

Inventory of Proposition 1 Projects for Discussion

Proposed Proposition 1 Funding													Proposed Calendar Year				Comments
District	CSJ	County	Project	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Consistent with Plan	CY 2015 (Year 1)	CY 2016 (Year 2)	CY 2017 (Year 3)	CY 2018 (Year 4)	
Dallas	1013-01-026	Collin	FM 546	Capacity	from SH 5 to East of Country Lane/Airport Road	Realign highway- construct 4 lane divided facility (Ultimate 6)	\$19,240,277	\$13,960,277		Sep-16	Mar-14	Yes	X				\$5,280,000 RTR Funds; Policy discussion on type of Airport is needed
Dallas	0047-14-069	Collin	US 75	Capacity	From North of Melissa Rd to South of FM 455	Reconstruct and widen 4 lanes to 6 lanes and 2 lane frontage roads each direction	\$53,645,943	\$47,645,943		Feb-16	Jun-12	2040 MTP		X			\$6,000,000 RTR Funds  The 2040 Mobility Plan will be updated to reflect earlier construction year
Dallas	0047-14-074	Collin	US 75	Capacity	at FM 455 in Anna	Construct Interchange	\$24,260,357	\$21,672,168		Feb-16	Jun-12	Yes		X			\$2,588,189 RTR Funds
Dallas	2679-02-008	Collin	FM 2514	Capacity	from FM 2551 to West of FM 1378	Reconstruct 2 lane rural to 4 lane (Ultimate 6 Lane) urban divided	\$19,000,000	\$5,061,314		May-16	May-14	Yes		X			\$13,938,686 RTR funds
Total Collin County							\$116,146,577	\$88,339,702					CY 2015 Total \$13,960,277	CY 2016 Total \$74,379,425	CY 2017 Total \$0	CY 2018 Total \$0	

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Dallas	1068-04-122	Dallas	IH 30	Capacity	From Belt Line Road to MacArthur Blvd	Construct three lane frontage roads	\$13,410,471	\$13,410,471		Aug-15	✓	Yes	X				
Dallas	0442-02-157	Dallas	IH 35E	Maintenance	From IH 20 to SL 12	Full depth repair concrete pavement and overlay mainlanes	\$3,166,700	\$3,166,700		Aug-15	✓	Yes	X				
Dallas	0581-02-143	Dallas	SL 12	Maintenance	From Illinois Avenue to IH 35E	Full depth repair concrete pavement	\$1,469,240	\$1,469,240		Aug-15	✓	Yes	X				
Dallas	3000-01-023	Dallas	SS 408	Maintenance	From IH 20 to SL 12	Full depth repair concrete pavement, overlay and pavement markings	\$3,827,030	\$3,827,030		Aug-15	✓	Yes	X				
Dallas	0196-03-268	Dallas	IH 35E	Capacity	Operational improvements to Lowest Stemmons	Operational improvements to Lowest Stemmons	\$171,477,571	\$171,477,571		Dec-16		Yes	X	X			Lowest Stemmons
Dallas	0092-01-919 0092-14-909	Dallas	SM Wright Phase 2B	Capacity	IH 45 and SH 310 from Pennsylvania to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	\$28,100,000	\$28,100,000		Aug-17	Nov-15	Yes				X	
Total Dallas County							\$221,451,012	\$221,451,012					CY 2015 Total \$115,973,441	CY 2016 Total \$105,477,571	CY 2017 Total \$28,100,000	CY 2018 Total \$28,100,000	

Note: Funding amount includes only Prop 1 initiatives and does not reflect future of approx. \$457M for Southern Gateway (as it is a toll project and not eligible for Prop 1 Funding)

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Dallas	0353-02-053 0081-03-048 0081-03-046	Denton	US 377	Maintenance	at SH 114 in Roanoke	Replace bridge and approaches	\$31,598,999	\$9,000,000		Dec-15	✓	Yes		X			\$2.8M of Bridge Funding and \$19,798,999 RTR Prop 1 for overruns
Dallas	2054-02-015	Denton	FM 2181	Capacity	From Lillian Miller in Denton to West of FM 2499 (Barrel Strap Rd)	Widen 2 lane rural roadway to 6 lanes divided urban	\$17,705,302	\$5,115,552		Mar-17	Jan-08	Yes			X		\$12,589,750 RTR Funds
Dallas	0816-02-072	Denton	FM 455	Capacity	From West of FM 2450 to East of Marion Rd	Widen two lane rural highway to four lane divided urban and add turn lanes at IH 35	\$29,512,546	\$29,512,546		Jun-18	Estimated June 2017	Yes				X	Currently funded with \$5,676,129 SBPE/S102
Dallas	0135-10-050	Denton	US 380	Capacity	From US 377 to CR 26 (Collin Co line)	Widen 4 to 6 lane divided urban with intersection improvements at FM 423; add right turn lane	\$50,000,000	\$35,222,880		Mar-18	Mar-17	2040 MTP				X	Currently funded with \$14,777,120 STP-MM  Current cost estimate is \$50M but may stage to reach lower dollar amount  Prop 1 for overruns
Total Denton County							\$128,816,847	\$93,628,098					CY 2015 Total \$0	CY 2016 Total \$9,000,000	CY 2017 Total \$5,115,552	CY 2018 Total \$64,735,426	

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Dallas	1050-01-017	Ellis	FM 85	Maintenance/ Energy Sector	From IH 45 to FM 1182	Add shoulders and rehabilitate roadway	\$10,253,000	\$10,253,000		Jul-15	✓	Yes	X				
Dallas	0048-08-049	Ellis	IH 35E	Statewide Connectivity	From 2 miles south of FM 566 (Hill Co Line) to US 77 South of Waxahachie	Widen 4 lane rural to 6 lanes	\$48,195,768	\$48,195,768		Aug-15	Estimated July 2015	Yes	X				
Dallas	0048-04-079	Ellis	IH 35E	Statewide Connectivity	From US 77 north of Waxahachie to US 77 south of Waxahachie	Reconstruct and widen from 4 lanes to 6 lanes	\$138,003,608	\$18,003,608		Aug-15	✓	Yes	X				Currently funded with \$120M Cat 2
Dallas	0048-03-055	Ellis	US 77	Maintenance	From South of FM 66 to North of McMillan Street	Reconstruct and convert to one-way couplet; construct southbound bridge of couplet on Monroe St	\$13,137,250	\$3,137,250		Jun-18	Estimated Dec-2016	Yes				X	\$10M in bridge funds
Total Ellis County							\$209,589,626	\$79,589,626					CY 2015 Total \$76,452,376	CY 2016 Total \$0	CY 2017 Total \$0	CY 2018 Total \$3,137,250	

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Dallas	1217-03-019	Kaufman	FM 1388	Maintenance	From FM 148 to US 175	Provide additional pavement surface and overlay	\$8,502,714	\$8,502,714		Aug-15	✓	Yes	X				
Dallas	3190-01-010	Kaufman	FM 2860	Maintenance	From FM 1388 to US 175	Rehabilitate existing roadway and add 3 foot shoulders	\$5,713,855	\$5,713,855		Aug-15	✓	Yes	X				
Dallas	N/A	Kaufman Dallas	IH 20	Statewide Connectivity	Corridor Partnership		\$10,000,000	\$10,000,000			✓	Yes			X		Need to coordinate with local agencies to finalize project details
Total Kaufman County							\$24,216,569	\$24,216,569					CY 2015 Total \$14,216,569	CY 2016 Total \$0	CY 2017 Total \$10,000,000	CY 2018 Total \$0	

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Dallas	0162-11-001	Navarro	SH 31	Statewide Connectivity	from 3.2 miles west of FM 2555 to 3.7 miles east of IH 45	Construct new location relief route; ultimate 4 lane divided limited access facility with interchange at IH 45	\$71,115,100		\$17,915,729	Jul-15		N/A	X				Currently funded with \$6,682,000 Prop 14 and \$41M TMF and \$5M Cat 12
Dallas	0166-01-049	Navarro	IH 45	Statewide Connectivity	IH 45 from 0.4 Mile south of FM 246 to 0.2 Miles north of FM 1394	Widen freeway from 4 to 6 lanes	\$38,141,700		\$38,141,700	Jul-15		N/A	X				Widen to median
Dallas	0093-01-097	Navarro	IH 45	Statewide Connectivity and Maintenance	IH 45 from 0.608 MI north of FM 1394 to 0.874 North of US 287	Installation of Wireless ITS	\$450,000		\$450,000	Jul-15	✓	N/A	X				
Dallas	0092-06-102	Navarro	IH 45	Statewide Connectivity and Maintenance	IH 45 from 0.874 MI North of US 287 to Ellis County line	Installation of Wireless ITS	\$545,000		\$545,000	Jul-15	✓	N/A	X				
Dallas	0166-01-050	Navarro	IH 45	Statewide Connectivity and Maintenance	From Freestone County Line to 0.608 MI north of FM 1394	Installation of Wireless ITS	\$270,000		\$270,000	Jul-15	✓	N/A	X				
													CY 2015 Total	CY 2016 Total	CY 2017 Total	CY 2018 Total	
Total Navarro County							\$110,521,800		\$57,322,429				\$57,322,429	\$0	\$0	\$0	

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Dallas	1015-01-023	Rockwall	FM 3549	Capacity	From IH 30 to SH 66	Widen from 2 lane rural to 4 lane urban divided	\$7,601,798	\$5,801,798		Jan-17	Estimated Oct-2015	Yes			X		Rockwall Co doing PE/Env and has funding for construction (\$1,800,000)
Dallas	1290-02-017 1290-03-027	Rockwall	SH 276	Capacity	From SH 205 to East of FM 549	Reconstruct and widen 2 lane rural to 6 lane urban divided	\$19,874,000	\$17,616,000		Sep-17		Yes				X	Rockwall Co doing PE/Env and has funding for construction (\$2,258,000)
Total Rockwall County							\$27,475,798	\$23,417,798					CY 2015 Total \$0	CY 2016 Total \$0	CY 2017 Total \$5,801,798	CY 2018 Total \$17,616,000	

