

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.

(Continued From Cover Story)

BE CAUTIOUS OF DRIVING HAZARDS	WATCH OUT FOR ROAD CREWS	NUMBER OF CAR CRASHES	THINGS WE CAN DO TO HELP REDUCE DRIVING DEATHS AND MAKE TEXAS ROADWAYS SAFER			
Drivers may encounter uneven pavement, narrow lanes, concrete barriers, slow-moving heavy equipment, and vehicles that make sudden stops.	The only protective gear they wear is a vest, a hard hat, and safety boots. Remember, they want to get home safely too.	Last year, there were over 200 crashes on this stretch of roadway alone.	Let's help #EndTheStreakTX of daily deaths on our roads by slowing down, putting away our cell phones and never driving under the influence of drugs or alcohol.			

SOURCE: Texas Department of Transportation

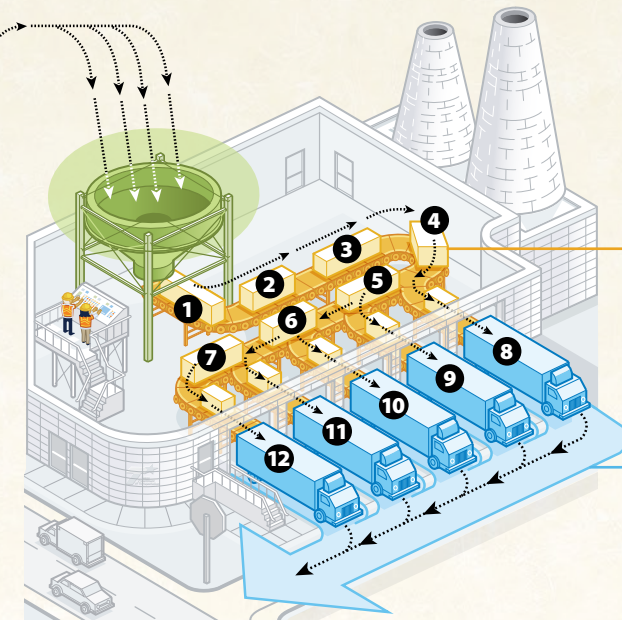
TxDOT graphic

A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

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

I. FUNDING SOURCES

- Motor Fuel Taxes
- Vehicle Registration Fees
- Prop 1/Prop 7
- Federal Reimbursements



II. ADVANCED PLANNING

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

III. MOBILITY AND MAINTENANCE PROJECTS

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

TxDOT graphic by DEAN HOLLINGSWORTH/Information Specialist

SOURCE: Texas Department of Transportation



KUDOS!: Project-Related Comments for the 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.

SOURCE: Texas Department of Transportation

TxDOT graphics

NORTHBOUND I-35 IMPROVEMENT PROJECT AT US 380 "RAMPS" UP

The project will reverse the northbound I-35 entrance and exit ramps

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 \$1.8 million project is expected to wrap up by early 2022, weather permitting.

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.

The project is an interim safety improvement before a

[More on Back Page](#)

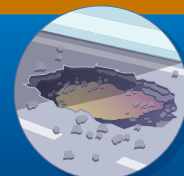


Credit: DEAN HOLLINGSWORTH/TxDOT Information Specialist



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REPORT A POTHOLE:
Visit <https://www.txdot.gov/inside-txdot/contact-us/contact-us/reportIssueSubPage/roadNeedsRepair.html> or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

