



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

December 11, 2017

Mr. Peter Smith  
Director, Transportation Planning & Programming  
Texas Department of Transportation  
P.O. Box 149217  
Austin, Texas 78714-9217

Dear Mr. Smith:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) Area, we would like to submit comments regarding the Texas Department of Transportation's (TxDOT) proposed updates to the 2018 Unified Transportation Program.

Since 2003, the Texas Transportation Commission (TTC) has utilized a "fair share" allocation formula to provide capacity funding directly to Metropolitan Planning Organizations. This decision provided assurance that regions would not be penalized in the future for utilizing tools, such as public-private partnerships, tolling or debt financing, provided by the Texas Legislature to advance critical projects. The DFW region utilized these tools to complete dozens of projects in which private and local investment supplemented State and federal sources to prevent a significant worsening of congestion. Recognizing that all areas of the State have great transportation needs, we request that the "fair share" allocation to metropolitan regions continue in the Unified Transportation Program (UTP) to meet commitments made previously. Attachment 1 highlights the share of the 100 Most Congested Corridors in Texas. As one would expect, the ratio is dropping in the DFW region, yet plenty of congestion remains.

The RTC approved Policy 17-01 "Policy Support to Expedite IH 635 Phase 3 from US 75 To and Including the IH 30 Interchange" on October 12, 2017 (Attachment 2). The IH 635 East project is one that could be negatively impacted under the proposed UTP updates. If the "fair share" allocation is ended, this project would be evaluated against higher ranked projects from other regions due to the fact that DFW region has already advanced a dozen higher ranked projects via the previously available tools and IH 635 is now the top priority in our eastern subregion. The RTC has been asked to consider funding adjustments to IH 635 East on several occasions, and will continue to coordinate with TxDOT and the TTC to develop a funding plan that is agreeable to each of our respective agencies. Attachment 3 contains correspondence to expedite IH 635.

This project is also in our metropolitan transportation plan with tolled managed lanes as one component of the project. It is important to note the distinction between a toll road and tolled managed lanes. On a toll road, all of the "highway" lanes are tolled. There may or may not be non-tolled frontage roads. In DFW, toll roads are operated by the North Texas Tollway Authority. IH 635 is not a toll road. As planned, there will be five non-tolled highway lanes and two/three continuous non-tolled frontage road lanes in each direction, which represents an

December 11, 2017

increase of two non-tolled lanes and the addition of continuous frontage roads. That results in approximately 14 lanes of non-tolled roadway for travelers to use. In addition to this non-tolled capacity, there will be two tolled managed lanes in each direction (one lane more than today in each direction), but it will be a choice for drivers to take the tolled managed lanes or remain in the non-tolled lanes.

The use of tolling on managed lanes serves two purposes. First, the toll revenue helps offset construction and maintenance funding needed from taxpayers across the state to pay for this corridor. More importantly, price is used as a method for metering traffic. This feature allows dynamically-priced tolled managed lanes to provide a guaranteed speed even during peak travel periods. The guaranteed speed is part of the RTC's policy on tolled managed lanes and has been a critical component to managing congestion in our region for the last 20 years. On the existing tolled managed lanes, the pricing element has been shown to improve travel times for both the tolled and the non-tolled lanes. There may be other innovative methods to meter traffic other than price and our office is certainly looking into innovations that may be available, but until those methods enter the mainstream, price is the best way to meter the traffic.

The RTC understands the challenges faced by the TTC and TxDOT in meeting transportation needs of the entire state with limited resources. The RTC has long recognized the need for additional revenue for transportation and has advocated this position to the Texas Legislature. While the Legislature has provided opportunities for additional revenue through Propositions 1 and 7 in recent years, those sources are simply not enough to meet the needs of the State. We said it then, and we reiterate it again today. The RTC will continue to engage the Texas Legislature on additional revenues, but until that revenue is provided, moving forward with a "fair share" allocation that enables regions to utilize other tools such as tolled managed lanes when necessary to complete the funding and congestion management package for high-priority projects is essential.

Thank you for this opportunity to provide comments on the proposed amendments to the 2018 Unified Transportation Program. The RTC looks forward to a continued partnership with the TTC and TxDOT to address the transportation needs of the DFW region. Please contact Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments at (817) 695-9284 or mmorris@nctcog.org with any questions.

