

FORT WORTH DISTRICT PARTNERS



I-820 East Loop Groundbreaking Aug. 13

I-820 East Loop

Local and state officials broke ground Aug. 13 on the I-820 East Loop. The \$174 million project will reconstruct I-820 from SH 121/183 to Randol Mill Road. The four-mile project will add one mainlane in each direction and replace the SH 10 and Trinity River bridges. This Texas Clear Lanes project is estimated for substantial completion in 2022.

 keep820moving.org

I-635/SH 121 Interchange

A groundbreaking was held on Aug. 13 for the I-635/SH 121 interchange. The \$370 million project will widen SH 121 north of the Dallas Fort Worth International Airport and reconstruct the interchange at I-635 and the direct connectors at SH 26 and FM 2499. This Texas Clear Lanes project is estimated for substantial completion in 2022.

 dfwconnector.com

SH 121

Construction begins this winter to add peak-use lanes on SH 121 from SH 183 to Glade Road. The three-mile project will ease congestion by widening the inside shoulders for use as additional lanes during peak-use periods. The \$21 million project includes a competitive time incentive in the contractor bid which could

accelerate construction by five months. It is estimated for completion in 2020.

FM 156

Construction begins in early 2019 to widen FM 156 from US 81/287 to McLeroy Boulevard. The four-mile project will widen FM 156 from two to four lanes with a raised curbed median and sidewalks. The \$49 million project is estimated for completion in 2022.

Don't Mess With Texas

For 30 years, TxDOT's "Don't mess with Texas" campaign has forged partnerships with the likes of Stevie Ray Vaughan, George Strait, Willie Nelson and LeAnn Rimes to share its important message. Now the search is on for a new amateur musical talent to represent the iconic litter-prevention campaign. The "Don't mess with Texas" Song Search Contest invites undiscovered Texans to compose an original 30-second song, incorporating the campaign's anti-litter message. The entries are being collected online where the public can vote on their favorites through October.

 dontmesswithtexas.org

OPTIMIZE system performance

TxDOT is working to expand its busiest metropolitan corridors.

Nine of the state's 100 most congested highways are located in Tarrant County. Six of these highways will be expanded and open to traffic between now and 2022.

Expanding these six highways will help address delays totaling:

12 million annual hours stuck in traffic

\$243 million annual cost to the Texas economy

AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
SEP	FM 731	FM 917 to SH 174, Johnson County	Pavement overlay & repairs	\$1.9	\$1.9	-3.3
	SH 337 & SH 254	Various locations, Palo Pinto County	Rumble strips	\$0.1	\$0.1	-36.4
	SH 121	SH 183 to Glade Rd Bedford & Euless	Widen shoulder for peak-hour use	\$22.1	\$20.5	-7.1
	I-820	At Spur 303 & Sun Valley Dr	Bridge repairs	\$0.7	\$0.7	-8.8

PROJECTED PROJECTS

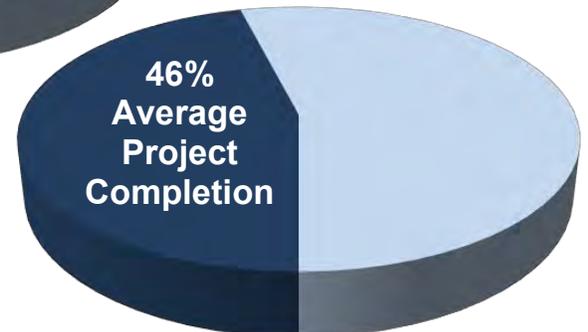
	Hwy	Limits	Type of Work	Estimate (millions)
DEC	Various roadways	Districtwide	Seal coat	\$13.7
	Various locations	Tarrant County	Illumination	\$2.8
	Various locations	Tarrant County	ITS equipment upgrades	\$0.3
JAN	US 281	1st St to 2nd St, Mineral Wells	Pedestrian improvements	\$0.5
	I-20	Hudson Oaks Dr to FM 1187	Pavement repairs	\$4.5
	US 67	SH 144 to the Paluxy River Bridge Glen Rose	Pavement overlay & repairs	\$2.2
	SH 180	Fielder Rd to 23rd St	Pavement overlay & repairs	\$6.6



\$217 M PROPOSED LETTING



FY 2019 CONSTRUCTION*



TOTAL CONTRACTS \$4.3 B

*includes CDAs

The Texas Department of Transportation is moving forward on the US 377 Relief Route to construct a three-mile relief route west of the city of Cresson.

