Texas Department of Transportation

II. ADVANCED PLANNING

4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement

A FACTORY-THEMED METAPHORICAL TAKE ON THE BUSINESS OF BUILDING ROADWAYS

I. FUNDING SOURCES

1. Motor Fuel Taxes
2. Vehicle Registration Fees
3. Federal Reimbursements
4. Prop 1/Prop 7

Texas Department of Transportation

This month’s comment: “Special thanks to the 635 East project team who quickly responded to a concern from a citizen about road debris. ‘Thanks for the speedy reply!’” – John N.

Texas Department of Transportation

NORTHBOUND I-35 IMPROVEMENT PROJECT
AT US 380 “RAMPS” UP

The project will reverse the northbound entrance and exit ramps on US 380. It will provide an additional lane capacity at the northbound I-35 frontage road and US 380 intersection to address increased traffic in the area.

DENTON COUNTY – Construction began last month on a safety improvement project on northbound I-35 at US 380 in Denton County. The project will reverse the northbound entrance and exit ramps and add lane capacity at the northbound I-35 frontage road and US 380 intersection to address increased traffic in the area.

The current entrance ramp north of Oak Street will be reconstructed to serve as the exit ramp. The current exit ramp to US 380 will be reconstructed as an entrance ramp. Reversing the ramps will increase safety and mobility by eliminating queuing on the mainlanes from exiting traffic. It will also reduce merging and weaving on the I-35 frontage road. The $18 million project is expected to wrap up by early 2022, weather permitting.

The project is an interim safety improvement before a larger I-35 widening project is expected to begin construction in 2023. Eventually the I-35 entrance and exit ramps at US 380 will be braided, where one ramp crosses the other.

TxDOT is encouraging drivers to remain aware in the work zone while these much-needed improvements are being made. Work zones present a different and sometimes challenging environment for drivers to navigate.

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SEPTEMBER 2021 LET PROJECTS

<table>
<thead>
<tr>
<th>CSJ NUMBER</th>
<th>HWY</th>
<th>LIMITS</th>
<th>TYPE OF WORK</th>
<th>EST. COST ($)</th>
<th>BID ($)</th>
<th>%</th>
<th>EST. TOTAL COST ($)</th>
<th>CONTRACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>0009-02-065</td>
<td>SH 78, US 80</td>
<td>SH 78: Lavan Rd to Stratford Dr., US 80 N 3 to E of N Galloway Ave.</td>
<td>Concrete full depth repair on frontage roads and pavement markings and jughandles</td>
<td>$2.35</td>
<td>$2.05</td>
<td>-12.78</td>
<td>$2.99</td>
<td>Silver Creek Construction, Inc.</td>
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<tr>
<td>0092-02-125</td>
<td>I-45</td>
<td>At Dowdy Ferry Rd.</td>
<td>Construct intersection improvements, including Texas a-turn and turn lanes</td>
<td>$3.30</td>
<td>$3.36</td>
<td>1.72</td>
<td>$4.75</td>
<td>Gill-Bell Construction Co.</td>
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<tr>
<td>0018-07-148</td>
<td>Malley Bridge Rd. at Parsons Slough</td>
<td>Malley Bridge Rd. at Parsons Slough</td>
<td>Replace bridge and approaches</td>
<td>$1.45</td>
<td>$1.77</td>
<td>21.83</td>
<td>$1.73</td>
<td>Sema Construction, Inc.</td>
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<tr>
<td>1311-01-058</td>
<td>FM 1171</td>
<td>Long Prairie Rd. to N Garden Ridge Blvd.</td>
<td>Construction of landscape work consisting of planting and erosion</td>
<td>$0.32</td>
<td>$0.31</td>
<td>-1.04</td>
<td>$0.40</td>
<td>Central North Construction, LLC</td>
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<tr>
<td>0018-00-310⁰</td>
<td>VA</td>
<td>Various locations in the Dallas District</td>
<td>Non-site specific installation of traffic signals</td>
<td>$2.50</td>
<td>$2.44</td>
<td>-2.24</td>
<td>$3.00</td>
<td>Durable Specialties, Inc.</td>
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</tbody>
</table>

*Estimations.