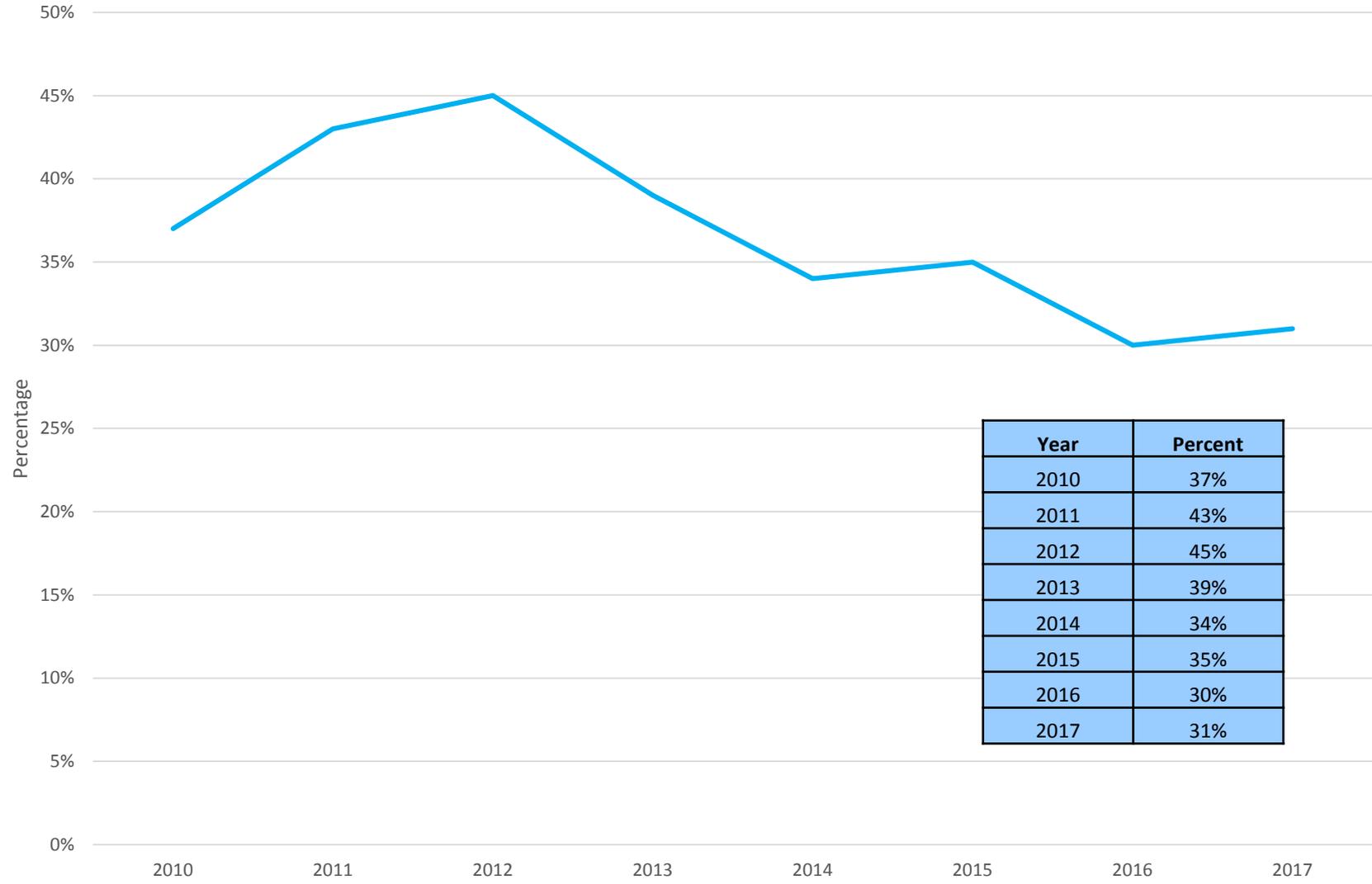
Sincerely,



Rob Franke, P.E., Chair  
Regional Transportation Council  
Mayor, City of Cedar Hill

CG:tw  
Enclosure

# Percentage of 100 Most Congested Corridors in DFW Region



Source: Texas' Most Congested Roadways, Texas A&M Transportation Institute

Policy Support to Expedite IH 635 Phase 3 from US 75 To and Including the IH 30 Interchange  
(P17-01)

The Regional Transportation Council (RTC) reaffirms support for formula allocations from the Texas Department of Transportation (TxDOT) and between the western and eastern subregions of the Dallas-Fort Worth area. New revenues from "Big Projects" will be placed on this project.

