You’ve told us that safety is a top priority so you can drive a little easier knowing NTTA roadways are monitored 24 hours a day, seven days a week from inside the new state-of-the-art Safety Operations Center (formerly the Command Center).

The new 6,400-square-foot SOC is housed in an area once used to sort coins collected for tolls. Within the space, the SOC features 21 video screens, capable of allowing SOC dispatchers to monitor nearly 2,000 cameras across the NTTA system at any given time. The cameras are part of NTTA’s intelligent transportation system, which also includes pavement sensors and overhead electronic signs to deliver safety alerts and messages.

From inside the SOC, dispatchers continuously assess roadway conditions, which include looking for stopped vehicles and roadway debris. If a stranded vehicle, accident or any other hazard is detected, SOC specialists dispatch the nearest available Roadside Safety Services (formerly Roadway Customer Service) team member to provide assistance free of charge.

The SOC staff is also responsible for dispatching first responders and getting you to your destination quickly and safely.

The SOC staff also handles 911 calls made on NTTA roads to ensure an accurate and timely response to all emergency situations.

The former Command Center space has been converted into a new emergency operations center to be used during inclement weather events (such as snow/ice) or other emergency situations.

The improvements are all part of NTTA’s mission to provide a safe and reliable travel experience. If you find yourself in need of help on an NTTA road, call the Safety Operations Center at 214-224-2203 and help will be immediately dispatched.

Note: The SOC phone system is not intended to replace 911 as an emergency number. 911 should always be the first option in emergency situations.

The North Texas Tollway Authority is lowering speed limits on the Dallas North Tollway between Beltline and Frankford Roads for safety as a new phase of construction gets underway on the DNT. Roadway signs will be changed to reflect the new, lowered speed limit of 55 mph in this area. The lowered speed limit will be enforced throughout construction.

“NTTA is lowering speed limits so workers and drivers can operate safely in the construction zone,” said NTTA Assistant Executive Director of Infrastructure Elizabeth Mow. “Once completed, these projects will provide a significant benefit to the traveling public. We appreciate our customers’ increased attention within work zones.”

A reminder that lowered speed limits (60 mph) remain in effect on the DNT between the President George Bush Turnpike and Sam Rayburn Tollway and on PGBT between the DNT and State Highway 75 as improvements continue in those areas.

The latest information about the PGBT and DNT projects is available at ProgressNTTA.org, via email at ProgressNTTA@ntta.org or by calling (972) 628-3134.
NTTA Salutes Council of Governments Celebrating 50 Years
Throughout 2016, the North Central Texas Council of Governments (NCTCOG) will be celebrating its 50th anniversary. The North Texas Tollway Authority is proud to be a partner of this important regional team and salutes the NCTCOG on this important anniversary.

Customer impressed by CSC staffer’s pleasant and friendly SERVICE: “She had an awesome personality. She joked and made the task pleasant. She went beyond just updating our current address but updating our whole profile. It was pleasant to talk to a real person and not an automated voice machine!”

Customer Service
● 972-818-NTTA (6882) ● 817-731-NTTA (6882)

Beam setting on Thoroughfare B, the U-Turn Lane South of the Spring Creek Parkway.

CONSTRUCTION ON THE PGBT FOURTH LANE MOVES EASTWARD TOWARD US 75

Newly constructed concrete traffic barrier for PGBT fourth lane.

CONSTRUCTION ON SOUTH SECTION OF DALLAS NORTH TOLLWAY IMPROVEMENTS COMING SOON

Learn more about improvement and widening projects on the PGBT, DNT and SRT at ProgressNTTA.org.

7.4 Million Drivers Choosing with Their Steering Wheels

Every year, more than 7.4 million drivers are making the choice with their steering wheel to drive NTTA toll roads. NTTA toll roads free up lane miles on tax-funded roads and provide important mobility options for North Texas motorists.

Many of the roads that NTTA has built were at some point on the region’s mobility plan as a tax road. Toll revenues have allowed the region and NTTA to bring those projects forward years in advance of when they would have been built had they waited on tax funding. Said another way, to have built the 1,000 lane miles that NTTA has constructed and operated would have cost the State an additional 6 cents per gallon in gas tax dollars over the past 10 years.

Without NTTA toll lanes, “diverting traffic volume off the toll roads resulted in moving 3.4 million vehicle miles onto existing [tax] facilities, or 2.5 percent of the daily VMT. This resulted in 10.5 million additional person hours of delay per year, a 5.3 percent increase. The additional annual delay cost was approximately $231 million.” (TTI Study 2014)

As a reminder, NTTA was created as a local tool in 1997 to keep toll dollars here in North Texas and to fill the funding gap. NTTA only builds what the region asks us to build. NTTA is funded through tolls and does not receive any state appropriations. Every toll collected is re-invested right here in the region and NTTA has advanced more than $7 billion worth of tolled and non-tolled projects to the North Texas region since 2007.
ELLIS COUNTY — A large-scale, $36 million project will soon begin along an 18-mile stretch of Interstate 35 here to improve safety and keep pace with growing traffic demands.

Ellis County and its neighbor to the south, Navarro County, are two of the most rural counties in the Dallas District. The needs of these two counties are far different from those of the more urban metropolis of Dallas.

With fewer major highways, motorists who live and travel through both counties primarily rely on two interstates, a handful of U.S. and state highways and many more farm-to-market roads for travel and commerce.