SEPTEMBER 2021 LET PROJECTS

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST EST. (M)	BID (M)	(%)	EST. TOTAL COST (M) ³	CONTRACTOR
1	0009-02-065	SH 78; US 80	SH 78: Leon Rd to Straford Dr., US 80: I-30 to E of N Galloway Ave.	Concrete full depth repair on frontage roads and pavement markings and jughandles	\$2.35	\$2.05	-12.78	\$2.99	Silver Creek Construction, Inc.
2	0092-02-125	I-45	At Dowdy Ferry Rd.	Construct intersection improvements, including Texas u-turn and turn lanes	\$3.30	\$3.36	1.72	\$4.75	Ed Bell Construction Co.
3	0918-47-148	Malloy Bridge Rd.	Malloy Bridge Rd. at Parsons Slough	Replace bridge and approaches	\$1.45	\$1.77	21.83	\$1.73	Sema Construction, Inc.
4	1311-01-058	FM 1171	Long Prairie Rd. to N Garden Ridge Blvd.	Construction of landscape work consisting of planting and irrigation	\$0.32	\$0.31	-1.04	\$0.40	Central North Construction, LLC
5a - 5b	1663-03-020	FM 744; FM 1126	FM 744: FM 55 to FM 1126 W; FM 1126: FM 744 W to FM 744 E	Restoration of existing pavement and add shoulders	\$7.99	\$5.71	-28.50	\$9.48	A.L.Helmcamp, Inc.
6	0918-00-330*	VA	Various locations in the Dallas District	Non-site specific installation of traffic signals	\$2.50	\$2.44	-2.24	\$3.00	Durable Specialties, Inc.

*Unmapped.

¹District FY 2022 Letting Volume Cap includes the IH 35E Phase II project for \$764,859,423.

²District Volume Cap subject to change pending final FIN Division Approval.

³Est. Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

EST. SEPTEMBER 2021 TOTALS

\$17.91 | \$15.65 | -12.64 | \$22.34

DISTRICT FY ACCUMULATIVE LETTINGS

\$17.91 | \$15.65

²DALLAS DISTRICT FY LETTING VOLUME CAP

\$1,413.27 M¹

OCTOBER 2021 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)
1	1662-04-061	SH 31	FM 55 to west of FM 2555	Pavement repair, overlay, and pavement markings	\$2.57
2	2555-01-013	FM 2578	US 175 WB frontage road to FM 987	Overlay, rumble strips and pavement markings	1.49
3	0047-04-036*	VA	Various locations in the Dallas District	Seal coat & pavement marking	\$11.59

*Unmapped.

ESTIMATED TOTAL \$15.65 M

COMPLETED CONSTRUCTION PROJECTS (FROM SEPTEMBER 1-30, 2021)

	CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. COST (M)	COMPLETED DATE
1	0047-06-168	US 75	PGBT to SH 121	Full depth concrete repair	\$2.15	9/10/2021
2	2374-04-060	I-20	North Main Street to Camp Wisdom Road in Duncanville	Construct 0 to 4-lane frontage road	\$11.97	9/15/2021
3	0918-00-305*	VA	Various Locations on SL 12 and US 287	Install cable barrier	\$4.22	9/10/2021

*Unmapped.

