

THE SOUTHERN GATEWAY PROJECT

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



NEED AND PURPOSE

The Southern Gateway project will add capacity, replace aging pavement and improve safety along I-35E and US Highway 67 in southern Dallas. As one of the major highways into and out of downtown Dallas, the roadway carries about 180,000 vehicles per day on pavement that was first built in the 1950s. The reconstruction project has been supported since before 2003, when the project was first environmentally cleared but left unfunded. With improvements under way just to the north with the Horseshoe Project, the next step to further improve congestion in downtown is to rebuild this major urban highway.

2016 TxDOT Congestion Ranking: 17

Estimated Annual congestion cost to motorists: \$46.44 million

GOALS

Improve safety by rebuilding the highway, which will improve entrance and exit ramps, straighten the

notorious Zang Boulevard curve, improve cross street bridges and add full shoulders within the right of way. The project will feature two reversible, non-tolled express lanes and an additional general purpose lane in each direction on I-35E. The roadway will have seven lanes into downtown each morning and seven lanes out of downtown each evening. In addition, the roadway will feature an additional general purpose lane in each direction and one reversible, non-tolled express lane from the I-35E split to I-20.

ESTIMATED CONGESTION BENEFIT

Increase average speed on select links within the major freight and North American Free Trade Agreement corridor by 17 percent.

PROJECT ADVANCEMENT BENEFIT

Acceleration of construction timeframe saves TxDOT \$45.2 million. The Southern Gateway also is being procured as a design-build project, which reduces construction duration.

PROJECT DETAILS

Limits: I-35E from Colorado Boulevard to south of Kiest Boulevard; on US 67 from I-35E/US 67 split to I-20.

Length: 11 miles

PROJECT DESCRIPTION

I-35E: Full reconstruction and widening to include 5 general purpose lanes in each direction and two reversible, non-tolled managed express lanes from Colorado Boulevard to US 67.

US 67: Add a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be rebuilt to become one reversible, non-tolled express lane in the center median.

ESTIMATED COSTS

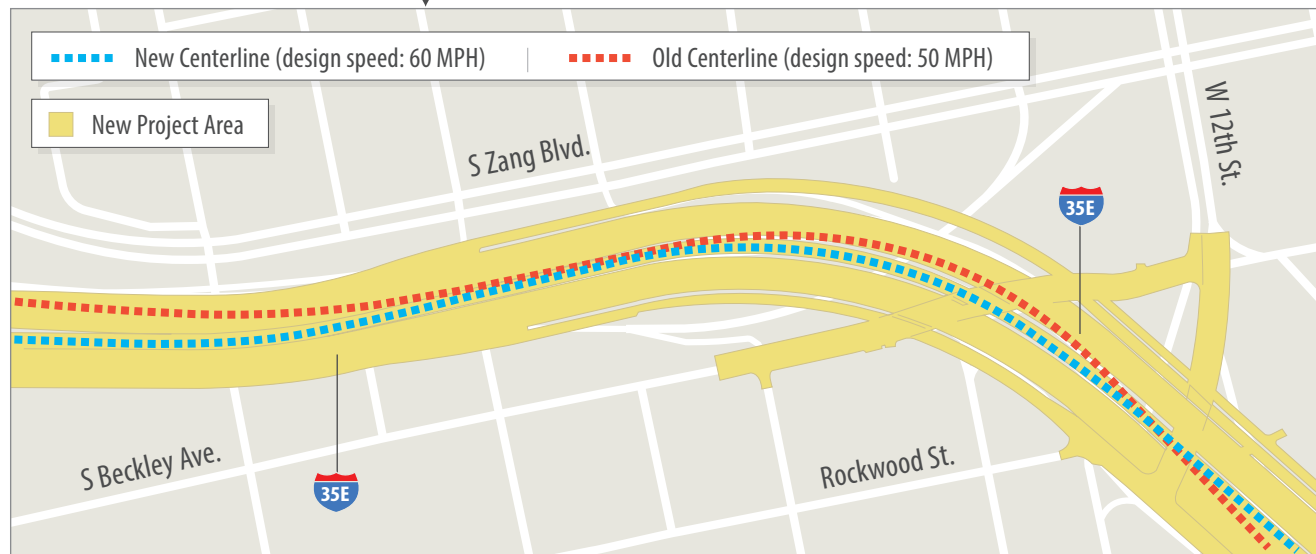
Design-Build Constr., Base Scope	\$565 M
Utilities	\$16.3 M
Total Design/Build Contract*	\$571.3 M
ROW (state costs)	\$40 M
Total Estimated	\$611.3 M

