

PETE SESSIONS
32ND DISTRICT, TEXAS

CHAIRMAN
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(ON LEAVE)



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April 10, 2018

The Honorable Greg Abbott
Office of the Governor
P.O. Box 12428
Austin, Texas 78711-2428

Dear Governor Abbott:

I write to engage you on a transportation project of critical importance to North Texas. Specifically, after engaging with leadership from the City of Dallas and Dallas County, I am disappointed to hear that State of Texas leadership has actively worked to delay an initiative that would address congestion and improve safety on the LBJ Freeway (IH-635) in northern and eastern Dallas County.

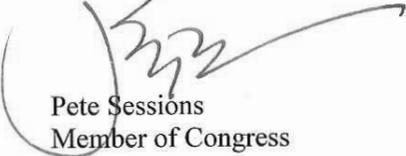
IH-635 directly serves 230,000 of my constituents and over seven million people who live in the greater Metroplex region. The IH-635 East Project, which runs from US 75 to IH-30, will be a complete reconstruction of existing facilities with noted enhancements to the corridor. IH-635 East has served the public since its opening in 1970, but its current construction needs additional improvement so that it can continue to serve the region effectively and safely.

I understand your general opposition to toll roads. However, in this case I fear Texas transportation officials are missing the mark. The key in this case is choice; based on current plans, no one will be forced to pay a toll to drive on this corridor. The IH-635 East Project will add both new non-toll lanes and new managed toll lanes to this notoriously congested highway, improving mobility and safety for all users whether they choose to drive on managed toll lanes or on free lanes.

The LBJ Freeway is the lifeblood of northeastern and eastern Dallas County. The IH-635 East Project is environmentally cleared, has available funding, and enjoys the strong, almost unanimous support of elected officials from all three corridor cities, adjacent cities, and of local residents. The first phase of the project, IH-635 West Project, is complete and has been a resounding success. The IH-635 East Project has been years in the making and is now ready to go.

As the State of Texas considers future transportation projects to ensure our state remains an economic powerhouse for the United States, I urge you to reconsider your opposition to this critical project. If I can be of any additional assistance on this issue, please do not hesitate to reach out.

Sincerely,


Pete Sessions
Member of Congress

cc: Mr. J. Bruce Bugg, Jr., Chairman of the Texas Transportation Commission
Mr. James M. Bass, Executive Director of the Texas Department of Transportation

\$28 million Available for Vehicle Repairs, Replacements

Approximately \$28 million is immediately available to help qualifying motorists repair or replace vehicles with emissions issues or older vehicles through the AirCheckTexas Drive a Clean Machine Program.

Applicants who meet income and vehicle guidelines may qualify for up to \$3,500 for a vehicle replacement or up to \$600 for vehicle repairs. Repair assistance may be available when a vehicle has failed an emissions inspection.

Replacement assistance may be available either following a failed emissions inspection or for a vehicle that is at least 10 years old. Plenty of funding is still available, but is set to run out if there is no further legislative action. Carryover funds of approximately \$28 million will allow the program to continue, but only until the end of August 2019.

The AirCheckTexas Drive a Clean Machine Program is designed to help vehicle owners comply with vehicle emissions standards by offering financial incentives to repair or replace vehicles, and allows local residents to contribute to the regional air quality solution. More information on the program is available at www.airchecktexas.org.



Regional planners are developing the next Metropolitan Transportation Plan for the Dallas-Fort Worth area. Mobility 2045 will feature a comprehensive approach to meeting the transportation and air quality challenges over the next quarter century. The input of the people who use the system daily is crucial. The public involvement process continues through the spring.

Planning for the Future: Public Participation Key to Transportation Solutions

Regional planners are developing the next long-range blueprint, Mobility 2045, which will lay out improvements to Dallas-Fort Worth's transportation system through 2045. The new plan will be shaped by the users of the system, thanks in large part to the extensive public involvement effort that began last year and will continue through spring 2018.

Planners have used public meetings and other outreach methods to gather opinions of those who use the system every day. The result will be a plan that balances the preferences of its users with needs demonstrated in some of the region's fastest-growing areas.

The Dallas-Fort Worth area's Metropolitan Transportation Plan must cover a horizon of at least 20 years and it often projects up to a quarter-century into the future. The most recent plan, Mobility 2040, was adopted by the Regional Transportation Council in March 2016. It identifies \$118.9 billion available for projects through 2040, focusing significant resources on maintenance, management and operations, and land-use strategies.

A new air quality conformity determination is needed by November 2018, making this a good time to revisit the mobility plan. Because 10 Dallas-Fort Worth area counties do not meet federal ozone standards, the plan must be reviewed to ensure proposed improvements to the transportation system do not make air quality worse. The plan must be endorsed by the federal government to ensure this is the case.

According to preliminary estimates, mobility needs are outpacing the money expected to be available for improvements. This means financial and technological innovation will again be important in order to develop a system that keeps the region moving into the future. Mobility 2045 will incorporate some of the latest planning initiatives, including high-speed rail, modern people movers, automated vehicles and other emerging technologies, all of which could work together to revolutionize how people travel.

Mobility 2045 will allow the North Central Texas Council of Governments to incorporate federal and state requirements into its transportation plans. The Fixing America's Surface Transportation (FAST) Act

established performance measures and targets, as well as providing new dedicated freight funding. The plan will also include outcomes resulting from the 85th Texas Legislative Session, and be consistent with the 10-Year Plan and the Statewide Freight Plan.

Demographics data through 2045 is now available, and it estimates that the region will add about 4 million people to push its population to approximately 11.2 million. This represents a 57 percent increase. More than 2 million jobs are expected to be added, bringing regional employment to approximately 7 million. To accommodate the population and business expansion, a significant investment will be necessary. The proposed plan, which includes an emphasis on sustainability, could allocate more than \$135 billion through 2045. Final numbers are not yet available. As always, the plan must be constrained to available resources, meaning the region can only spend revenues it expects to receive by 2045.

Public meetings were held in January and February to present draft recommendations. The final phase of public involvement will begin in spring 2018, when residents will get their last review of recommendations to roads, rails, bicycle-pedestrian trails and more. For more information about Mobility 2045, visit www.nctcog.org/mobility2045.

Mobility 2045 Schedule

Continuous Public Involvement:
Through May 2018

Mobility 2045 Draft Available:
Spring 2018

Public Meetings:
Spring 2018

Regional Transportation Council Action:
June 2018

Air Quality Conformity:
November 2018

A Message From Michael Morris, P.E.

Director of Transportation

North Texas at the Forefront of Tomorrow's Transportation

A proposal from Texas has been named one of 10 winners worldwide of the Hyperloop One Global Challenge. And Dallas-Fort Worth stands to benefit handsomely from efforts to bring this ultrafast transportation to market.

The experts behind this concept will build the system. They have the know-how to get this Jetsons-esque technology moving. They have the tools. What they need is a place to test the technology, and a region that has embraced innovative ways to finance and build projects would be a terrific laboratory. Through close collaboration with local, State and federal officials, as well as the private sector, Dallas-Fort Worth has managed to build roadway and rail projects that have greatly improved mobility.

- The agreement to build Sam Rayburn Tollway 10 years ago produced a bounty of resources that could be applied to other non-tolled transportation projects necessary for the region to prosper.

- The region's TEXpress Lanes were the result of the willingness of public officials to partner with the public and private sectors to give people the choice to pay for another commuting option. They can still drive on new pavement on the LBJ Express, DFW Connector North Tarrant Express and Interstate Highway 35E for no charge. But if pressed for time, they can opt for the TEXpress Lanes.
- The Fort Worth Transportation Authority is blazing a trail directly to Dallas Fort Worth International Airport for Tarrant County residents. TEX Rail is scheduled to open in late 2018.
- The City of Arlington is delivering next-generation driverless vehicles and an app-based transit service.

These are just a few examples. The list will continue to grow as opportunities for bold region-defining projects present themselves.

The Hyperloop allows us to take the same creativity we've used to finance projects and extend it to a new option, which would have been dismissed as fantasy just a few years ago. But in an era when high-speed trains and automated vehicles are being presented as safe, efficient mobility solutions, DFW will play a role as a technology driver.

As a fast-growing region with a business-friendly environment attracting and educating some of the brightest minds in the nation, Dallas-Fort Worth is a

logical place to host a Hyperloop test track. We have a corridor tailor-made for a Hyperloop lab. Dallas and Fort Worth are approximately 30 miles apart. Running right through the middle of both cities is Interstate Highway 30, already declared a testing ground for autonomous vehicles.

We can build a line to test the viability of magnetic levitation that can also serve as this region's connection to high-speed rail. Good progress

More MICHAEL MORRIS on back page



NCTCOG photo

Dallas-Fort Worth, a region that embraces innovative project delivery, could also serve as the home of a test track for Hyperloop One. Last year, Texas was named one of 10 winners of the Hyperloop One Global Challenge. The technology could revolutionize travel worldwide.



Regional Transportation Council

Tarrant County's Fickes Says Persistence Pays in Transportation Planning

Member Profile

Gary Fickes, Commissioner, Tarrant County

Sitting on an easel in Gary Fickes' office is an old map of Dallas-Fort Worth. It's so old, in fact, that there are cities on it that don't even exist anymore. But Dallas and Fort Worth appear prominently, and connecting them is a long road.

"A Great Artery ... linking TWO GREAT CITIES," screams the headline below a 1936 rendering of "Airline Boulevard."

This is a copy of the original plan for what would eventually become the Dallas-Fort Worth Turnpike, known today as Interstate Highway 30. Fickes and his staff found the map at the Tarrant County Archives and asked for several copies, two of which are displayed in his office suite inside the Northeast Courthouse. Another was given to NCTCOG and is hanging in its Transportation Council Room.

"What amazed me was the location and ... how somebody in 1936 thought about this," Fickes said. "... Somebody was looking to the future and saying, 'This is what we need,' and it was 20 years later before it was built,

before the Dallas-Fort Worth Turnpike."

Fickes sees parallels between that foresight and the decisions made by the Regional Transportation Council, the 44-member transportation planning body for North Texas.

"Nothing we do is for today," said Fickes, a primary member of the RTC since 2010. "Everything we do is for 20 years from now, 10 years from now. And if you start talking about building transportation systems – and I mean highways – 20 years is, if everything kind of goes right, that's kind of the life cycle that it takes a project to get done."

Currently serving as vice chair of the RTC, Fickes said he became involved with transportation in the 1980s with the widening of Southlake Boulevard. He and a group of active residents went before State transportation officials to lobby for the project, which was needed as the community grew and the road's capacity increased.

"It was a problem road that

needed fixing, via widening," he said. "Couldn't carry the capacity that was on it."

He later was elected mayor of Southlake, a position he held from 1989-96. His interest in transportation continued, even after the project was completed.

He was elected Tarrant County Commissioner in 2006, representing Northeast Tarrant County. One of the major transportation projects in his Precinct 3 is the DFW Connector, a series of roadways converging in Grapevine. For years, the community and transportation partners worked to get the project off the ground. Finally, in February 2010, aided by \$260 million from the American Recovery and Reinvestment Act, the project began. Ground was broken the same day the inaugural Northeast Tarrant Transportation Summit kicked off.

The summit began as a means to help businesses and residents understand the implications of major transportation projects.

"We started to really give our

citizens that live here and our business leaders some idea of the magnitude of these projects and the effects ... it might have on your business while it's under construction," he said. "You know, 'How are you going to do business? They're building a freeway right in front of you.'"

The contractors held regular updates to keep businesses informed of progress on the major projects. NTE remains a major sponsor of the summit and provides annual updates of North Tarrant Express.

Through the process of getting these and other projects completed, Fickes learned just how involved transportation was and the importance of involving as many people as possible.

"The squeaky wheel will get things done," he said. "And don't ever, ever give up if you want to get a project done because you can get them done, but you really have to stay with it."

More GARY FICKES on back page

Study Fosters Military, Community Relationships

The military, a major employer across Texas, has long been a significant contributor to individual communities while carrying out its mission of protecting the nation. Texas' 15 military installations have an annual economic impact of more than \$136 billion. Naval Air Station Fort Worth, Joint Reserve Base alone employs more than 47,000 people directly and indirectly. Lockheed Martin, one of the employers sharing the base, employs almost 14,000 people, according to the Texas Comptroller's Office.

