Oak, Turbeville/Hundley, Corinth, Post Oak, North Texas Blvd.
- **Substantial completion: Late summer 2017**

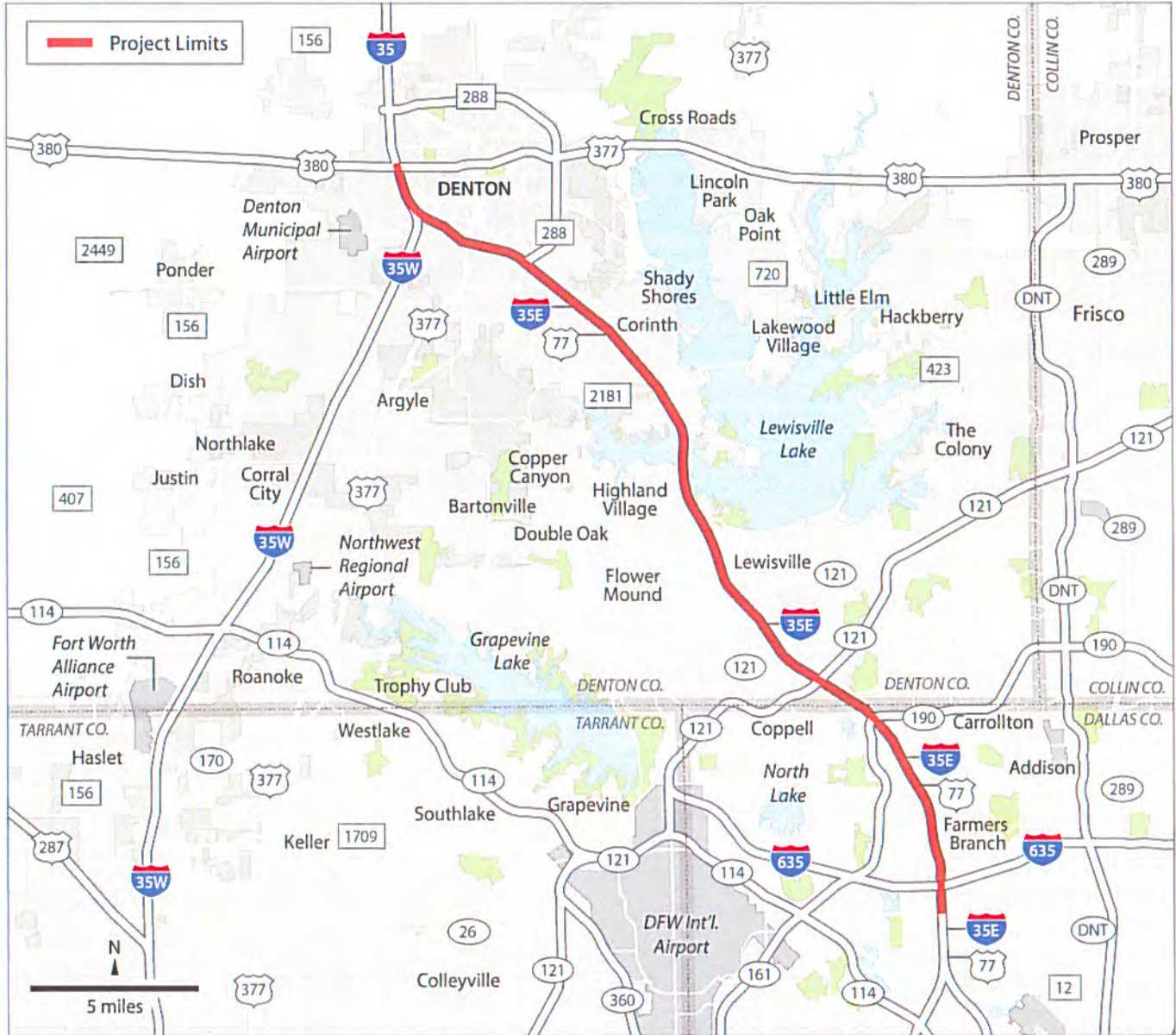
### PROJECT PROGRESS

- Traffic throughout the corridor has been shifted to the outside as work continues on the I-35E TEXpress Lanes. Toll gantries are being erected near the entrance and exit ramps.
- Construction continues on the connections of the I-35E/LBJ Express TEXpress Lanes
- The new collector/distributor bridges which will provide a direct connection between the Sam Rayburn Tollway and the President George Bush Turnpike to open by spring 2017.
- The FM 407 intersection is fully open with the exception of the north to south U-turn which is set to open in the first quarter of 2017.
- Rehabilitation of the original Lewisville Lake bridge is underway to accommodate NB traffic by spring 2017.
- The North Texas Blvd bridge is scheduled to fully open in early 2017 and the Post Oak Drive bridge will fully open by spring 2017.
- Work to elevate Belt Line Road continues. All Belt Line traffic has been shifted south.

