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 SH 121 interchanges at I-635 and FM 2499.

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.

Currently under construction is the SH 121/360 interchange, and construction is estimated to begin in 2018 on the SH 121 interchanges at I-635 and FM 2499.

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 (TCL) congestion relief funding.
- Aug. 30, 2016 – SH 121/360 interchange groundbreaking held.
- March 2017 – SH 121 interchanges at I-635 and FM 2499 approved for TCL 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 Ave. 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 project is 80 percent complete.
- Crews have opened the new northbound SH 121 off-ramp to William D. Tate Avenue. Commuters can temporarily access William D. Tate Avenue through the northbound SH 121 and SH 360 exits to westbound SH 114.

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 M (FUNDED ENTIRELY BY TXDOT)
- Cat. 12 (Texas Transportation Commission approval in Jan. 2013)
CONSTRUCTION DATES
- 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: Fall 2018

TRAFFIC COUNTS (VEH PER DAY, 2016)
- SH 114/121 north of SH 360: 168,000
- SH 360 south of SH 114/121: 75,000

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 Pkwy.
- 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.