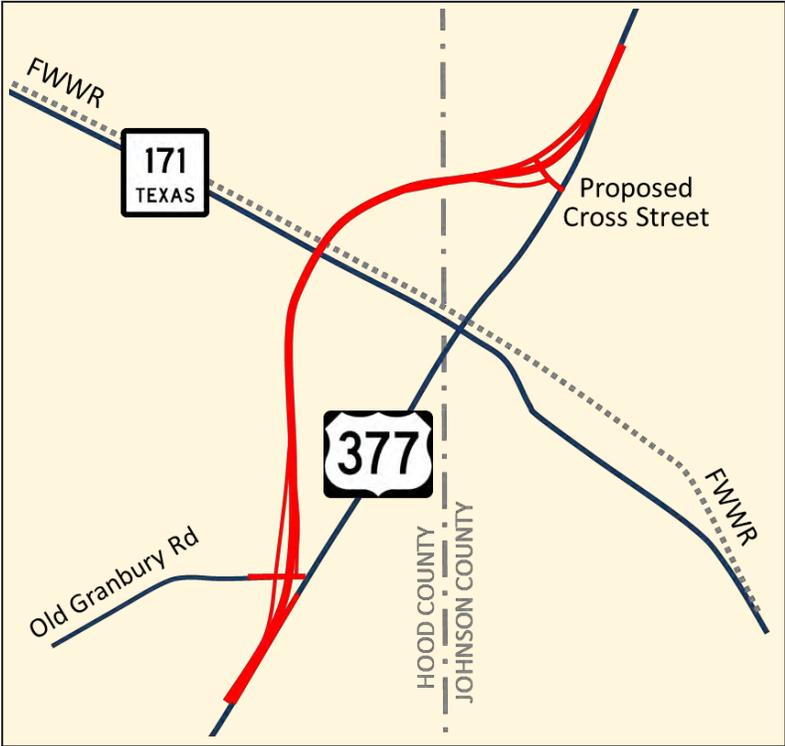
The relief route will be a new four-lane divided highway on US 377 between Fort Worth and Granbury beginning one mile south of the intersection of US 377 and SH 171 and ending one mile north of the same intersection. The relief route that includes an overpass will alleviate congestion at the current at-grade crossing with the Fort Worth & Western Railroad (FWWR) rail line.

In August, TxDOT awarded the \$61 million construction contract to Zachry Construction Corporation of San Antonio. Construction on the relief route will begin early next year in coordination with a groundbreaking event. The project is estimated for completion in 2022.

The project will improve safety and mobility by circumventing the busy FWWR at-grade railroad crossing and nearby rail switching yard which impacts traffic flow on US 377 in Cresson. Currently, 20,500 vehicles per day travel on US 377 in Cresson. This is projected to increase to 33,900 vehicles per day in 2035.



CRESSON RELIEF ROUTE



 txdot.gov • US 377 Relief Route



PARTNERS

October 2018



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



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 SoberRides.org

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.

PROMOTING CHILD PASSENGER SAFETY IN THE DALLAS DISTRICT

DALLAS — As part of its September "Save Me with a Seat" campaign, the Texas Department of Transportation spent the month urging parents to sign up for a free child safety seat check-up at any of its 25 district offices located throughout the state.

"Selecting the proper child safety seat can be a challenge, and it's important for parents to avoid the most common mistakes," said Jennifer Godina, a TxDOT contract specialist in the Ellis County Maintenance Office and the Dallas District's child passenger safety instructor.

The National Highway Traffic Safety Administration has found that two out of three safety seats are not used correctly. But when properly installed, a child safety seat can reduce the risk of fatal injury by 71 percent for infants and by 54 percent for toddlers.

Along with its awareness campaign, TxDOT has launched www.savemewithaseat.org to help parents learn about the different types of safety seats and whether their child may need a rear-facing, forward-facing or booster seat.

According to safety tips on the website, it is important for children to ride in a safety seat that is appropriate for their size. Infants and toddlers, up to age 2, should ride in a rear-facing safety seat until they reach the highest weight or height allowed by their safety seat's manufacturer.

School-age children are safest riding in a forward-facing safety seat or booster seat until the vehicle's seat belt fits them properly, usually when they are taller than 4 feet 9 inches and between 8 and 12 years old.