### FUNDING

- Federal - \$460 million; State - \$979 million (including \$534 million in Denton County RTR funds and \$285 million TIFIA loan funds), Local - \$14 million





NOTE: Highlighted areas are not to scale.

TxDOT graphic

Roadway and Limits		Existing frontage road (FR) lanes (Each dir.)	Existing main lanes (Each dir.)	Existing HOV lanes (Each dir.)	Interim*** FR lanes (Each dir., 2016)	Interim*** general purpose lanes (Each dir., 2016)	Interim*** reversible managed lanes (2016)	Proposed frontage road lanes (Each dir., 2030)	Proposed general purpose lanes (Each dir., 2030)	Proposed managed lanes (Each dir., 2030)
<b>South:</b>	North of I-635 to President George Bush Turnpike	2-3*	3	1	2-3	3	2	2-3	4	2
<b>Middle:</b>	President George Bush Turnpike to Turbeville Rd.	2-3*	3	0	2-3	3** - 4	2	2-3	4	2
<b>North:</b>	Turbeville Rd. to U.S. 380	2-3	2	0	2-3	3	0	2-3	3	1-2

\* Discontinuous. \*\* PGBT to SH 121. \*\*\* Interim configuration relies primarily on use of existing pavement for expansion. Final configuration involves reconstruction of remainder of the corridor.

TxDOT graphic

PROJECT CONTACTS



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



Project Website: [www.35Express.org](http://www.35Express.org)

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 Public Information Coordinator  
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**Tony Hartzel**  
 TxDOT Dallas District  
 Public Information Supervisor  
 4777 E. Highway 80  
 Mesquite, TX 75150  
 (214) 320-4481



# 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 23 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 TEXpress Lanes in each direction.

The project will be built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) will construct Segment 3A, from north of I-30 to north of I-820 including the I-35W/I-820 interchange. The Texas Department of Transportation (TxDOT) is constructing Segment 3B, from north of I-820 to US 81/287. Segment 3C, from US 81/287 to Eagle Parkway, is expected to reach commercial close in early 2017. I-35W currently carries 102,000 vehicles daily near downtown Fort Worth and 127,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



Nov. 2016 - Future I-35W TEXpress Lanes at Western Center Boulevard

### 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

### PROJECT PROGRESS

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

- 62% complete
- Reopening the on-ramp to westbound Spur 280 from northbound I-35W
- Opening second lane to the on-ramp to I-30 from southbound I-35W
- Opening third lane of northbound I-35W from Northside Dr. to 28th St.
- Reopening off-ramp from northbound I-35W to 28th St.

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

- Restored two-lane merge from eastbound US 287 to southbound I-35W.
- Restored service to U-turns at Western Center Blvd., installed permanent traffic signals, and restored all turning movements to frontage road
- Completed frontage road bridge sidewalks over Big Fossil Creek
- Completed final driveway
- Will resume final pavement surface placement for mainlanes and ramps in spring 2017 when temperatures begin to warm
- Continuing construction of TEXpress Lanes on I-35W and completing the direct connectors to and from US 287

**THE 3C PORTION: (US 81/287 to Eagle Parkway)** TxDOT has received a proposal from NTEMP3 to build portion 3C. Commercial close is estimated in early 2017

### 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 Pkwy.) 8 miles

#### TEXPRESS LANES

- Segments 3A, 3B & 3C: Two NB and two SB lanes (3C Proposed)
- Max. initial travel cost: 75 cents per mile

#### COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$244 million
- Segment 3C: \$700 million (proposed)

#### FUNDING

- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$442 million developer equity; \$274 million Private Activity Bonds (PABs); \$145 million provided by Metropolitan Planning Organization; \$46.5 million interest income
- Segment 3B: \$135 million Category 12; \$65 million Fund 6