Planning strategies recognizing the importance of the military while ensuring the surrounding cities flourish are important to the future of North Texas. NCTCOG, elected officials and community leaders have concluded Joining Forces, a study to help North Texas military installations and their neighbors collaborate on compatibility issues.

This Regional Joint Land Use Study recommends strategies to support continued military capabilities. Incompatible land uses can include urban growth, energy development, or the presence of wildlife or water.

Additionally, it is important that land uses not restrict air space or threaten security.

Funded by the Department of Defense Office of Economic Adjustment, the project involves the communities and military operations of NAS Fort Worth, JRB, Redmond Taylor Army Heliport in Dallas, Fort Wolters training center in Mineral Wells and Camp Maxey training center near Paris. NCTCOG collaborated with cities and counties surrounding the military installations to recommend specific actions to promote compatible community and economic growth. The Regional Coordination Committee, a voluntary group made up of representatives of local governments surrounding NAS Fort Worth, JRB, will help with the implementation of recommendations around the Fort Worth installation.

Throughout the project's duration, the planning team interviewed key stakeholders, facilitated public meetings and coordinated several rounds of policy committee meetings to establish priorities for the study, gather data, and identify challenges and opportunities. Land use and economic

development were key areas of concentration. The study also took a comprehensive approach, analyzing compatibility in many more than 15 areas, also including air quality, aviation and airspace safety, communication, storm water management, water and transportation.

The collaborative process resulted in over 150 recommendations covering regional as well as individual installations and community-specific actions. Many recommendations focus on enhancing and formalizing communication. Others look at enhanced economic development, planning and land-use techniques, and improved physical security.

Next steps include briefing local governments on recommended compatibility strategies and applying for grant funds to assist with strategy implementation. More information about Joining Forces can be found at www.joiningforcesntx.org. Ultimately, this project should enable communities to reach their potential while the military continues its mission of protecting the homeland.

JOINING FORCES

Aligning Community & Military Missions

State Electric Vehicle Record Shattered in DFW

The Dallas-Fort Worth area's National Drive Electric Week celebration set another record in 2017, when owners of 155 electric vehicles gathered at Grapevine Mills Mall in September.

This represented a State record for the number of EVs in one location, improving upon last year's mark of 128. This year's Grapevine gathering was also the largest NDEW celebration outside California and kicked off a week of educational opportunities for people interested in electric vehicles.

DFW Clean Cities and NCTCOG offered a series of lunchtime webinars during the week to discuss public and private uses for EVs. Electric vehicles are becoming more popular with drivers and manufacturers. There are approximately 8,000 EVs in the region, a 43 percent increase over 2016. This trend will likely continue as more vehicle manufacturers are



committing to electrified transportation. Volvo, for example, announced in 2017 that by 2019 its new cars will all have electric and hybrid engines. For more information on NDEW, visit www.driveelectricdfw.org.

NDEW is a nationwide celebration to increase awareness of the widespread availability of plug-in electric vehicles and to highlight the benefits of driving electric vehicles. It began in 2011 as National Plug In Day and expanded to involve an entire week in 2014, in response to the growing popularity of EVs. More than 200 events were scheduled across the US and Canada, as well as a few other international locations, during NDEW 2017.

For the first time, there were NDEW events across all 50 states and Washington, D.C.

Save the Date!

The next Dallas-Fort Worth celebration of National Drive Electric Week will be at 10 am September 8 at Grapevine Mills. Mark your calendars now for this exciting, informative gathering of EV enthusiasts. You could learn from EV operators why these vehicles are so fun to drive.

Regional Transportation Council

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Councilmember, City of Fort Worth

Cedar Hill ISD Students Illustrate Healthy Communities

The NCTCOG Transportation Department is partnering with Cedar Hill Independent School District on an art contest to determine the cover design of Progress North Texas 2018, the annual state of the region report.

Ten middle school students submitted artwork illustrating this year's theme of **Healthy Communities: Transportation and the Natural Environment**. The theme will be carried through the document, which uses data to illustrate the performance of the region's transportation system and the state of its air quality.

This is the seventh year of the art contest, which seeks to involve younger North Texans, those who will be making decisions in 20-25

years, in the transportation discussion. The art contest is one of several NCTCOG efforts connected with schools. Past school districts that participated were Fort Worth, Denton, Arlington, Garland, Weatherford and Grand Prairie.

A combination of NCTCOG staff, art teachers and Regional Transportation Council officers were asked to help determine the winner of the competition.

While the winner's creation will appear on the cover, other top pieces will be featured inside. The report will be published this spring and available at www.nctcog.org/ourregion.



NCTCOG photo

Middle school students from Cedar Hill ISD competed in an art contest to determine the cover design for Progress North Texas 2018.

MICHAEL MORRIS (continued from Page 2)

is being made to connect Dallas and Houston by high-speed rail. A Hyperloop test track could be the answer to linking our entire bustling region to Texas Central Partners' project. Picture a technology nucleus of autonomous vehicles along IH 30 parallel to next-generation mag

lev, through a city with driverless transit vehicles. The result is a gateway to the Dallas and Fort Worth central business districts, just like Dallas Fort Worth International Airport and Love Field are to the nation. It's a region of choice using planes, trains and automobiles.

Is this too much?

Too bold?

Are we not really ready?

We live in a region of leaders. And as our approach to traditional transportation has shown, the courage to put forth

big ideas can pay off for the entire region. Let's find out together.

After all ... mobility matters.

GARY FICKES (continued from Page 2)

The Metroport Cities Partnership is an example of a group that has been beneficial to transportation in northeast Tarrant and southwest Denton counties, helping organize support for SH 114 and the DFW Connector, he said.

Fickes said he is proud of the work the RTC has done to improve transportation, which has made it one of the top policy committees in the nation.

"I think it's because, first of all,

we work together," he said. People also balance their responsibility to their constituents with the importance regionalism.

"Having 635 in Dallas upgraded is just as important to me in northeast Tarrant County as having Airport Freeway in northeast Tarrant County done," he said. "Every area that has congestion, we need to figure out what it's going to take to solve it because what's good economically for one area is good for our region."

Fickes' background is in real estate, which helped him form a regional view.

"I didn't ask somebody where they lived when I sold them something," he said.

Today, he looks beyond northeast Tarrant County, as he and his colleagues consider the ramifications of decisions for more than just their constituents.

"Everybody also understands the needs, the big-picture needs," he

said. "What goes on on 380 up in Collin County has meaning to what happened in Tarrant County, in Dallas County."

Few people in 1936 could have imagined the mostly rural area being transformed into a fast-paced region of more than 7 million people. But someone knew transportation would connect them, and that a single "Airline Boulevard" could open a world of possibilities.

For a list of upcoming Transportation Department events, visit www.nctcog.org/trans/calendar.asp

mobilitymatters
Semiannual Newsletter of the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area

This publication can be made available in alternate formats upon request

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The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation. This document was prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration, and Federal Transit Administration. Mobility Matters is a newsletter on the transportation planning activities and air quality programs of the North Central Texas Council of Governments and the Regional Transportation Council - together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area since 1974.



Editor, Brian Wilson Layout and Design, Kristy Libotte Keener, Graphic Design Coordinator
Please email comments, suggestions or newsletter topic ideas to mobilitymatters@nctcog.org.

If you would like to change your name or address we have on file, please email us at mobilitymatters@nctcog.org.

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DALLAS DISTRICT

PROGRESS

Monthly Report on Dallas District Projects and Topics

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OFFICIALS BREAK GROUND ON TxDOT'S CLEAR LANES PROJECT

TxDOT to Rebuild/Widen I-35E/US 67 Corridor That First Opened in 1950s

Dallas, Texas — Texas Department of Transportation officials and state and local leaders kicked off construction on The Southern Gateway corridor in February, marking the beginning of a four-year effort to rebuild and widen

I-35E and US Highway 67 in southern Dallas County. Texas Transportation Commission Chairman J. Bruce Bugg Jr. was joined at the ceremonial groundbreaking by State Sen. Royce West, State Representative Rafael Anchia, Dallas County Judge Clay Jenkins, Dallas Mayor Mike Rawlings and a host of other county and local officials.

"This project, along with others we're building across the state, are part of Governor Abbott's directive to the Transportation Commission to ease traffic jams in our major metropolitan areas," said Chairman Bugg. "It is the reason the Texas Clear Lanes initiative was created; to tackle congestion and cut commute times using these Texas voter-approved funds for non-tolled transportation solutions."

"Today is a tangible result of what Texas Clear Lanes is all about," he said.

The Texas Clear Lanes initiative is designed to address Texas' most congested highways, using funding from Proposition 1, approved in 2014 by 80 percent of Texas voters, and from Proposition 7, approved by 83 percent of Texas voters in 2015 for non-tolled transportation projects. All Texas Clear Lanes projects are non-tolled.

The \$666 million, 11-mile Southern Gateway project includes \$260 million in Clear Lanes funding. It includes two segments.



TxDOT image

Left to Right: Bill Hale, TxDOT Chief Engineer, Marc Williams, TxDOT Deputy Executive Director, Dallas County Judge Clay Jenkins, State Representative Rafael Anchia, District 103, DART Board Member Amanda Moreno, J. Bruce Bugg, Jr., Chairman of the Texas Transportation Commission, State Senator Royce West, District 23, TxDOT Dallas District Engineer, Kelly Selman, Regional Transportation Council Chairman and Cedar Hill Mayor, Rob Franke, Dan Stoppenhagen, Fluor Vice President, Michael Morris, Director of Transportation for the North Central Texas Council of Governments.

Segment 1 is the I-35E portion of the project which includes full reconstruction and widening to include five general purpose lanes in each direction and two reversible, non-tolled express lanes from Colorado Boulevard to US 67.

Segment 2 includes the US 67 portion that adds a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be rebuilt to become one reversible, non-tolled express lane in the center median.

The project's plans date to 2001 when TxDOT and the local stakeholders first met to address the needs to improve the aging corridor.

The approved project will extend numerous entrance and exit lanes, reconfigure/improve ramps and shoulders, and improve bicycle/pedestrian sidewalks and paths. The project, which began in early 2018, is expected to be completed by late 2021. The project contractor is Pegasus Link Constructors, Inc., a joint venture between Balfour Beatty and Fluor, the contractor that built the Horseshoe Project in downtown Dallas.

"Having been involved in this project since its inception well over a decade ago, it's great to see all the planning and hard work by

See **CLEAR LANES** on Back Page

MARCH 2018 LET PROJECTS (SUBJECT TO CHANGE)

| CSJ NUMBER | HWY | LIMITS | TYPE OF WORK | EST. (M) | BID (M) | (%) | EST. TOTAL COSTS (M) ^o | CONTRACTOR | |
|------------|--------------|---------|--|--|-------------------|-----------------|-----------------------------------|----------------|--|
| 1 | 0009-04-066 | SH 66 | At Lake Ray Hubbard Bridge EB to north slope near east end | Slope failure repair | \$2.56 | \$2.23 | -13.04 | \$2.55 | Iowa Bridge & Culvert, LC |
| 2 | 0047-06-162 | US 75 | SH 121 to PGBT | Full depth concrete repair | \$1.12 | \$1.23 | 9.78 | \$1.41 | O. Trevino Constr., LLC |
| 3 | 0196-03-262 | I-35E | N of Oak Lawn to S of Commonwealth Dr. | Slope failure repair | \$4.32 | \$6.36 | 47.00 | \$7.27 | Sema Construction, Inc. |
| 4 | 0196-03-276 | I-35E | S of Commonwealth Dr. to SS 348 | Slope failure repair | \$4.47 | \$6.02 | 34.83 | \$6.89 | Altus Construction LLC |
| 5 | 0816-02-079 | FM 455 | At FM 2164 & Union Hill Rd. | Intersection improvements | \$1.50 | \$1.28 | -14.56 | \$2.10 | Jagoe-Public Co. |
| 6 | 1567-01-037* | FM 720 | South of Martop to US 380 | Widen 2-ln rural to 6-lns urban divided | \$14.86 | \$15.01 | 1.01 | \$24.65 | Mario Sinacola & Sons Excavating, Inc. |
| 7 | 2745-01-008 | FM 2755 | Business SH 78 to FM 1138 | Base repair and overlay | \$1.61 | \$1.44 | -10.54 | \$1.63 | Foutsco Paving Company, LLC |
| | | | | ESTIMATED MARCH 2018 TOTALS | \$30.44 | \$33.57 | 10.27 | \$46.50 | |
| | | | | DISTRICT FY ACCUMULATIVE LETTINGS | \$112.07 | \$106.27 | -5.17 | | |
| | | | | DALLAS DISTRICT FY LETTING VOLUME CAP | \$287.84** | | | | |

* Project is an A+B bidding project.