The RTC wishes to complete this project after years of delay and to complete the project in its entirety, including improvements to the IH 635/IH 30 Interchange. To accomplish this, the RTC and impacted local governments wish to construct tax-supported frontage roads, tax-supported main lanes, and tolled dynamically priced managed lanes from US 75 to IH 30. The public sector will retain the revenues from tolls and develop a tolling policy to pay back the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, operations, maintenance, rehabilitation, and congestion management only. Off-peak and weekend tolling may be phased out over time. The RTC is requesting the tolled component to complete the managed lane system in this part of the region. The RTC reminds TxDOT that this project will need to be funded with federal funds in order to comply with State laws and voter-approved constitutional amendments.

The RTC requests that TxDOT expedite this project through a pass-through toll or design-build contract.

The RTC requests that the North Texas Tollway Authority waive primacy in the corridor.

The Skillman/Audelia project and already approved project revenues will be included in this construction in order to expedite both projects.

The RTC requests that North Central Texas Council of Governments staff place this project in the Mobility 2045 plan and commence with public involvement.



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

December 6, 2017

The Honorable J. Bruce Bugg, Jr.  
Chairman  
Texas Transportation Commission  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701

The Honorable Laura Ryan  
Member  
Texas Transportation Commission  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701

The Honorable Jeff Austin, III  
Member  
Texas Transportation Commission  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701

The Honorable Victor Vandergriff  
Member  
Texas Transportation Commission  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701

The Honorable Tryon Lewis  
Member  
Texas Transportation Commission  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701

Dear Chairman Bugg and Commissioners Austin, Lewis, Ryan and Vandergriff:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, we urge the Texas Transportation Commission (TTC) to expedite the Interstate Highway (IH) 635 Phase 3 procurement process. This project begins at US 75 and goes to and including the IH 30 interchange.

The IH 635 Phase 3 project is already included in our approved long-range transportation plan, has already received environmental clearance, meets air quality conformity and is ready to proceed. Sensitive negotiations that include the Skillman/Audelia Bridge within the Texas Department of Transportation (TxDOT) proposed contract are at risk with the delay of the IH 635 mainlanes. The project has been planned for 20 years and is the top priority in the DFW area's eastern sub-region. Funding for a majority of the staged constructed project is currently in hand with multiple funding options available. Project costs are increasing at \$5 million per month.

It is crucial that TxDOT begins the procurement process as soon as possible to avoid additional cost increases. The RTC looks forward to continuing to work collaboratively with the TTC and TxDOT and stands ready to assist on the IH 635 Phase 3 project to improve mobility and air quality in the DFW area.

Again, the RTC is eager to get IH 635 Phase 3 to procurement and requests action. We appreciate the opportunity to provide comments on the proposed updates to the 2018 Unified Transportation Program. If needed, feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Franke". The signature is stylized and cursive.

Rob Franke, P.E., Chair  
Regional Transportation Council  
Mayor, City of Cedar Hill

RH:ch

cc: James Bass, Executive Director, Texas Department of Transportation  
Kelly Selman, P.E., District Engineer, TxDOT - Dallas District  
Michael Morris, P.E., Director of Transportation, NCTCOG

## DALLAS DISTRICT

## PROGRESS

Monthly Report on Dallas District Projects and Topics

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

# READY, SET, GO!

## OFFICIALS CUT THE RIBBON ON THE 35EXPRESS PROJECT

**HIGHLAND VILLAGE, Texas** — State, local elected and appointed officials, the Texas Department of Transportation and AGL Constructors were on hand to celebrate the substantial completion of the 35Express project with a ribbon cutting celebration on Wednesday, November 8, 2017.



Launched in the fall of 2013, the \$1.4 billion expansion of Interstate 35E (I-35E) extends from US Highway 380 in Denton County to I-635 in Dallas County. The project has increased mobility in this key north-south corridor with an additional mainlane in both directions, continuous frontage roads, as well as 18 miles of reversible TEXpress Lanes (managed toll lanes).

"This is definitely a time of celebration," said Denton County Judge Mary Horn. "Drivers have seen a marked improvement in safety and mobility in the I-35E corridor. We appreciate the support of the voters in Denton County in approving the road bond packages years ago that allowed us to leverage local dollars with regional, state and federal dollars to bring this phase to completion."

More than 30 miles of the interstate were repaved as part of the 35Express construction effort and more than 75 bridges were refurbished or completely rebuilt including; the bridges at North Texas Boulevard, Corinth Parkway, Post Oak Drive, the new southbound Lewisville Lake Bridge, FM 407/



SOURCE: Texas Department of Transportation.