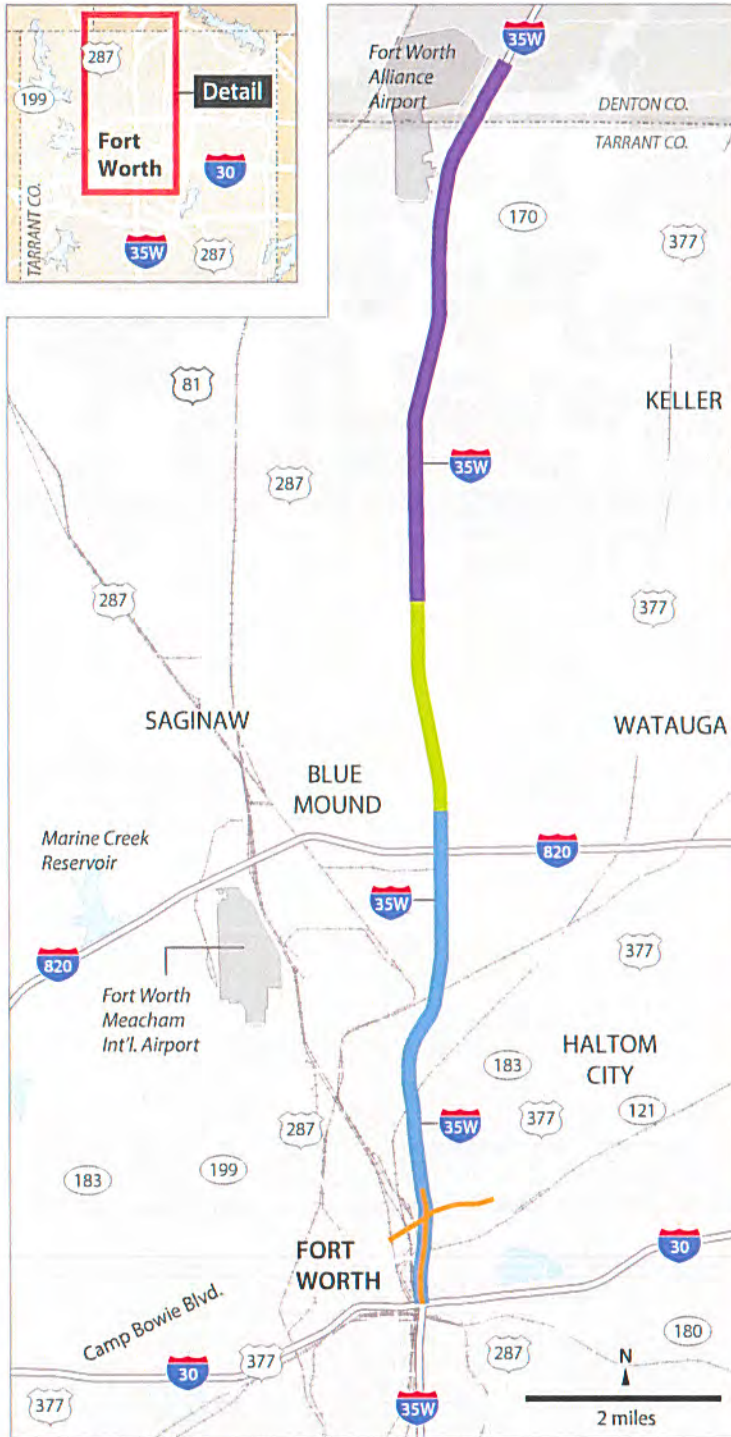
#### RIGHT OF WAY

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

#### CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; substantial completion - 2018
- Segment 3B: Construction start - April 2013; substantial completion - Late 2016
- Segment 3C: Commercial close - Early 2017





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 general purpose lanes. ^^ Currently not funded. Ultimate capacity remains a priority to the region.

SEG\* Roadway and Limits

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

Interim Configuration\*\*

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

SEG\* Roadway and Limits

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

Interim Configuration

General purpose lanes (Each dir.)	2
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2

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

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

SEG\* Roadway and Limits

<b>3A</b>	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

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

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

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

SEG\* Roadway and Limits

<b>3A II</b>	SH 121 Interchange ^^
--------------	-----------------------

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# HORSESHOE PROJECT

## 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 Horseshoe Project will improve traffic flow in the heart of downtown Dallas. The \$798 million project will replace the I-30 and I-35E bridges that cross the Trinity River, as well as reconstruct the interchange. The project will also feature the construction of the Margaret McDermott Bridge, Dallas' second signature bridge designed by Santiago Calatrava. The project was aptly dubbed the "Horseshoe Project" due to its U-shape (see map) and has been given the highest priority due to the increasing bridge maintenance costs.