In 2017 in Texas, 73 children younger than 8 years old were killed and 408 were seriously injured in passenger vehicle crashes. Of the 73 children killed, 16 were unrestrained at the time of the crash.



Photos at left and lower-left: Jennifer Godina, the Dallas District's child passenger safety instructor, speaks with TV reporters about properly installing child safety seats.



SOURCE: Texas Department of Transportation



TxDOT image

"Nothing is more valuable than our children," said Godina, during a recent interview with NBC. "The importance of correctly installing your child's safety seat can never be overstated."

TxDOT's free safety seat inspections are available weekdays throughout the year and take about 20 to 30 minutes. Contact your local TxDOT area office for more details. ■

IN 2017 IN TEXAS, NUMBER OF CHILDREN UNDER 8 YRS OLD KILLED OR SERIOUSLY INJURED IN PASSENGER VEHICLE CRASHES:

DEATHS	73
INJURIES	408
UNRESTRAINED	16 (OF THE 73 CHILDREN KILLED)

SOURCE: TxDOT

TxDOT graphic

SEPTEMBER 2018 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M) ^o	CONTRACTOR
1	0197-04-080	US 175	Brushy Creek Relief to FM 2860 and at EB SH 243	\$6.71	\$6.16	-8.13	\$7.65	Oldcastle Materials Texas, Inc.
2	0816-04-050	FM 455	At Cole's Branch, at Bilderback Creek (E of SH 289), and at Honey Creek (E of SH 289)	\$3.80	\$4.12	8.33	\$5.60	Pierce R & B LLC
3	1290-03-024	SH 276	FM 550 to Hunt County Line	\$1.35	\$1.26	-6.91	\$1.60	Austin Bridge & Road Services, LP
	0918-47-115*	VA	Various locations on State Highways in Dallas County	\$2.38	\$2.24	-5.84	\$2.82	Highway 19 Construction LLC
ESTIMATED SEPTEMBER 2018 TOTALS				\$14.24	\$13.78	-3.24	\$16.06	
DISTRICT FY ACCUMULATIVE LETTINGS				\$465.50	\$450.64	-3.19		
DALLAS DISTRICT FY LETTING VOLUME CAP				\$287.84*				

* District FY 2018 Letting Volume Cap does not include the following:
 1) Southern Gateway (\$565 million)
 2) Previous Prop 1 commitments that have been funded through NCTCOG 10 year plan swap (\$103.2 million).

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

OCTOBER 2018 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)
1	0121-08-019	FM 55	SH 31 to 3rd Street in Blooming Grove	\$9.86
2	2964-06-025	SH 190	North of Lake Ray Hubbard to south of Miller Road	\$1.13
	0047-09-036*	VA	Various roadways in Collin, Dallas, Denton, Ellis, Kaufman, Navarro, and Rockwall Counties	\$14.83
	0918-00-286*	VA	Various locations in the Dallas District	\$2.98
ESTIMATED TOTAL				\$28.80

*Not mapped.

COMPLETED CONSTRUCTION PROJECTS (FROM SEPTEMBER 1 – 30, 2018)

