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 mainlanel 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 is estimated to begin in late summer 2018 on the I-635/SH 121 interchange.

PROJECT HISTORY
- March 2006 – Texas Transportation Comm. authorized request for CDA proposals.
- March 26, 2009 – CDA conditionally awarded to NorthGate Constructors.
- 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.
- Aug. 30, 2016 – SH 121/360 interchange groundbreaking held.
- March 2017 – I-635/SH 121 interchange approved for Texas Clear Lanes congestion relief funding.

FM 2499 PROGRESS
- All lanes of traffic were opened 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 Avenue 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
- The new direct connectors were opened in April 2018, seven months ahead of schedule.

I-635/SH 121 INTERCHANGE PROGRESS
- Preconstruction activities are underway with major construction beginning in late summer 2018.

FM 2499 PROJECT FACTS
LENGTH: 1 mile
NUMBER OF LANES
- Two mainlanels 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
- Substantial completion: May 2018

I-635/SH 121 PROJECT FACTS
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
CONSTRUCTION DATES:
- Construction start: Late Summer 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: $1.6 BILLION (FUNDED BY 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
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 two I-35W lanes in each direction.

The project will be built in segments. The NTE Mobility Partners Segment 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 I-35W/827. 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.

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)
- 97% complete
- Placing final layer of asphalt on the southern section of the project
- Four miles of TEExpress Lanes from SH 183 (28th Street) to I-820 opened to traffic in April
- In the upcoming months:
  - Substantial completion and service commencement on Segment 3A
  - Grand Opening on July 19

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 TEExpress 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/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

TEExpress LANES
- Segments 3A, 3B, & 3C: Two SB lanes (3C Proposed)
- Max. initial travel cost: 88 cents per mile

COST
- Segment 3A: $1.4 billion
- Segment 3B: $255 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 Public Funding; $8.4M developer equity; $2.4M PABS

RIGHT OF WAY
- Segment 3A: Complete
- Segment 3B: Complete

CONSTRUCTION DATES
- Segment 3A: Construction start - May 2014; estimated completion - 2018
SEG Roadway and Limits

3C - I-35W from US 81/287 to Eagle Parkway

Existing lanes (Each dir.) **
Frontage lanes (Each dir.) **

Interim Configuration**

Mainlanes (Each dir.)
TEXpress Lanes (Each dir.)
Frontage lanes (Each dir.)

SEG Roadway and Limits

3L - I-35W from north of I-820 to US 81/287

Existing lanes (Each dir.)
Frontage lanes (Each dir.)

Interim Configuration

Mainlanes (Each dir.)
TEXpress Lanes (Each dir.)
Frontage lanes (Each dir.)

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

Mainlanes (Each dir.) ***
TEXpress Lanes (Each dir.)
Frontage lanes (Each dir.)

SEG Roadway and Limits

3A - I-35W from north of I-30 to north of I-820

Existing lanes (Each dir.) **
Frontage lanes (Each dir.)

Interim Configuration

Mainlanes (Each dir.)
TEXpress Lanes (Each dir.)
Frontage lanes (Each dir.) **

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

Mainlanes (Each dir.) ***
TEXpress Lanes (Each dir.)
Frontage lanes (Each dir.)

SEG Roadway and Limits

3A II - SH 121 Interchange ****

NOTE: Highlighted areas are not to scale.

* 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.
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.

PROJECT HISTORY

- **1998-2000** - Major Investment Study for future expansion
- **2002** - Unsolicited proposal received for SH 183/1-820 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 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

- **SH 114**
  - Major construction is complete on SH 114.
  - TExpress Lanes west of Rochelle Blvd/Riverside Dr opened on November 4, 2017.
- **SH 183** - Recent milestones
  - The project is 90% complete with substantial completion anticipated this fall.
  - The last bridge beam was placed on the project for a total of 1,896 beams.
  - The Story Rd. and MacArthur Blvd. intersections are in their final traffic pattern.
- **SH 183: Current Construction**
  - Eastbound SH 183 from Carl Rd to the Trinity River moves into its final location in late July.
  - Final paving and stripping operations continue throughout Euless, Irving and Dallas for the remainder of the project.
  - Eastbound SH 183 off ramp to Mockingbird Ln. to be completed in early August.
- **Loop 12: Current Construction**
  - Work continues on the new direct connect bridges between Loop 12 and SH 183. TExpress Lane wishbone ramps (bridges) are nearing completion.
  - Northbound Loop 12, north of the Trinity river, to shift towards the center in early August.
- **Right Of Way**
  - Acquisition is 99% 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 1-35W.