Within the project limits, I-30 and I-35E carry more than 460,000 vehicles per week day ranking it the 20 most congested roadways in Texas. There is rapid deterioration of bridges built in the 1930s and 1950s which has led to increasing maintenance and repair costs in recent years. Local stakeholders raised the priority to develop a financially attainable solution that addressed the safety and congestion concerns.



PLC photo

Pictured above is an aerial view of the Margaret McDermott Bridge construction on I-30 looking east toward downtown Dallas.

### PROJECT HISTORY

- **Sept. 2012** – Federal Environmental Clearance
- **Oct. 2012** – Receive Final Proposals
- **Nov. 2012** – Conditional Award/Selection
- **Feb. 2013** – Contract Execution
- **Apr. 27, 2013** – Groundbreaking ceremony in downtown Dallas

### PROJECT PROGRESS

- Construction continues on Dallas' second signature bridge, the Margaret McDermott Bridge on I-30 over the Trinity River. Both the EB and WB arches are complete. Crews are currently preparing to start placing the deck.
- Work continues on the second phase of the EB mainlane bridge over the Trinity River.
- Permanent concrete paving continues in the mixmaster under the Houston and Jefferson viaducts.
- The new northbound I-35E bridge in the Mixmaster is complete

### PROJECT FACTS

This project is made possible by legislation passed in 2011, which provided TxDOT with additional tools in the form of "design-build" authorization as well as additional Proposition 12 funding.

The new tools provide the opportunity to close the project funding gap and construct the project at least four years sooner than conventional project development methods could. Utilizing design-build allowed the project to get underway by late-2013 and be completed as early as summer 2017.

**LENGTH:** 5 miles

**LIMITS:** I-30 from Hotel Street west to Sylvan Avenue and I-35E from Eighth Street north to Commerce Street

#### RIGHT OF WAY

- All parcels are acquired and are held in the name of the State of Texas

#### CONSTRUCTION DATES

- Construction began in October 2013 and is scheduled for completion in summer 2017.

### FUNDING

Prop 12 (P2 PE/ROW; P2 TMA; P2 Bridge; P1 Anticipated)	\$604.7 M
Prop 14	\$7 M
SH 121 RTR	\$21.4 M
Cat 10 HPS/DEMO Earmarks	\$106.3 M
Cat 6 Federal Bridge	\$75 M
Cat 7 STP-MM	\$4.45 M

SOURCE: TxDOT

TxDOT graphic





# PRELIMINARY HORSESHOE SCHEMATIC (APRIL 2012)

DALLAS DISTRICT



SOURCE: Texas Department of Transportation.

TxDOT graphic

## PROJECT CONTACTS



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# MIDTOWN EXPRESS

## TxDOT PROJECT TRACKER

DALLAS & FORT WORTH DISTRICTS



"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 (SH 183 Managed Lanes Project) is an interim project that will increase 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. The current roadway dates back to 1959, and has remained relatively unchanged since 1973 when an additional mainlane in each direction was added. Today, the highway serves as a primary artery between Dallas and Fort Worth, but it can no longer adequately meet the demand of 150,000 to 170,000 vehicles per day. Plans include increasing 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 designed to keep traffic moving at 50 mph. The ultimate project for these roadways is not currently funded.



SouthGate Constructors photo archive

November 2016 — Loop 12 at SH 183.

### 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** – The contract between TxDOT and SouthGate executed
- **December 2, 2014** – The project reached Notice to Proceed 1 (NTP1) and **February 5, 2015** – Notice to Proceed 2 (NTP2)

### PROJECT PROGRESS

#### SH 114

- SH 114 is anticipated to be complete in late 2017.
  - Final pavement has been placed from Belt Line Rd. to DFW Airport

#### SH 183

- Construction is 40% complete.
- Utility relocation in Irving is 80% complete.

- The project team recently finished:
  - Deck pours on eastbound SH 183 over the Elm Fork of the Trinity River.
  - Partial demolition of Esters Rd. bridge
- Project team is currently:
  - Placing girders, pouring bridge decks and painting direct connections between SH 183 and Loop 12.
  - Constructing bridges and walls at all major intersections in Irving and Euless

#### Loop 12

- Major traffic switches implemented on north and southbound Loop 12 between I-35E and SH 183.