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Fort Worth	0250-02-054 0250-04-047 0250-03-046	Erath	US 281	Statewide Connectivity and Energy Sector	From Palo Pinto County Line to SH 6	Upgrade to Super 2 design, ext culverts, sets, overlay and pavement markings	\$23,000,000		\$23,000,000	Feb-15		N/A	X				
Total Erath County							\$23,000,000						\$23,000,000		\$0	\$0	\$0
District	CSJ	County	Project	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Consistent with Plan	CY 2015 (Year 1)	CY 2016 (Year 2)	CY 2017 (Year 3)	CY 2018 (Year 4)	Comments
Fort Worth	0080-11-001	Hood	US 377	Statewide Connectivity	From 1.4 MI south of SH 171 to Johnson County Line	Construct 4 lanes on new location as alternate route in Cresson	\$28,000,000	\$28,000,000		Sep-16		Yes			X		Johnson County portion 0080-12-001; connectivity;
Total Hood County							\$28,000,000						\$28,000,000	\$0	\$0	\$28,000,000	\$0
District	CSJ	County	Project	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Consistent with Plan	CY 2015 (Year 1)	CY 2016 (Year 2)	CY 2017 (Year 3)	CY 2018 (Year 4)	Comments
Fort Worth	0249-06-922 0249-07-922 0249-08-922	Jack Palo Pinto	US 281	Statewide Connectivity	at Martin Rd to US 180 in Mineral Wells	Upgrade to Super 2 design, ext culverts, sets, 2" overlay and pavement markings	\$9,477,000		\$9,477,000	May-17		N/A			X		0249-08-922 Is in Palo Pinto County
Total Jack County							\$9,477,000	\$0					\$9,477,000	\$0	\$0	\$9,477,000	\$0
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Fort Worth	0014-03-088	Johnson	FM 917	Capacity and Safety	at IH 35W	Reconstruct interchange and convert frontage roads to one way	\$5,000,000	\$5,000,000		Aug-20		Yes				X	
Fort Worth	1181-02-033	Johnson	FM 917	Statewide Connectivity and Safety	From BNSF RR in Joshua to SH 174	Construct Railroad grade separation structure & realign road	\$10,000,000	\$10,000,000		Feb-20		Yes				X	
Total Johnson County							\$15,000,000	\$15,000,000						\$0	\$0	\$0	\$15,000,000
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Fort Worth	0250-02-049	Palo Pinto	US 281	Maintenance	From Erath County Line to IH 20	Widen pavement and add shoulders	\$4,700,000		\$4,700,000	Feb-15	✓	N/A	X				
Total Palo Pinto							\$4,700,000						\$4,700,000	\$0	\$0	\$0	\$0
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Fort Worth	0314-07-046 0314-07-052 0314-07-053	Parker	IH 20	Capacity	at Centerpoint	Construct IH 20 frontage roads and ramps, convert south FR RD to one way operation  Reconstruct 2 lane bridge to 4 lane bridge, construct new westbound frontage road (Phase 1A); Eastern Loop  Reconstruct 2/3 lane eastbound frontage road and 2 new on/off ramps (Phase 2 of 3)	\$30,408,800	\$14,000,000		May-16	Estimated April 2016	Yes		X			\$7M PTF + \$7M funding shortfall  County can be ready by 2015, but would need to advance STP-MM funds from 2017 to 2016  Currently funded with \$30,408,800 local and STP MM
Fort Worth		Parker	FM 51	Maintenance	at SH 199	Bridge replacement and reconstruct roadway	\$10,000,000	\$10,000,000		Dec-15		Under Review		X			Develop partnership with Parker County
Total Parker County							\$40,408,800	\$24,000,000						\$0	\$24,000,000	\$0	\$0
District	CSJ	County	Project	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Consistent with Plan	CY 2015 (Year 1)	CY 2016 (Year 2)	CY 2017 (Year 3)	CY 2018 (Year 4)	Comments
Fort Worth	0259-02-048	Somervell	US 67	Maintenance	From Paluxy River Bridge to Erath County line	Mill 2"-3", Seal & HMAC Overlay Maintenance	\$8,000,000		\$8,000,000	May-15	✓	N/A	X				
Total Somervell							\$8,000,000						\$8,000,000	\$0	\$0	\$0	\$0

Inventory of Proposition 1 Projects for Discussion

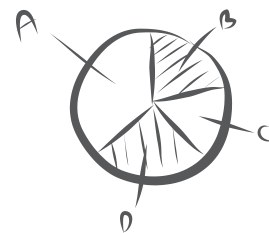
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Fort Worth	1068-02-076	Tarrant	SH 360	Capacity	at IH 30	Const Dir Conn Intchg at SH 360 & Traffic Management System	\$254,000,000	\$229,000,000		Mar-16	Mar-16	Yes	X	X			Anticipate partnership with RTC (possibly funded with \$25M CMAQ and consider staged construction elements)
Fort Worth		Tarrant	IH 30	Statewide Connectivity	From IH 35W to County Line	CAPMAIN	\$20,000,000	\$20,000,000		Aug-17		Under Review			X		
Total Tarrant County							\$274,000,000	\$249,000,000					CY 2015 Total \$114,500,000	CY 2016 Total \$114,500,000	CY 2017 Total \$20,000,000	CY 2018 Total \$0	
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Fort Worth	1310-03-026	Wise	FM 2264	Energy Sector and Maintenance	From US 287/81 to CR 4431	Provide additional paved surface width, proposed 2-12' lanes with 2' shoulders, incl extending culverts w/safety ends	\$6,903,700	\$6,903,700		Feb-15	✓	Yes	X				
Fort Worth	0312-04-031	Wise	FM 730	Maintenance	From 0.5 miles south of US 81 to 3.331 miles north of SH 114	Add shoulders for safety	\$10,000,000	\$10,000,000		Sep-17	✓	Yes		X			
Total Wise County							\$16,903,700	\$16,903,700					CY 2015 Total \$6,903,700	CY 2016 Total \$10,000,000	CY 2017 Total \$0	CY 2018 Total \$0	
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Paris	0009-13-159	Hunt	IH 30	Statewide Connectivity	at FM 2642	Replace existing bridge facilities	\$18,000,000	\$10,000,000		May-16	Jan-16	Yes		X			TxDOT paying for PE in FY 2015 and Paris District to Fund Remaining \$8M
Paris		Hunt	FM 1570	Statewide Connectivity	at IH 30	Intersection improvement	\$8,000,000	\$8,000,000				Yes				X	
Total Hunt County							\$26,000,000	\$18,000,000					CY 2015 Total \$0	CY 2016 Total \$10,000,000	CY 2017 Total \$0	CY 2018 Total \$8,000,000	

# Grant Funds Available for School Bus Projects

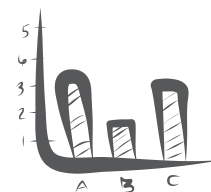
The North Central Texas Council of Governments (NCTCOG) has made approximately \$1 million in grant funding available through the North Central Texas (NCT) Clean School Bus Program. Up to 80 percent in grant funding will be awarded to eligible projects.



Applicants must adopt the newly approved Clean Fleet Policy prior to the application deadline.



<b>Eligible Entities</b>	Public and private schools, school districts, and school bus operators in the 10-county ozone nonattainment area
<b>Eligible Project Types</b>	School bus replacement, repower, retrofit, or installation of idle reduction technology - All projects must achieve a reduction in NOx emissions.



## Did you know?



New school buses are up to 90 percent cleaner than buses from 2004.



Projects awarded under this program will help reduce emissions that can harm student health and lead to ground-level ozone formation. They will also help improve air quality and help meet federal ozone standards.

School



Applications are due "in hand" to NCTCOG offices by **5 PM CST Friday, March 13, 2015.**

For more information, visit [www.nctcog.org/cleanschoolbus](http://www.nctcog.org/cleanschoolbus) or email [cleanschoolbus@nctcog.org](mailto:cleanschoolbus@nctcog.org).





NORTH TEXAS TOLLWAY AUTHORITY

# On The Move

JANUARY 2015

## NTTA Readies for 2015 Legislative Session

NTTA is focusing on a series of legislative priorities aimed at demonstrating our commitment to improving customer experience and protecting the safety of NTTA employees and vehicles.

Some initiatives will not affect TollTag customers, but will promote prompt and equitable payment of tolls by all customer groups.

Priorities for the 84th Texas Legislative Session include the following:

### Customer Experience

- Paperless, Electronic Billing Opt-in for ZipCash (Pay-by-Mail) Customers—NTTA wants to provide a fast, convenient option for non-TollTag customers, who currently receive their

bills through the mail.

- Timely Monthly Billing for ZipCash (Pay-by-Mail) Customers—NTTA seeks a customer payment period that allows for ample time for customers to pay their bill each month, ensures that customer bills arrive at the same time each month, and also provides sufficient time for NTTA to process bills.

### Safety

- The Texas 'Move Over or Slow Down' law protects lives by requiring drivers to move over to the next lane or slow to 25 mph under the posted speed limit when they see emergency vehicles, TxDOT vehicles or tow trucks with flashing lights. NTTA will support legislative efforts to



protect its employees and customers through adding NTTA roadway customer service and maintenance vehicles to the list of those covered by the law. This legislative change will protect NTTA employees who risk their safety to help others in need of assistance on NTTA roads and will provide added safety for the customers they assist.



## Customer Service:



Annual customer contacts [2014]:  
**4.5 Million**



Annual web visits [2014]:  
**8.1 Million** Avg. weekly to date: 202,499  
2014



Customers who drive on NTTA toll roads annually: **6.5 Million**



Local employees: **746**

## NTTA Racks Up Awards and Recognition in 2014

2014 was a big year for NTTA having received several awards and recognitions from across the country to around the world. A partial list includes:

2014 Platinum Leadership Circle Award from the Texas Comptroller of Public Accounts

Tollmate is named one of the top 10 mobile apps for Dallasites

2014 American Association for Affirmative Action – President's Award

2014 Texas Public Works Association Project of the Year – Dallas North Tollway Bridge Deck Repair

2014 International Association of Business Communicators – Gold Quill Award of Excellence – \$20 Starter TollTag

2014 Project of the Year, the PGBT Western Extension

# PROJECT UPDATES

## Bringing Fort Worth–Style Architecture to Chisholm Trail Parkway

Drivers on Chisholm Trail Parkway may notice some familiar design features incorporated along the corridor, a nod to the rich history of the city of Fort Worth.

Monuments line many of the intersections along the Chisholm Trail Parkway, and are designed to resemble those at Will Rogers Memorial Center grounds on University Drive.

Fort Worth's Art Deco "Zigzag Moderne" motif, which blended seamlessly into the Chisholm Trail Parkway, is featured in architecture and bridges in the downtown Fort Worth area, including new hotels and fire stations. Commuters with a keen eye traveling through town might notice the design on the top floors of the Texas and Pacific Railway Terminal, located just north of Interstate 30 in downtown Fort Worth.

The zigzag motif is evident along the tollway in many places, sometimes hidden in plain sight. It is on the lighting and toll gantry structures, on the retaining walls, and in the green ornamental fences along West Vickery Boulevard.



The zigzag pattern featured on the green ornamental fence along West Vickery Boulevard west of University Drive.

## Changes Coming to Dallas North Tollway

Drivers will see major improvements on Dallas North Tollway in 2015.

## Bush Turnpike Fourth Lane Construction Begins in Early 2015

The project is expected to take place in phases, beginning in the first quarter.

## Construction Continues on the North End of Chisholm Trail Parkway

The final weeks of major construction will take place in Fort Worth around the Chisholm Trail Parkway.

## Survey Feedback Shapes 2015 Plans

Last summer, NTTA launched its 2014 Customer Survey, and customers arrived in droves to share their input. In fact, our survey respondents increased by more than 250 percent compared to 2012.

Some of the survey's high-level findings include:

- Eight in 10 customers are satisfied with NTTA roads and services
- President George Bush Turnpike and Dallas North Tollway continue to be the most frequently traveled roads

NTTA received excellent or good ratings on the following subjects:

- Road cleanliness
- Road conditions
- Convenient to pay toll fees
- Safety
- Location of toll roads

More than 800 elected officials were also surveyed:

- Nine in 10 elected officials were satisfied with our new customer improvements
- Satisfaction with toll enforcement jumped from 19 percent in 2012 to 51 percent in 2014.



## One Less Wintry Worry

Help is available with NTTA Roadside Assistance

Now that winter is officially here, drivers on NTTA roads have one less worry – NTTA roadside assistance is available 24/7 for drivers in need. Whether you have a flat tire, run out of gas or find icy or snowy roads too difficult to navigate, NTTA Roadway Customer Service workers are there to help. In 2013, the roadside team assisted 19,000 drivers, and the response to the ice and snow storms of 2014 received praise from drivers and local media.

To receive assistance while on



an NTTA toll road, simply dial 911. Your call will be routed to the NTTA command center, where your location will be confirmed and a team member will be dispatched to assist you.



In 2014 we helped  
**17,912**  
people reach their destination safely  
with FREE motorist assists



## NORTH TEXAS TOLLWAY AUTHORITY

### CONTACT US:

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# DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

## DISTRICT'S NEW CHIEF OUTLINES VISION FOR THE FUTURE

**DALLAS** — Valuable experience garnered from a TxDOT career spanning nearly three decades is what Kelly Selman brings to his new role as head of the Dallas District.



Selman took over as Dallas District Engineer on Dec. 15, following the departure of Bill Hale, who became TxDOT's Chief Engineer. In a letter this month to district employees, Selman began by acknowledging accomplishments made under Hale's direction.

"I want to emphasize that Bill Hale is to be commended for his work for the past 11 years. He set the bar high," Selman wrote. "We will continue that momentum, and we will work hard to maintain those high standards set for our district."