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 (Est.): Fall 2018
- **Ultimate construction** to begin when funds become available.
SH 183: (BETWEEN SH 121 AND I-35E)

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>Midtown Express (Interim)</th>
<th>Ultimate Project Config.</th>
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<td>Frontage Lanes (Each Dir.)</td>
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SH 114: (BETWEEN INT'L PARKWAY AND ROCHELLE BOULEVARD)

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

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<th>Midtown Express (Interim)</th>
<th>Ultimate Project Config.</th>
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<td>TEXpress Lanes (Toll) (Each Dir.)</td>
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<tr>
<td>General Purpose Lanes (Each Dir.)</td>
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<td>4</td>
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<tr>
<td>Frontage Lanes (Each Dir.)</td>
<td>0 - 3</td>
<td>0 - 3</td>
<td>2 - 3</td>
</tr>
</tbody>
</table>

* Managed lane in W direction only from SH 161 to International Pkwy.
SH 360 SOUTH
TxDOT PROJECT TRACKER

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-private partnership between TxDOT, the North Texas Tollway Authority (NTTA), and the North Central Texas Council of Governments (NCTCOG). The new toll lanes opened to traffic on May 11. The initial SH 360 project added two toll lanes in each direction from approximately two miles south of I-20 near East Sublett Road to US 287. Construction on the cross streets is estimated for completion this summer.

PROJECT HISTORY
• 1994 - First frontage road project south of I-20 (New York Avenue to East Broad Street)
• 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
• Oct. 2, 2017 - TxDOT issued the Need to Proceed for the Comprehensive Maintenance Agreement with Lane-Abrams Joint Venture
• May 11, 2018 - Ribbon cutting held

PROGRESS
BRIDGE OPENINGS
• Lynn Creek Parkway/Webb Lynn Road: Opened May 2017
• Broad Street: Opened June 2017
• Heritage Parkway: Opened July 2017
• Debbie Lane/Ragland Road: Opened September 2018
• Sublett Road/Camp Wisdom Road: Opened February 2018
• Lone Star Road: Opened May 2018
• New York Avenue: Opened May 2018
• Holland Road: Opened July 2018
• US 287 over SH 360: Opened July 2018

PROJECT FACTS
LENGTH
- Green Oaks Boulevard to US 287: 9.7 miles

COST
- Initial project cost: $340 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, 2016)
- At Bardin Road: 94,000
- At Southeast Parkway: 56,000
- At Holland Road: 32,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

ANTICIPATED SCHEDULE (INITIAL)
- Start of construction: November 2015
- Project opening: May 2018
- Final completion: Summer 2018

STATE HIGHWAY 360 - PROJECT TRACKER
SUMMER 2018
0559_030216
NOTE: Project area is not drawn to scale in order to emphasize details.

Roadway and Limits

<table>
<thead>
<tr>
<th>SH 360 from Sublett Road/Camp Wisdom to East Broad Street</th>
<th>Existing frontage road lanes (Each direction)</th>
<th>Initial frontage road lanes (Each direction, late 2017)</th>
<th>Initial toll lanes (Each direction, late 2017)</th>
<th>Ultimate toll lanes (Each direction)</th>
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<tbody>
<tr>
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<td></td>
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<td>2</td>
<td>2</td>
<td>3</td>
</tr>
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</table>

SOURCE: Texas Department of Transportation.
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.

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/SH360 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 bridge 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 reevaluation 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
- Work continues on the SH 360 southbound frontage road between Avenue K and Road to Six Flags Street.
- Completed SH 360 southbound frontage road bridge over Johnson Creek. Continuing to work on southbound bridge approaches at Johnson Creek. Anticipating traffic shift to new southbound frontage road alignment in fall 2018.
- Began reconstruction of westbound Ballpark Way cloverleaf exit ramp. Anticipate first SH 360 bridge demolition over I-30 in fall 2018. I-30 will be closed over a weekend for demolition.
- Continued constructing new direct connector ramps for (1) I-30 eastbound to SH 360 north and southbound (2) SH 360 southbound to I-30 east and westbound, and (3) I-30 westbound to SH 360 southbound. Work is focused on safety rail.
- Continued building I-30 mainlane and collector-distributor structures over Johnson Creek.
- Continue installing city of Arlington water lines.

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.

2016 TRAFFIC COUNTS (project area)
- I-30 - 135,000 vehicles per day
- SH 360 - 158,000 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
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.

PROJECT HISTORY
- 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
- Design began - Fall 2017
- Construction began - Winter 2018
- HOV lanes on I-35E south and US 67 closed on March 30, 2018 until 2021

PROJECT DETAILS
- Length: 11 miles
- Estimated completion: Late 2021

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

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 JS 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

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*Estimated costs subject to change.

ESTIMATED FUNDING

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<td><strong>Total Funding</strong></td>
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*Congestion Relief Funding

The Southern Gateway Project

Official 2018 logo design for TSG project.

A Texas Clear Lanes project: www.TexasClearLanes.com