### MIDTOWN EXPRESS PROJECT (EST. 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 and 12 as well as a pending Transportation Infrastructure Finance and Innovation Act (TIFIA) loan

#### RIGHT OF WAY

- Acquisition is 94% complete

#### PROJECT

- Obtain right of way/ relocate utilities
- Reconstruct portions of frontage roads
- Reconstruct portions of mainlanes
- Construct one TEXpress Lane 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 (EST. OPERATION TBD)

#### COST

- \$2.5 billion (funding not identified)

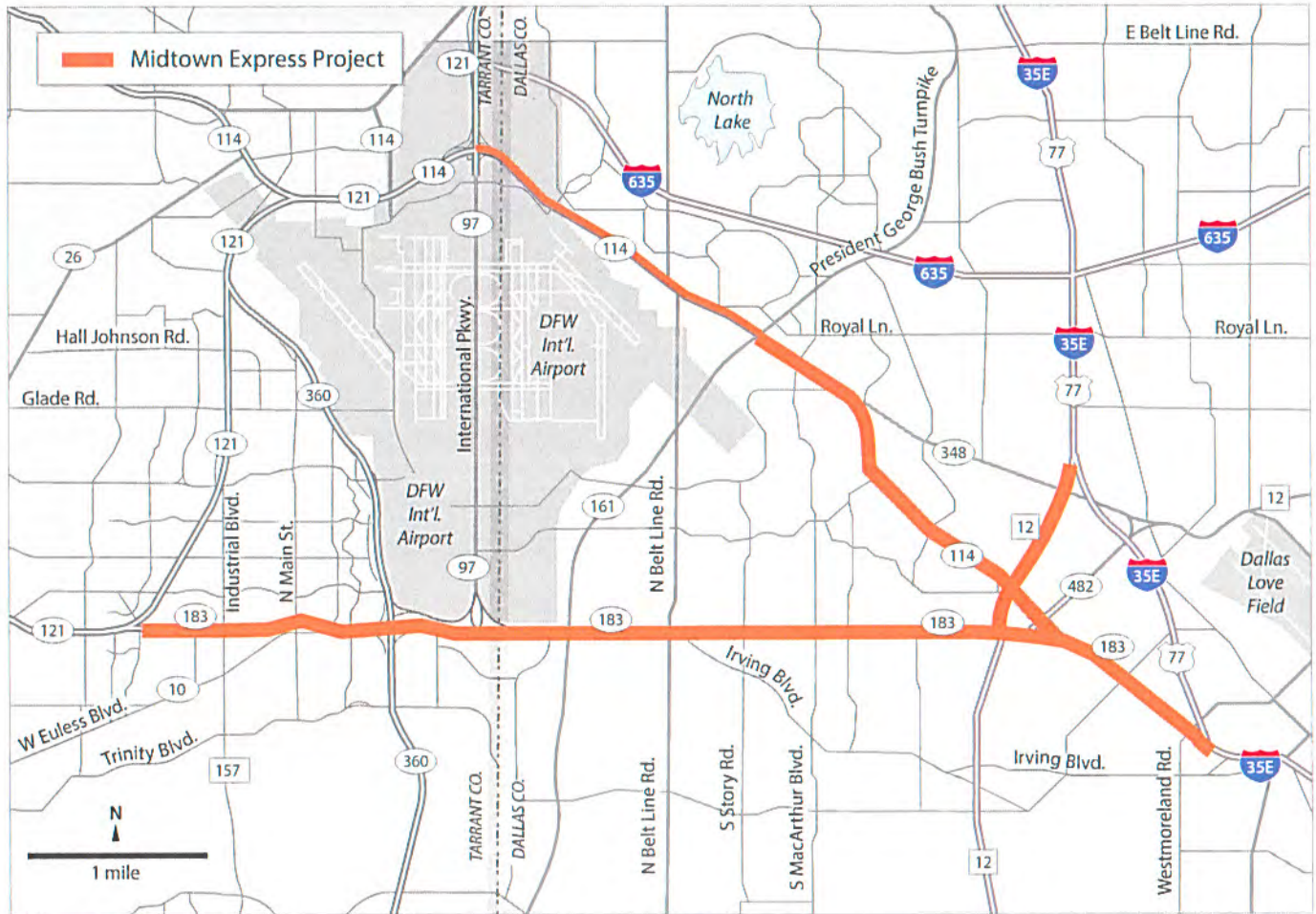
#### PROJECT

- 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 completion

### SCHEDULE

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





NOTE: Not to scale.