*Subject to change TxDOT graphic

ESTIMATED FUNDING

CAT 11	\$260 M*
CAT 12	\$168 M
CAT 5 (CMAQ)	\$54.3 M
CAT 7	\$54.1 M
CAT 2	\$50 M
Strat 102 (ROW Cost)	\$40 M
RTR Funds	\$39.6 M
Total Funding	\$666 M

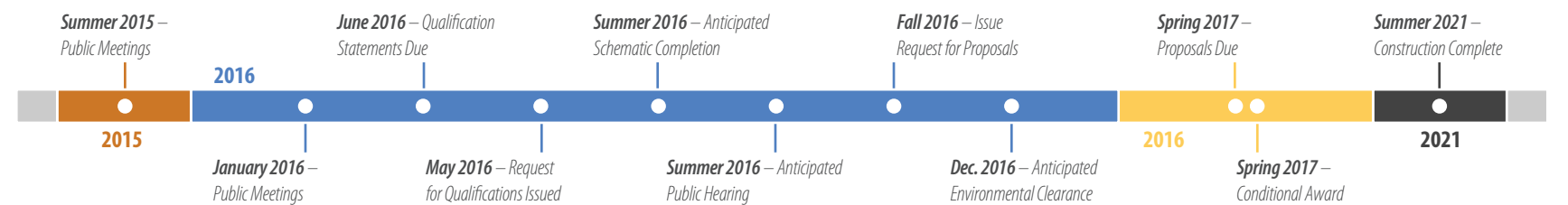
* Congestion Relief Funding TxDOT graphic



NOTE: Highlighted areas not drawn to scale.

TxDOT graphic

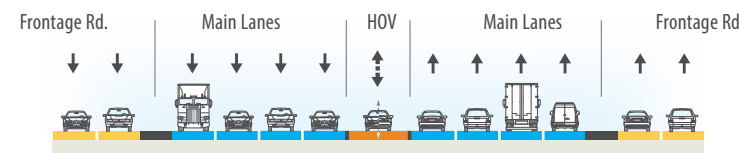
PROJECT TIMELINE



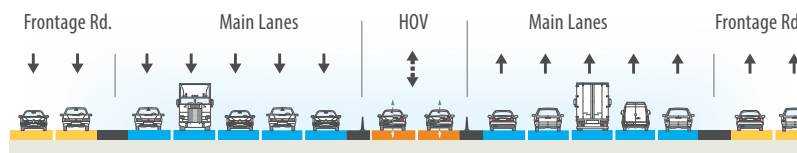
SOURCE: TxDOT

TxDOT graphic

EXISTING I-35E: US 67 TO COLORADO ST.

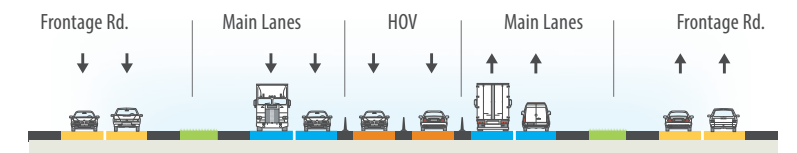


PROPOSED I-35E: US 67 TO COLORADO ST.

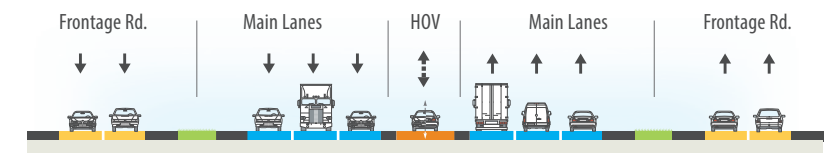


NOTE: Illustrations are not drawn to scale.

EXISTING US 67: I-20 TO I-35E



PROPOSED US 67: I-20 TO I-35E



TxDOT graphic

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