Selman joined TxDOT in 1986 in the roadway design section and transferred to the Collin County Area Office in 1990 where he served as a construction project engineer, area office design manager and assistant area engineer prior to being named area engineer in March 2004.

In 2006, Selman was named the Dallas district director of transportation operations. He served as director of transportation, planning and development from 2009 through 2010 and was responsible for advanced transportation planning and project development, consultant contract administration, public transportation, transportation management systems and design. Selman was named the Dallas deputy district engineer in December 2010.

In his letter to employees, Selman laid out several priorities that will be critical to continuing success in the coming years. First on the list is to continue bolstering the district's already strong workforce.



**James "Kelly" Selman** — Our new Dallas District Chief Engineer.

TxDOT photo archive

"We build and maintain thousands of lane miles in the District, but we're in the people business," he said. "Good training and mentorship is going to keep our people efficient. Classes are good, but having good people to do the training and pass on what they've learned is crucial."

Selman called on district leaders to help foster a positive mentoring attitude "that will allow us to carry on the TxDOT tradition well into the future."

Next, Selman stressed the importance of improving pavement scores in the district. He said a new performance-based maintenance contract with Amey Consultants and Webber Construction in Dallas County will help increase pavement scores throughout the district.

"We are now able to shift more in-house

personnel to our outlying counties to focus on pavements and use contract personnel for more routine maintenance in Dallas County," he said. "We will continue to utilize our external partners to supplement our workforce. We do efficient work but we can't do it all ourselves."

Among other priorities Selman listed was to improve the quality of our Plans, Specifications and Estimates, and to place a heavy focus on the mobility around downtown Dallas by working to secure funding and reaching agreements with local elected officials.

"The design life is coming to an end on most of our major roadways," he said. "Collin and Denton counties have huge mobility issues but are making strides. A lot of the focus will now be on the mobility around downtown Dallas."

The Dallas District is hardly alone when it comes to facing new challenges on the road ahead. But armed with a long and distinguished career of more than 28 years with TxDOT, Selman is ready for the challenge. ■

### MORE ABOUT KELLY:

- Selman graduated from Texas A&M University in 1986 with a bachelor's degree in civil engineering.
- The Whitewright, Texas native enjoys working with the district's engineer in training program, serving as an advisor to the department's newest batch of future engineers and leaders.
- Selman is a longtime member and former president of the Board of Trustees of the Whitewright Independent School District.
- He also enjoys community activities, serving as a founding member of the Whitewright Youth Baseball/Softball Association.

TxDOT graphic

# JANUARY | 2015

■ LET ■ PROJECTED ■ COMPLETED

SH: STATE HWY. FM: FARM TO MARKET CR: COUNTY RD. CS: CITY ST. SL: STATE LOOP SP: SPUR BUS: BUSINESS VA: VARIOUS LOCATIONS

## DECEMBER 2014 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M) ***	CONTRACTOR	
0048-03-087	US 77	US 77 at SH 342 and SH 34 at Laurel / Wal-Mart	Rehabilitation of traffic signals	\$0.30	\$0.27	-8.32	\$0.36	Durable Specialties, Inc.	1
0095-10-053	US 80	I-30 to I-635	Concrete full depth repair on jughandles and frontage roads	\$1.47	\$1.32	-9.91	\$1.59	Silver Creek Constr., Inc.	2
0162-04-055	SH 31	SH 31 from FM 55 north to I-45	Full depth concrete repair, level-up and overlay	\$4.48	\$4.31	-3.79	\$5.13	Big Creek Constr. Ltd.	3
0353-02-063	SH 114	At FM156	Construct Interchange	\$30.06	\$32.10	6.81	\$45.76	Austin Bridge & Road, L.P.	4
0697-03-027	FM 429	SH 243 to US 80	Texturize shoulders and centerline	\$0.24	\$0.21	-15.13	\$0.24	Striping Technology, L.P.	5
1392-01-040	FM 1378	FM 1378: FM 2514 to S of Forest Dr. and FM 2756 at FM 569	Additional paved surfaced width, base repair & overlay	\$2.70	\$2.70	0.04	\$3.34	Jagoe-Public Company	6
3392-01-008	FM 2786	SH 5 to FM 1378	Widen 2 to 4 lane divided	\$16.10	\$15.80	-1.86	\$21.21	Ed Bell Constr. Co.	7
DECEMBER 2014 TOTAL				\$55.34	\$56.71	2.48	\$77.63		
DISTRICT FY ACCUMULATIVE LETTINGS				\$315.79	\$306.33	-3.00			
DALLAS DISTRICT LETTING CAP				\$1,046.87**					

\*\*District FY 2015 Letting Vol. Cap includes the following:

1) The SH 183 Managed Lanes project for \$513 million.

\*\*\*Est. Total Proj. Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

## JANUARY 2015 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0568-01-046	SH 34	FM 667 To US 287	Profile pavement markings	\$0.25	1
1211-01-018	FM 984	At Draw, 1.7 mi. S of SH 34 at Onion Creek Relief #1 and #2	Replace Bridge and approaches	\$2.33	2
1494-02-008	FM 1565	FM 986 to Hunt County Line	Provide additional pavement surface and overlay	\$2.13	3
TOTAL				\$4.71	

## COMPLETED CONSTRUCTION PROJECTS (FROM DECEMBER 1 - 31, 2014)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0047-05-053	SH 5	FM 546 to US 380	Base Repair & Overlay	12/16/14	\$1.04	1
0047-09-027	SH 5	At DGNO Railroad Underpass In Fairview	Realign Highway & Remove Railroad Underpass	12/11/14	\$3.52	2
0442-02-148	I-35E	I-20 to SL 12	Install High Mast Illumination	12/02/14	\$0.95	3
1068-04-142	I-30	Belt Line Rd in Grand Prairie to Macarthur Blvd.	Construct FRGT RD, Ramps, Park & Ride Facility	12/22/14	\$14.78	4
1950-01-026	FM 407	Chinn Chapel to Briarhill Blvd.	Widen 2 LN to 4 LN Divided Roadway	12/18/14	\$4.42	5
0173-04-025	SH 34	Airport Rd to Rose St. in Terrell	Const 4-Ln Hwy & US 80/RR Overpass	12/29/14	\$15.32	6
1091-01-016	FM 740	At Buffalo Creek	Replace Bridge	12/10/14	\$2.86	7
0048-03-084*	I-35E	Various Locations in Ellis Co.	Profile Pavement Markings	12/29/14	\$0.57	
TOTAL					\$43.46	

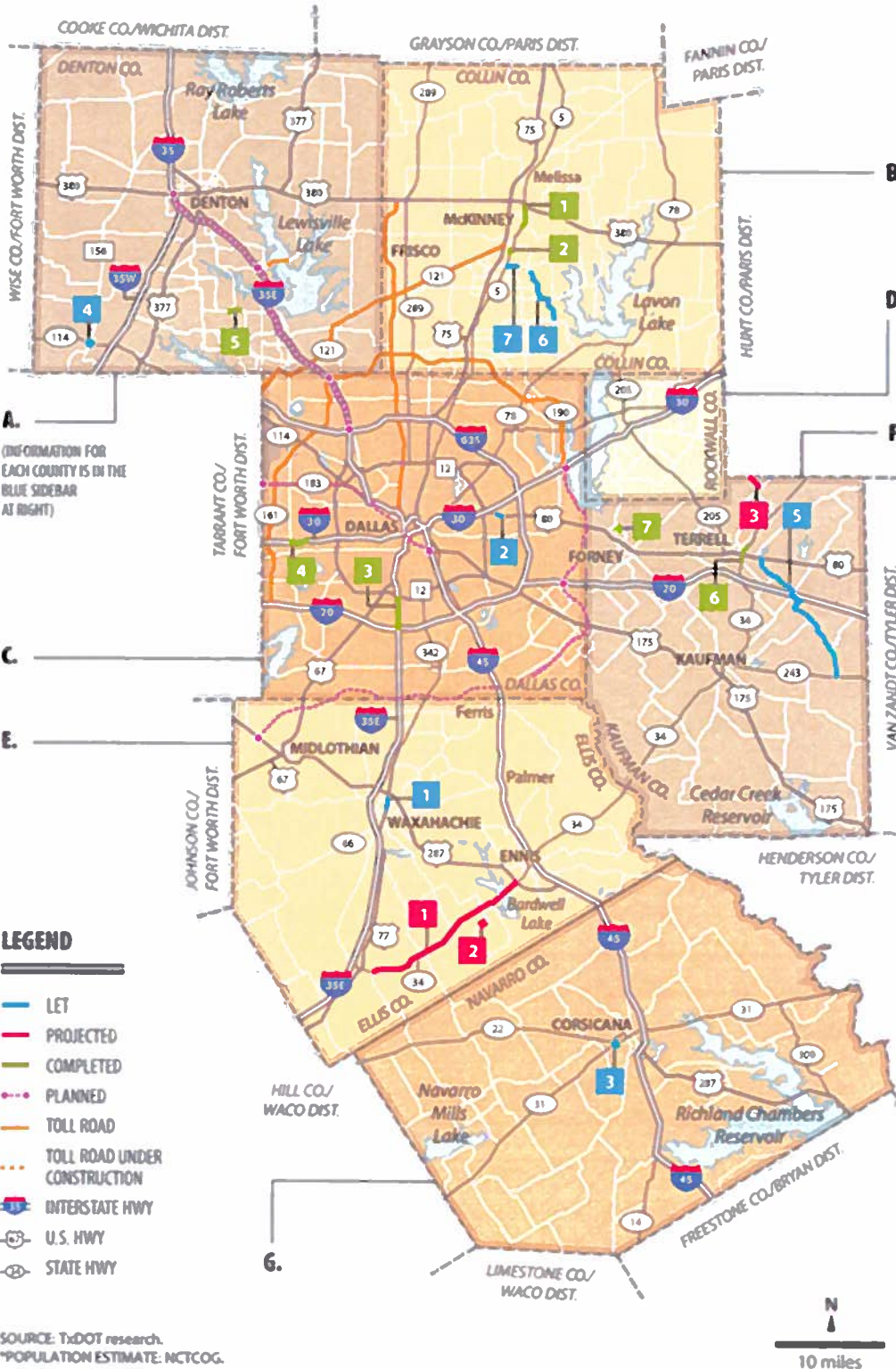
\*Unmapped.

SOURCE: Texas Department of Transportation.

TxDOT graphic

# DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in December, are projected to let in January or have recently been completed.



## DALLAS DISTRICT TOTALS

VEHICLE REGISTRATION | 3,591,178  
\*POPULATION ESTIMATE | 4,259,090  
LANE MILES | 10,847.34

### A. | DENTON COUNTY

VEHICLE REGISTRATION: 559,501  
\*POPULATION ESTIMATE: 683,010  
LANE MILES: 1,597.47

### B. | COLLIN COUNTY

VEHICLE REGISTRATION: 680,383  
\*POPULATION ESTIMATE: 804,390  
LANE MILES: 1,563.69

### C. | DALLAS COUNTY

VEHICLE REGISTRATION: 1,952,662  
\*POPULATION ESTIMATE: 2,385,990  
LANE MILES: 3,440.13

### D. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 79,075  
\*POPULATION ESTIMATE: 80,270  
LANE MILES: 346.35

### E. | ELLIS COUNTY

VEHICLE REGISTRATION: 165,360  
\*POPULATION ESTIMATE: 152,580  
LANE MILES: 1,516.77

### F. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 103,929  
\*POPULATION ESTIMATE: 104,600  
LANE MILES: 1,191.95

### G. | NAVARRO COUNTY

VEHICLE REGISTRATION: 50,268  
\*POPULATION ESTIMATE: 48,250  
LANE MILES: 1,190.98

# TxDOT PREPARED FOR WINTER WEATHER

**DALLAS** — TxDOT has spent the past few months gearing up for the upcoming winter weather season, updating response plans and restocking inventory.