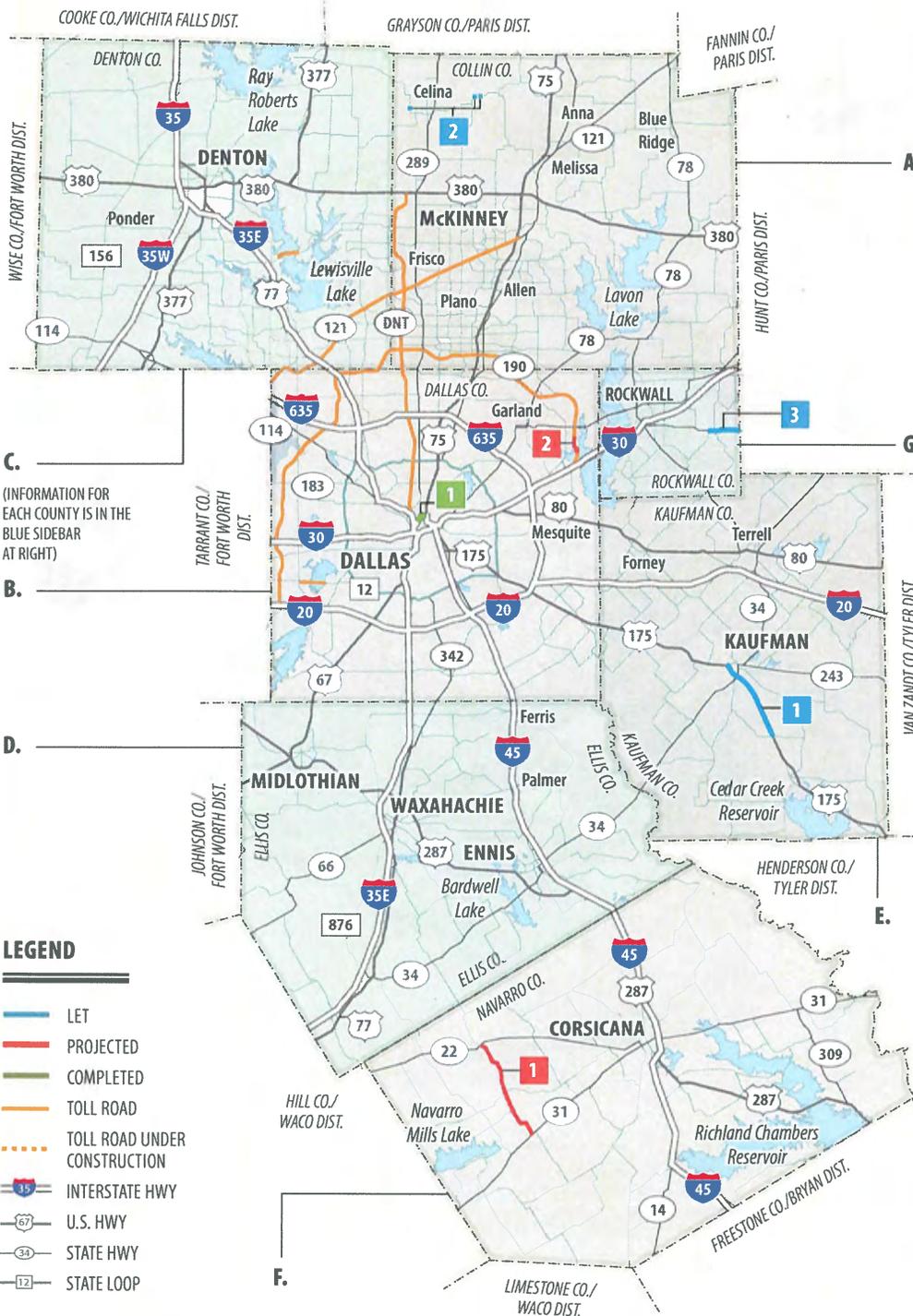
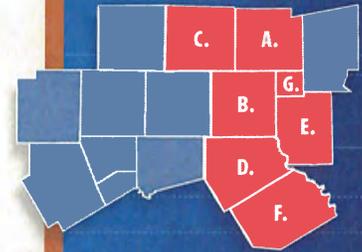
CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST (M)	COMPLETION DATE
1	0196-07-031	SS 366	On Woodall Rogers FR N Lamar St to North Central Expressway	\$0.67	9/25/2018
ESTIMATED TOTAL				\$0.67	

SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

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



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

LEGEND

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

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2018 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,016,333
*POPULATION ESTIMATE | 4,793,900
LANE MILES | 10,624,968