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

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

APRIL 2018 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

| CSJ NUMBER | HWY | LIMITS | TYPE OF WORK | EST. (M) | |
|------------|--------------|---------|--|---|----------------|
| 1 | 0009-11-244 | I-30 | W of Gus Thomasson Rd. to E of N Galloway Ave. | Full depth concrete pavement main lanes | \$2.70 |
| 2 | 0009-12-211 | I-30 | 0.1 mi W end of Ray Hubbard Br. to Hunt County Line | Rehabilitation of existing roadway | \$3.69 |
| 3 | 1290-01-012 | FM 1141 | SH 66 to FM 552 | Restore existing pavement and add shoulders | \$2.72 |
| 4 | 1290-02-017 | SH 276 | SH 205 to FM 549 | Reconstruct and widen 2-lane rural to 4-lane divided urban ultimate 6 | \$21.24 |
| 5 | 1950-01-039 | FM 407 | Lantana Trail to 450 feet east of E Carruth Lane | Landscape treatments | \$1.04 |
| 6 | 2352-02-022 | FM 2449 | West of Denton Creek to 600 feet east of Burnett Rd. | Concrete full depth repair | \$2.53 |
| | 0196-07-033* | VA | Various locations in Dallas, Collin, Kaufman and Rockwall Counties | Guide sign installation & dms rehabilitation | \$1.21 |
| | 0918-47-128* | CS | Various intersections in the city of Dallas | Installation of traffic signals | \$1.29 |
| | | | | ESTIMATED TOTAL | \$36.42 |

*Not mapped.

COMPLETED CONSTRUCTION PROJECTS* (FROM MARCH 1 – 31, 2018)

| CSJ NUMBER | HWY | LIMITS | TYPE OF WORK | COST (M) | COMPLETION DATE | |
|------------|---------------------------|--------|--|---|-----------------|------------|
| 1 | 0816-04-044 [▲] | FM 455 | US 75 NB frontage road to SH 5 | Widen facility to 4-lane urban divided, ultimate 6-lane divided | \$12.40 | 03/05/2018 |
| 2 | 0134-09-034 ^{▲▲} | US 380 | W of Bonnie Brae St. to US 377 | Reconstruct and widen to 6 lane divided | \$15.09 | 03/20/2018 |
| 3 | 1159-02-032 | FM 879 | 2.1 mi. west of Ike Rd. to 0.3 mi. west of FM 1722 | Provide additional pave surface width | \$9.55 | 03/08/2018 |
| 4 | 0009-12-216 | I-30 | Dallas C/L to Hunt C/L | Installation of wireless its system | \$1.11 | 03/12/2018 |
| | | | | ESTIMATED TOTAL | \$38.15 | |

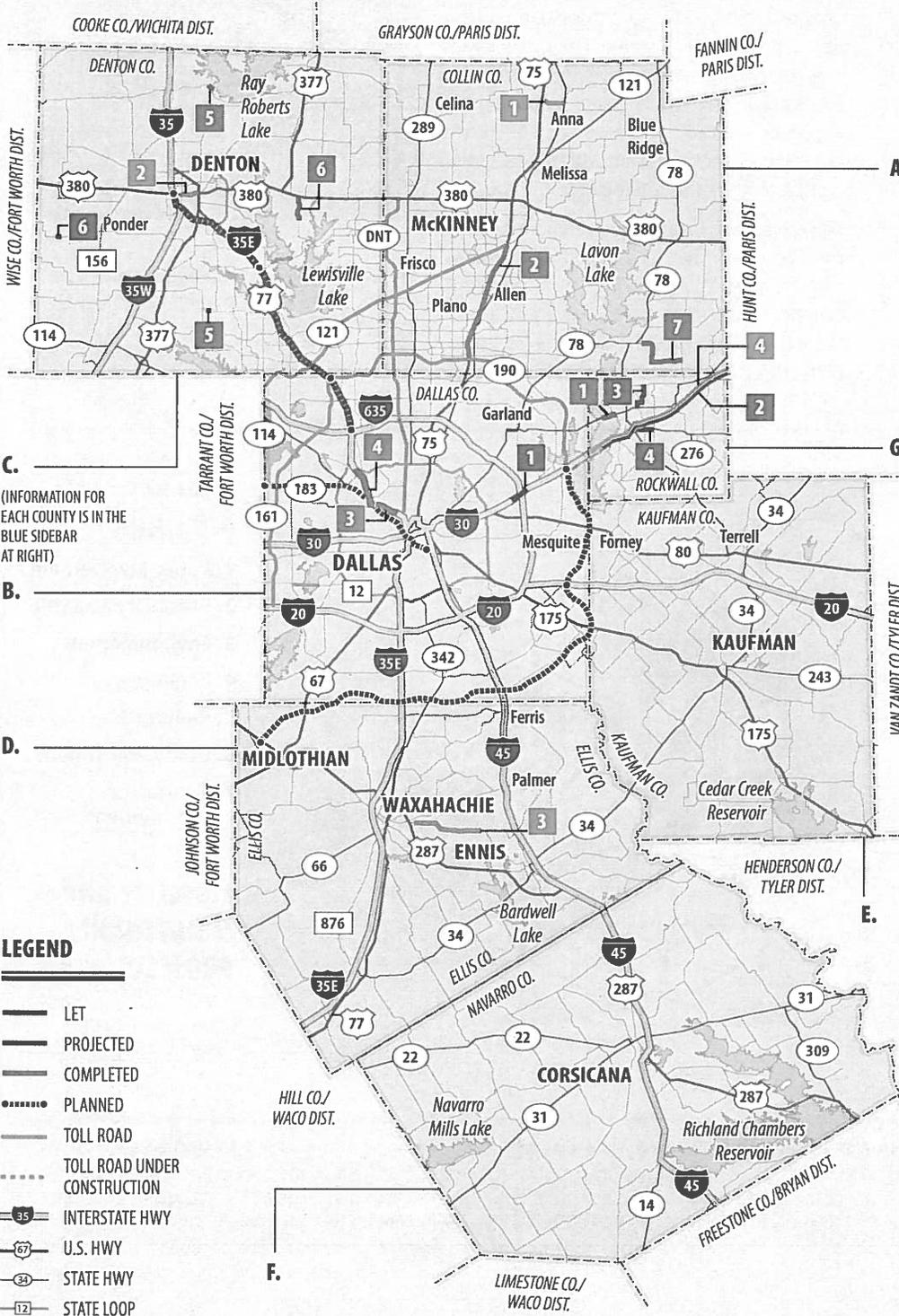
*March completed list has funding participation with three local governments requiring project closeout by ATP-Contracts:

[▲]The local governments are the City of Anna and Collin County. ^{▲▲}The local government is the City of Denton.

SH: STATE HWY. | FM: FARM TO MARKET | CR: COUNTY RD. | CS: CITY ST. | SL: STATE LOOP | SP: SPUR | BUS: BUSINESS | VA: VARIOUS | ■ LET | ■ PROJECTED | ■ COMPLETED

DALLAS DISTRICT PROJECTS MAP

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

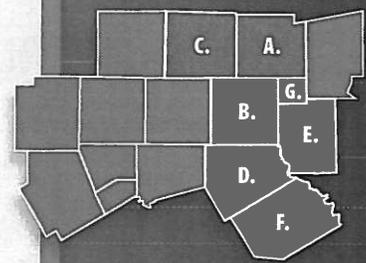
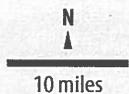


(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

LEGEND

- LET
- PROJECTED
- COMPLETED
- PLANNED
- TOLL ROAD
- TOLL ROAD UNDER CONSTRUCTION
- INTERSTATE HWY
- U.S. HWY
- STATE HWY
- STATE LOOP

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2017 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 3,806,303
*POPULATION ESTIMATE | 4,681,210
LANE MILES | 10,493,628

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: 109,180
*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

Clear Lanes Project Breaks Ground

Continued from **Cover Story**

local and regional transportation officials come to fruition. Because of their efforts, Southern Gateway was ready to go as soon as funding became available," said State Senator Royce West. "It is noteworthy also that public input was key in the decision for Southern Gateway to be a non-tolled project. The expansion of the I-35E and US 67 corridor through southern Dallas County will bring much-needed relief to the more than 180,000 drivers who travel to and from Dallas each day from the south."

The Southern Gateway project is the second Texas Clear Lanes project in Dallas County to

start construction since the program began in 2015. The program includes projects designed to improve metropolitan mobility. The second Texas Clear Lanes project in Dallas County is the Lowest Stemmons Project.

The Lowest Stemmons Project is a 2.3-mile, \$79 million project funded from the Texas Clear Lanes initiative. It is designed to ease congestion on I-35E from Interstate I-30 to north of Oak Lawn Avenue. The project will leverage existing funding from the Texas Clear Lanes Initiative to provide interim operational improvements to the congested I-35E corridor. The project will tie in with the recently completed Horseshoe Project to the south.

This project and the Lowest Stemmons project through downtown Dallas are both desperately needed to ease congestion through our city," said Dallas Mayor Mike Rawlings. "Together, these projects will address some of the toughest congestion spots in the state."

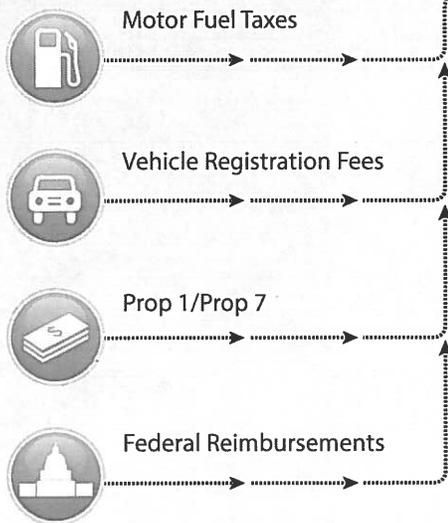
For more information about the Southern Gateway Project, or to sign up for notifications, please go to the project website at www.TheSouthernGateway.org. ■



TxDOT image

Left to Right: Rob Franke, Regional Transportation Council Chairman and Cedar Hill Mayor; Mike Rawlings, Mayor City of Dallas; J. Bruce Bugg, Jr., Chairman of the Texas Transportation Commission and Royce West, Texas State Senator, District 23.

1. FUNDING SOURCES

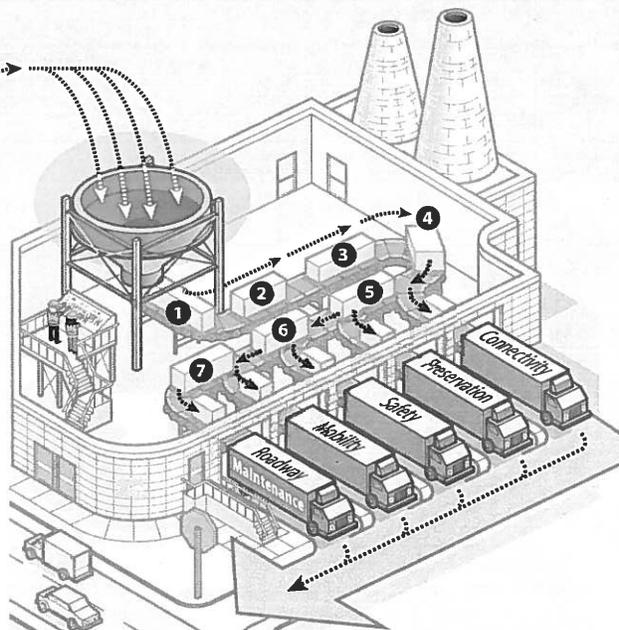


SOURCE: Texas Department of Transportation.

2. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement

3. MOBILITY AND MAINTENANCE PROJECTS



TxDOT graphic



CHRISTINA T. OF GRAPEVINE, TX: "I met with a friend yesterday evening and she couldn't stop talking about the new section of SH 121. She said it has reduced her commute by at least 10 minutes, if not 15, because of the elimination of the usual traffic pile up. She commutes every day from Grapevine to Frisco. Just wanted you (John Freeman) to know that this has had an enormous positive impact on so many people!"