TxDOT photo

Justin Road, Belt Line Road, and Dickerson Parkway. Note: The new Lewisville Lake bridge now carries all southbound traffic and provides frontage roads, TEXpress Lanes and shared paths for pedestrians and bicyclists.

Also included with this major project were direct connectors from the Sam Rayburn Tollway to I-35E, collector distributor lanes between the President George Bush Turnpike to the Sam Rayburn Tollway, continuous frontage roads along the entire corridor and direct connectors to the LBJ Express TEXpress Lanes on I-635.

"The 35Express Expansion Project marks a huge milestone in TxDOT's efforts to serve as

a vital part of congestion relief for Texas," said Texas Transportation Commission Chairman J. Bruce Bugg, Jr.

The project also includes improvements to four parks near Lewisville Lake—Copperas Branch, Copperas Branch East, Highland Lakes and Arrowhead Park. Amenities at these parks include new parking, trails, trailheads, and play equipment.

35Express construction is managed by AGL Constructors, a joint venture between Archer Western Contractors L.L.C., Granite Construction Incorporated and The Lane Construction Corporation, for the Texas Department of Transportation. ■

## NOVEMBER 2017 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)***	CONTRACTOR
2374-01-180*	I-635	East of Abrams Rd. to west of Plano Rd. and east of Centerville Rd. to I-30	Construct noise walls in various locations	\$14.72	\$11.75	-20.16	\$18.07	Austin Bridge & Road Services, LP
0918-00-275*	VA	Various locations in the Dallas District	Installation of traffic signals	\$2.44	\$2.60	6.55	\$3.77	Durable Specialties, Inc.
<b>ESTIMATED NOVEMBER 2017 TOTALS</b>				<b>\$17.16</b>	<b>\$14.35</b>	<b>-16.36</b>	<b>\$21.84</b>	
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>				<b>\$29.67</b>	<b>\$27.21</b>	<b>-8.29</b>		
<b>DALLAS DISTRICT FY LETTING VOLUME CAP</b>				<b>\$287.84**</b>				

\*Not mapped.

\*\*District FY 2018 Letting Volume Cap does not include the following: 1) Southern Gateway (\$565M); 2) Previous Prop 1 commitments that have been funded through NCTCOG 10 year plan swap (\$103.2M).

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

## DECEMBER 2017 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
1	0196-03-269	I-35E	I-30 to Reunion Blvd.	Convert existing 2 reversible HOV lanes to 2 reversible express lanes	\$2.76
2	0261-03-030	US 67	I-20 to I-35E	Widen 4 to 6 mainlanes, Reconstr. exiting 2-lane concurrent HOV to 1 reversible express lane	\$1.62
3	0442-02-088	I-35E	US 67 to I-30	I-30-Co: Conv 2R-HOV to 2R-EXP; Co-US 67: RC&WDN 8 to 10 GP, 1R-HOV to 2R-EXP; Co-MRSLs: RC 4/6 FR-C; MRSLs-US 67: RC 4/6 to 2/6 FR-D	\$524.25
4	0574-01-029	SH 309	At Rush Creek	Replace bridges and approaches	\$1.88
5	0574-01-031	SH 309	At Rush Creek Relief	Replace bridges and approaches	\$1.62
	0918-47-177*	CS	Marsalis Ave. to Ewing Ave.	Construct local enhancements	\$40.00
<b>ESTIMATED TOTAL</b>				<b>\$572.13</b>	