DISTRICT FY 2021 Letting Volume Cap includes the IH 35E Phase II project for $764,859,423.

Unmapped.

³Unmapped.

District FY 2022 Letting Volume Cap includes the District Volume Cap subject to change pending final FIN Division Approval.

October 2021 Projected Letting Projects (Subject to change)

<table>
<thead>
<tr>
<th>CSJ NUMBER</th>
<th>HWY</th>
<th>LIMITS</th>
<th>TYPE OF WORK</th>
<th>EST. COST ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1662-04-061</td>
<td>SH 31</td>
<td>FM 55 to west of FM 2555</td>
<td>Pavement repair, overlay, and pavement markings</td>
<td>$2.57</td>
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<tr>
<td>2555-01-013</td>
<td>FM 2578</td>
<td>US 175 WB frontage road to FM 987</td>
<td>Overlay, rumble strips and pavement markings</td>
<td>$1.49</td>
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<tr>
<td>0047-04-060⁰</td>
<td>VA</td>
<td>Various locations in the Dallas District</td>
<td>Seal coat &amp; pavement marking</td>
<td>$11.59</td>
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Estimated Total: $15,45 M

Completed Construction Projects (from September 1-30, 2021)

<table>
<thead>
<tr>
<th>CSJ NUMBER</th>
<th>HWY</th>
<th>LIMITS</th>
<th>TYPE OF WORK</th>
<th>EST. COST ($)</th>
<th>COMPLETED DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>0047-04-168</td>
<td>US 75</td>
<td>PGBT to SH 121</td>
<td>Full depth concrete repair</td>
<td>$2.15</td>
<td>9/10/2021</td>
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<tr>
<td>2314-04-060</td>
<td>I-20 North Main Street to Camp Wisdom Road in Duncanville</td>
<td>Construct 0 to 4 lane frontage road</td>
<td>$11.97</td>
<td>9/15/2021</td>
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<td>0018-00-305⁰</td>
<td>VA</td>
<td>Various Locations on SL 12 and US 287</td>
<td>Install cable barrier</td>
<td>$4.22</td>
<td>9/10/2021</td>
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</table>

Estimated Total: $18.34 M

Dallas District Projects Map

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

PROJECT HISTORY
- FHWA Schematic Approval – Spring 2016
- Public Hearing – July 2016
- Design-Build Contract Executed with Pegasus Link Constructors (PLC) - June 2017

PROJECT PROGRESS
- Traffic switches completed to open portions of the new pavement for new ramps along southbound and northbound I-35E
- Work continues for the Marsalis, Illinois, Louisiana, Ewing and 12th St bridges over I-35E
- Continued progress on earthwork, drainage, concrete pavement, retaining walls and bridge construction in multiple areas of the project

PROJECT DETAILS
- Length: 11 miles
- Estimated Completion: Summer 2022

ESTIMATED FUNDING
<table>
<thead>
<tr>
<th>Category</th>
<th>Estimated Funding</th>
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<tbody>
<tr>
<td>CAT 2</td>
<td>$50 M</td>
</tr>
<tr>
<td>CAT 5 (CMAQ)</td>
<td>$54.3 M</td>
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<tr>
<td>CAT 7</td>
<td>$54.1 M</td>
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<tr>
<td>CAT 11</td>
<td>$260 M*</td>
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<tr>
<td>CAT 12</td>
<td>$168 M</td>
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<tr>
<td>RTR Funds</td>
<td>$39.6 M</td>
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<tr>
<td>Strat 102 (ROW Cost)</td>
<td>$40 M</td>
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<tr>
<td><strong>Total Funding</strong></td>
<td><strong>$666 M</strong></td>
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</tbody>
</table>

*Congestion Relief Funding

ESTIMATED COSTS
<table>
<thead>
<tr>
<th>Item</th>
<th>Estimated Cost</th>
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<tbody>
<tr>
<td>Construction</td>
<td>$530.3 M</td>
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<tr>
<td>Utilities</td>
<td>$16.3 M</td>
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<tr>
<td>Design/QA/CM</td>
<td>$79 M</td>
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<tr>
<td><strong>Total Design/Build Contract</strong></td>
<td><strong>$625.6 M</strong></td>
</tr>
<tr>
<td>ROW (state costs)</td>
<td>$40 M</td>
</tr>
</tbody>
</table>