SOURCE: Texas Department of Transportation.

TxDOT graphic

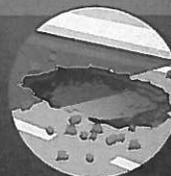
DALLAS DISTRICT | PROGRESS



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

FOR MORE INFORMATION:

214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit 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**



I-35W in North Fort Worth

PROMOTE
safety

As one of its goals, TxDOT is encouraging Texans to slow down, pay attention and obey all traffic signs to reduce crashes and fatalities in work zones.

In Texas, there are:

2,500 work zones at any given time

The two leading causes of crashes are speeding and driver inattention

I-35W

The next section of Interstate 35W TEXpress Lanes from I-820 to SH 183 (28th Street) opens to traffic on April 5. Construction is progressing on I-35W with the overall corridor over 90 percent complete. The project is scheduled for completion by late this year.

 northtarrantexpress.com

New Transportation Commissioner

Gov. Greg Abbott has appointed Alvin New to the Texas Transportation Commission. Formerly mayor of San Angelo, Commissioner New's term will expire on Feb. 1, 2021, and he replaces Tryon Lewis, who resigned from the Commission in February.

Safety Projects

The Fort Worth District is adding shoulders to 56 centerline miles of highway as part of several current and upcoming safety projects aimed at reducing collisions and saving lives. This includes SH 108 in Erath County; FM 4 and FM 167 in Hood County; FM 2738 and FM 3136 in Johnson County; FM 1220 in Tarrant County; and FM 2264 in Wise County for \$55 million.

Texas Trash-Off

On April 7, more than 50,000 volunteers will take part in the 32nd Annual Trash-Off, the

state's largest single-day litter cleanup event. Part of the *Don't Mess With Texas* litter prevention campaign, the Trash-Off is organized by TxDOT and Keep Texas Beautiful. In TxDOT's nine-county Fort Worth District, 201 Adopt-a-Highway groups with 2,818 volunteers help keep our roadways free of litter.

 dontmesswithtexas.org

Distracted Driving Awareness

With nearly \$4 billion in construction projects in Tarrant County alone, work zones change daily and drivers must stay focused on the road ahead. April is National Distracted Driving Awareness Month and TxDOT is reminding Texans to be aware of the dangers associated with distracted driving and to put down their cell phones while driving. In 2017, distracted driving crashes killed 446 people in Texas, or one person every 20 hours. Coinciding with this campaign is National Work Zone Awareness Week, April 9-13. TxDOT urges drivers to follow posted speed limits when traveling through a work zone.

 txdot.gov • distracted driving

AWARDED PROJECTS

| | Hwy | Limits | Type of Work | Estimate (millions) | Bid (millions) | Over/Underrun (%) |
|-----|---------------|--|----------------------------|---------------------|----------------|-------------------|
| MAR | SH 108 | Huckabay to the Palo Pinto County Line Erath County | Add shoulders | \$9.9 | \$5.9 | -34.0 |
| | Dairy Farm Rd | At Palo Pinto Creek, Palo Pinto County | Bridge replacement | \$0.8 | \$0.8 | -0.5 |
| | Indian Trail | Bourland Rd to Woodborough Ln, Keller | Hike & bike trail | \$0.3 | \$0.5 | +45.6 |
| | FM 1187 | US 377 to FM 1902 | Pavement overlay & repairs | \$2.4 | \$2.1 | -10.3 |
| | FM 1938 | Rumfield Rd to Birchwood Dr North Richland Hills | Pavement overlay & repairs | \$2.7 | \$2.2 | -16.5 |
| | SH 360 | Ave K to the Trinity River Bridge Grand Prairie | Concrete pavement repairs | \$2.0 | \$1.3 | -36.1 |

PROJECTED PROJECTS

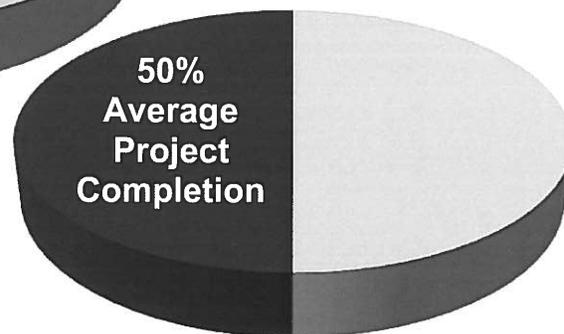
| | Hwy | Limits | Type of Work | Estimate (millions) |
|-----|--------------|--|----------------------------|---------------------|
| APR | SH 199 | FM 51 to the Wise County Line, Parker County | Pavement overlay & repairs | \$4.9 |
| | US 180 | Jack Borden Way to Lakeshore Dr, Hudson Oaks & Weatherford | Pavement overlay & repairs | \$4.8 |
| | FM 2552 | US 180 to I-20, Weatherford | Pavement overlay & repairs | \$1.9 |
| | FM 51/SH 171 | FM 1884 to Water St, Weatherford | Pavement overlay & repairs | \$0.9 |
| | FM 156 | Hurley St to Schoolhouse Rd, Haslet | Hike & bike trail | \$1.2 |



\$841 M PROPOSED LETTING



FY 2018 CONSTRUCTION*



TOTAL CONTRACTS \$3.8 B

*includes CDAs

Construction will begin this summer on the next big piece of the DFW Connector. The \$370 million project will rebuild and widen SH 121 north of the Dallas/Fort Worth International Airport to accommodate new interchanges for SH 121 at Interstate 635 and Farm to Market Road 2499.

This three-mile project will build on existing efforts to improve mobility by eliminating bottlenecks along this corridor. The Bass Pro Drive bridge will also be widened and reconstructed along with the frontage roads.

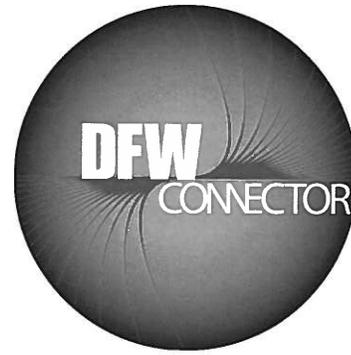
The new interchanges will provide widened auxiliary lanes which will improve safety by moving merging vehicles from out of the SH 121 mainlanes. The direct connectors at SH 121 and I-635 will be reconstructed to two lanes, increasing the capacity of that interchange. New direct connectors will also help eliminate the bottleneck at the FM 2499 interchange.

These improvements were originally included as part of the initial DFW Connector project but were deferred due to a lack of funding. In 2017, TxDOT secured congestion relief funding for this project as part of the Texas Clear Lanes initiative. The North Central Texas Council of Governments (NCTCOG) Regional Transportation Council had identified this as a priority transportation corridor.

This is a partnership between TxDOT, NCTCOG, the city of Grapevine, and NorthGate Constructors. TxDOT is committed to keeping the public informed through construction e-alerts, the project website, social media and dedicated outreach to businesses along the corridor.

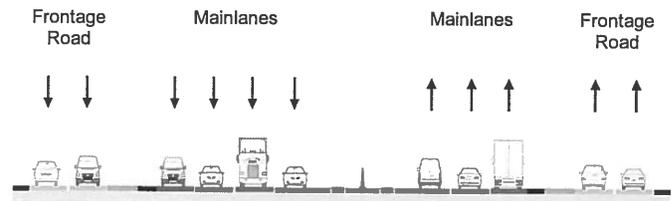
The project is estimated for substantial completion in 2022.

 txdot.gov • dfwconnector.com
texasclearlanes.com

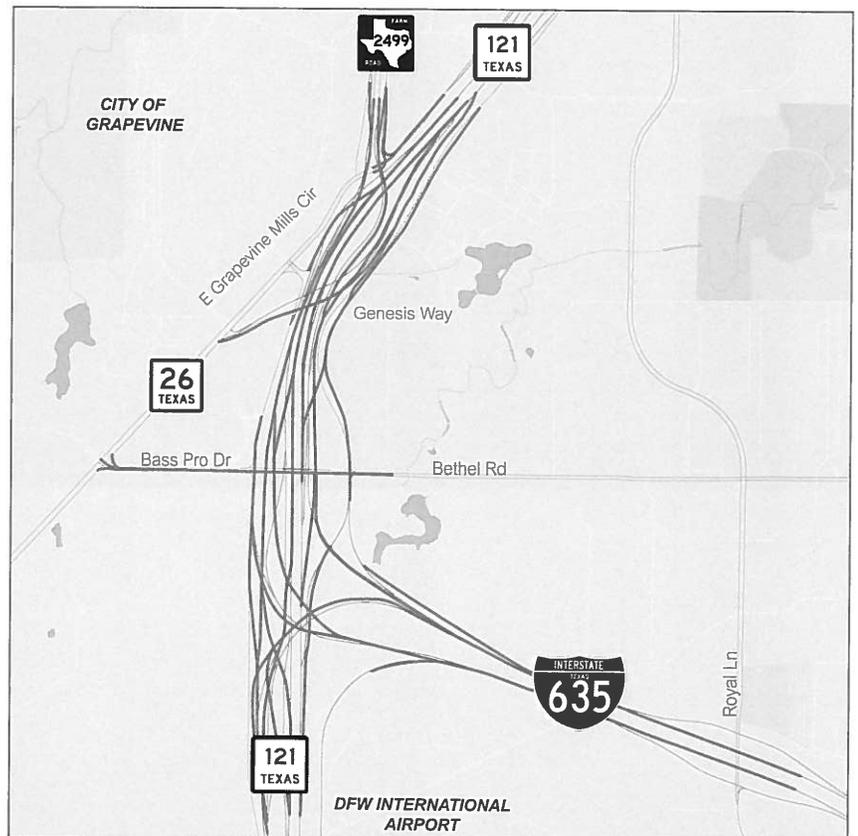
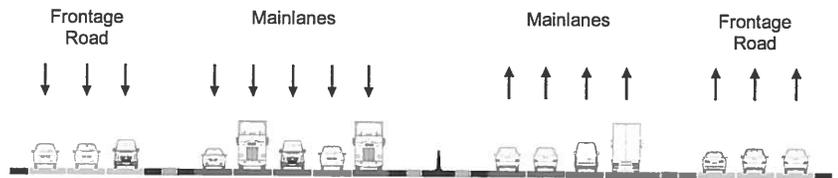