In addition, TxDOT has contracted with a joint venture between Amey Consultants and Webber Construction to increase its maintenance resources in Dallas County,

including during winter weather events. The performance-based contract means Amey-Webber is responsible for treating interstates in Dallas County, including I-30, I-20, I-635, I-45 and I-35, along with the Dallas County portion of US 75.

TxDOT will now be able to refocus its resources elsewhere in the district. This season, TxDOT will again have more than 185 pieces of equipment and nearly 350

employees readily available to immediately start working around the clock as soon as winter weather threatens North Texas.

What's more, the Dallas District has 14 snow plow blade attachments and three new brine makers at its disposal. Brine is a liquid, salt-based anti-icer used to pretreat roads just before temperatures drop below freezing. \*

## AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (Potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

## WHAT MATERIALS ARE USE ON THE ROADS?



### Before an Ice/Snow Event

- Liquid salt-based anti-icers help prevent ice formation



### During an Ice/Snow Event

- Various salt-based granular de-icers are used to help melt ice already formed on the road

## HOW DO THE CHEMICALS WORK?

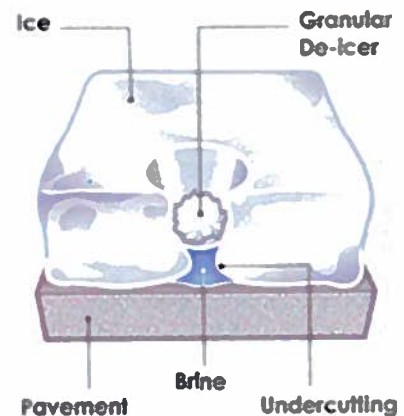
### Granular De-icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use).

When salt makes contact with ice – melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.

### Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.



SOURCE: [www.usroads.com](http://www.usroads.com)

TxDOT graphic



### From Mr. N. Dotson, Garland, TX —

"Just a note of thanks for taking care of the bridges and highways in the wintery weather like we are having tonight. Also, for tolerating the mindless questions and interviews by the local media every time this happens. I've seen a couple interviews already tonight and your spokesman does a really great job. Thanks for all y'all do."

SOURCE: Texas Department of Transportation

TxDOT graphic

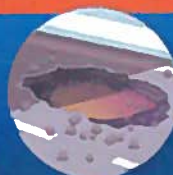
## DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF  
TRANSPORTATION  
4777 E. Highway 80  
Mesquite, TX  
75150-6643

### FOR MORE INFORMATION:

214-320-4480  
[dalinfo@txdot.gov](mailto:dalinfo@txdot.gov)  
[www.txdot.gov](http://www.txdot.gov)



### REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/formhtml?form=Report\\_a\\_Pothole](http://www.txdot.gov/contact-us/formhtml?form=Report_a_Pothole) or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

# DFW CONNECTOR

## TxDOT PROJECT TRACKER

DALLAS & FORT WORTH DISTRICTS

"Work with others to provide safe and reliable transportation solutions for Texas."



### 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 Airport entrance. The project featured a combination of new mainlanes, frontage road lanes and managed lanes. The initial project reached final acceptance in March 2014.

Funding constraints required some original DFW Connector components to be deferred. However, in early 2013, TxDOT was able to identify funding for the FM 2499 section and in September 2014, funding for new SH 121 and SH 360 ramps.

FM 2499 work includes rebuilding the mainlanes of FM 2499 from SH 121 to Denton Creek. These new lanes will be built below grade level and will allow commuters to bypass the intersections of Stars and Stripes Way and Grapevine Mills Blvd.

The SH 121/SH 360 ramp project will construct new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360 at the south end of the DFW Connector Project.



Grading and wall work from SH 121 to Grapevine Mills Blvd.

NorthGate Constructors photo archives

### PROJECT HISTORY/TIMELINE

- Texas Transportation Commission authorized request for CDA proposals: March 2006
- CDA conditionally awarded to NorthGate Constructors: March 26, 2009
- CDA executed: October 6, 2009
- TxDOT identified \$90 million in funding for FM 2499 in January 2013
- TxDOT signs \$17 million contract for the SH 121/360 ramp project
- FM 2499 Construction began in August 2013

### FM 2499 PROJECT PROGRESS

- Utility relocation on the project reached substantial completion in the fall.
- NorthGate Constructors changed the traffic pattern on northbound FM 2499 north of Grapevine Mills Blvd. in November. Crews moved traffic onto new concrete pavement and the new bridge over Denton Creek.
- Grading crews have started digging out dirt and rock for the new FM 2499 mainlanes north of Grapevine Mills Blvd.
- Crews are continuing construction on the new Stars and Stripes Way bridge, and they have begun construction on the Grapevine Mills Blvd. bridge.

### SH 121/360 RAMP PROGRESS

- Contract signed September 24, 2014
- Design work underway

### FM 2499 PROJECT FACTS (IMPROVEMENTS BY 2017)

**LENGTH:** 1 mile

#### NUMBER OF LANES

- Two mainlanes in each direction built 25-30 feet below the existing grade level, allowing commuter traffic to bypass two intersections
- Two frontage road lanes in each direction at grade level

**COST: \$92 MILLION (FUNDED ENTIRELY BY TxDOT)**

- Cat. 12 (Texas Transportation Commission approval in Jan. 2013)

#### RIGHT OF WAY (ROW) AND UTILITIES

- ROW acquisition and utility relocation is complete.

#### CONSTRUCTION DATES

- FM 2499 construction started: August 2013
- FM 2499 substantial completion: 2017

### SH 121/360 PROJECT FACTS (IMPROVEMENTS BY 2017)

#### COST

- \$17 million

#### CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: 2017

### ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

**LENGTH:** 8.4 miles

#### NUMBER OF NON-TOLL LANES (WIDEST POINTS):

- Six to eight westbound, six eastbound between William D. Tate Avenue and International Parkway
- Four to seven northbound and three to six southbound lanes at SH 121 near DFW Airport's north entrance

#### MANAGED LANES

- Four miles in length, two in each direction on SH 114
- Dynamic pricing began Jan. 3, 2015

#### COST: \$1 BILLION (FUNDED ENTIRELY BY TxDOT)

- TxDOT: \$696 million; American Recovery and Reinvestment Act funds: \$261 million; Proposition 14 bonds: \$17.2 million; Proposition 12 bonds: \$32 million
- ROW: \$127 million (Prop 14 funds)

#### CONSTRUCTION DATES

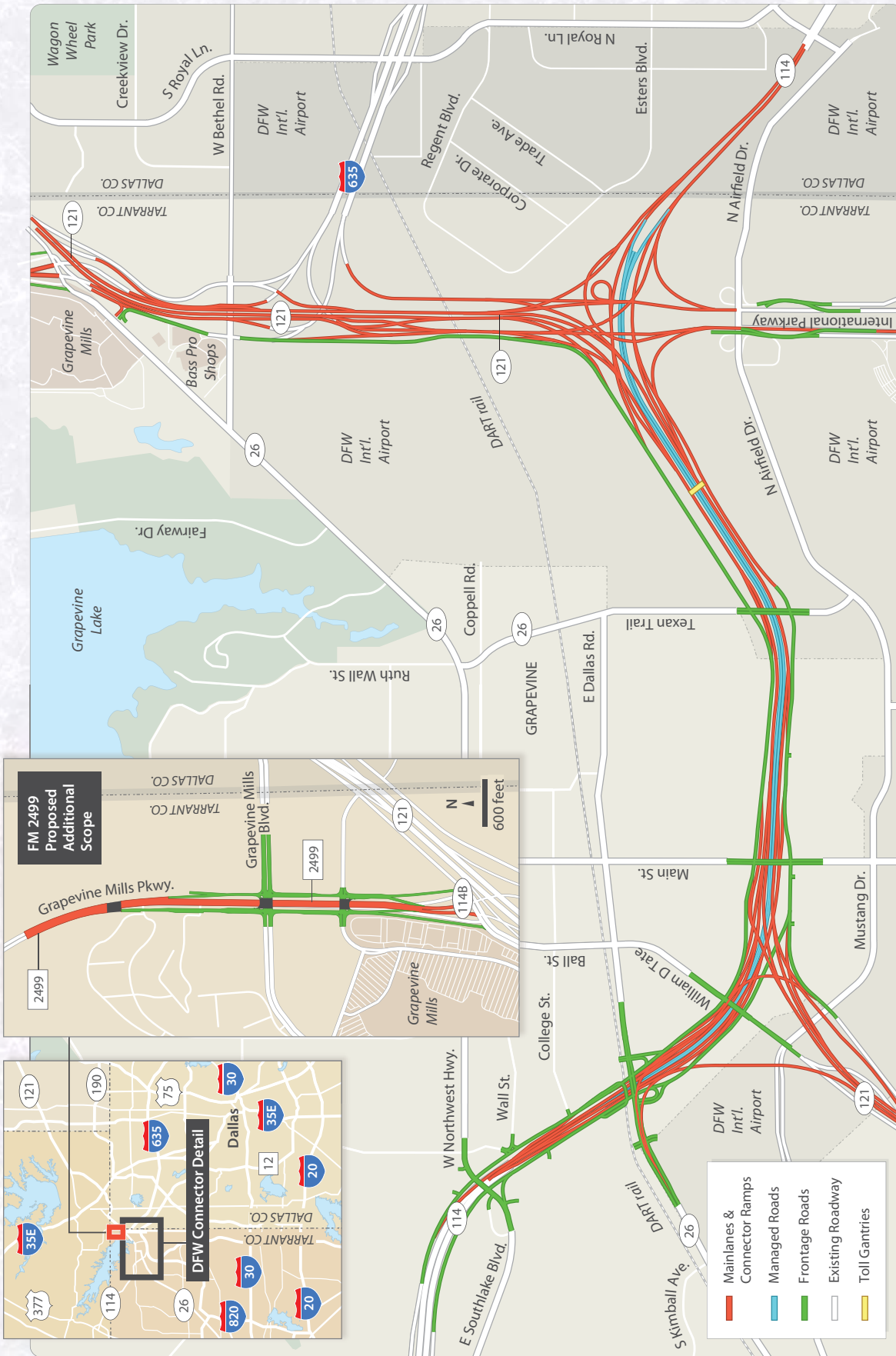
- Original phase construction started: February 2010
- Original phase final acceptance: March 2014

#### ULTIMATE PROJECT DETAILS (CONFIGURATION 3, UNFUNDED)

- Length: 14.4 miles (five miles of additional construction)
- Total project cost: \$2.1 billion (\$1 billion unfunded; cost includes right of way, utilities, construction, etc.)

### COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

- Design-build CDA with TxDOT funding the entire project cost
- NorthGate Constructors: A joint venture between Kiewit Texas Construction L.P. and Zachry Construction Corporation
- TxDOT retains the project and has the right to enter into a maximum of three, five-year maintenance agreements
- NTTA provides toll collection services. Toll policy set by the region. TxTAG, TollTag and EZ TAG transponders work on this project.



TxDOT graphic

**DFW STRATEGIC PROJECTS OFFICE**

Project website:  
[www.dfwconnector.com](http://www.dfwconnector.com)  
[www.txdot.gov](http://www.txdot.gov)  
 Keyword: "DFW Connector"  
 Toll-free project hotline:  
 877-411-4212

Kristen Stieg  
 Public Information Manager  
 NorthGate Constructors  
 7651 Esters Blvd.  
 Irving, TX 75063  
 972-536-8620

Tony Hartzel  
 TxDOT DFW Strategic Projects  
 Public Information Supervisor  
 4777 East Highway 80  
 Mesquite, TX 75150  
 214-320-4481



Texas Department of Transportation  
 2501 SW Loop 820  
 Fort Worth, TX 76133  
 817-370-6846



# NORTH TARRANT EXPRESS (NTE)

FORT WORTH DISTRICT

## TxDOT PROJECT TRACKER

"Work with others to provide safe and reliable transportation solutions for Texas."