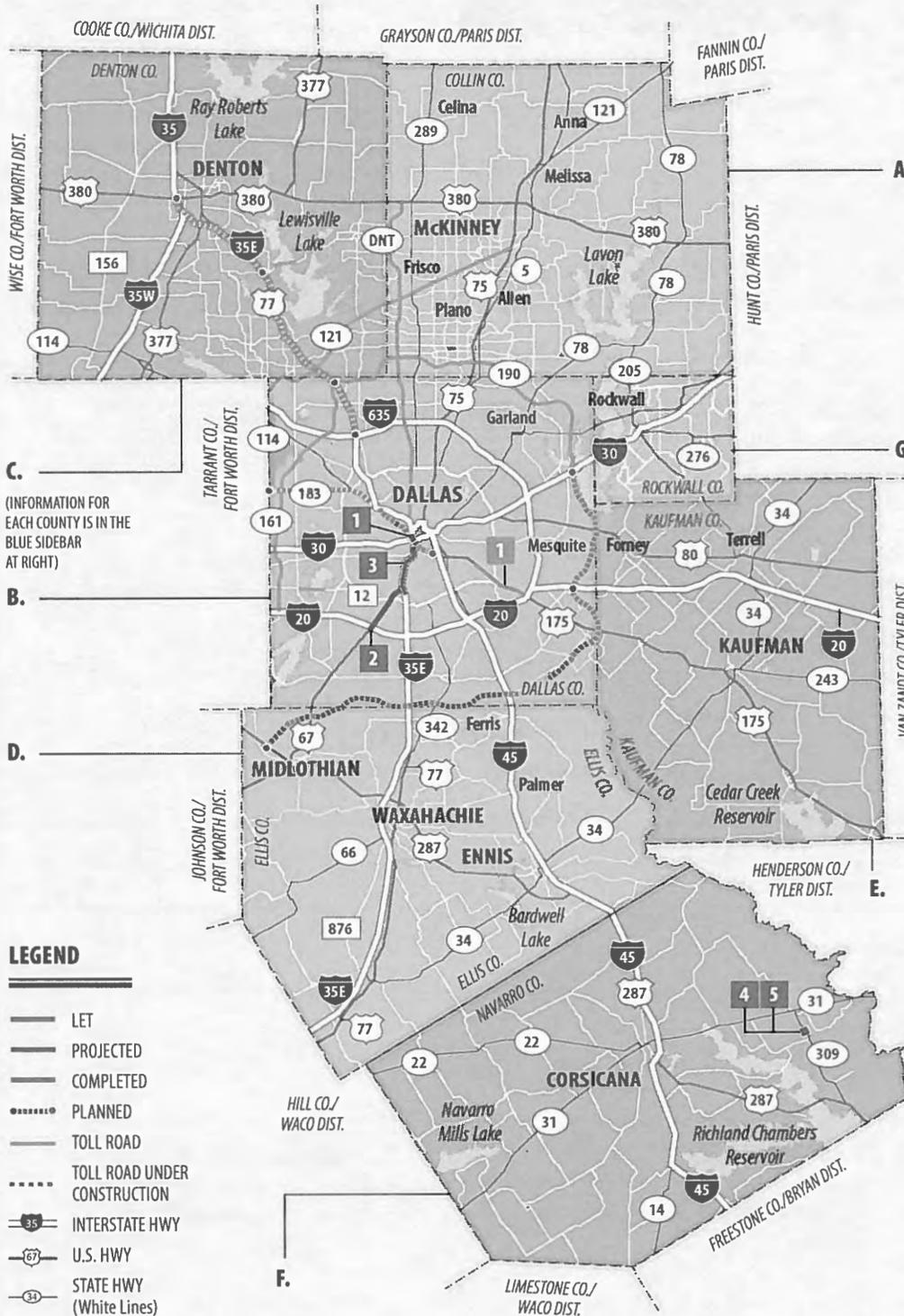
\*Not mapped.

## COMPLETED CONSTRUCTION PROJECTS (FROM NOVEMBER 1 – 30, 2017)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
1	0197-02-118	US 175	Lake June Road to I-20	WB Frontage Road, Mill, Full Depth Repair, Overlay & Pav Markings	11/27/2017	\$1.51
<b>ESTIMATED TOTAL</b>					<b>\$1.51</b>	

# DALLAS DISTRICT PROJECTS MAP

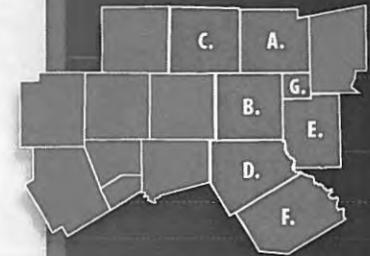
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in November, are projected to let in December, or have recently been completed.



## LEGEND

- LET
- PROJECTED
- COMPLETED
- ..... PLANNED
- TOLL ROAD
- ..... TOLL ROAD UNDER CONSTRUCTION
- INTERSTATE HWY
- U.S. HWY
- STATE HWY (White Lines)

SOURCE: TxDOT research.  
\*POPULATION ESTIMATE: NCTCOG.



