



*"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.



**Pictured above:** An aerial view of the Horseshoe Project looking east toward downtown Dallas of the new I-30/I-35E interchange.

### 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 have started placing the deck.
- **The I-35E and I-30** mainlanes are substantially complete.
- **The eastbound I-30** and northbound I-35E direct connector to Woodall Rodgers opened in June 2017.

### 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 substantially complete as early as summer 2017.

### PROJECT DETAILS

- **Length:** 5 miles
- **Limits:**
  - I-30 from Hotel Street west to Sylvan Avenue
  - 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

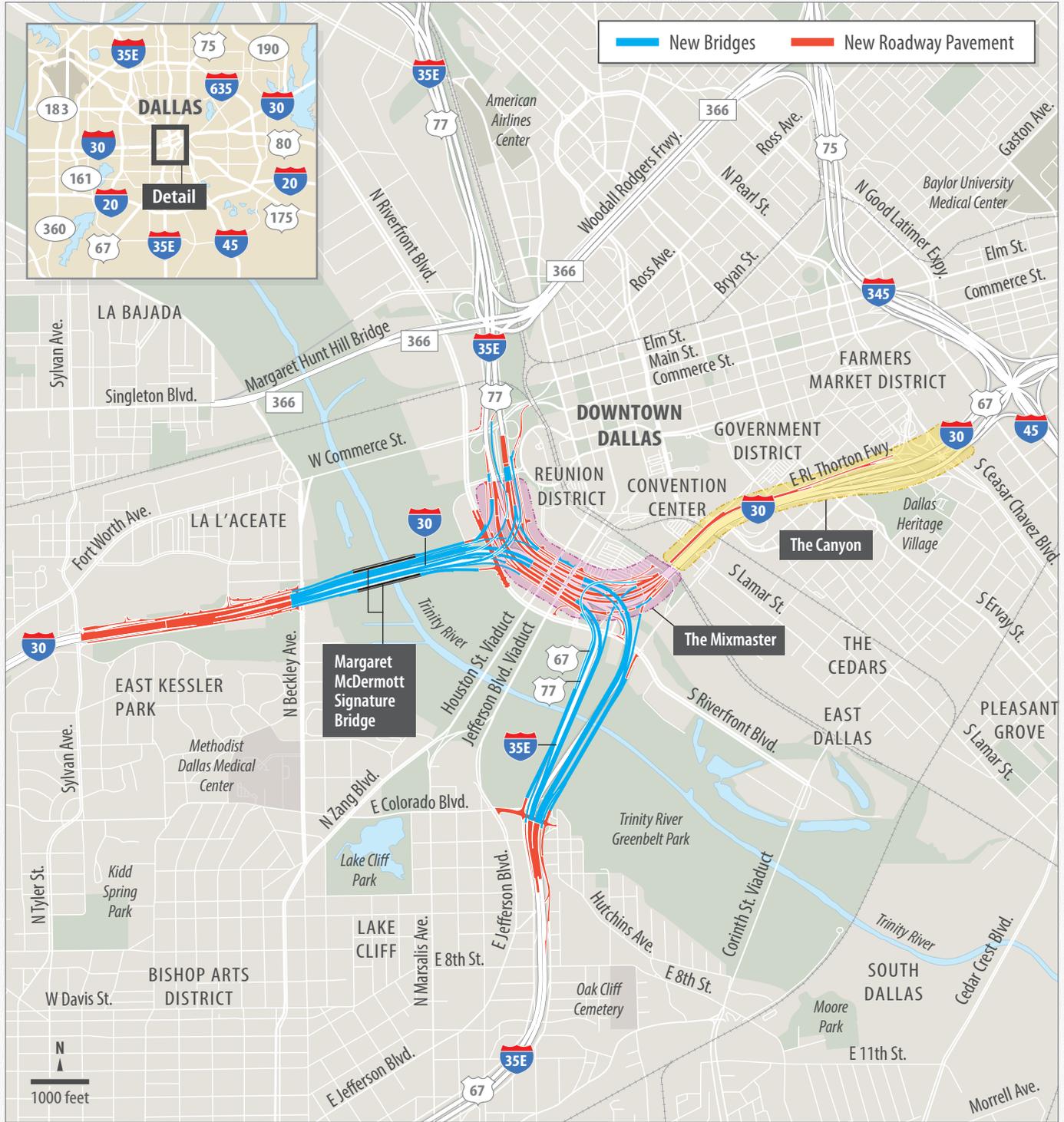
### FUNDING

Prop 12 (P2 PE/ROW; P2 TMA; P2 Bridge: P1 Anticipated)	\$604.7 M
Prop 14	\$7.0 M
SH 121 RTR	\$21.4 M
Cat 10 HPS/DEMO Earmarks	\$106.3 M
Cat 6 Federal Bridge	\$75.0 M
Cat 7 STP-MM	\$4.5 M

SOURCE: TxDOT

TxDOT graphic





SOURCE: Texas Department of Transportation.

TxDOT graphic

## PROJECT CONTACTS



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