A. | COLLIN COUNTY
VEHICLE REGISTRATION: 783,712
*POPULATION ESTIMATE: 969,730
LANE MILES: 1,445.857

B. | DALLAS COUNTY
VEHICLE REGISTRATION: 2,141,401
*POPULATION ESTIMATE: 2,529,150
LANE MILES: 3,359.795

C. | DENTON COUNTY
VEHICLE REGISTRATION: 655,273
*POPULATION ESTIMATE: 844,260
LANE MILES: 1,548.110

D. | ELLIS COUNTY
VEHICLE REGISTRATION: 174,366
*POPULATION ESTIMATE: 183,360
LANE MILES: 1,526.164

E. | KAUFMAN COUNTY
VEHICLE REGISTRATION: 119,998
*POPULATION ESTIMATE: 119,670
LANE MILES: 1,205.854

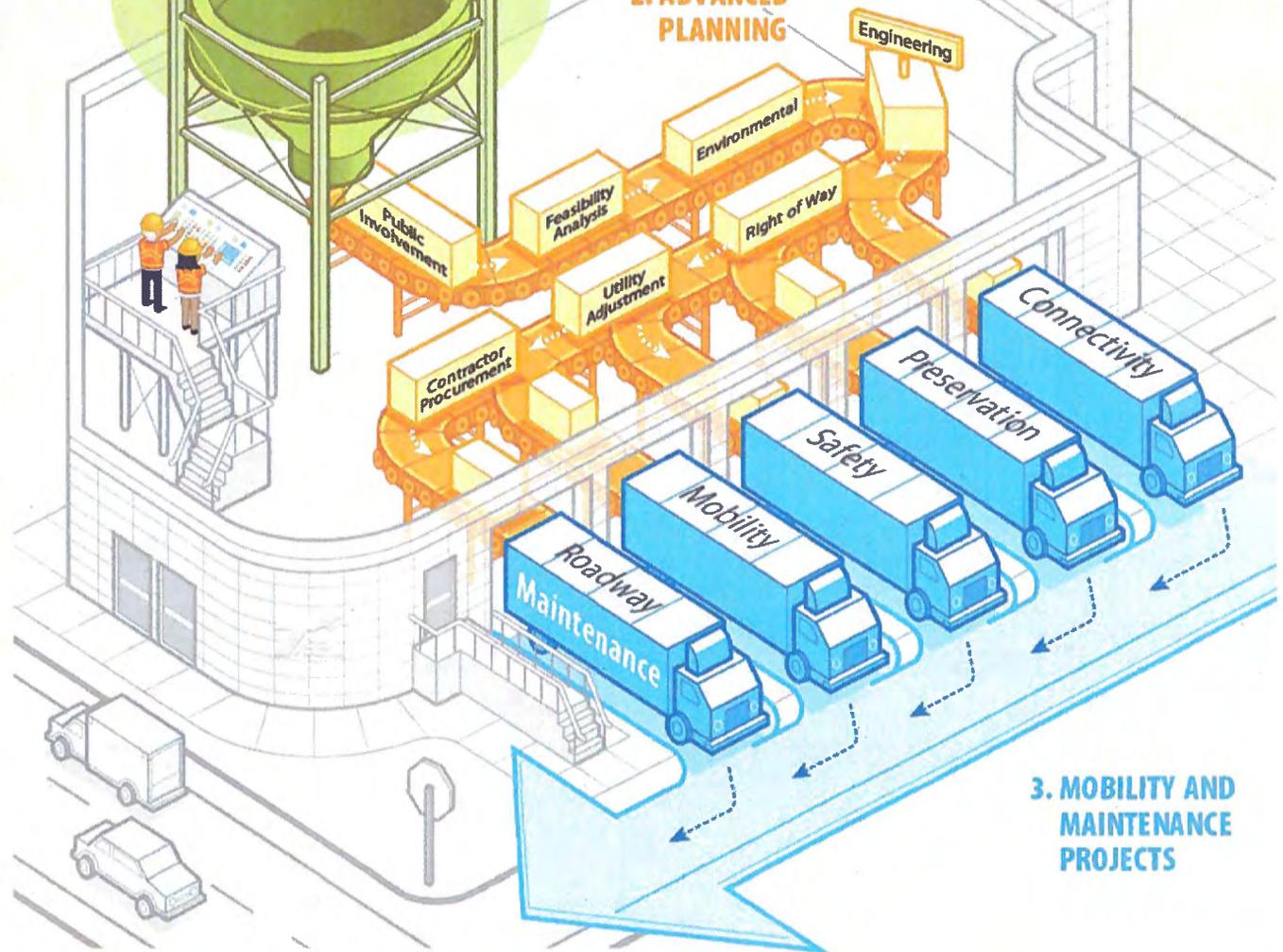
F. | NAVARRO COUNTY
VEHICLE REGISTRATION: 52,268
*POPULATION ESTIMATE: 49,740
LANE MILES: 1,192.820

G. | ROCKWALL COUNTY
VEHICLE REGISTRATION: 89,315
*POPULATION ESTIMATE: 97,990
LANE MILES: 346.368

1. FUNDING SOURCES



2. ADVANCED PLANNING



3. MOBILITY AND MAINTENANCE PROJECTS

SOURCE: Texas Department of Transportation

DEAN HOLLINGSWORTH/TxDOT Information Specialist



Fred H. of Plano, TX: "I wanted to comment and express my thanks for the new design on I-30 of placing the "warning track" over on the shoulder lane an extra foot or so. I drive a motorhome quite often and it makes it so much easier to move over another foot or so when others are passing. Thanks for the amazing job you guys do. – Fred"

SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF TRANSPORTATION
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FOR MORE INFORMATION:
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www.txdot.gov



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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, 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.