TxDOT graphic

### SH 183 BETWEEN SH 121 AND I-35E

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

### SH 114 BETWEEN INTERNATIONAL PKWY AND ROCHELLE BLVD

	Managed 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 Configuration	2	4	2 - 4

### LOOP 12 BETWEEN SH 183 AND I-35E

	Managed 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 Configuration	2R	4	2 - 3

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

TxDOT graphic

## PROJECT CONTACTS



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# SH 360 SOUTH

## 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

SH 360 has mirrored the growth of southern Tarrant County for decades. The Texas Department of Transportation (TxDOT) first developed and opened portions of SH 360 in 1958, and the department has regularly improved and expanded one of the region's major north-south arteries ever since. South of Interstate 20, TxDOT has completed four projects since 1994 that extend mainlanes to Green Oaks Boulevard SE and extend frontage roads to US 287. Construction on the SH 360 toll lanes south of I-20 to US 287 began in November 2015 as part of a public-public partnership between TxDOT, the North Texas Tollway Authority (NTTA), and the North Central Texas Council of Governments (NCTCOG). The initial SH 360 project will add two toll lanes in each direction from approximately two miles south of I-20 near East Sublett Road to US 287. The project will be built using the design-build construction method, which typically cuts construction time in half.



November 2016 - Future SH 360 bridge over Bowman Branch

### PROJECT HISTORY

- **1994** – First frontage road project south of I-20 (I-20 to New York Avenue)
- **1997** – Frontage road project (New York Avenue to East Broad Street)
- **2003** – Frontage road project (East Broad Street to US 287)
- **2006** – Interchange project at Green Oaks Blvd. including mainlanes from I-20 to Sublett Road
- **Dec. 5, 2013** – The Regional Transportation Council (RTC) approved a resolution to financially backstop TxDOT's \$300 million loan to develop, finance and construct SH 360
- **Jan. 16, 2014** – Environmental clearance received
- **Feb. 19, 2014** – NTTA's Executive Board approved the TxDOT/NTTA Project Development Agreement (PDA)
- **Feb. 27, 2014** – The Texas Transportation Commission (TTC) approved the PDA and authorized TxDOT to issue a Request for Qualifications (RFQ)
- **Mar. 11, 2014** – TxDOT issued an RFQ
- **Sept. 8, 2014** – TxDOT released the final Request for Proposals (RFP)
- **Feb. 26, 2015** – The Texas Transportation Commission conditionally awarded the development contract to Lane-Abrams Joint Venture
- **May 2015** – The contract between TxDOT and Lane-Abrams Joint Venture was executed
- **Oct. 21, 2015** – Groundbreaking held

### PROGRESS

- Paving of mainlanes from Camp Wisdom Road to US 287 is currently ongoing.
- Work continues with the new US 287 mainlane bridges over SH 360.
- The Webb Lynn Road/Lynn Creek Parkway crossover bridge is expected to be completed and open in early 2017. The Broad Street bridge is scheduled for completion in spring 2017, with the Heritage Parkway bridge and Debbie Lane/Ragland Road bridges scheduled for completion in summer 2017.
- In early 2017, detours for bridge construction will occur at Sublett Road/Camp Wisdom Road.

### PROJECT FACTS

#### LENGTH

- Green Oaks Blvd. to US 287: 9.7 miles

#### COST

- Initial project cost: \$330 million with the partnerships

#### INITIAL PHASE

- Sublett Road/Camp Wisdom Road to US 287: Two toll lanes each direction
- Continuous non-tolled frontage roads
- US 287 NB and SB mainlane bridges over SH 360 frontage road
- A portion of US 287 NB frontage road and ramps
- Cross street improvements

### ULTIMATE PHASE

- Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road: Four toll lanes each direction
- Debbie Lane/Ragland Road to US 287: Three toll lanes each direction
- US 287 interchange improvements, will include direct connectors to and from SH 360 northbound.
- Funds for the ultimate phase have not been identified