*Subject to change.
OVERVIEW:
The 11-mile 635 East Project will reconstruct and widen I-635 from US 75 to I-30, including the I-635/I-30 interchange. The general-purpose lanes will be expanded and the existing tolled managed lanes will be rebuilt. When complete, there will be a total of 10 general purpose lanes and two tolled managed lanes. The project will also include the construction of continuous frontage roads and provide numerous intersection improvements.

I-635 East originally opened in 1969 and was designed to accommodate 180,000 cars per day. Recently, the average daily traffic on I-635 reached 230,000. This increase has contributed to the roadway’s top 30 ranking on Texas’ most congested roadways list. The Texas Transportation Commission has designated the 635 East Project as part of the statewide Texas Clear Lanes initiative, organized to address the most congested roadways in the state’s metropolitan areas. The project is designed to relieve congestion, provide local connectivity and improve safety.

Here’s an aerial view of the I-635/I-30 interchange, looking northeast along I-30.

PROJECT HISTORY
• Public Meeting – April 19, 2016
• FHWA Schematic Approval – May 1, 2014 (Skillman/Audelia interchange), July 21, 2017 (I-635 East Schematic)
• Public Hearing – Jan. 31, 2017
• FHWA Environmental Clearance – Jan. 20, 2003 (original FONSI), June 23, 2015 (Skillman/Audelia interchange) and April 24, 2017 (revised schematic)
• Design-Build Contract
  – May 30, 2019 - Conditional Award
  – Aug. 22, 2019 - Contract Execution
  – Sept. 9, 2019 - Notice to Proceed 1 (NTP1)
  – Jan. 24, 2020 - Notice to Proceed 2 (NTP2)

PROJECT PROGRESS
• Fall 2021 – Frontage road and ramp shifts at Royal Lane, Jupiter Road and Plano Road
• Fall 2021 – Continue I-30 mainlane construction between Gus Thomasson Road and Northwest Drive
• Fall 2021 – Ongoing project-wide utility work and drainage construction
• Work Scheduled for Late 2021 Includes:
  – Ongoing bridge construction at various cross streets along I-635 including Forest Lane, Abrams Road, Walnut Hill Lane/Kingsley Road, Jupiter Road, Northwest Highway, Centerville Road/Ferguson Road and La Prada Drive
  – Pavement construction at Skillman Street along I-635 and continued temporary bridge construction on the west side of Skillman Street
  – Continue direct connector ramp construction at the I-30/I-635 interchange

PROJECT DETAILS
• Limits:
  – I-635 from east of US 75 to I-30
  – I-30/I-635 interchange
• Length: 11 miles
• Cost: $1.7 billion (Design and Construction)
• Funding: Funding sources include CAT 2, 3, 5, 7, 11 and 12
• Right Of Way: Acquisition is 100% complete
• Project:
  – Reconstruct the GPLs and construct one additional lane in each direction
  – Construct continuous FRs consisting of two or three lanes in each direction
  – Reconstruct the I-635/I-30 interchange
  – Reconstruct the existing single tolled managed lane in each direction between US 75 and I-30
  – Reconstruct the Skillman St. bridge

TEXAS CLEAR LANES
The Texas Transportation Commission has designated the 635 East Project as part of the statewide Texas Clear Lanes initiative, which addresses the most congested areas in the state.

PROJECT SCHEDULE
• Spring 2020 – Construction start
• Late 2024 – Substantial Completion

I-635 East originally opened in 1969 and was designed to accommodate 180,000 cars per day. Recently, the average daily traffic on I-635 reached 230,000. This increase has contributed to the roadway’s top 30 ranking on Texas’ most congested roadways list. The Texas Transportation Commission has designated the 635 East Project as part of the statewide Texas Clear Lanes initiative, organized to address the most congested roadways in the state’s metropolitan areas. The project is designed to relieve congestion, provide local connectivity and improve safety.
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NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic