General Overview - Project Limits

- Approx. 11 miles
- Dallas County
- Cities of Dallas, Garland and Mesquite
- Begins just east of U.S. 75 and continues until I-30.
- Includes the reconstruction of two-mile section of I-30 to accommodate the I-30/I-635 interchange
Proposed Project

- Full reconstruction of the existing 8 general purpose lanes to 10 general purpose lanes, with auxiliary lanes at entrance and exit ramps
- Full reconstruction of the existing 1 concurrent tolled managed lane
- Full reconstruction of the discontinuous frontage roads to continuous frontage roads up to Town East Boulevard.
- Full reconstruction of city street overcrossing and undercrossing structures
- Full reconstruction of the I-30/I-635 Interchange
Project Overview / Project Team

- Project cost: $1.7 billion
- Delivery method: Design-Build
- Contract Execution – August 22, 2019
- NTP 1 - September 9, 2019
- NTP 2 - January 24, 2020
- Construction : 2020 - 2024
Procurement Activities – Right of Way Acquisition

- Over 120 ROW parcels to purchase
- Residents from two apartment complexes and numerous businesses to relocate
- Need to purchase ROW from both KCS Railroad and DART

Actions
- Begin ROW acquisition early
- Weekly meeting with the ROW staff and its consultants (ROW and Relocation agents)
- Provide monthly updates to the proposers (https://www.txdot.gov/inside-txdot/division/right-of-way/map.html)

Results
- Almost all parcels, except one, were under possession before contract execution
- Residents from the two apartment complexes and numerous businesses were all relocated before contract execution
- All demolition of structures were completed before contract execution
Procurement Activities – Transmission Line Relocations

- Thirteen transmission lines with three different utility companies along the project corridor needed relocation.
- The outages for relocation have to approved by the Electric Reliability Council of Texas (ERCOT).
- Long lead material delivery time

**Actions**
- Begin coordination utility companies early
- Bi-weekly/Monthly meeting with the utility representatives
- Provide status update to the proposers

**Results**
- Completed the relocation for all the transmission lines before construction began
Procurement Activities – Railroad Coordination

- DART and KCS Railroads

- Actions
  - Begin coordination early
  - Developed two parties crossing agreement between TxDOT and DART/KCS
  - Established PE agreement to reimburse KCS for project coordination and plan review
  - Developed preliminary Exhibit A based on Schematic design for coordination with DART and KCS
  - Revised the Railroad programmatic language to provide relief based on the Exhibit As provided to the proposers

- Results
  - Obtained crossing agreement with DART before conditional award
  - Obtained Exhibit A concurrence from KCS before conditional award
  - Obtained crossing agreements with KCS shortly after issuance of NTP 2
  - The proposers could better estimate the railroad risks into their schedule and price
Construction Status

- Began Construction in early Spring
- Three segments
  - Segment 1 (East of US 75 – Royal Lane/Miller Road)
  - Segment 2 (Royal Lane/Miller Road – La Prada Drive)
  - Segment 3 (La Prada – South of the I-30/I-635 Interchange and I-30)
- Early Construction Activities
  - Removing the managed lanes bollards
  - Beginning construction phasing
  - Utility Relations
Construction Status – Segment 1

- Construction Phasing
Construction Status – Segment 1

February 2020

September 2020
Construction Status – Segment 1

September 2020
Construction Status – Segment 1

September 2020
Construction Status – Segment 2

- Construction Phasing
Construction Status – Segment 2

February 2020

September 2020
Construction Status – Segment 2
Construction Status - Segment 3

February 2020

September 2020

August 2020

September 2020
Construction Status - Segment 3
Construction Status - Segment 3
Lesson Learned

- Utility Easements
  - Engage utility owners early on
  - Investigate and verify utility easement location and ownership
- Independent Structural Calculation and Modeling Review
  - Unique and Complex Structure
    • Skillman Tie Arch Bridge
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