### OVERVIEW

The North Tarrant Express (NTE) rebuild some of northeast Tarrant County's most congested highways. Construction started in late 2010 and completed in October 2014 -- nine months ahead of schedule. The project was designed and built concurrently by NTE Mobility Partners (NTEMP) and Bluebonnet Contractors (BBC), shaving several years from the project schedule. Completed, the project provides eight to 10 lanes on Interstate 820 (I-820) and State Highways (SH) 121 and 183. The project improves mobility by almost doubling the existing road capacity with a combination of general highway lanes and continuous frontage roads, along with managed toll (TEXpress) lanes that use dynamic pricing to keep traffic moving at 50 mph. As the first comprehensive development agreement (CDA) project signed in North Texas, the NTE has leveraged a \$573 million TxDOT investment into a \$2.5 billion infrastructure redevelopment project that reaches from north Fort Worth to near DFW Airport.



Pictured above: Grand Opening celebration on October 4, 2014

Courtesy of NTE

### PROJECT HISTORY TIMELINE

- Texas Transportation Commission authorizes request for CDA proposals: March 2006
- CDA executed: June 23, 2009
- Financing obtained: December 17, 2009
- Approval to begin detailed work: December 31, 2009

### PROJECT PROGRESS

- The NTE project reach substantial completion in October 2014, nine months ahead of schedule
- A ceremony to celebrate substantial completion was held on Saturday, October 4, 2014
- The TEXpress lanes open on October 4, 2014 -- to learn more about the lanes visit [www.texpresslanes.com](http://www.texpresslanes.com)
- Crews continue to work on punch list items
- Final acceptance is expected in early 2015

### PROJECT FACTS

#### LENGTH

- Segment 1 (I-820 from I-35W to Northeast interchange): 6.4 miles
- Segment 2 (Northeast interchange to Industrial Blvd.): 6.9 miles

#### LANES (EACH DIRECTION)

- Segment 1: Two surface-level managed lanes in median (an additional main lane by 2030)
- Segment 2: Two managed lanes (third managed lane by 2030)
- Estimated initial travel cost: 10 to 25 cents per mile (low traffic), 45 to 75 cents per mile (peak hour)

### RIGHT OF WAY (ROW)

- Almost 400 parcels identified, all parcels purchased for and held in the name of the State of Texas. All parcels were closed by deed or award of payment.

### CONSTRUCTION DATES

- Construction started: November 22, 2010
- Substantial completion: October 2014 (nine months ahead of schedule)

### COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

#### CONCESSION CDA

TxDOT owns the project; NTEMP to build, finance, operate and maintain project

**TERM:** 52 years (started in 2009)

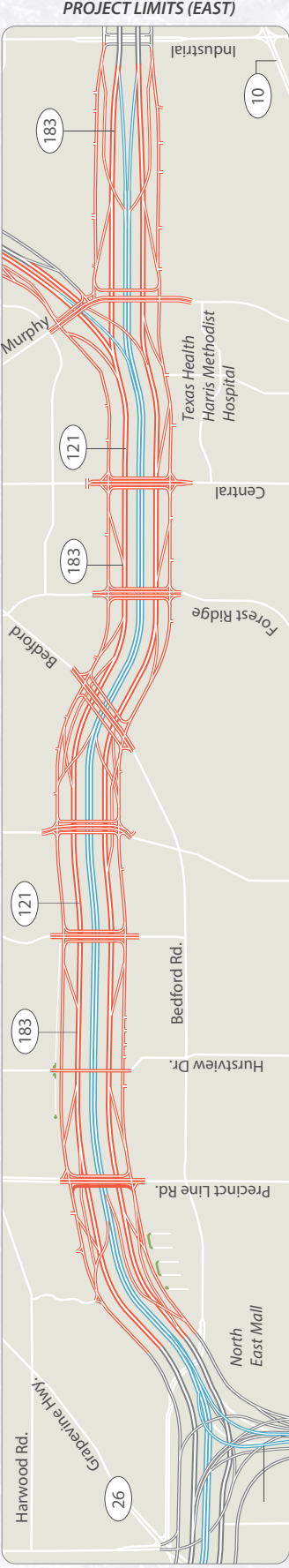
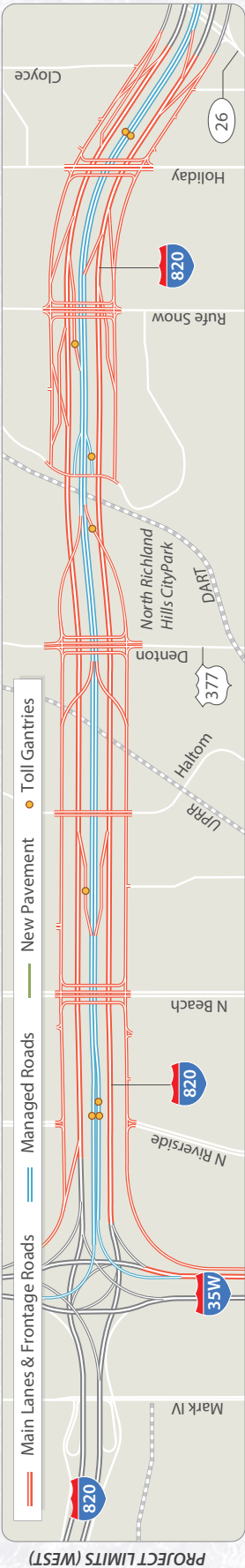
#### CONSTRUCTION:

\$2.05 billion (\$573 million TxDOT/public funds; \$426 million NTEMP equity; \$400 million private activity bonds (PABs); \$650 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan)

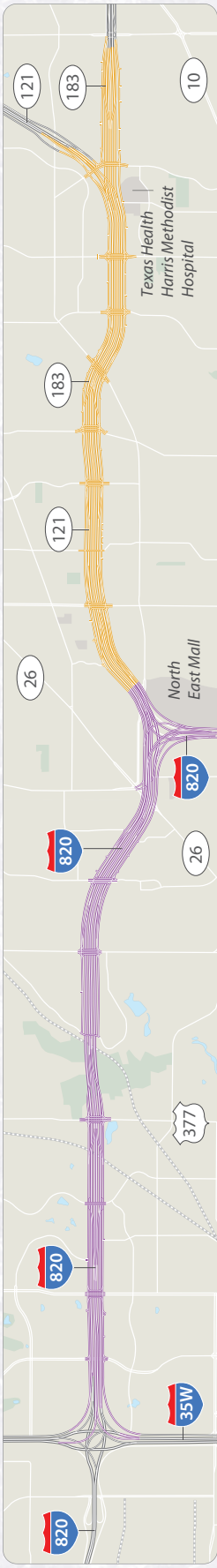
#### OPERATIONS AND MAINTENANCE:

- \$444 million (2009 dollars)
- Estimated annual routine maintenance costs (FY 2009) assumed by developer: \$1.18 million
- NTEMP Partners: Cintra U.S., Meridiam Infrastructure Finance, Dallas Police and Fire Pension System
- North Texas Tollway Authority to provide toll collection services; TxTAG, TollTag, and EZ TAG electronic transponders will work on this project

DFW STRATEGIC PROJECTS OFFICE



ENTIRE PROJECT AREA:



NOTE: Project areas are not drawn to scale in order to emphasize details.


SEG*	Roadway and Limits	Configuration as proposed in Regional Mobility 2030 Plan**			
		Existing lanes (Each dir.)	Frontage lanes (Each dir.)	Managed lanes (toll) (Each dir.)	Frontage lanes (Each dir.)
1	I-820 from I-35W to Northeast Interchange including managed lane direct connections at the I-35W interchange	2	2 <sup>Δ</sup>	3 <sup>ΔΔΔ</sup>	2 <sup>Δ</sup>
2W	SH 183 from the I-820 Northeast Interchange to the SH 121/SH 183 split	3	2 <sup>Δ</sup>	3 <sup>ΔΔΔ</sup>	3 <sup>ΔΔΔ</sup>

\*Segments identified by number do not denote priority or sequence. \*\* All segments will include one-way frontage roads at identified locations and connections to all existing and proposed improvements.

<sup>Δ</sup> Discontinuous. <sup>ΔΔ</sup> Continuous. <sup>ΔΔΔ</sup> Developer will fund and construct by 2030.

TxDOT graphic

DFW STRATEGIC PROJECTS OFFICE



**Texas Department of Transportation**  
2501 SW Loop 820  
Fort Worth, TX 76133  
(817) 370-6846



**Project website:**  
[www.northtarrantexpress.com](http://www.northtarrantexpress.com)  
[www.txdot.gov](http://www.txdot.gov)  
**Keyword:** "North Tarrant Express"  
**Project Hotline:**  
888-NTE-2015

**Robert Hinkle**  
Director of Corporate Affairs  
North Tarrant Express Mobility Partners  
9001 Airport Freeway  
North Richland Hills, TX 76081  
817-770-0500

**Tony Hartzel**  
TxDOT DFW Strategic Projects  
Public Information Supervisor  
4777 East Highway 80  
Mesquite, TX 75150  
214-320-4481

# LBJ EXPRESS

## TxDOT PROJECT TRACKER

DALLASDISTRICT

"Work with others to provide safe and reliable transportation solutions for Texas."



### OVERVIEW

The LBJ Express project will rebuild one of the busiest and most congested highways in North Texas by 2016. Construction began in early 2011. The project is being designed and built concurrently, shaving several years from the project schedule. When complete, it will provide improved mobility by almost doubling the existing roadway capacity. LBJ Express will feature a combination of four main lanes and two to three continuous frontage roads in each direction, along with three managed toll lanes in each direction that will use fluctuating, congestion managed tolling to keep traffic moving at a goal of 50 mph. It is the first comprehensive development agreement (CDA) project signed in Dallas County. The joint project with LBJ Infrastructure Group (LBJIG) will leverage a \$490 million TxDOT investment into \$3.1 billion to build, operate and maintain the 16.5-mile project.



Looking westbound at the construction on the depressed TEXpress Lanes on LBJ Express between Preston Road and the Dallas North Tollway

### PROJECT HISTORY TIMELINE

- Texas Transportation Commission authorized request for CDA qualifications: March 2006
- CDA executed: September 4, 2009
- Financial close: June 22, 2010
- Approval to begin detailed work: December 19, 2010

### PROJECT PROGRESS

- The project infrastructure is 89 percent complete.
- Completed eastbound frontage roads between Welch and Coit
- Completed general purpose lanes east of Preston to US 75
- Two segments of the TEXpress managed lanes are open: 3.60 miles from Loop 12 to Valwood Parkway along I-35E; and 3.16 miles from west of Greenville to east of Preston Road
- Cross-street bridges over the TEXpress Lanes at Midway Road, Webb Chapel and Valley View are open
- New eastbound frontage road from Marsh to Midway opened
- White Rock Creek Trail completed
- Sound wall construction completed
- Cross-street bridges over the general purpose lanes are complete at Preston, Montfort, Welch, Marsh and Rosser
- Bypass Lanes: Both EB and WB @ Park Central are open; both EB and WB @ Webb Chapel and Josey Lane are open; WB at Midway is open
- WB exit to Marsh to open February 2015
- A new website went live November 2013 at [www.LBJTEXpress.com](http://www.LBJTEXpress.com)
- LBJIG is responsible for operations and maintenance on the project. Call **214-960-5711** for assistance

### PROJECT FACTS

#### LENGTH:

- I-635 from E of Luna Road to Greenville Ave.: Approx. 10.7 mi.
- I-35E from S of SL12 to S of Valwood Pkwy.: Approx. 5.8 mi.

#### MANAGED LANES (EACH DIRECTION)

- Total managed lanes: Length: 13.3 miles (I-635: Three lanes below surface level in median area; I-35E: Two-lane elevated ramps from Loop 12 to I-635)

#### RIGHT OF WAY (ROW) AND UTILITIES

- All parcels are acquired and are held in the name of the State of Texas and LBJIG continues to coordinate utility relocations. Utilities are 99 percent complete.