## 2017 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 3,806,303  
\*POPULATION ESTIMATE | 4,681,210  
LANE MILES | 10,493,623

### A. | COLLIN COUNTY

VEHICLE REGISTRATION: 729,624  
\*POPULATION ESTIMATE: 932,530  
LANE MILES: 1,373,829

### B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,064,783  
\*POPULATION ESTIMATE: 2,502,270  
LANE MILES: 3,366,158

### C. | DENTON COUNTY

VEHICLE REGISTRATION: 603,332  
\*POPULATION ESTIMATE: 814,560  
LANE MILES: 1,488,733

### D. | ELLIS COUNTY

VEHICLE REGISTRATION: 165,813  
\*POPULATION ESTIMATE: 173,410  
LANE MILES: 1,523,910

### E. | KAUFMAN COUNTY

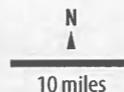
VEHICLE REGISTRATION: 109,130  
\*POPULATION ESTIMATE: 116,140  
LANE MILES: 1,201,810

### F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 51,056  
\*POPULATION ESTIMATE: 49,170  
LANE MILES: 1,192,820

### G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 82,515  
\*POPULATION ESTIMATE: 93,130  
LANE MILES: 346,368



# TEXpress Lanes in Irving opened in November

**IRVING, Texas** — The Texas Department of Transportation (TxDOT) opened a TEXpress Lane corridor on State Highway 114 (SH 114) in Irving the morning of Saturday, November 4, 2017.

The SH 114 TEXpress Lanes operate 24 hours a day, seven days a week. The corridor features one lane in each direction. Eastbound, the TEXpress Lane extends four miles from SH 161 (President George Bush Turnpike) to Rochelle Boulevard/Riverside Drive. Westbound, the TEXpress Lane extends eight



TxDOT photo

miles from Rochelle Boulevard/Riverside Drive to SH 121.

The TEXpress Lanes provide drivers an option. They can choose to take the general

purpose lanes at no cost or pay to use the TEXpress Lanes. Until early 2019, pricing will follow an approved fixed toll rate schedule. After this period, traffic speeds will be maintained through dynamic pricing, meaning the price will fluctuate based on congestion in the TEXpress Lane. High occupancy vehicles (HOVs) and motorcycle drivers with a valid toll tag who register and activate their HOV status online ([www.DriveOnTEXpress.com](http://www.DriveOnTEXpress.com)) or through the mobile app (Drive On), can receive a 50 percent discount during weekday peak periods.

## TxDOT PREPARED FOR WINTER WEATHER

### HOW DO THE CHEMICALS WORK?

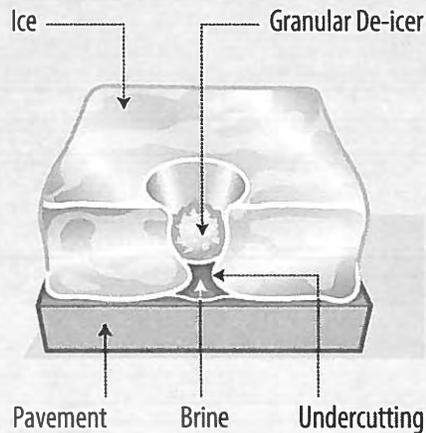
#### Granular De-icer

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).

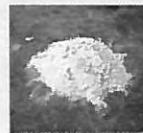
When salt makes contact with ice – melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.

#### 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.

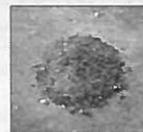


### WHAT MATERIALS ARE USE ON THE ROADS?



#### 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

### 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



**Mr. Rick B. of Dallas, Texas:** "The recent changes in the Dallas area are GREAT! Clean, crisp and to the point. Easier to read, no need for drive travel time range. Less distracting, more time for my eyes on the road, improves safety. Thanks for a HUGE creative help."

SOURCE: Texas Department of Transportation.

TxDOT graphics

## DALLAS DISTRICT | PROGRESS



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

#### FOR MORE INFORMATION:

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



#### REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/form.html?form=Report a Pothole](http://www.txdot.gov/contact-us/form.html?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>

# FORT WORTH DISTRICT PARTNERS

## OPTIMIZE system performance



Future I-20 Frontage Roads in Parker County

TxDOT is working to expand its busiest metropolitan corridors.

Nine of the state's 100 most congested roadways are located in Tarrant County. Seven of these roadways will be expanded and open to traffic between now and 2022.

