Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

**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 mainlines 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 2019 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 North Gate Constructors.
- **Oct. 6, 2009** – CDA executed.
- **Jan. 2013** – TxDOT identified $90 million in funding for FM 2499.
- **Aug. 2013** – FM 2499 construction began.
- **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 PROJECT FACTS**

<table>
<thead>
<tr>
<th>Length: 1 mile</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NUMBER OF LANES</strong></td>
</tr>
<tr>
<td>- Two mainlanes in each direction built below the existing grade level, allowing commuters to bypass two intersections</td>
</tr>
<tr>
<td>- Two frontage road lanes in each direction at grade level</td>
</tr>
</tbody>
</table>

**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 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 old northbound SH 360 bridge over Stone Myers Parkway was recently demolished, and all the new bridge decks have been pored on the project.

- Crews continue to work on the deck for the new eastbound SH 114 flyover to southbound SH 121 in order to open the new bridge to traffic this fall.
- Crews continue to work on the new northbound SH 121/360 connectors to westbound SH 114 with bridge, dirt and paving work. These bridges are also scheduled to open in the fall.

**FM 2499 PROGRESS**

- All lanes of traffic were opened in summer 2016, six months ahead of schedule.

**SH 121/360 RAMPS FACTS**

<table>
<thead>
<tr>
<th>Length: 1.6 miles</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SCOPE:</strong> New direct connectors for SH 114, SH 121 and SH 360</td>
</tr>
</tbody>
</table>

**COST:** $17 MILLION

**CONSTRUCTION DATES**

- Construction start: Early 2015
- Substantial completion: Nov. 2015

**SH 121/360 PROJECT FACTS**

- Substantial completion: 2018

**TRAFFIC COUNTS (VEH PER DAY, 2015)**

- SH 114/121 north of SH 360: 184,000
- SH 360 south of SH 114/121: 71,000

**ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS**

<table>
<thead>
<tr>
<th>Length: 8.4 miles</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NON-TOLL LANES (WIDEST POINTS)</strong></td>
</tr>
<tr>
<td>- 6 to 8 WB, 6 EB between William D. Tate Avenue and International Pkwy.</td>
</tr>
<tr>
<td>- 4 to 7 NB and 3 to 5 SB at SH 121 near DFW Airport’s north entrance</td>
</tr>
</tbody>
</table>

**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.

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- www.texasclearlanes.com
- www.txdot.gov

Keyword: “DFW Connector”

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