#### CONSTRUCTION DATES

- Construction began in spring 2011 with an anticipated substantial completion date of 2015

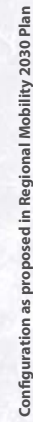
### COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

**CONCESSION CDA:** TxDOT owns the project; LBJIG to build, finance, operate and maintain project for a term of 52 years

**TOTAL PROJECT CONSTRUCTION COST:** \$2.6 billion (\$490 million TxDOT/public funds; \$664 million equity from LBJIG; private activity bonds (PABs), \$615 million; federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, \$850 million)

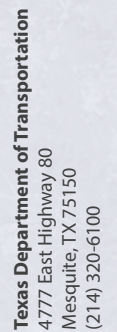
**OPERATIONS AND MAINTENANCE:** \$500 million (2008 dollars)

- Estimated annual routine maintenance costs (FY 2009) assumed by Developer: \$1.7 million
- LBJIG partners: Cintra U.S., Meridiam Infrastructure Finance, and Dallas Police and Fire Pension System
- North Texas Tollway Authority to provide toll collection services for the TEXpress Lanes. Toll policy set by the region. TxTag, TollTag and EZ TAG electronic transponders accepted in these lanes.

TxDOT graphic

NOTE: Project area is not drawn to scale in order to emphasize details. \* Discontinuous. \*\* Continuous. <sup>▲▲▲</sup> I-35E frontage roads not funded.

**DFW STRATEGIC PROJECTS OFFICE**



# INTERSTATE 35W

## TxDOT PROJECT TRACKER

FORT WORTH DISTRICT

"Work with others to provide safe and reliable transportation solutions for Texas."



### OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number eight on the state's most congested roadway list. Plans to reduce the congestion by doubling capacity include interim projects to reconstruct the existing lanes and add two TEXpress (managed toll) lanes in each direction. The project will be built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) will construct Segment 3A, from north of I-30 to north of I-820 including the I-35W/I-820 interchange. The Texas Department of Transportation (TxDOT) will construct Segment 3B, from north of I-820 to north of US 81/287, and will add two TEXpress Lanes on Segment 3C, from north of US 81/287 to Eagle Parkway. I-35W carries 141,000 vehicles daily near downtown Fort Worth and 145,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



**Constructing bridge substructure** for southbound TEXpress lane entrance from Basswood Blvd.

TxDOT photo archive

### PROJECT HISTORY/TIMELINE

- CDA conditionally awarded to NTEMP: January 29, 2009
- NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B on July 6, 2011
- The U.S. Department of Transportation announced on April 24, 2012 that TxDOT has entered the final stage in the process for a \$531 million Transportation and Infrastructure Finance and Innovation Act (TIFIA) loan to help construct Segment 3A
- TxDOT awarded a contract for 3B to Lane Construction in Sept. 2012
- A facility agreement between TxDOT and NTEMP3 was signed on March 1, 2013 and financial close occurred on Sept. 19, 2013
- Texas Transportation Commission allocates \$130 million to Segment 3C in June 26, 2014

### PROGRESS

- The 3A portion (I-30 to I-820) started utility relocation in early 2014. Major construction started in fall 2014.
  - Design is 95 percent complete
  - Reconstruction of NB I-35W frontage road north of Meacham Blvd.
  - Demolition of the 28th St. bridge over I-35W and began expansion
  - Began construction of new ramps at the I-35W/I-820 interchange
- Construction on the 3B portion of the project (I-820 to North Tarrant Parkway) started in April 2013.
  - Began reconstruction of SB Western Center Blvd exit ramp, and beginning reconstruction of Western Center Blvd at I-35W and SB entrance ramp from North Tarrant Parkway
  - Continued structural work for new I-35W TEXpress ramps to and from Basswood Blvd.
  - Completed temporary entrance connection to I-820 EB TEXpress lanes
- TxDOT is developing construction plans for 3C (I-35W from north of US 81/287 to north of Eagle Pkwy) and taking bids in late 2015.

### PROJECT FACTS

#### LENGTH

- Segment 3A (I-35W from north of I-30 to north of I-820 including the I-35W/I-820 interchange) 6.5 miles
- Segment 3B (I-35W from N of I-820 to N of US 81/287) 3.6 miles
- Segment 3C (I-35W from N of US 81/287 to Eagle Pkwy) 8 miles

### MANAGED LANES

- Segments 3A & 3B: Two northbound and two southbound lanes
- Segment 3C: One northbound and one southbound lane
- Maximum initial travel cost: 75 cents per mile

### COST

- Segment 3A: \$1.4 billion
  - Segment 3B: \$200 million
  - Segment 3C: \$130 million (Construction cost only)
- (Costs include design/construction, right of way, utilities, tolling/ITS and financing)

### FUNDING

- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$442 million developer equity; \$277 million Private Activity Bonds (PABs); \$145 million provided by Metropolitan Planning Organization; \$45.7 million interest income
- Segment 3B: \$135 million Category 12; \$65 million Fund 6
- Segment 3C: Category 12

### RIGHT OF WAY

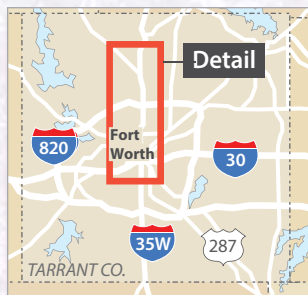
- Segment 3A: Acquisition is 80 percent complete
- Segment 3B: Acquisition complete

### CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; anticipated substantial completion - 2018
- Segment 3B: Construction start - April 2013; anticipated substantial completion - 2016
- Segment 3C: Est. letting - Late 2015

### COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

- Segment 3A: Concession CDA -- TxDOT owns the project; NTEMP3 to build, finance, operate and maintain project
- Segment 3B: TxDOT owns the project and will design, build and finance; NTEMP3 to operate and maintain following construction
- NTEMP3 Partners: Cintra U.S., Meridiam Infrastructure Finance, Dallas Police and Fire Pension System
- North Texas Tollway Authority to provide toll collection services; TxTag, TollTag and EZ TAG electronic transponders will work on this project



NOTE: Highlighted areas are not to scale.

\* Segments identified by number do not denote priority or sequence. \*\* All segments will include one-way frontage roads at identified locations and connections to all existing and proposed improvements. ^^ Discontinuous. ^^^ Potential deferment of additional general purpose lanes. ^^^^ Currently not funded. Ultimate capacity remains a priority to the region.

#### SEG\* Roadway and Limits

<b>3C</b>	I-35W from US 81/287 to Eagle Parkway	
Existing lanes (Each dir.)		2
Frontage lanes (Each dir.) ^^		2

#### Interim Configuration

General purpose lanes (Each dir.)		2
Managed lanes (toll) (Each dir.)		1
Frontage lanes (Each dir.) ^^		2

#### Ultimate Config. as Proposed in Regional Mobility 2030 Plan\*\*

General purpose lanes (Each dir.)		3
Managed lanes (toll) (Each dir.)		2
Frontage lanes (Each dir.)		2

#### SEG\* Roadway and Limits

<b>3B</b>	I-35W from north of I-820 to north of US 81/287	
Existing lanes (Each dir.)		2
Frontage lanes (Each dir.)		2

#### Interim Configuration

General purpose lanes (Each dir.)		2
Managed lanes (toll) (Each dir.)		2
Frontage lanes (Each dir.)		2

#### Ultimate Config. as Proposed in Regional Mobility 2030 Plan\*\*

General purpose lanes (Each dir.) ^^^		4
Managed lanes (toll) (Each dir.)		2 - 3
Frontage lanes (Each dir.)		2 - 3

#### SEG\* Roadway and Limits

<b>3A</b>	I-35W from north of I-30 to north of I-820	
Existing lanes (Each dir.)		2 - 3
Frontage lanes (Each dir.) ^^		2

#### Interim Configuration

General purpose lanes (Each dir.)		2 - 3
Managed lanes (toll) (Each dir.)		2
Frontage lanes (Each dir.) ^^		2

#### Ultimate Config. as Proposed in Regional Mobility 2030 Plan\*\*

General purpose lanes (Each dir.) ^^^		4
Managed lanes (toll) (Each dir.)		2
Frontage lanes (Each dir.)		2 - 3

#### SEG\* Roadway and Limits

<b>3A II</b>	SH 121 Interchange ^^^^	
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DFW STRATEGIC PROJECTS OFFICE

## PROJECT CONTACTS



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(214) 320-4481

# HORSESHOE PROJECT

## TxDOT PROJECT TRACKER

DALLASDISTRICT



"Work with others to provide safe and reliable transportation solutions for Texas."

### OVERVIEW

The Horseshoe Project will improve traffic flow in the heart of downtown Dallas. The \$798 million project will replace the I-30 and I-35E bridges that cross the Trinity River, as well as reconstruct the interchange. The project will also feature the construction of the Margaret McDermott Bridge, Dallas' second signature bridge designed by Santiago Calatrava. The project was aptly dubbed the "Horseshoe Project" due to its U-shape (see map) and has been given the highest priority due to the increasing bridge maintenance costs.

This project is made possible by legislation passed in 2011, which provided TxDOT with additional tools in the form of "design-build" authorization as well as additional Proposition 12 funding. The new tools provide the opportunity to close the project funding gap and construct the project at least four years sooner than conventional project development methods could. Utilizing design-build allowed the project to get underway by late-2013 and be completed as early as 2017.



**The first steel sections of the Margaret McDermott Bridge** on I-30 over the Trinity River arrived in mid-November and crews installed the first section of the eastbound arch on January 7, 2015.

### PROJECT HISTORY

- December 2011 – Issue Request for Qualifications
- February 2012 – Receive Qualifications
- March 2012 – Short List
- April 2012 – Draft Request for Proposals
- May/June 2012 – One-on-One Meetings
- July 2012 – Issue Final RFP/One-on-One Meetings
- August 2012 – Public Hearing
- September 2012 – Federal Environmental Clearance
- October 2012 – Receive Final Proposals
- November 2012 – Conditional Award/Selection
- February 2013 – Contract Execution
- Groundbreaking ceremony on April 27, 2013 in downtown Dallas

### THE ENVIRONMENTAL

- Study was 100 percent complete as of September 2012. Finding of No Significant Impact (FONSI) issued September 18, 2012

### PURPOSE AND NEED

- Within the project limits, I-30 and I-35E carry more than 460,000 vehicles per week day
- Ranked in the 20 most congested roadways in Texas
- Rapid deterioration of bridges built in the 1930s and 1950s
- Increasing maintenance and repair costs in recent years
- Local stakeholders raised the priority to develop a financially attainable solution that addressed the safety and congestion concerns

### PROJECT FACTS

- Replace I-30 and I-35E bridges over the Trinity River
- Length: Five miles

- Cost: \$798 million (\$715 million Design-Build Contract; \$83 million, other project costs)
- Completion Date: Early 2017

### PROJECT PROGRESS

- Construction continues for Dallas' second signature bridge, the Margaret McDermott Bridge on I-30 over the Trinity River. Three out of four abutment pedestals are complete. The first steel segments arrived on site on November 12, 2014 and crews installed the first piece of the eastbound bridge arch on January 7, 2015. (see above)
- Work continues on the new eastbound and westbound I-30 frontage road and bridges between Sylvan Avenue and Riverfront Boulevard.
- Work continues on the new northbound and southbound I-35E frontage road bridge from Colorado Boulevard to Riverfront Boulevard.
- Construction of various bridges is well-underway throughout the Mixmaster, including the westbound I-30 direct connector to southbound I-35E and the eastbound I-30 direct connector to Commerce Street.
- Commuters can connect with the project on the project website at: [www.dallashorseshoe.com](http://www.dallashorseshoe.com); Facebook: at [www.facebook.com/dallashorseshoe](http://www.facebook.com/dallashorseshoe); Twitter: [www.twitter.com/dallashorseshoe](http://www.twitter.com/dallashorseshoe); or text "dallashorseshoe" to 31996 for text alerts.