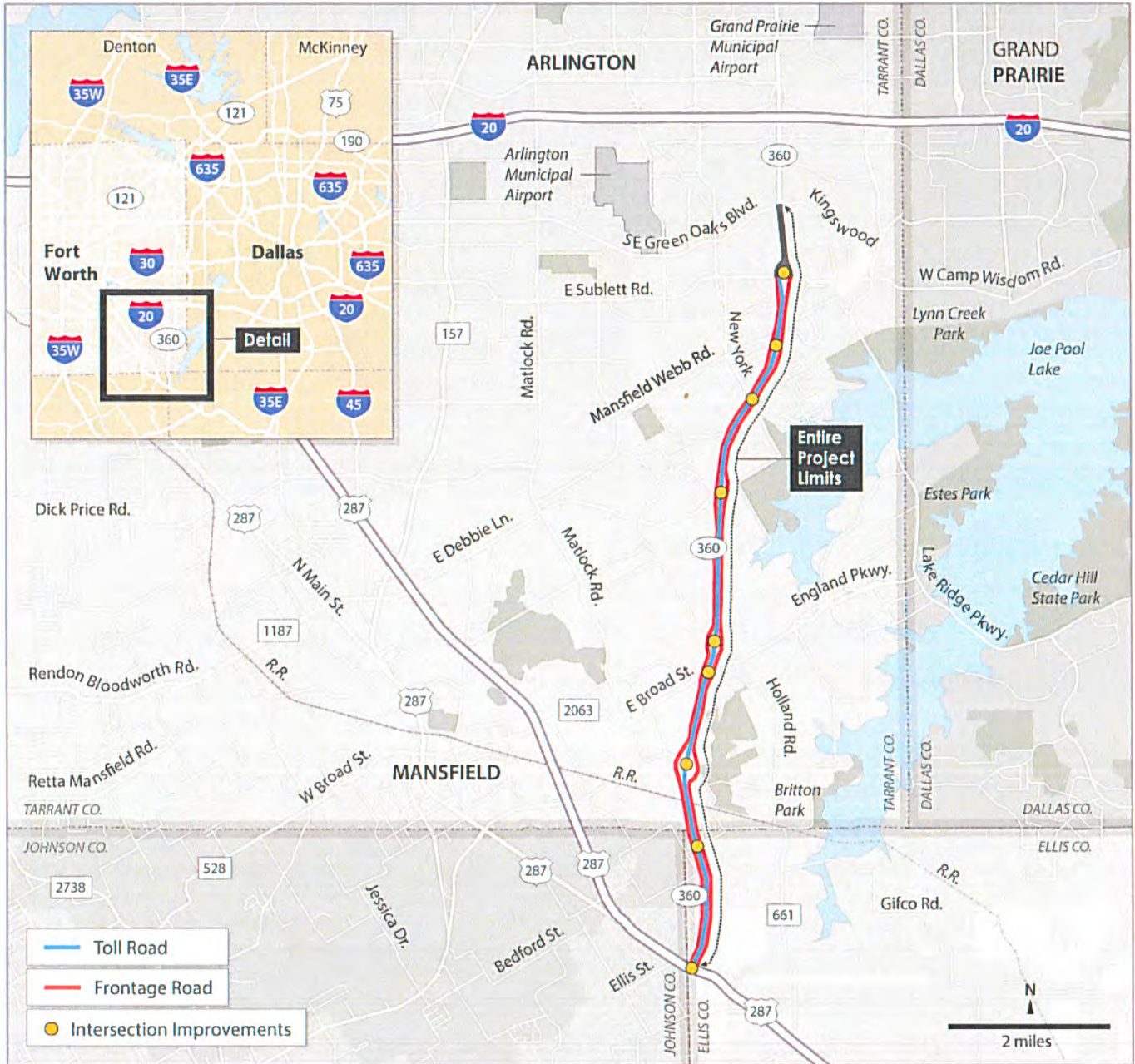
### TRAFFIC COUNTS (VEHICLES PER DAY, 2015)

- At Bardin Road: 89,000
- At Southeast Parkway: 53,000
- At Holland Road: 31,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

### ANTICIPATED SCHEDULE (INITIAL)

- Start of construction: November 2015
- Substantial completion: Spring 2018





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

Roadway and Limits	Existing frontage road lanes (Each direction)	Initial frontage road lanes (Each direction, late 2017)	Initial toll lanes (Each direction, late 2017)	Ultimate toll lanes (Each direction)
SH 360 from Sublett Road/Camp Wisdom to East Broad Street	2	2	2	4
SH 360 from East Broad Street to US 287	1-2	2	2	3

SOURCE: Texas Department of Transportation.

TxDOT graphic

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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 growing transportation needs of the Metroplex, the Texas Department of Transportation (TxDOT) started construction on the \$233 million Interstate 30/State Highway 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 I-30 and SH 360 mainlanes will also be built with additional auxiliary lanes added to I-30, one lane 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.



