

I-30/SH 360 INTERCHANGE

TxDOT PROJECT TRACKER

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OVERVIEW

Recognizing the ever-growing transportation needs of the Metroplex, the Texas Department of Transportation began construction on the \$233 million Interstate 30/SH 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 project will include auxiliary lanes added to I-30, one mainlane 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 I-30 between Ballpark Way and Great South-west Parkway and SH 360 between Brown Boulevard/Avenue K and Road to Six Flags Street.



Construction on the I-30/SH 360 Interchange Project in Arlington. The \$233 million project will increase safety, connectivity and mobility for motorists.

PROJECT HISTORY TIMELINE

1957 – The Dallas-Fort Worth Turnpike (later to become I-30) was completed from Fort Worth to Dallas.

1959 – SH 360 (formerly Watson Rd.) 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 Blvd./Ave. K to Green Oaks Blvd. (including the I-30/SH 360 interchange).

2010 – Cooper St. 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 bridges at Center St., Collins St. and Baird Farm Rd./AT&T Way.

2010 – Center St. 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 re-evaluation for the 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 TO DATE

- Opened westbound collector-distributor road under Ballpark Way and new exit ramp to southbound Ballpark Way.
- Completed reconstruction of Ave G.

- Opened S-W and E-S direct connectors (1st & 2nd of 8).
- Opened new I-30 EB and WB exits to Six Flags Dr.
- Opened new SH 360 SB exit to Ave. J/Lamar Blvd./Six Flags Dr.
- Opened new SH 360 SB mainlane bridges and demolished bridges over Johnson Creek, Lamar Blvd., I-30 and Six Flags Dr.

PROGRESS NEXT 12 MONTHS

- Open fully completed SH 360 SB frontage road from Brown Blvd. to Road to Six Flags.
- Complete SH 360 SB mainlane bridges and demolish bridges over Johnson Creek, Lamar Blvd., I-30 and Six Flags Dr.
- Complete reconstruction of Ave. F.
- Complete western half of new Six Flags Dr bridge over I-30.

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 Dr. bridge over I-30 from two lanes to five lanes, extending Six Flags Dr. north to Ave. H.

2019 TRAFFIC COUNTS (project area)

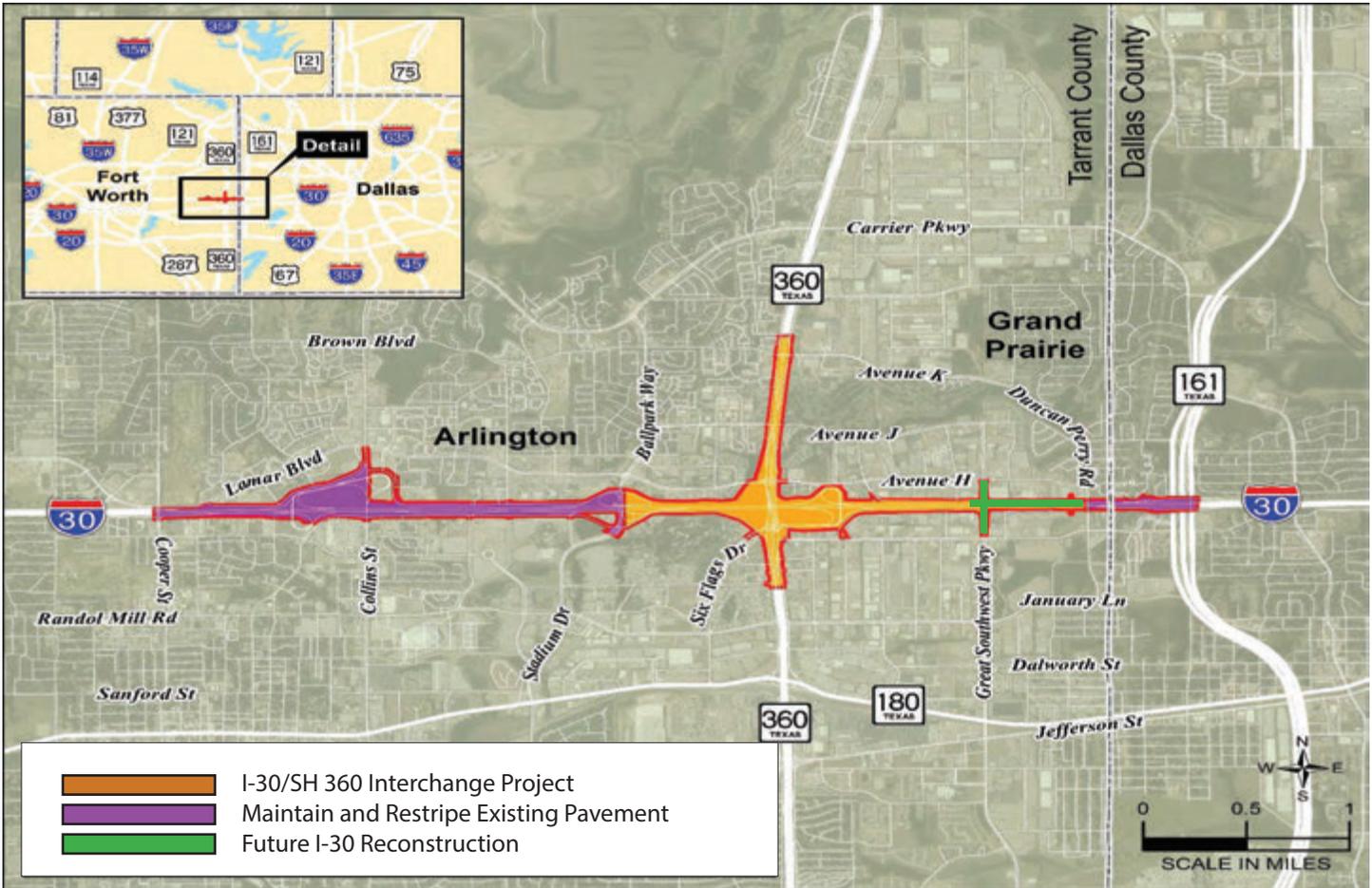
- I-30 - 139,000 vehicles per day
- SH 360 - 170,000 vehicles per day

ANTICIPATED COMPLETION

- 2022

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		
Mainlanes in Each Direction	3 lanes	3 lanes (plus auxiliary lanes)
Frontage Road/Collector-Distributor Lanes in Each Direction - from Cooper St. to Ballpark Way - from Ballpark Way to SH 161	2 to 3 lanes discontinuous 2 to 3 lanes discontinuous	2 to 3 lanes discontinuous 2 to 3 lanes discontinuous
TEXpress Lanes in Each Direction	1 concurrent lane	1 concurrent lane interim / 2 reversible lanes in ultimate
SH 360 from Brown Boulevard/Avenue K to Road to Six Flags Street		
Mainlanes in Each Direction	3 (plus auxiliary lanes)	3 to 4 (plus auxiliary lanes)
Frontage Road Lanes in Each Direction	2 to 3 lanes	3 lanes

PROJECT CONTACTS



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