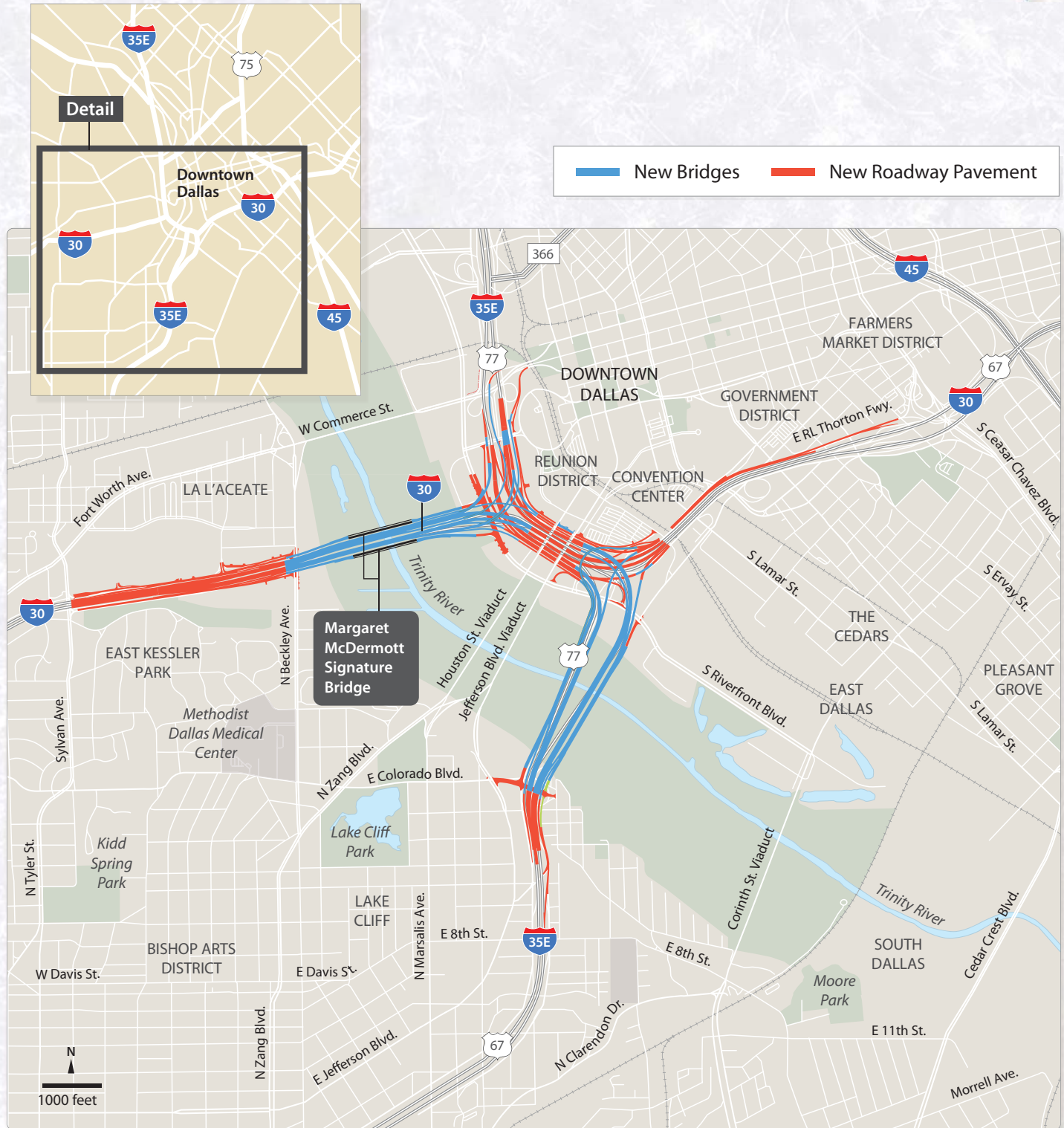
### FUNDING

- \$604.7 million - Prop 12 (P2 PE/ROW; P2 TMA; P2 Bridge; P1 Anticipated)
- \$7 million - Prop 14 (Anticipated)
- \$21.4 million - SH 121 RTR
- \$106.3 million - Cat 10 HPS/DEMO Earmarks
- \$75 million - Cat 6 Federal Bridge
- \$4.45 million - Cat 7 STP-MM

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# Preliminary Horseshoe Schematic (April 2012)



TxDOT graphic

## PROJECT CONTACTS



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### OVERVIEW

Interstate 35E (I-35E) serves the rapidly growing areas of southern and central Denton County, as well as the major Dallas suburbs immediately north of I-635. This corridor functions as a major artery for hundreds of thousands of commuters, as well as a primary link to major universities in the city of Denton, including the fourth-largest university in the state, the University of North Texas (UNT). In addition, I-35E is an important truck corridor and accommodates more than 12,000 trucks daily. The interstate also handles almost 200,000 total vehicles daily near I-635, and 128,000 vehicles a day across Lewisville Lake. Furthermore, due to the lack of continuous frontage roads across Lewisville Lake, there are no viable north-south commuting alternatives to I-35E at this crossing. Therefore, it is imperative to provide motorists reliable alternatives with a combination of continuous frontage roads and managed lanes. The \$4.8 billion project, proposed to be constructed in phases, would rebuild the entire 30-mile corridor and provide managed lanes that feature dynamic pricing to keep traffic moving at 50 mph. Approximately \$1.4 billion in funding has been identified for Phase 1 of this project, which includes SH 121 regional toll revenue (RTR) funds dedicated to Denton County. Phase 2 of the project will occur when the additional funding becomes available.



Column construction and beam placement for the new southbound Lewisville Lake Bridge (looking south towards Lewisville)

AGL photo archives

### PROJECT HISTORY

- I-35E constructed: 1950s and 1960s
- Major Investment Study for future expansion: Began 1998
- Express Lane Demonstration Program approval by Federal Highway Administration: Sept. 30, 2009
- The Senate Bill (SB) 1420 Committee determined in March 2012 that Phase 1 of the project should be delivered as a design-build project with public financing and utilizing the Regional Transportation Council managed lane policy.
- Request for Qualifications (RFQs) issued 1/23/12; received 3/23/12
- Request for Proposals (RFPs) issued July 13, 2012; received Nov. 12, 2012
- AGL Constructors, comprised of Archer Western, Granite and LANE Constructors, were selected and awarded the contract on Dec. 13, 2012
- Contract Executed: May 17, 2013
- TxDOT issued Notice to Proceed (NTP) 1 to AGL to begin design in May 2013 and NTP 2 for construction in Sept. 2013
- Construction began in late October 2013

### ENVIRONMENTAL REVIEW STATUS

- Environmental Assessment public meetings: 2008
- Environmental Assessment process: 2003-2012 (complete)
- Finding of No Significant Impact by FHWA: Dec. 28, 2011-south segment; Jan. 28, 2011 - middle segment Jan. 31, 2012 - north segment
- All public hearings have been completed
- Phase 1 FHWA environmental concurrence: Feb. 15, 2013 - south segment; April 18, 2013 - middle segment; March 11, 2013 - north segment

### PROJECT FACTS

- South segment (I-635 to Pres. George Bush Turnpike - PGBT): 7.5 miles
- Middle segment (Pres. George Bush TP to FM 2181): 12.1 miles
- North segment (FM 2181 to US 380): 10.5 miles
- Additional general purpose lane in each direction: N of SH 121 to US 380
- Two reversible managed toll lanes from I-635 to Turbeville/Hundley
- New southbound bridge over Lewisville Lake

- Belt Line Road intersection reconstruction
- Intersection improvements at Dickerson, FM 407, Garden Ridge, S. Denton/Oak, Turbeville/Hundley, Corinth, Post Oak, North Texas Blvd.
- Substantial completion: Mid 2017

### PROJECT PROGRESS

- Construction of the new I-35E bridge over Belt Line Rd and adjacent railroads continues. Associated utility relocations and drainage work also continue.
- Bridge construction of the new direct connector from westbound SH 121 to northbound I-35E is progressing.
- Construction continues on the new I-35E bridge over Timber Creek which is just north of Round Grove Rd./FM3040.
- Reconstruction of the I-35E-FM 407 interchange continues. The existing FM 407 bridge over I-35E is anticipated to be demolished in 2015-Q1. When finished, I-35E to go over a widened FM 407.
- Early work on full reconstruction of the Garden Ridge Blvd bridge over I-35E has begun. When finished, a widened Garden Ridge Blvd bridge will continue to go over I-35E as it does today.
- Work continues on the new Lewisville Lake bridge, with beam placement to accelerate in 2015-Q1. When finished and in conjunction with existing bridge over Lewisville Lake, there will be additional mainlanes, continuous frontage roads and hike-bike trails.
- Traffic barriers have been placed on the mainlanes near Corinth Blvd and Post Oak Dr for a mainlane traffic shift that will facilitate demolition of Corinth Blvd bridge over I-35E in 2015-Q1; I-35E will be reconstructed to go over a widened Corinth Blvd.

### FUNDING

- Base scope and seven additional options = \$1.4 billion for Phase 1
- Federal - \$460 million; State - \$979 million (includes \$534 million in RTR funds, and \$285 million in RTR backstop funds for options, totaling \$819 million from RTR funds). Pending Transportation Infrastructure Finance and Innovation Act (TIFIA) loan approval, the Federal amount will increase and the State amount will decrease; Local - \$14 million



NOTE: Highlighted areas are not to scale.

Roadway and Limits	Existing frontage road lanes (Each dir.)	Existing main lanes (Each dir.)	Existing HOV lanes (Each dir.)	Interim*** frontage road lanes (Each dir., 2016)	Interim*** general purpose lanes (Each dir., 2016)	Interim*** reversible managed lanes (2016)	Proposed frontage road lanes (Each dir., 2030)	Proposed general purpose lanes (Each dir., 2030)	Proposed managed lanes (Each dir., 2030)
<b>South:</b> North of I-635 to President George Bush Turnpike	2 - 3*	3	1	2 - 3	3	2	2 - 3	4	2
<b>Middle:</b> President George Bush Turnpike to Turbeville Rd.	2 - 3*	3	0	2 - 3	3** - 4	2	2 - 3	4	2
<b>North:</b> Turbeville Rd. to U.S. 380	2 - 3	2	0	2 - 3	3	0	2 - 3	3	1 - 2

\* Discontinuous. \*\* PG&T to SH 121. \*\*\* Interim configuration relies primarily on use of existing pavement for expansion. Final configuration involves reconstruction of remainder of the corridor.

TxDOT graphic

## PROJECT CONTACTS



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# MIDTOWN EXPRESS

## TxDOT PROJECT TRACKER

DALLAS & FORT WORTH DISTRICTS

"Work with others to provide safe and reliable transportation solutions for Texas."



### OVERVIEW

The Midtown Express, formerly SH 183 Managed Lanes Project, will increase the capacity and reconstruct portions of State Highway (SH) 183, SH 114 and Loop 12. SH 183 has served North Texas' growing transportation needs since the 1940s. The current roadway dates back to 1959, and has remained relatively unchanged since 1973 when an additional mainlane in each direction was added. Today, the highway serves as a primary artery between Dallas and Fort Worth, but it can no longer adequately meet the demand of 150,000 to 170,000 vehicles a day. Plans for the interim project will increase the capacity of SH 183 and portions of SH 114 and Loop 12, with the addition of one TEXpress (toll managed) Lane in each direction. The TEXpress Lanes will feature dynamic tolling designed to keep traffic moving at 50 mph. Construction of the interim improvements will begin early this year.