SH 121 at I-635 north of the DFW Airport

PROJECT HISTORY

- **March 2006** – Texas Transportation Comm. 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

- Crews will install temporary barrier and detour pavement to shift traffic and allow for crews to begin permanent work.
- Utility work will take place throughout the alignment.
- Crews will start drilling bridge foundations throughout the alignment, including for the new Bass Pro Drive bridge.

FM 2499 PROJECT FACTS

LENGTH: 1 mile

NUMBER OF LANES

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

COST: \$92 MILLION (FUNDED BY TxDOT)

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

CONSTRUCTION DATES

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

SH 121/360 RAMPS FACTS

COST: \$17 MILLION (FUNDED BY TxDOT)

CONSTRUCTION DATES

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

SH 121/360 PROJECT FACTS

LENGTH: 1.6 miles

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

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

CONSTRUCTION DATES

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

I-635/SH 121 PROJECT

LENGTH: 1 mile

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

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

CONSTRUCTION DATES:

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

TRAFFIC COUNTS (VEH PER DAY, 2016)

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

ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

LENGTH: 8.4 miles

NON-TOLL LANES (WIDEST POINTS)

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

TEXPRESS LANES

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

COST: \$1 B (FUNDED BY TxDOT)

- TxDOT: \$696 million; ARRA funds: \$261 million; Prop. 14 bonds: \$17.2 million; Prop. 12 bonds: \$32 million
- ROW: \$127 million (Prop. 14 funds)

CONSTRUCTION DATES

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

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 24 on the state's most congested roadway list. Plans to reduce the congestion by doubling capacity include interim projects to reconstruct the existing lanes and add two TEXpress Lanes in each direction.

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

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



July 19, 2018 — I-35W grand opening

PROJECT HISTORY

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

PROJECT PROGRESS

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

- Project is substantially complete
- Work continues on the direct connectors from Belknap Street/Weatherford Street and I-30 to the I-35W TEXpress Lanes

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

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

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

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

PROJECT FACTS

LENGTH

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

TEXPRESS LANES

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

COST

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

FUNDING

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

RIGHT OF WAY

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

CONSTRUCTION DATES

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



NOTE: Highlighted areas are not to scale.

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

OVERVIEW: The Midtown Express Project (SH 183 Managed Lanes Project) 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 managed to keep traffic moving at 50 mph. The ultimate project for these roadways is not currently funded.



TxDOT photo archive

AUGUST 2018: Mainlane direct connect ramp between SH 183 and Loop 12 opened to traffic in August

PROJECT HISTORY

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

PROJECT PROGRESS

- Construction on the Midtown Express project is expected to be complete by the end of this year.
 - Project is scheduled to reach substantial completion this fall
 - Final acceptance is expected in December 2018
- Over the course of the project, the team:
 - Rehabilitated 44 bridges
 - Built 26 new bridges

- Constructed four direct connect ramps
- Set 1,869 bridge beams
- Moved 2.7 million cubic yards of dirt
- Relocated 47 miles of utilities
- Performed 12,000 lane closures and 173 traffic switches
- Worked more than 4 million man-hours
- TExpress Lanes on SH 114 opened in November 2017. TExpress Lanes on SH 183 and Loop 12 are expected to open later this fall. The remaining TExpress Lanes on SH 114 are expected to open in early 2019.

MIDTOWN EXPRESS PROJECT (ESTIMATED OPERATION: 2018)

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

• Project

- Obtain right of way/ relocate utilities
- Reconstruct portions of frontage roads
- Reconstruct portions of mainlanes
- Construct TExpress Lanes in each direction on SH 183 and Loop 12.
- Construct one TExpress Lane in each direction on SH 114 from SH 183 to SH 161 and one WB TExpress Lane on SH 114 from SH 161 to Int'l. Pkwy.