SH 121 at Bass Pro Drive

Existing

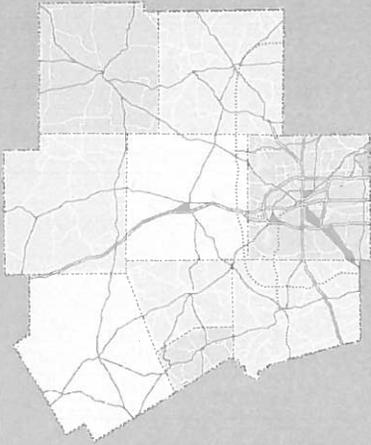


Post Construction



PARTNERS

April 2018



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



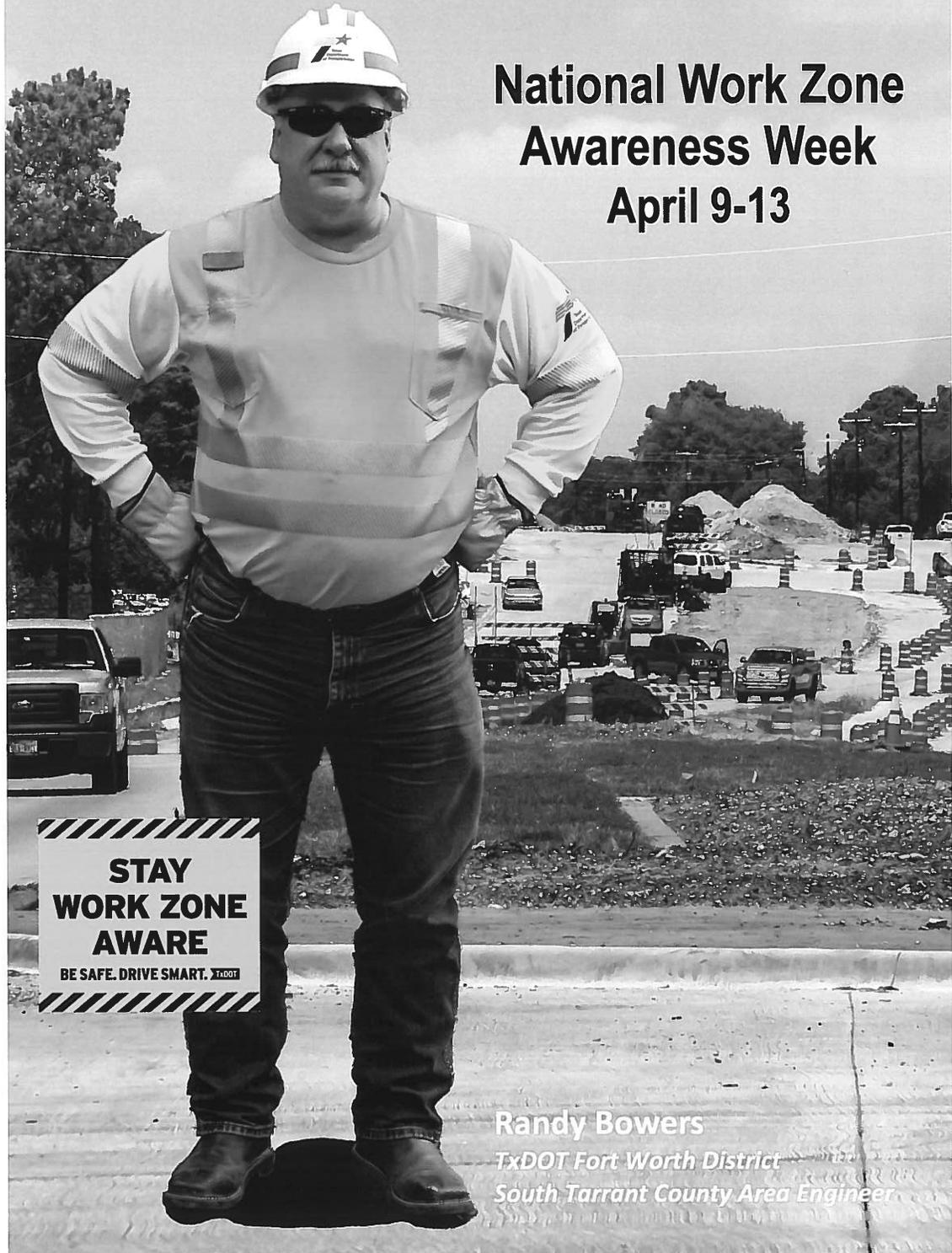
Fort Worth District Office
2501 SW Loop 820
Fort Worth, TX 76133
817-370-6500

 txdot.gov • Fort Worth



WORK ZONES PROTECT WORKERS. BUT DRIVERS KEEP THEM SAFE.

**National Work Zone
Awareness Week
April 9-13**



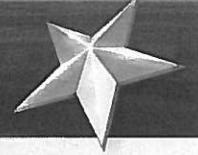
Randy Bowers
*TxDOT Fort Worth District
South Tarrant County Area Engineer*

DFW CONNECTOR

TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS

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



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 International Airport entrance.

Funding constraints required some original DFW Connector segments to be deferred. However, since 2013, TxDOT has been able to identify funding for FM 2499, new SH 121/360 ramps, the SH 121/360 interchange, and SH 121 interchanges at I-635 and FM 2499.

FM 2499 work included rebuilding the mainlanes from SH 121 to Denton Creek. The SH 121/360 ramps project constructed new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360.

Currently under construction is the SH 121/360 interchange, and construction is estimated to begin in late summer 2018 on the SH 121 interchanges at I-635 and FM 2499.



SH 121/360 interchange construction

NorthGate Constructors photo archives

PROJECT HISTORY

- **March 2006** – Texas Transportation Comm. authorized request for CDA proposals.
- **March 26, 2009** – CDA conditionally awarded to NorthGate Constructors.
- **Oct. 6, 2009** – CDA executed.
- **Jan. 2013** – TxDOT identified \$90 million in funding for FM 2499.
- **Aug. 2013** – FM 2499 construction began.
- **Sept. 2014** – TxDOT signs \$17 million contract for the SH 121/360 ramp project.
- **Feb. 2016** – SH 121/360 interchange project approved for Texas Clear Lanes (TCL) congestion relief funding.
- **Aug. 30, 2016** – SH 121/360 interchange groundbreaking held.
- **March 2017** – SH 121 interchanges at I-635 and FM 2499 approved for TCL congestion relief funding.

FM 2499 PROGRESS

- All lanes of traffic were opened in summer 2016, six months ahead of schedule.

SH 121/360 RAMP PROGRESS FROM WILLIAM D. TATE AVE.

- The new ramps from southbound William D. Tate Ave. to SH 121 and SH 360 opened to the public on Nov. 12, 2015, more than a year ahead of schedule.

SH 121/360 INTERCHANGE PROGRESS

- The eastbound SH 114 exit ramp to SH 360 closed in March for approximately two months, allowing NorthGate to complete paving work near the end of the bridge.

- The eastbound SH 114 exit ramp to southbound SH 121 remains open. The entire eastbound SH 114 exit ramp to SH 121/360 will open in its permanent configuration this spring.
- The new southbound SH 121 exit ramp to SH 360 and the new northbound SH 121 exit ramp to William D. Tate Avenue opens this spring.
- NorthGate continues to work on permanent barrier and guardrail, in addition to final touches, along the alignment in order to complete construction later this year.

FM 2499 PROJECT FACTS

LENGTH: 1 mile

NUMBER OF LANES

- Two mainlanes in each direction built below the existing grade level, allowing commuters to bypass two intersections
- Two frontage road lanes in each direction at grade level

COST: \$92 M (FUNDED ENTIRELY BY TxDOT)

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

CONSTRUCTION DATES

- Construction start: Aug. 2013
- Substantial completion: Summer 2016

SH 121/360 RAMPS FACTS

COST: \$17 MILLION

CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: Nov. 2015

SH 121/360 PROJECT FACTS

LENGTH: 1.6 miles

SCOPE: New direct connectors for SH 114, SH 121 and SH 360

COST: \$61 MILLION

CONSTRUCTION DATES

- Construction start: Aug. 2016
- Substantial completion: April/May 2018, several months ahead of schedule.

TRAFFIC COUNTS (VEH PER DAY, 2016)

- SH 114/121 north of SH 360: 168,000
- SH 360 south of SH 114/121: 75,000

ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

LENGTH: 8.4 miles

NON-TOLL LANES (WIDEST POINTS)

- 6 to 8 WB, 6 EB between William D. Tate Avenue and International Pkwy.
- 4 to 7 NB and 3 to 6 SB at SH 121 near DFW Airport's north entrance

TEXPRESS LANES

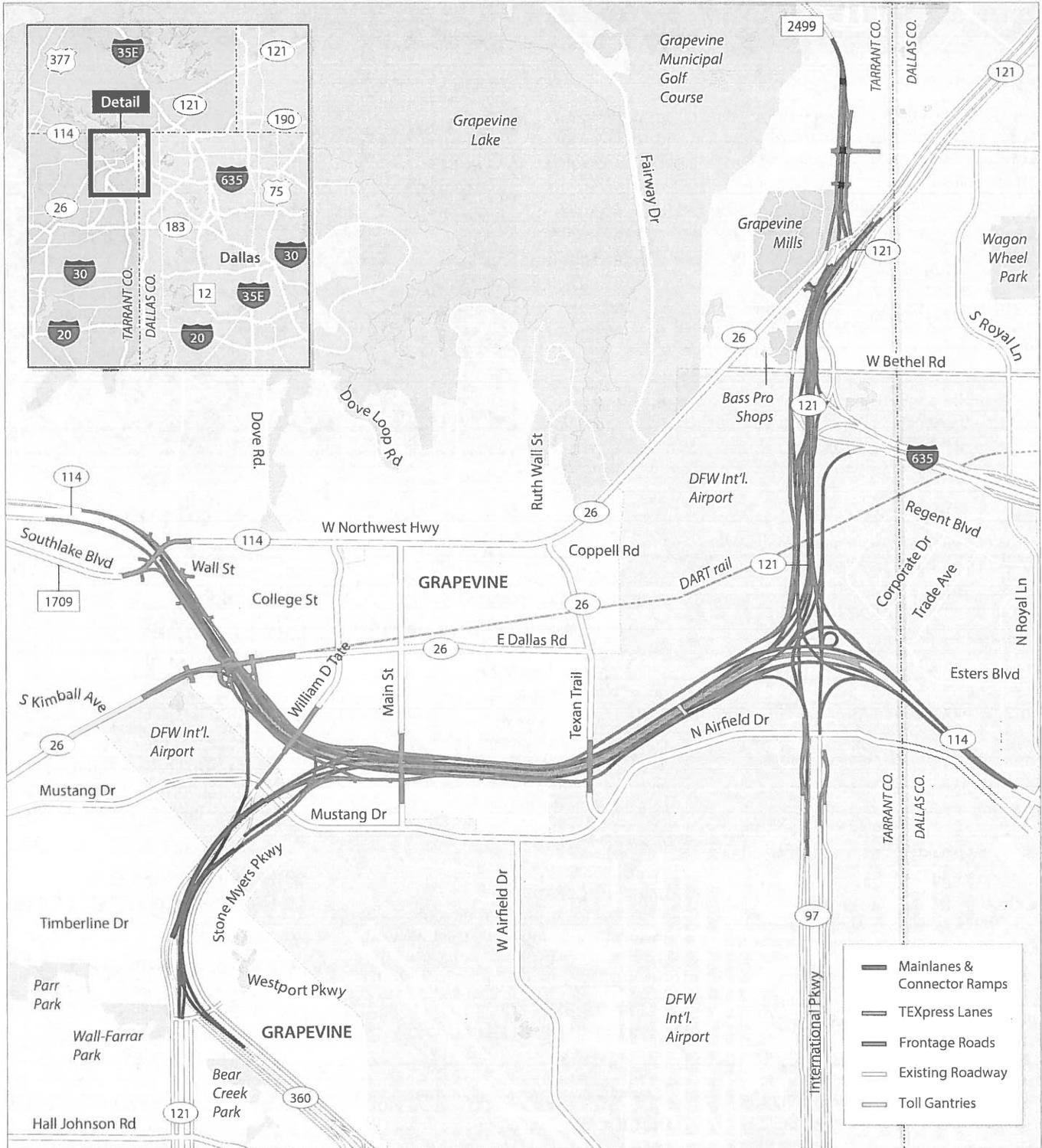
- Four miles, two in each dir. on SH 114

COST: \$1 B (FUNDED BY TxDOT)

- TxDOT: \$696 million; ARRA funds: \$261 million; Prop. 14 bonds: \$17.2 million; Prop. 12 bonds: \$32 million
- ROW: \$127 million (Prop. 14 funds)

CONSTRUCTION DATES

- Construction started: Feb. 2010
- Final acceptance: March 2014



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

PROJECT CONTACTS



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



Project website:
www.dfwconnector.com
www.texasclearlanes.com
www.txdot.gov
 Keyword: "DFW Connector"
 Toll-free project hotline:
 877-411-4312

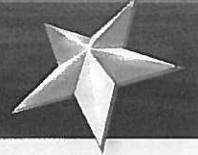
Selma Santin
 Public Information Manager
 Northgate Constructors
 7651 Esters Blvd.
 Irving, TX 75063
 972-536-8620

Jodi Hodges
 TxDOT Fort Worth District
 Public Information Supervisor
 2501 SW Loop 820
 Fort Worth, TX 76133
 817-370-6737

INTERSTATE 35W

TxDOT PROJECT TRACKER

FORT WORTH DISTRICT



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

OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number 23 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 TEXpress Lanes in each direction.

The project will be built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) is constructing Segment 3A, from north of I-30 to north of I-820 including the I-35W/820 interchange. The Texas Department of Transportation (TxDOT) constructed Segment 3B, from north of I-820 to US 81/287. TxDOT has received a proposal from NTEMP3 to rebuild Segment 3C.