State Highway 183 Corridor

TxDOT photo archives

### PROJECT HISTORY/TIMELINE

- Major Investment Study for future expansion: 1998-2000
- Unsolicited proposal received for SH 183/I-820 corridor redevelopment between Interstate 35W (I-35W) and I-35E: 2002

### ENVIRONMENTAL REVIEW STATUS

- SH 183 schematic for 2+2 managed lanes in Dallas County was approved in 2012
- SH 183 schematic for 3+3 managed lanes in Tarrant County was approved in 2009
- SH 114 schematic for 2+2 managed lanes (Dallas County) was approved in 2009
- Loop 12 schematic for 2R managed lanes (Dallas County) was approved in 2002
- Original environmental approval(s) by Federal Highway Administration (FHWA): SH 183 EAs: FONSI-2004 and 2009, Re-evaluations-2011 and 2012; Loop 12: FONSI-2002, Re-evaluation-2008; SH 114: FONSI-2009
- FHWA Environmental Re-evaluations: SH 183 (Dallas County), Loop 12, and SH 114, was approved April 17, 2014
- SH 183's (Section 2E - Tarrant County) re-evaluation was approved by the FHWA on March 11, 2014
- Initial Section 408 permit submittal gained concurrence by US Army Corp of Engineers on July 21, 2014

### PROJECT PROGRESS

- A Request for Qualifications (RFQ) was issued on February 20, 2013
- TxDOT issued a final Request for Proposals (RFP) on November 7, 2013
- TxDOT hosted two environmental public meetings, one in Euless on December 9, 2013 and one in Irving on February 20, 2014
- Southgate Mobility Partners was given conditional award on May 29, 2014
- Financial Public Hearings were held simultaneously on June 24, 2014 in Dallas County and in Tarrant County
- The contract between TxDOT and Southgate was executed on November 20, 2014 and the project reached Notice to Proceed 1 (NTP1) on December 2, 2014.
- Website was launched ([www.drivemidtown.com](http://www.drivemidtown.com)) and the hotline was activated (844-4-183-114) for the project.

### PROJECT FACTS (INTERIM)

#### LENGTH

- SH 183 from SH 121 to I-35E: 13.5 miles
- SH 114 from SH 183 to International Pkwy: 10.3 miles
- Loop 12 from SH 183 to I-35E: 2.3 miles

#### COST (Shown in 2014 dollars)

- Interim: \$847.6 million (Design and Construction)
- Ultimate: \$3.8 billion

### EARLY PROJECTS

- Eastbound frontage road, Irving Blvd. Connection to William Brewster Dr. and sound walls: \$8 million (construction cost), complete
- SH 114/LP 12 Diamond Interchange (interim): \$240 million (construction cost), complete
- Initial right-of-way (ROW) acquisition: \$278 million

### MIDTOWN EXPRESS PROPOSED PROJECT PHASES

#### INTERIM – Estimated substantial completion 2018

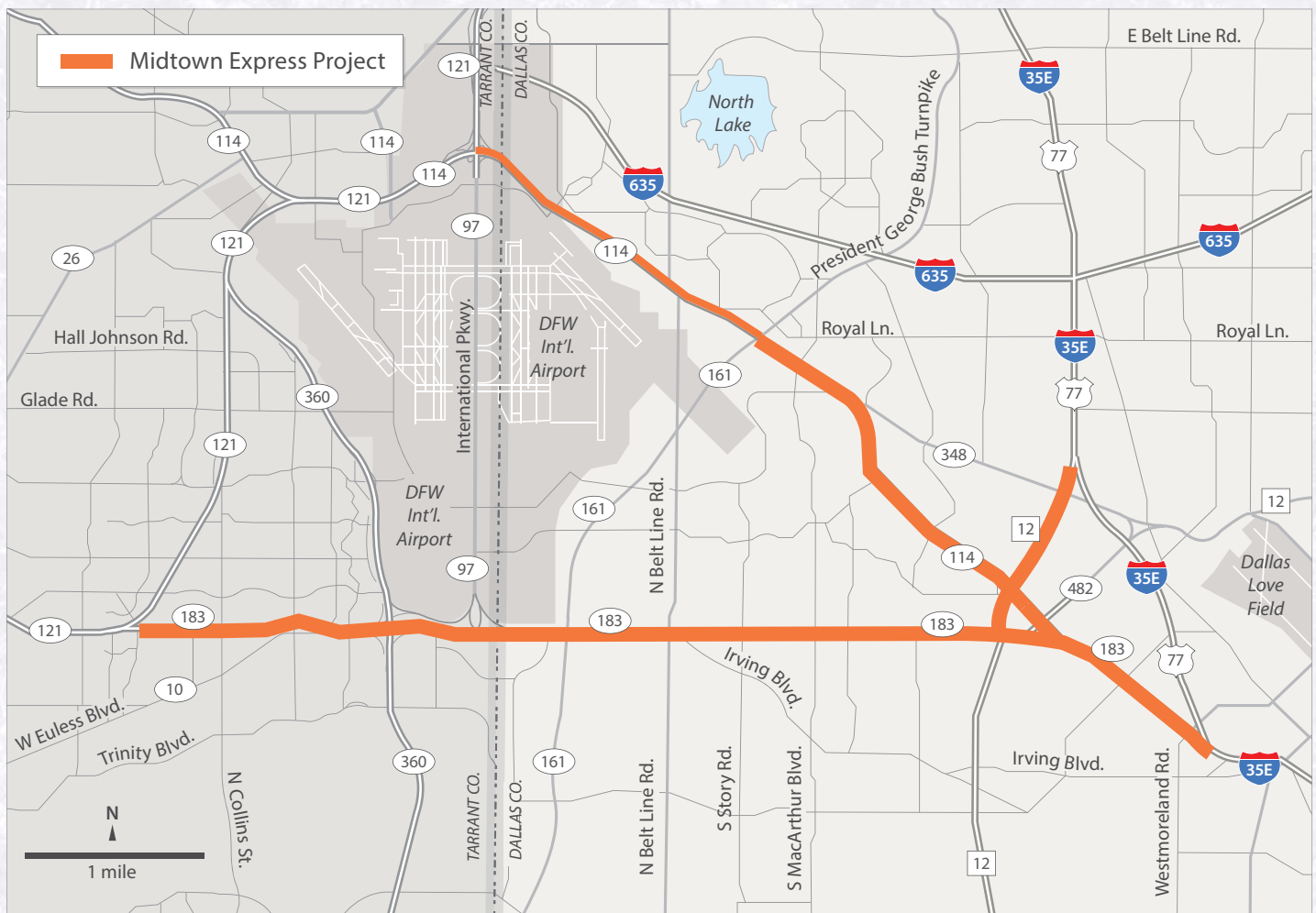
- Obtain ROW
- Reconstruct portions of frontage roads
- Reconstruct portions of general purpose lanes
- Construct one managed toll lane in each direction
- Construct one managed lane westbound on SH 114 from SH 161 to International Parkway

#### ULTIMATE – Estimated operation TBD

- Add one general purpose lane in each direction in some locations
- Up to three managed toll lanes in each direction in some locations
- Continuous frontage roads where applicable
- Diamond Interchange completion

### SCHEDULE

- Interim Construction Start (Anticipated): Early 2015
- Interim Substantial Completion (Anticipated): 2018
- Ultimate construction to begin when funds become available



NOTE: Not to scale.

### SH 183 BETWEEN SH 121 AND I-35E

	Managed lanes (toll) (Each dir.)	General purpose lanes (Each dir.)	Frontage lanes (Each dir.)
Existing	0	3	2 - 3
Interim	1	3	2 - 3
Ultimate Project Configuration	2 - 3	4	2 - 4

### SH 114 BETWEEN INTERNATIONAL PKWY AND ROCHELLE BLVD

	Managed lanes (toll) (Each dir.)	General purpose lanes (Each dir.)	Frontage lanes (Each dir.)
Existing	0	2 - 4	0 - 4
Interim	1*	2 - 4	0 - 4
Ultimate Project Configuration	2	4	2 - 4

### LOOP 12 BETWEEN SH 183 AND I-35E

	Managed lanes (toll) (Each dir.)	General purpose lanes (Each dir.)	Frontage lanes (Each dir.)
Existing	0	3	0 - 3
Interim	1	3	0 - 3
Ultimate Project Configuration	2R	4	2 - 3

\* Managed lane in WB direction only from International Pkwy to SH 161.

TxDOT graphic

## PROJECT CONTACTS



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# STATE HIGHWAY 360

## TxDOT PROJECT TRACKER

FORT WORTH DISTRICT



"Work with others to provide safe and reliable transportation solutions for Texas."

### OVERVIEW

State Highway (SH) 360 has mirrored the growth of southern Tarrant County for decades. The Texas Department of Transportation (TxDOT) first developed and opened portions of SH 360 in 1958, and the department has regularly improved and expanded one of the county's major north-south arteries ever since. South of Interstate Highway 20 (I-20), TxDOT has completed four projects since 1994 that extend mainlanes to Green Oaks Boulevard SE and extend frontage roads to US 287. Currently designated as a toll road in regional road plans, the North Texas Tollway Authority (NTTA), the North Central Texas Council of Governments (NCTCOG) and TxDOT have continued to advance plans for future expansion of this southern extension. The latest step forward came in early 2014 when TxDOT, NTTA and NCTCOG agreed on terms to enter into a public-public partnership to deliver the extension in phases from south of I-20 to US 287. The project is expected to be built using the design-build construction method, which typically cuts construction time in half.



### PROJECT HISTORY/TIMELINE

- First frontage road project south of I-20 (I-20 to New York Ave.): 1994
- Additional frontage road projects (New York Avenue to East Broad Street; East Broad Street to US 287): 1997 and 2003, respectively
- Interchange project at Green Oaks Blvd. including mainlanes from I-20 to Sublett Road: 2006

### PROGRESS

- Environmental clearance received January 16, 2014
- The Regional Transportation Council (RTC) approved a resolution to financially backstop TxDOT's \$300 million loan to develop, finance and construct SH 360 on December 5, 2013. NTTA will operate the toll road and will use revenue collected to repay the loan. NTTA's Executive Board approved the TxDOT/NTTA Project Development Agreement (PDA) on February 19, 2014; the Texas Transportation Commission (TTC) approved the PDA and authorized TxDOT to issue a Request for Qualifications (RFQ) on February 27, 2014.
- TxDOT issued an RFQ on March 11, 2014.
- TxDOT received nine Qualification Statements (Qs) on May 30, 2014 in response to the RFQ.
- On June 26, 2014, TxDOT announced the five most qualified teams to compete for the SH 360 Project. These teams will be invited to submit a detailed proposal.
- TxDOT released the final Request for Proposals (RFP) on September 8, 2014

### PROJECT FACTS

#### LENGTH

- Sublett Road/Camp Wisdom Road to East Broad Street: 6 miles
- East Broad Street to US 287: 3.2 miles

### COST

- Estimated initial project cost: \$300 million\*
- Estimated ultimate project cost: \$625 million

\* In 2013 dollars

### INITIAL PHASE

- Sublett Road/Camp Wisdom Road to East Broad Street: Two toll lanes each direction
- East Broad Street to US 287: One toll lane each direction, with periodic passing lanes
- Continuous frontage roads to US 287

### ULTIMATE PHASE

- Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road: Four toll lanes each direction
- Debbie Lane/Ragland Road to US 287: Three toll lanes each direction
- US 287 interchange improvements
- Funds for the ultimate phase have not been identified

### TRAFFIC COUNTS (VEHICLES PER DAY, 2011)

- At Bardin Road: 92,000
- At Southeast Parkway: 52,000
- At Holland Road: 28,000
- Anticipated traffic south of I-20 (2030 projection): 243,200

### ANTICIPATED SCHEDULE (INITIAL)

- Proposals due: January 2015
- Conditional Award: February 2015
- Start of preliminary design work: June 2015
- Start of construction: Fall 2015
- Substantial completion: Late 2017



NOTE: Project area is not drawn to scale in order to emphasize details.

#### Roadway and Limits

	Existing frontage road lanes (Each dir.)	Existing main lanes (Each dir.)	Initial frontage road lanes (Each dir., 2018)	Initial toll lanes (Each dir., 2018)	Ultimate toll lane (Each dir.)
SH 360 from Sublett Road/Camp Wisdom to East Broad Street	1-2	0	2	2	4
SH 360 from East Broad Street to US 287	1-2	0	2	1	3

SOURCE: Texas Department of Transportation.

TxDOT graphic

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