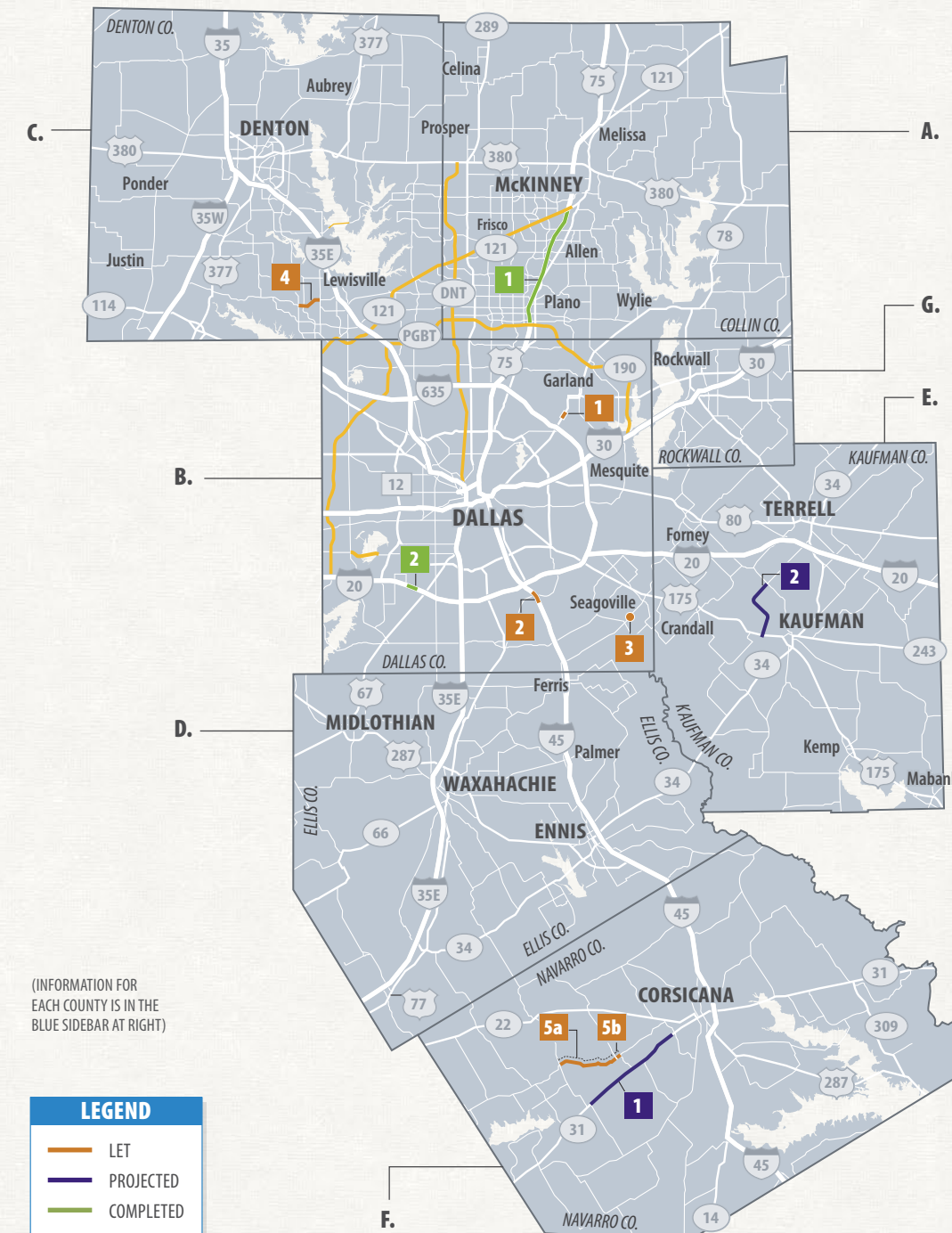
ESTIMATED TOTAL \$18.34 M

SOURCE: Texas Department of Transportation

TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

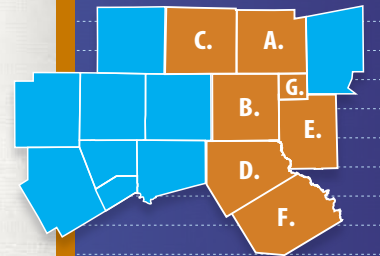
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in **September**, are projected to let in **October**, or have recently been **completed**.



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

LEGEND	
■	LET
■	PROJECTED
■	COMPLETED
—	TOLL ROAD

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2021 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 4,451,460
*POPULATION ESTIMATE | 5,046,435
LANE MILES | 10,945.063

A. COLLIN COUNTY

VEHICLE REGISTRATION: 815,746
*POPULATION ESTIMATE: 1,033,046
LANE MILES: 1,554.718

B. DALLAS COUNTY

VEHICLE REGISTRATION: 2,006,193
*POPULATION ESTIMATE: 2,647,576
LANE MILES: 3,374.238

C. DENTON COUNTY

VEHICLE REGISTRATION: 694,485
*POPULATION ESTIMATE: 886,563
LANE MILES: 1,665.964

D. ELLIS COUNTY

VEHICLE REGISTRATION: 665,303
*POPULATION ESTIMATE: 188,464
LANE MILES: 1,541.650

E. KAUFMAN COUNTY

VEHICLE REGISTRATION: 128,716
*POPULATION ESTIMATE: 135,410
LANE MILES: 1,207.916

F. NAVARRO COUNTY

VEHICLE REGISTRATION: 47,117
*POPULATION ESTIMATE: 52,013
LANE MILES: 1,252.710

G. ROCKWALL COUNTY

VEHICLE REGISTRATION: 93,900
*POPULATION ESTIMATE: 103,363
LANE MILES: 347.867



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

Newly constructed I-35E mainlanes and bridges at Ewing and Marsalis partially open to traffic.

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** – Dec. 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

- **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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www.TexasClearLanes.com



www.TheSouthernGateway.org

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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.



Photo credit: PLC

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/Kinglsey 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





NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic

PROJECT CONTACTS



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