I-35W currently carries 119,000 vehicles daily near downtown Fort Worth and 142,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



I-35W Near Downtown Fort Worth

PROJECT HISTORY

- **January 29, 2009** – CDA conditionally awarded to NTEMP
- **July 6, 2011** – NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B
- **April 24, 2012** – The U.S. Department of Transportation announced 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
- **Sept. 2012** – TxDOT awarded a contract for 3B to Lane Construction
- **March 1, 2013** – A facility agreement between TxDOT and NTEMP3 was signed
- **Sept. 19, 2013** – 3A financial close

PROJECT PROGRESS

THE 3A PORTION: (I-30 to I-820)

- 93% complete
- Over 6.9 million man hours worked
- Placing final layer of asphalt on the northern section of the project
- Reopened the I-35W southbound exit ramp to Spur 280
- Four miles of TEXpress Lanes from SH 183 (28th Street) to I-820 opened to traffic in April
- In the upcoming months:
 - Restore access to Meacham Boulevard from I-820

THE 3B PORTION: (I-820 to US 81/287)

- This segment is substantially complete with all lanes in their final location.
- A section of the TEXpress Lanes north of I-820 opened to traffic in July 2017.

THE 3C PORTION: (US 81/287 to Eagle Parkway) TxDOT has received a proposal from NTEMP3 to rebuild Segment 3C.

PROJECT FACTS

LENGTH

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

TEXPRESS LANES

- Segments 3A, 3B, & 3C: Two SB lanes (3C Proposed)
- Max. initial travel cost: 75 cents per mile

COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$244 million
- Segment 3C: \$700 million (proposed)

FUNDING

- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$442 million developer equity; \$274 million Private Activity Bonds (PABs); \$145 million provided by Metropolitan Planning Organization; \$46.5 million interest income
- Segment 3B: \$135 million Category 12; \$65 million Fund 6

RIGHT OF WAY

- Segment 3A: Complete
- Segment 3B: Complete

CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; estimated completion - Late 2018
- Segment 3B: Construction start - April 2013; substantial completion - Dec. 2016



NOTE: Highlighted areas are not to scale.

SEG* Roadway and Limits

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

Interim Configuration**

| | |
|----------------------------|-------|
| Mainlanes (Each dir.) | 2 |
| TEXpress Lanes (Each dir.) | 2 |
| Frontage lanes (Each dir.) | 2 - 3 |

SEG* Roadway and Limits

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

Interim Configuration

| | |
|----------------------------|---|
| Mainlanes (Each dir.) | 2 |
| TEXpress Lanes (Each dir.) | 2 |
| Frontage lanes (Each dir.) | 2 |

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

| | |
|----------------------------|-------|
| Mainlanes (Each dir.) ^^^ | 4 |
| TEXpress Lanes (Each dir.) | 2 - 3 |
| Frontage lanes (Each dir.) | 2 - 3 |

SEG* Roadway and Limits

| | |
|-------------------------------|---|
| 3A | 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

| | |
|-------------------------------|-------|
| Mainlanes (Each dir.) | 2 - 3 |
| TEXpress Lanes (Each dir.) | 2 |
| Frontage lanes (Each dir.) ^^ | 2 |

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

| | |
|----------------------------|-------|
| Mainlanes (Each dir.) ^^^ | 4 |
| TEXpress Lanes (Each dir.) | 2 |
| Frontage lanes (Each dir.) | 2 - 3 |

SEG* Roadway and Limits

| | |
|--------------|--------------------------------|
| 3A II | SH 121 Interchange ^^^^ |
|--------------|--------------------------------|

TxDOT graphic

* 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 mainlanes. ^^^^Currently not funded. Ultimate capacity remains a priority to the region.

PROJECT CONTACTS



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



Robert Hinkle
 Director of Corporate Affairs
 NorthTarrantExpressMobilityPartners
 9001 Airport Freeway
 North Richland Hills, TX 76081
 (817) 710-0500

Jodi Hodges
 TxDOT Fort Worth District
 Public Information Supervisor
 2501 SW Loop 820
 Fort Worth, TX 76133
 (817) 370-6737



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

OVERVIEW

The Midtown Express (SH 183 Managed Lanes Project) is an interim project that 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 per day. Plans include increasing the capacity of SH 183 and portions of SH 114 and Loop 12, with the addition of TEXpress (toll managed) Lanes. The TEXpress Lanes will feature dynamic tolling managed to keep traffic moving at 50 mph. The ultimate project for these roadways is not currently funded.



TxDOT photo archive

March 2018: New direct connect bridges between SH 183 and Loop 12

PROJECT HISTORY

- **1998-2000** – Major Investment Study for future expansion
- **2002** – Unsolicited proposal received for SH 183/I-820 corridor redevelopment between Interstate 35W (I-35W) and I-35E
- **February 20, 2013** – A Request for Qualifications (RFQ) issued
- **November 7, 2013** – TxDOT issued a final Request for Proposals (RFP)
- **May 29, 2014** – Southgate Mobility Partners given conditional award
- **June 24, 2014** – Financial Public Hearings held simultaneously in Dallas County and in Tarrant County
- **November 20, 2014** – Contract between TxDOT and SouthGate executed
- **December 2, 2014** – Project reached Notice to Proceed 1 (NTP1) and **February 5, 2015** – Notice to Proceed 2 (NTP2)

PROJECT PROGRESS

- **SH 114**
 - Major construction is complete on SH 114.
 - TEXpress Lanes west of Rochelle Blvd./Riverside Dr. opened on November 4, 2017.
 - TEXpress Lanes are four miles eastbound (President George Bush Turnpike/SH 161 to Rochelle Blvd./Riverside Dr.) and eight miles westbound (from Rochelle Blvd./Riverside Dr. to SH 121).
 - The lanes operate 24 hours a day, seven days a week.

• SH 183 – Recent milestones include:

- The project is 80% complete with substantial completion anticipated this fall.
- In 2017, the team relocated 59,000 linear feet of utilities; set 1,085 bridge beams and moved more than 937,000 cubic yards of dirt.
- In early 2018, westbound SH 183 mainlane traffic from Mockingbird Ln. to Carl Rd. was moved onto new pavement and bridges

• SH 183: Current Construction

- In spring, MacArthur Blvd. will be completed (weather permitting), followed by other intersections throughout the summer.

• Loop 12

- Work continues on the new direct connect bridges between Loop 12 and SH 183. TEXpress Lane wishbone ramps (bridges) are nearing completion.

MIDTOWN EXPRESS PROJECT

(ESTIMATED OPERATION: 2018)

• Length

- SH 183 from SH 121 to I-35E: 14.8 miles
- SH 114 from SH 183 to International Parkway: 10.5 miles
- Loop 12 from SH 183 to I-35E: 2.5 miles

• Cost

- \$847.6 million (Design and Construction)

• Funding

- Funding sources include CAT 2, 7, 10 and 12. TxDOT has applied for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

• Right Of Way

- Acquisition is 99% complete

• Project

- Obtain right of way/ relocate utilities
- Reconstruct portions of frontage roads
- Reconstruct portions of mainlanes
- Construct TEXpress Lanes in each direction on SH 183 and Loop 12.
- Construct one TEXpress Lane in each direction on SH 114 from SH 183 to SH 161 and one WB TEXpress Lane on SH 114 from SH 161 to Int'l. Pkwy.

ULTIMATE PROJECT

(ESTIMATED OPERATION: TBD)

• Cost

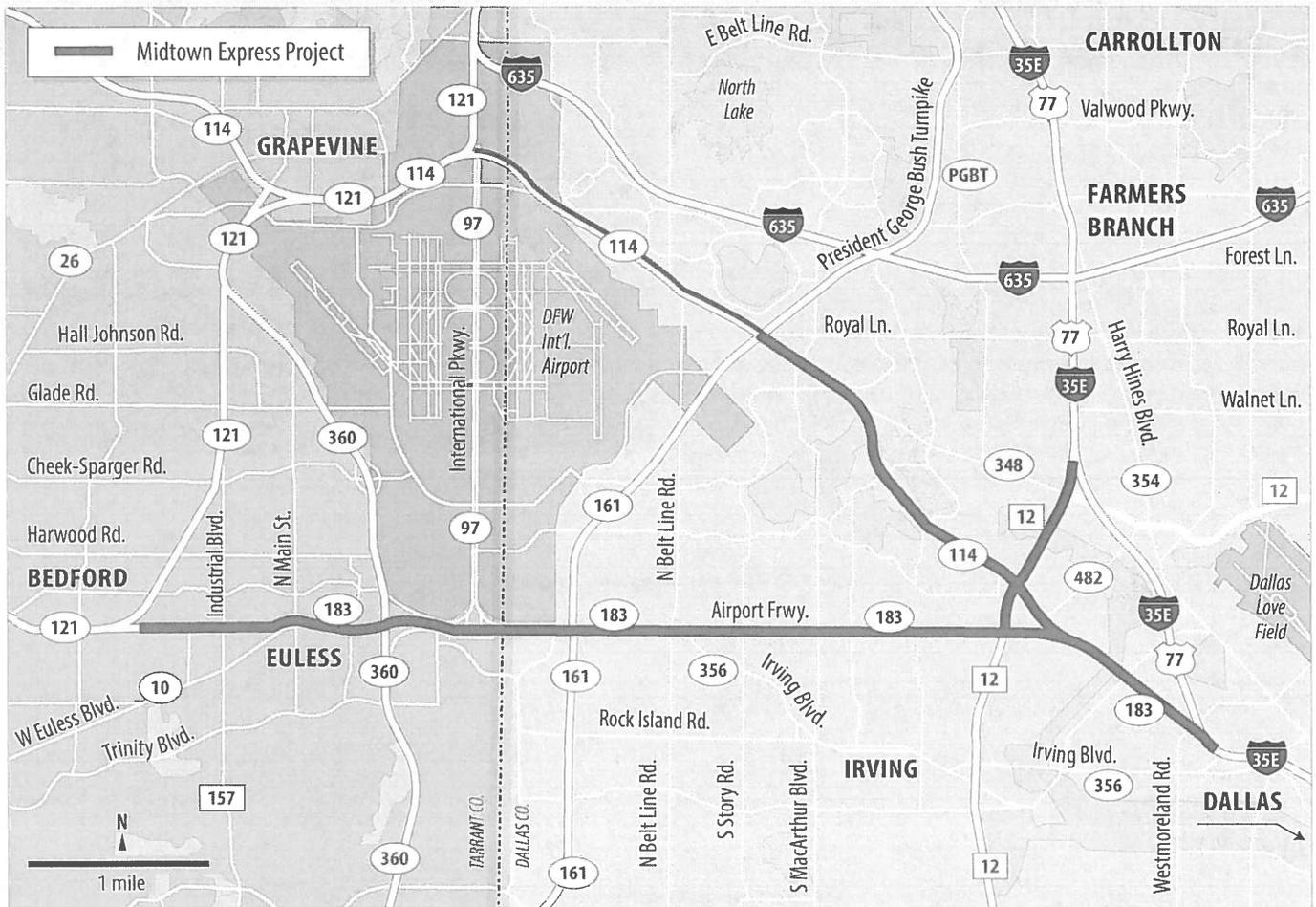
- \$2.5 billion (funding not identified)

• Project

- Add one mainlane in each direction in some locations
- Up to three TEXpress Lanes in each direction in some locations
- Continuous frontage roads where applicable
- Diamond Interchange (roadways around the former stadium site) completion

SCHEDULE

- Construction Start: April 2015
- Substantial Completion (Est.): Fall 2018
- Ultimate construction to begin when funds become available.



NOTE: Not to scale.