Bridge column 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/SH 360 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 re-evaluation 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

- Utility relocation underway throughout project along I-30, SH 360 frontage roads, Avenue F and Avenue G

- Constructing bridge substructures for southbound frontage road between Lamar Boulevard and Six Flags Drive, and new direct connector ramps (1) for I-30 eastbound to SH 360 northbound and SH 360 southbound, (2) for SH 360 southbound to I-30 westbound and I-30 eastbound, (3) for SH 360 northbound to I-30 eastbound, and (4) I-30 westbound to SH 360 southbound
- Began constructing I-30 mainlane and collector-distributor structures at Johnson Creek
- Closed I-30 HOV lane until project completion for construction in median
- Placed temporary detour pavement on SH 360 southbound frontage road and on I-30 westbound mainlanes

#### 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.

#### 2015 TRAFFIC COUNTS (project area)

- I-30 - 133,000 vehicles per day
- SH 360 - 183,000 vehicles per day

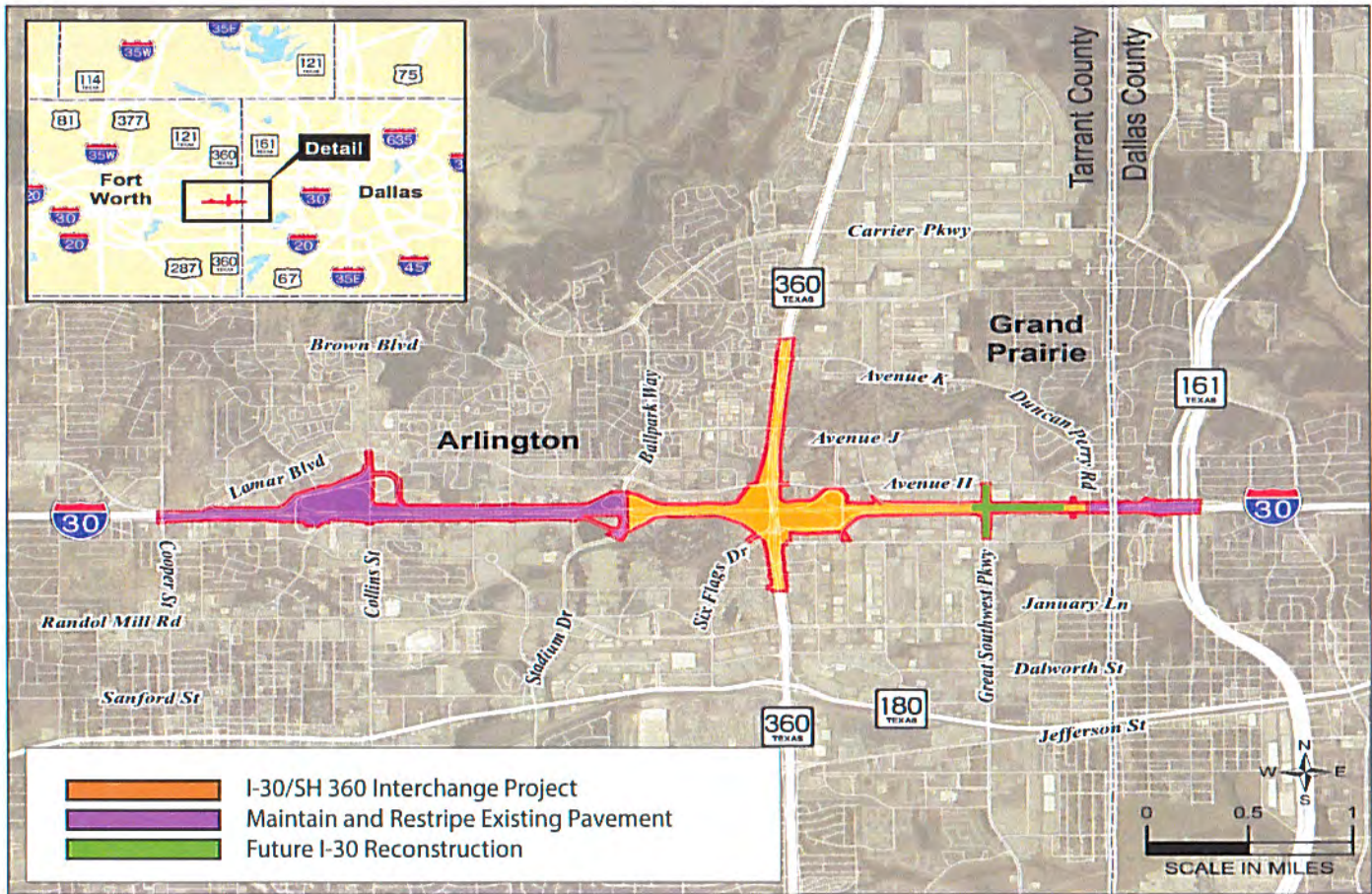
#### ANTICIPATED COMPLETION

- 2020

#### 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	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
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

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