Expanding these seven roadways will help address delays totaling:

**12 million annual hours stuck in traffic**

**\$242 million annual cost to the Texas economy**

### ***I-20 in Parker County***

Construction began in October on new Interstate 20 east and westbound continuous frontage roads from E. Bankhead Drive to Hudson Oaks Drive in Parker County. This \$30 million project includes a new Center Point Road bridge with Texas turnarounds and the reconstruction of the frontage road intersections at Center Point Road and E. Bankhead Drive to improve traffic flow. This is a partnership between TxDOT, Parker County and the city of Hudson Oaks to improve safety and mobility along I-20. The three-mile project is estimated for completion in 2019.

### ***100 Most Congested Roadways***

This year's list of 100 Most Congested Roadways includes nine roadways in Tarrant County. Created annually with the help of the Texas A&M Transportation Institute, this study helps TxDOT identify those roadways causing the most delays. Seven of the roadways in Tarrant County will be expanded and open to traffic between now and 2022. They include segments of I-35W in north Fort Worth, the Midtown Express, the I-820 East Loop, SH 360 from I-30 to I-20, and the next phase of the DFW Connector on SH 121.

### ***Winter Weather Preparedness***

On Nov. 1, the TxDOT Fort Worth and Dallas districts held a joint winter weather preparedness media event as crews demonstrated using TxDOT's equipment and materials. Long before winter, TxDOT crews implement plans for response to snow and ice. In the Fort Worth District, 167 drivers and 140 pieces of equipment will be on standby this winter and over 36,000 tons of materials have been stockpiled including sand, salt, salt-based deicers and brine.

### ***#EndTheStreakTX Campaign***

At least one fatality has occurred each and every day on Texas roadways since Nov. 7, 2000. To reverse this dangerous trend, TxDOT asks people to change their social media profile pictures to a black image and share testimonials with the hashtag #EndTheStreakTX. As part of this campaign, TxDOT is reminding drivers to stay alert, obey traffic laws and take personal responsibility behind the wheel.

# PARTNERS *in construction*

## AWARDED PROJECTS

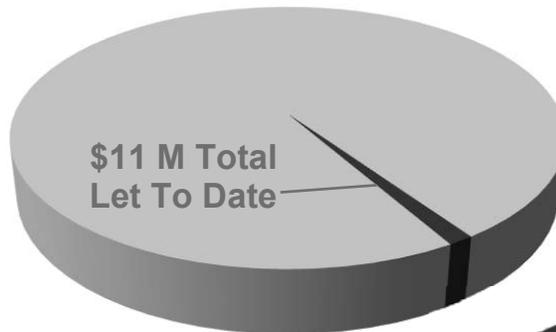
	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
NOV	SH 114	William D. Tate Ave to SH 26, Grapevine	Landscaping	\$1.8	\$1.3	-29.6
	Trinity Trails	East Fort Worth	Hike & bike trail	\$2.5	\$2.3	-8.7

## PROJECTED PROJECTS

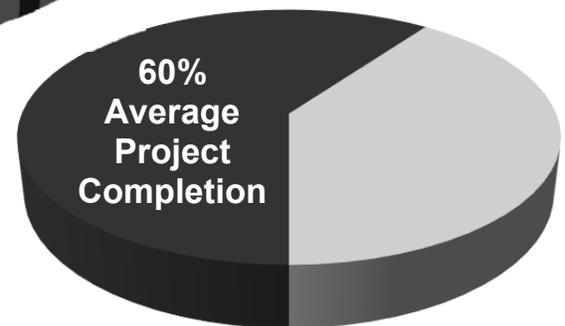
	Hwy	Limits	Type of Work	Estimate (millions)
DEC	Various roadways	Districtwide	Seal coat	\$9.6
	Town Creek Trail	Weatherford	Hike & bike trail	\$1.1
	I-820 East Loop	SH 121/183 to Randol Mill Rd	Rebuild & widen	\$200.0
	FM 157	At Snooty Fox Circle, Arlington	Traffic signal	\$0.3
JAN	I-820	Westpoint Blvd to Quebec St	Texture on mainlanes; pavement overlay on bridges	\$3.8
	Arlington Trail	Abram St to Fielder Rd	Hike & bike trail	\$0.7
	Various roadways	Districtwide	Traffic signal installation	\$1.5
FEB	I-20/30 frontage road	Linkcrest Dr to FM 1187	Pavement overlay & repairs	\$2.5
	SH 360	Abram St to I-20, Arlington	Widen from 6 to 8 lanes	\$56.3



### \$854 M PROPOSED LETTING



### FY 2018 CONSTRUCTION\*



TOTAL CONTRACTS \$3.6 B

\*includes CDAs

Construction begins in 2018 on an approximately \$200 million project to widen and reconstruct the Interstate 820 East Loop from SH 121/183 to Randol Mill Road.