ULTIMATE PROJECT (ESTIMATED OPERATION: TBD)

• Cost

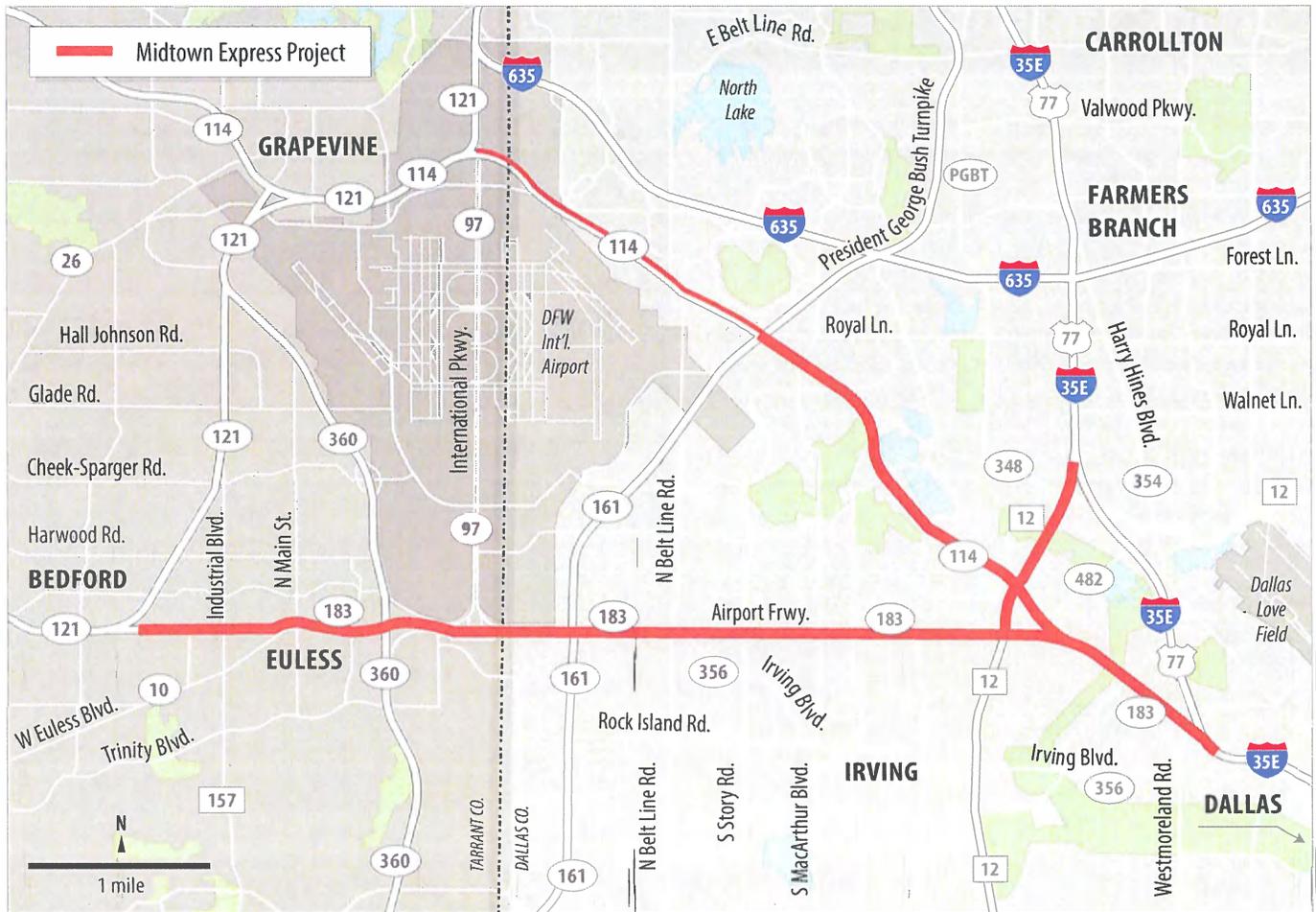
- \$2.5 billion (funding not identified)

• 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 (roadways around the former stadium site) completion

SCHEDULE

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



NOTE: Not to scale.

TxDOT graphic

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

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

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

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

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

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

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

TxDOT graphic

PROJECT CONTACTS



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



Project Website:
www.drivemidtown.com

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

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.



An aerial view of roadway construction at the I-35E/US 67 split looking southbound. Crews are removing old sections of northbound I-35E and have constructed the temporary northbound I-35E exit to Saner Avenue.