TxDOT graphic

**SH 183:
(BETWEEN SH 121 AND I-35E)**

**SH 114: (BETWEEN INT'L. PARKWAY
AND ROCHELLE BOULEVARD)**

**LOOP 12:
(BETWEEN SH 183 AND I-35E)**

| | TEXpress Lanes (Toll) (Each Dir.) | General Purpose Lanes (Each Dir.) | Frontage Lanes (Each Dir.) |
|---------------------------|-----------------------------------|-----------------------------------|----------------------------|
| Existing | 0 | 3 | 2 - 3 |
| Midtown Express (Interim) | 1 - 2 | 3 | 2 - 3 |
| Ultimate Project Config. | 2 - 3 | 4 | 2 - 4 |

| | TEXpress Lanes (Toll) (Each Dir.) | General Purpose Lanes (Each Dir.) | Frontage Lanes (Each Dir.) |
|---------------------------|-----------------------------------|-----------------------------------|----------------------------|
| Existing | 0 | 2 - 4 | 0 - 4 |
| Midtown Express (Interim) | 1* | 2 - 4 | 0 - 4 |
| Ultimate Project Config. | 2 | 4 | 2 - 4 |

| | TEXpress Lanes (Toll) (Each Dir.) | General Purpose Lanes (Each Dir.) | Frontage Lanes (Each Dir.) |
|---------------------------|-----------------------------------|-----------------------------------|----------------------------|
| Existing | 0 | 3 | 0 - 3 |
| Midtown Express (Interim) | 1 | 3 | 0 - 3 |
| Ultimate Project Config. | 2R | 4 | 2 - 3 |

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

TxDOT graphic

PROJECT CONTACTS



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SH 360 SOUTH

TxDOT PROJECT TRACKER



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

OVERVIEW

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 region's major north-south arteries ever since. South of Interstate 20, TxDOT has completed four projects since 1994 that extend mainlanes to Green Oaks Boulevard SE and extend frontage roads to US 287. Construction on the SH 360 toll lanes south of I-20 to US 287 began in November 2015 as part of a public-public partnership between TxDOT, the North Texas Tollway Authority (NTTA), and the North Central Texas Council of Governments (NCTCOG). The initial SH 360 project will add two toll lanes in each direction from approximately two miles south of I-20 near East Sublett Road to US 287. The project is being built using the design-build construction method, which typically cuts construction time in half.



March 2018 - Holland Road and Broad Street bridges over future SH 360

PROJECT HISTORY

- 1994 – First frontage road project south of I-20 (I-20 to New York Avenue)
- 1997 – Frontage road project (New York Avenue to East Broad Street)
- 2003 – Frontage road project (East Broad Street to US 287)
- 2006 – Interchange project at Green Oaks Boulevard including mainlanes from I-20 to Sublett Road
- Dec. 5, 2013 – The Regional Transportation Council (RTC) approved a resolution to financially backstop TxDOT's \$300 million loan to develop, finance and construct SH 360
- Jan. 16, 2014 – Environmental clearance received
- Feb. 19, 2014 – NTTA's Executive Board approved the TxDOT/NTTA Project Development Agreement (PDA)
- Feb. 27, 2014 – The Texas Transportation Commission (TTC) approved the PDA and authorized TxDOT to issue a Request for Qualifications (RFQ)
- Mar. 11, 2014 – TxDOT issued an RFQ
- Sept. 8, 2014 – TxDOT released the final Request for Proposals (RFP)
- Feb. 26, 2015 – The Texas Transportation Commission conditionally awarded the development contract to Lane-Abrams Joint Venture
- May 15, 2015 – The contract between TxDOT and Lane-Abrams Joint Venture was executed
- Oct. 21, 2015 – Groundbreaking held

- Oct. 2, 2017 – TxDOT issued the Need to Proceed for the Comprehensive Maintenance Agreement with Lane-Abrams Joint Venture

PROGRESS

BRIDGE OPENINGS

- Lynn Creek Parkway/Webb Lynn Road: Opened May 2017
- Broad Street: Opened June 2017
- Heritage Parkway: Opened July 2017
- Debbie Lane/Ragland Road: Opened September 2017
- Sublett Road/Camp Wisdom Road: Opened February 2018
- Holland Road: Spring 2018
- US 287 over SH 360: Spring 2018
- Lone Star Road: Spring 2018
- New York Avenue: Spring 2018

PROJECT FACTS

LENGTH

- Green Oaks Boulevard to US 287: 9.7 miles

COST

- Initial project cost: \$340 million with the partnerships

INITIAL PHASE

- Sublett Road/Camp Wisdom Road to US 287: two toll lanes each direction
- Continuous non-tolled frontage roads
- US 287 NB and SB mainlane bridges over SH 360 frontage road
- A portion of US 287 NB frontage road and ramps
- Cross street improvements

ULTIMATE PHASE

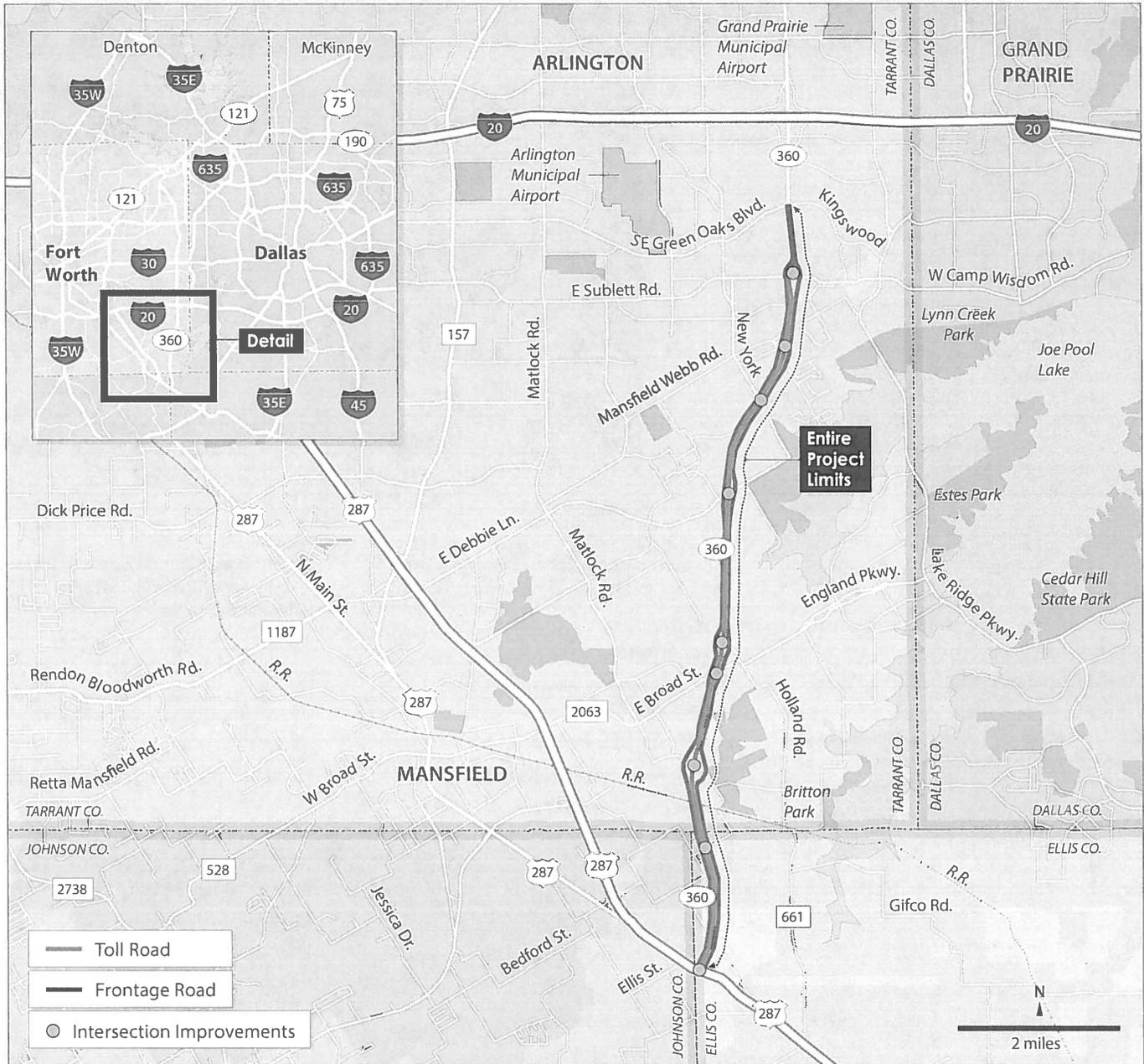
- Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road: Four toll lanes each direction
- Debbie Lane/Ragland Road to US 287: Three toll lanes each direction
- US 287 interchange improvements, will include direct connectors to and from SH 360 northbound
- Funds for the ultimate phase have not been identified

TRAFFIC COUNTS (VEHICLES PER DAY, 2015)

- At Bardin Road: 94,000
- At Southeast Parkway: 56,000
- At Holland Road: 32,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

ANTICIPATED SCHEDULE (INITIAL)

- Start of construction: November 2015
- Substantial completion: Spring 2018



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

| Roadway and Limits | Existing frontage road lanes (Each direction) | Initial frontage road lanes (Each direction, late 2017) | Initial toll lanes (Each direction, late 2017) | Ultimate toll lanes (Each direction) |
|---|---|---|--|--------------------------------------|
| SH 360 from Sublett Road/Camp Wisdom to East Broad Street | 2 | 2 | 2 | 4 |
| SH 360 from East Broad Street to US 287 | 1-2 | 2 | 2 | 3 |

SOURCE: Texas Department of Transportation.

TxDOT graphic

PROJECT CONTACTS



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I-30/SH 360 INTERCHANGE PROJECT TXDOT PROJECT TRACKER

www.keep30360moving.org/

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



OVERVIEW

Recognizing the growing transportation needs of the Metroplex, the Texas Department of Transportation (TxDOT) started construction on the \$233 million Interstate 30/ State Highway 360 Interchange Project in Spring 2016. The improvements to the area will increase safety, connectivity and mobility for motorists. The project will transition the original 1950s Dallas-Fort Worth Turnpike cloverleaf design into a modern, fully-directional interchange with connection ramps for all movements between I-30 and SH 360.

The I-30 and SH 360 mainlanes will also be built with additional auxiliary lanes added to I-30, one lane in each direction added on SH 360 within the project limits, and the Six Flags Drive bridge over I-30 will be rebuilt from two lanes to five lanes (three southbound and two northbound lanes), extending Six Flags Drive north to Avenue H. The construction project limits are on I-30 between Ballpark Way and Great Southwest Parkway and SH 360 between Brown Boulevard/Avenue K and Road to Six Flags Street.



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

PROJECT HISTORY TIMELINE

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

1959 – SH 360 (formerly Watson Road) was constructed from SH 183 to SH 180, crossing the then Dallas-Fort Worth Turnpike.

2007 – TxDOT completed the original schematic and received environmental clearance for improvements to SH 360 from Brown Boulevard/Avenue K to Green Oaks Boulevard (including the I-30/SH360 interchange).

2010 – Cooper Street to Ballpark Way (2.8 miles) in Arlington - reconstruction of the I-30 mainlanes and construction of I-30 frontage roads, collector-distributor roads, ramps, and cross street bridges at Center Street, Collins Street and Baird Farm Road/AT&T Way.

2010 – Center Street to the Dallas County line - construction of two HOV lanes on I-30 (one lane in each direction).

2015 – TxDOT issued environmental clearance on the reevaluation for the ultimate improvements to I-30.

March 2, 2016 – I-30/SH 360 Interchange Project groundbreaking event.

PROJECT FACTS

LENGTH

- I-30 - Approx. 2 miles
- SH 360 - Approx 1.5 miles

PROGRESS

- Work continues on the SH 360 southbound frontage road between Avenue K and Road to Six Flags Street.

- Completed SH 360 southbound frontage road bridge over Johnson Creek. Continuing to work on bridge approaches.
- Continued installing bridge beams for SH 360 southbound to I-30 westbound direct connector ramps and completed placing bridge decks.
- Continued constructing new direct connector ramps for (1) I-30 eastbound to SH 360 north and southbound (2) SH 360 southbound to I-30 east and westbound, and (3) I-30 westbound to SH 360 southbound.
- Continued building I-30 mainlane and collector-distributor structures over Johnson Creek. Continue installing city of Arlington water lines.
- Completed work on Six Flags Drive bridge substructure.

Cost

- \$233 million

FINAL CONFIGURATION

- Fully-directional interchange with connection ramps for all movements between I-30 and SH 360
- I-30 and SH 360 mainlanes will be rebuilt with additional auxiliary lanes added to I-30 and an additional lane in each direction on SH 360 within the project limits.
- Rebuilding the Six Flags Drive bridge over I-30 from two lanes to five lanes extending Six Flags Drive north to Avenue H.

