



### OVERVIEW

The initial \$1 billion DFW Connector project simultaneously designed and built 8.4 miles in Grapevine, Southlake and Irving, and 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-635W north of the DFW International Airport

### PROJECT HISTORY

- **March 2006** – TxDOT Commission 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

- The southbound SH 121 auxiliary lanes have opened for easy access to DFW Airport/SH 114.
- The westbound I-635 bridge to southbound SH 121/DFW Airport/SH 114 is now open.
- The Bass Pro Bridge is open with all lanes in their final configuration.
- The project is currently 80 percent complete.

### FM 2499

**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

**COST: \$17 MILLION (FUNDED BY TXDOT)**

#### CONSTRUCTION DATES

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

### SH 121/360 INTERCHANGE

**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 INTERCHANGE

**LENGTH:** 3 miles

**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, 2019)

- SH 121 north of SH 114: 123,000
- SH 121 north of I-635: 125,000
- I-635 east of SH 121: 70,000

### FIRST PHASE DFW CONNECTOR

**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

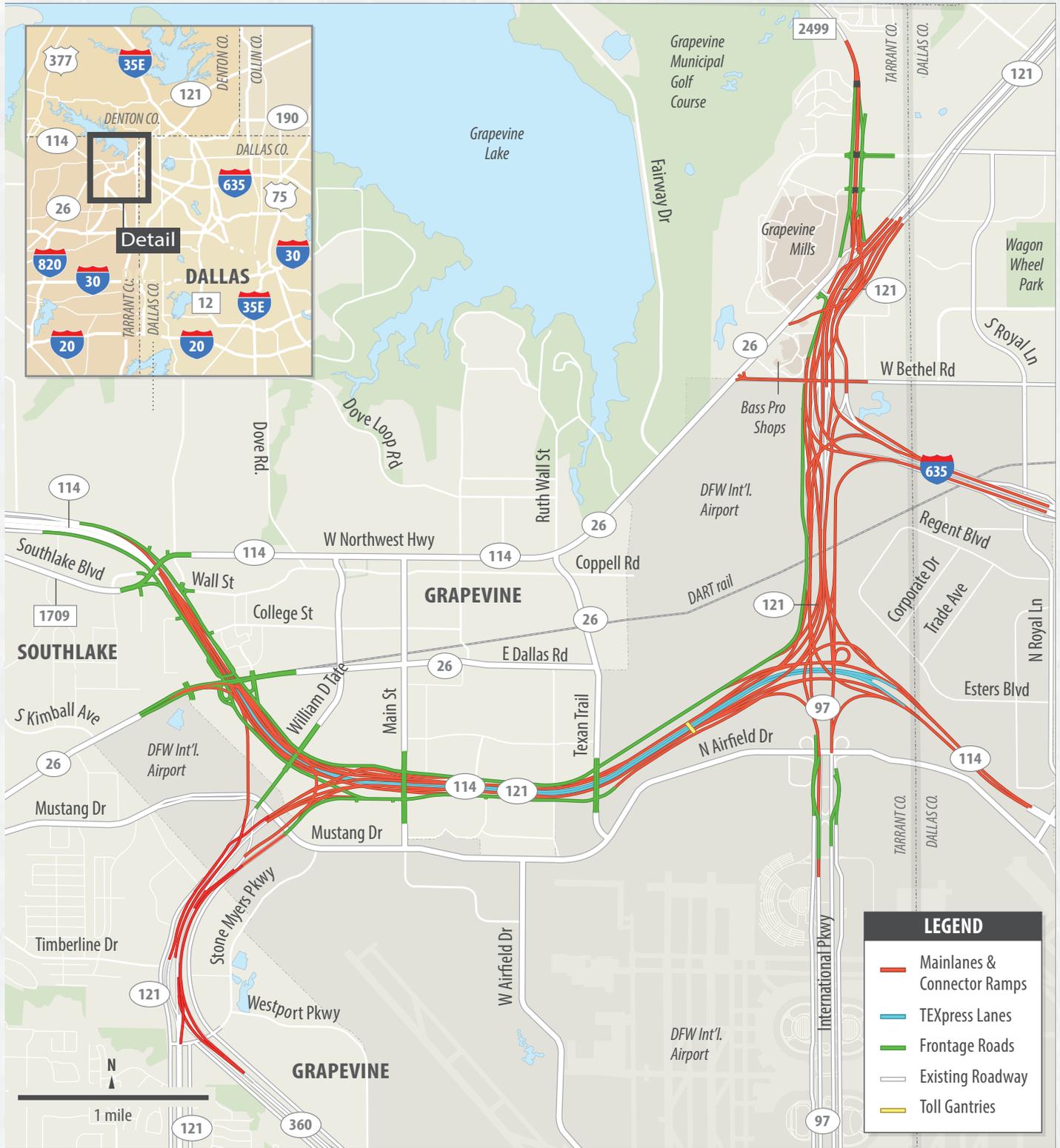
- Four miles, two in each dir. on SH 114

**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



NOTE: Project area is not drawn to scale in order to emphasize details.

**PROJECT CONTACTS**



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**Project website:**  
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