TxDOT photo

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

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

PROJECT PROGRESS

- 8th Street Bridge over I-35E demolished and new bridge construction began in June 2018
- SB Zang Blvd. exit permanently closed in July 2018
- Beckley Ave. Bridge over I-35E demolished and new construction began in July 2018
- 18-month closure of Beckley Ave. at I-35E began July 2018

PROJECT DETAILS

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

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

PROJECT DESCRIPTION

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

ESTIMATED COSTS

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

*Subject to change.

TxDOT graphic

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

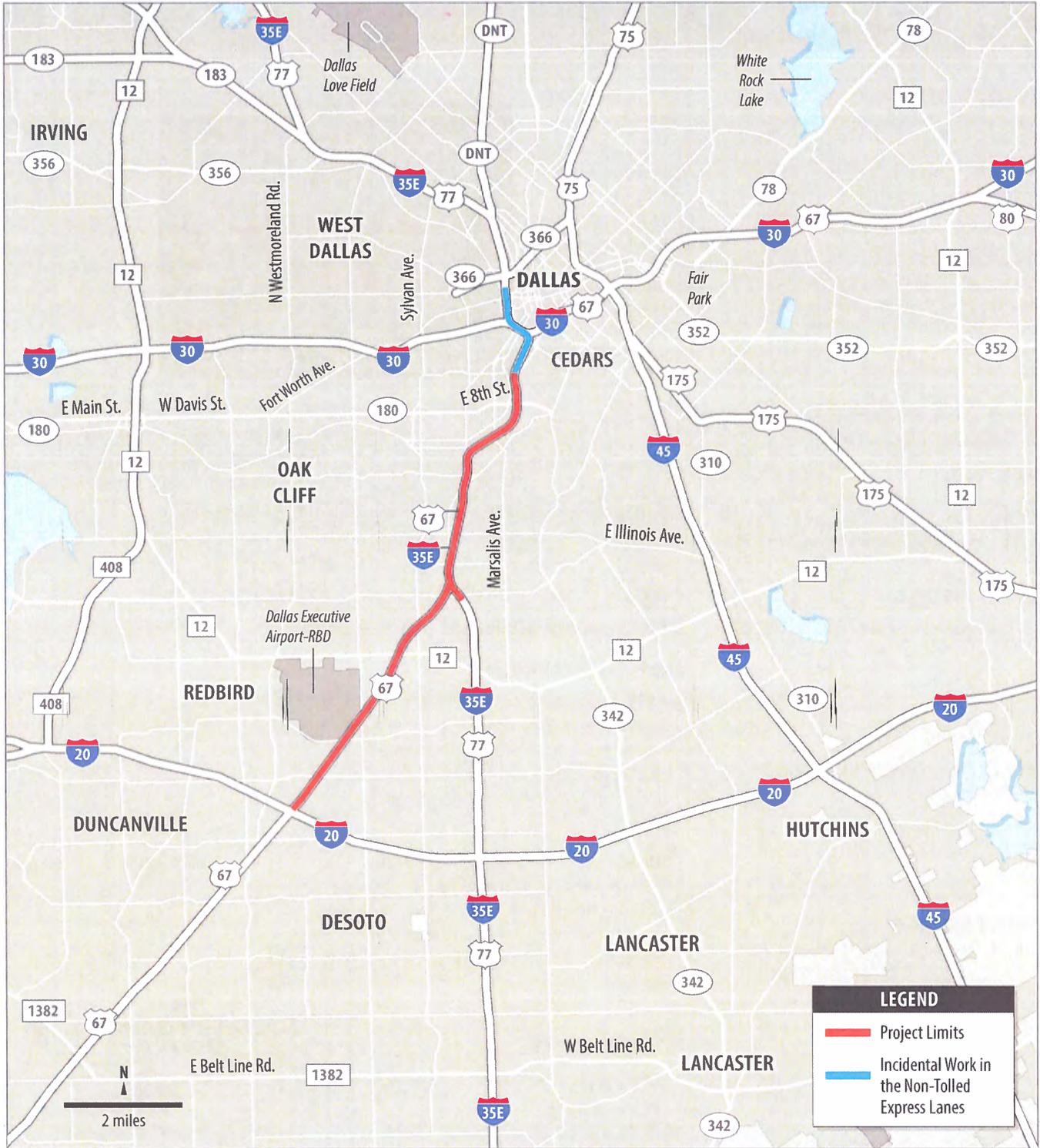
TxDOT graphic



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

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