2016 TRAFFIC COUNTS (project area)

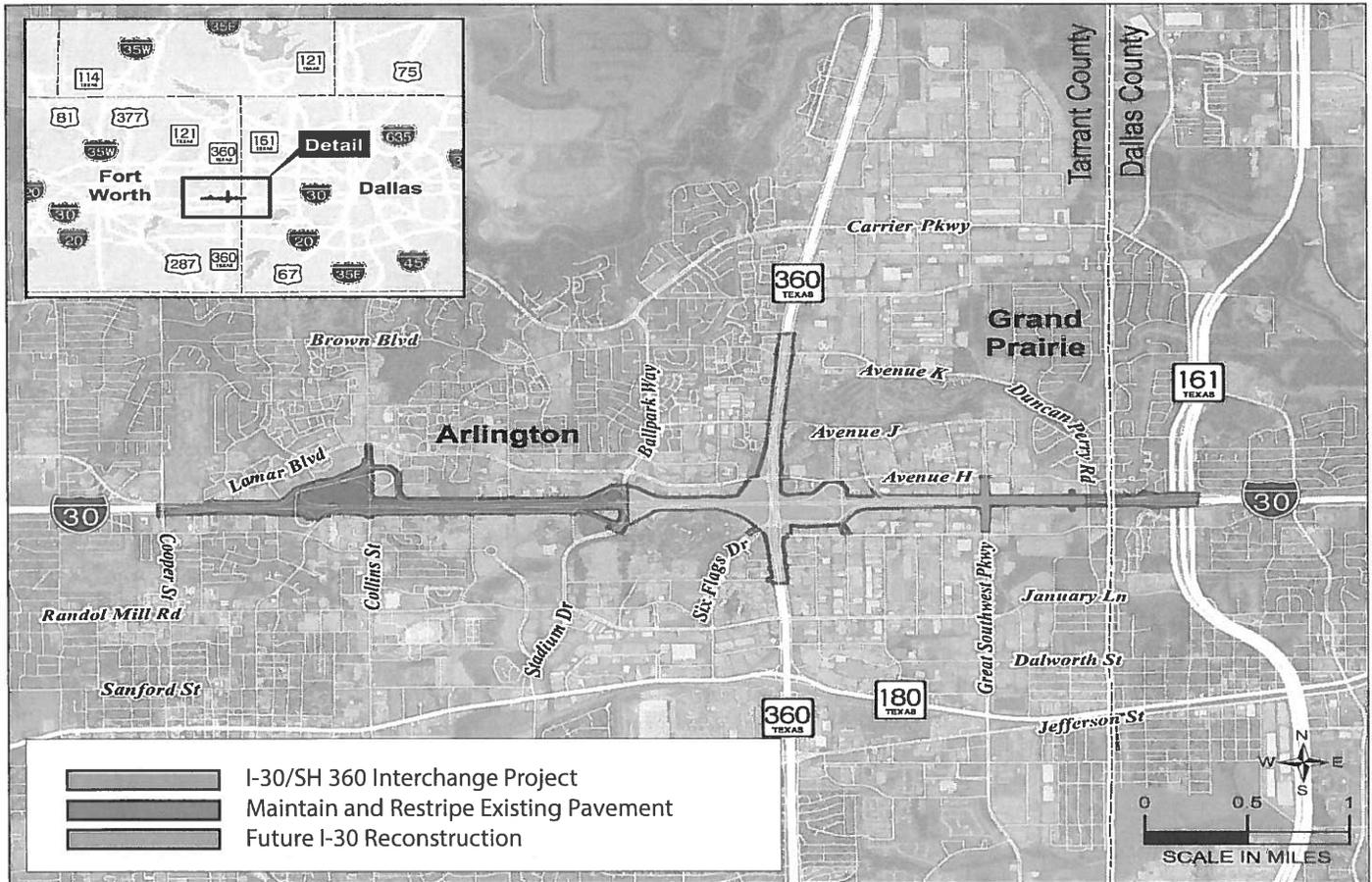
- I-30 - 135,000 vehicles per day
- SH 360 - 158,000 vehicles per day

ANTICIPATED COMPLETION

- 2020

2035 PROJECTED TRAFFIC

- I-30 is 234,000 vehicles per day
- SH 360 is 235,000 vehicles per day



| Roadway and Limits | Existing Facility | Proposed Facility |
|---|----------------------------|---|
| I-30 from Cooper Street to SH 161 | | |
| General Purpose Lanes in Each Direction | 3 lanes | 3 lanes (plus aux. lanes) |
| Frontage Road/Collector-Distributor Lanes in Each Direction | | |
| – from Cooper St. to Ballpark Way | 2 to 3 lanes discontinuous | 2 to 3 lanes discontinuous |
| – from Ballpark Way to SH 161 | 2 to 3 lanes discontinuous | 2 to 3 lanes discontinuous |
| Managed Toll/HOV Lanes in Each Direction | 1 concurrent lane | 1 concurrent lane interim / 2 reversible lanes in ultimate |
| SH 360 from Brown Blvd./Ave. K to Road to Six Flags St. | | |
| General Purpose Lanes in Each Direction | 3 (plus aux. lanes) | 3 to 4 (plus aux. lanes) |
| Frontage Road Lanes in Each Direction | 2 to 3 lanes | 3 lanes |

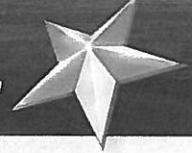
PROJECT CONTACTS



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

OVERVIEW: The Southern Gateway project will add capacity, replace aging pavement and improve safety along I-35E and US Highway 67 in southern Dallas. As one of the major highways into and out of downtown Dallas, the roadway carries about 218,000 vehicles per day on pavement that was first built in the 1950s. The reconstruction project has been supported since before 2003, when the project was first environmentally cleared but left unfunded. With improvements complete just to the north with the Horseshoe Project, the next step to further improve congestion in downtown is to rebuild this major urban highway.

Goals: Improve safety by rebuilding the

highway, which will improve entrance and exit ramps, improve cross street bridges and add full shoulders within the right of way along the I-35E section.

Full reconstruction and widening of I-35E to include five general purpose lanes in each direction and two reversible non-tolled express lanes from Colorado Boulevard to US 67. I-35E will have seven lanes into downtown each morning and seven lanes out of downtown each evening. The US 67 scope will save the existing paving and widen to provide a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be reconstructed to be one reversible non-tolled express lane in the center median.



TxDOT photo

Officials broke ground on the \$666 million, 1.1-mile Southern Gateway project in southern Dallas County on February 28, 2018 near downtown Dallas.

Photo left to right: TxDOT Chief Engineer Bill Hale; TxDOT Deputy Executive Director Marc Williams; Dallas County Judge Clay Jenkins; State Representative Rafael Anchia; DART Board Member Amanda Moreno; Texas Transportation Commission Chairman J. Bruce Bugg, Jr.; State Senator Royce West; TxDOT Dallas District Engineer Kelly Selman; Regional Transportation Council Chairman, Mayor of Cedar Hill, Rob Franke; Vice President Fluor – Dan Stoppenhagen; President of the Regional Transportation Council, North Central Texas Council of Governments, Michael Morris.

PROJECT HISTORY

- **Public Meetings** – June 23 & 25, 2015; July 7 & 9, 2015, January 26 & 28, 2016
- **FHWA Schematic Approval** – Spring 2016
- **Public Hearing** – July 2016
- **FHWA Environmental Clearance** – December 2016
- **Design-Build Contract** Executed with Pegasus Link Constructors (PLC) - June 2017

PROJECT PROGRESS

- **Design began** - Fall 2017
- **Construction began** - Winter 2018
- **HOV lanes** on I-35E south and US 67 closed on March 30, 2018 until 2021

PROJECT DETAILS

- **Limits:** I-35E from Colorado Blvd. to south of Kiest Blvd.; on US 67 from I-35E/US 67 split to I-20.
- **Length:** 11 miles
- **Estimated completion:** Late 2021

PROJECT DESCRIPTION

- **I-35E:** Full reconstruction and widening to include five general purpose lanes in each direction and two reversible, non-tolled managed express lanes from Colorado Blvd. to US 67 and infrastructure for a deck plaza.
- **US 67:** Add a third general purpose lane in each direction from I-35E to I-20. The existing concurrent US 67 HOV lane will be rebuilt to become one reversible, non-tolled managed express lane in the center median.

ESTIMATED COSTS

| | |
|-------------------------------------|------------------|
| Construction | \$530.3 M |
| Utilities | \$16.3 M |
| Design/QA/CM | \$79.0 M |
| Total Design/Build Contract* | \$625.6 M |

| | |
|-------------------|----------|
| ROW (state costs) | \$40.0 M |
|-------------------|----------|

*Subject to change.

TxDOT graphic

ESTIMATED FUNDING

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

* Congestion Relief Funding

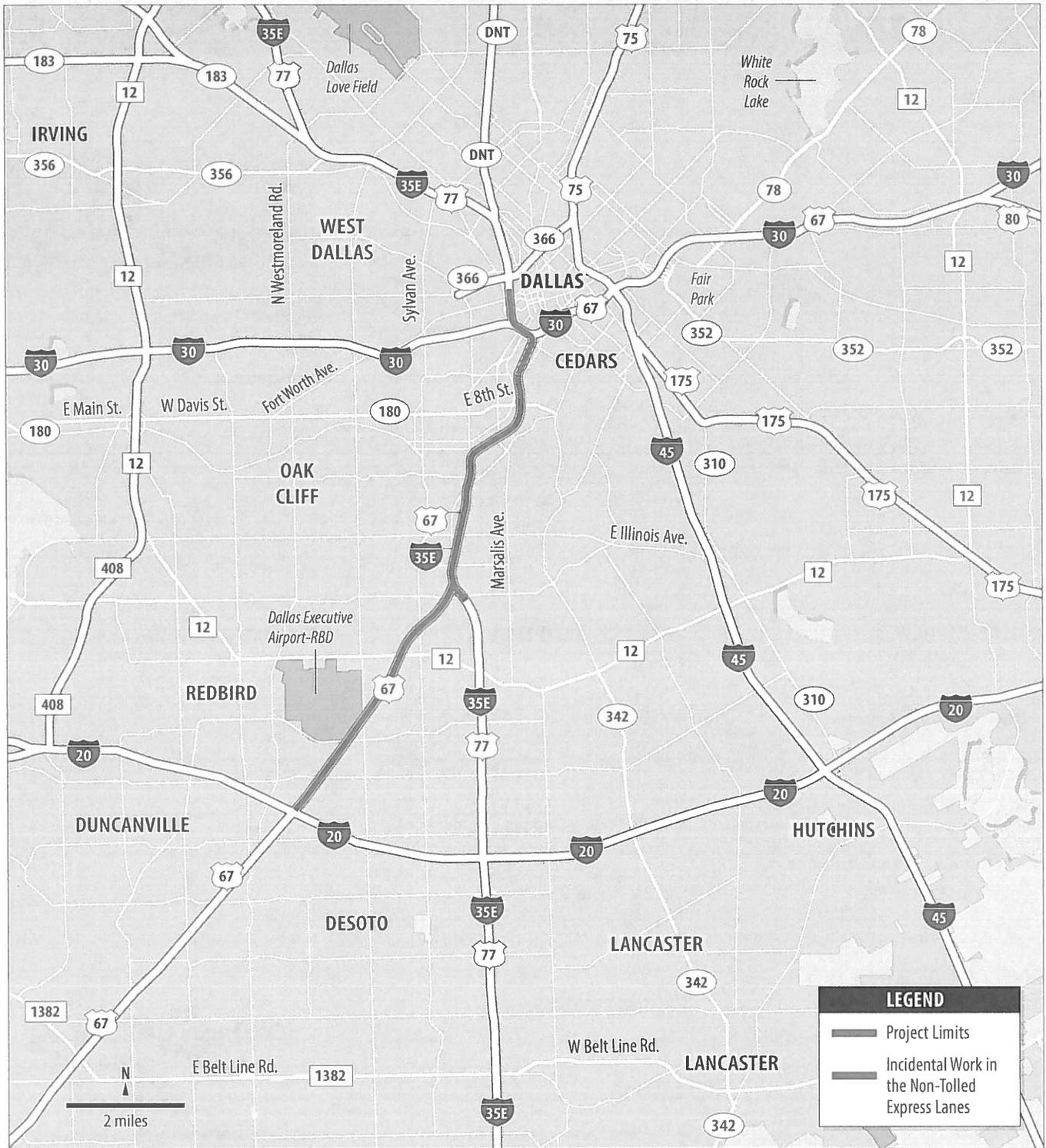
TxDOT graphic



Official 2018 logo design for TSG project.



A Texas Clear Lanes project: www.TexasClearLanes.com



NOTE: Highlighted areas are not drawn to scale.

TxDOT graphic.

PROJECT CONTACTS



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www.TheSouthernGateway.org

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