This interim four-mile project will also add one mainlane in each direction and replace the Trinity River and SH 10 bridges. I-820 would then be up to 11 lanes (5-6 in each direction) at its widest point.

The project will further relieve congestion by constructing direct connect ramps to/from SH 121 that will eliminate the weaving and merging of traffic at this interchange.

TxDOT secured congestion relief funding for this segment as part of the Texas Clear Lanes initiative. The North Central Texas Council of Governments (NCTCOG) Regional Transportation Council (RTC) had identified this as a priority transportation corridor. It passes through the cities of Fort Worth, Hurst, North Richland Hills, and Richland Hills.

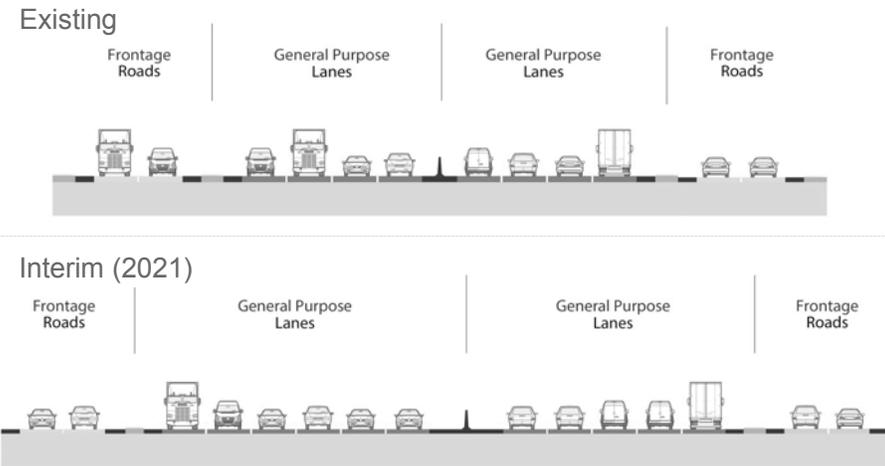
The I-820 East Loop currently carries nearly 160,000 vehicles a day including traffic exiting and entering the North Tarrant Express. These improvements will greatly improve travel, especially during rush hour. Ultimately, even more lanes will be added to accommodate the expected future growth along this corridor.

This project is estimated for substantial completion in 2021.

 [txdot.gov](http://txdot.gov) • [I-820 East Loop texasclearlanes.com](http://I-820 East Loop texasclearlanes.com)



### I-820 north of SH 10



Ultimate I-820 East Loop Project

# PARTNERS

December 2017



Tarrant . Johnson  
Parker . Wise . Hood  
Erath . Palo Pinto  
Jack . Somervell



Fort Worth District Office  
2501 SW Loop 820  
Fort Worth, TX 76133  
817-370-6500

 [txdot.gov](http://txdot.gov) • Fort Worth



## WE'RE READY

*Winter emergency road preparedness*

Hazardous weather can unexpectedly change from freezing ice to snow and fog in some areas of the state. TxDOT works 24/7 to ensure our roads remain passable and safe year-round. Road crews throughout the state are especially prepared to improve road safety during severe winter weather conditions.

Particular attention is given to bridges, high traffic interchanges and roadways. TxDOT uses salt spreaders and liquid de-icing rigs to assist with de-icing/anti-icing of the roadways and bridges.

TxDOT stockpiles various types of de-icers and anti-icing agents for winter storms as well as sand or small aggregate. Because each winter storm is unique, TxDOT will use a combination of materials and equipment depending on the severity of the storm.



### TREATING THE ROADS

**Each area of Texas treats roads based on weather conditions.  
The two most common materials used include:**

Liquid Anti-Icing solution  
to prevent roads from icing

Granular De-Icing materials  
to improve traction



### USE CAUTION!

*Simple driving tips to practice on the roads*

TxDOT's #1 priority is the safety of the traveling public, including using every resource available to keep the roads open and passable during winter storms. Motorists should always exercise caution and, if possible, allow extra time to reach destinations or delay travel until conditions improve.

-  Remove snow and ice from your vehicle before you drive
-  Maintain your vehicle in accordance with manufacturer's recommendations
-  Ensure headlights and taillights are functioning properly
-  Accelerate slowly, drive slowly, and observe traffic signs and alerts
-  Approach bridges, shaded spots and turns *slowly*