While the population in Ellis County is less than some of the others in the Dallas District, the county is growing. Ellis County is expected to double in population by 2040, according to projections from the North Central Texas Council of Governments. That growth, along with increased truck traffic along the I-35 corridor, has created a travel demand that exceeds current capacity.

I-35E through Ellis County is an essential element of the local and regional transportation system, and in recent years, the need for expansion has grown significantly.

This improvement project begins just south of FM 566 at the Hill County Line and will run to US 77 south of Waxahachie.

The contract — awarded to OHL USA, Inc. — calls for expanding the existing 4-lane highway to six lanes.

“Thousands of vehicles travel the I-35E corridor through Ellis County every day,” said Kelly Selman, TxDOT’s Dallas District Engineer. “This project will increase capacity and safety along that 18-mile stretch of I-35E.”

In addition to widening I-35E from four to six lanes—three in each direction—this project also includes minor alignments and modifications to several entrance and exit ramps along the interstate. Construction is expected to begin sometime later this month.

OHL USA also was awarded a $126 million contract for the expansion of a separate section of I-35E, from US 77 north of Waxahachie to US 77 south of Waxahachie. Work on this 10-mile stretch of highway also is likely to begin sometime this month.
### JANUARY 2016 LET PROJECTS

<table>
<thead>
<tr>
<th>CSJ NUMBER</th>
<th>HWY</th>
<th>LIMITS</th>
<th>TYPE OF WORK</th>
<th>EST. (M)</th>
<th>BID (M)</th>
<th>(%)</th>
<th>EST. TOTAL COSTS (M) **</th>
<th>CONTRACTOR</th>
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</thead>
<tbody>
<tr>
<td>0135-10-055</td>
<td>US 380</td>
<td>Loop 288 to US 377</td>
<td>Full depth concrete repair</td>
<td>$6.76</td>
<td>$5.17</td>
<td>-23.54</td>
<td>$5.91</td>
<td>Silver Creek Construction, Inc.</td>
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<tr>
<td>0549-03-025</td>
<td>SH 121</td>
<td>South of SH 160 to north of SH 160</td>
<td>Construction of SH 160 grade separation</td>
<td>$14.32</td>
<td>$14.84</td>
<td>3.68</td>
<td>$22.47</td>
<td>Austin Bridge &amp; Road Services, LP</td>
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<tr>
<td>1397-01-031</td>
<td>FM 1836</td>
<td>SH 34 to 0.28 mi. east of CR 146</td>
<td>Reconstruct existing pavement and add shoulders</td>
<td>$5.03</td>
<td>$5.94</td>
<td>18.01</td>
<td>$6.74</td>
<td>A. L. Helmcamp, Inc.</td>
</tr>
</tbody>
</table>

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

NOTE: Subject to Change

### FEBRUARY 2016 PROJECTED LETTING PROJECTS

*(SUBJECT TO CHANGE)*

<table>
<thead>
<tr>
<th>CSJ NUMBER</th>
<th>HWY</th>
<th>LIMITS</th>
<th>TYPE OF WORK</th>
<th>EST. (M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0009-12-072</td>
<td>I-30</td>
<td>At FM 3549</td>
<td>Reconstruct interchange</td>
<td>$29.92</td>
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<tr>
<td>0197-02-122</td>
<td>US 175</td>
<td>East of Bexar St. to I-45</td>
<td>Extend US 175; Reconstruct interchange w/ SM Wright</td>
<td>$104.36</td>
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<tr>
<td>1068-04-148</td>
<td>I-30</td>
<td>NW 7th Street to Beltline Road</td>
<td>Construct 0 to 2/3 lane eastbound frontage road and ramp modifications</td>
<td>$7.64</td>
</tr>
</tbody>
</table>

**TOTAL** $141.92

### COMPLETED CONSTRUCTION PROJECTS *(FROM JANUARY 1 – 31, 2016)*

<table>
<thead>
<tr>
<th>CSJ NUMBER</th>
<th>HWY</th>
<th>LIMITS</th>
<th>TYPE OF WORK</th>
<th>DATE COMPLETED</th>
<th>COST (M)</th>
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<tbody>
<tr>
<td>1012-03-017</td>
<td>FM 981</td>
<td>At Indian Creek &amp; Relief</td>
<td>Replace Bridge</td>
<td>01/29/16</td>
<td>$1.8</td>
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<td>1950-01-036</td>
<td>FM 407</td>
<td>West of Briarhill to I-35E</td>
<td>Full Depth Concrete Pavement Repair</td>
<td>01/15/16</td>
<td>$1.1</td>
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<tr>
<td>0568-01-046</td>
<td>SH 34</td>
<td>FM 667 to US 287</td>
<td>Profile Pavement Markings</td>
<td>01/28/16</td>
<td>$0.2</td>
</tr>
</tbody>
</table>

**TOTAL** $3.1

SOURCE: Texas Department of Transportation.
DALLAS DISTRICT PROJECTS MAP

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

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

**DALLAS DISTRICT TOTALS**

VEHICLE REGISTRATION | 3,806,303
*POPULATION ESTIMATE | 4,461,760
LANE MILES | 10,493.628

**A. DENTON COUNTY**

VEHICLE REGISTRATION: 603,332
*POPULATION ESTIMATE: 734,940
LANE MILES: 1,488.733

**B. COLLIN COUNTY**

VEHICLE REGISTRATION: 729,624
*POPULATION ESTIMATE: 868,790
LANE MILES: 1,373.829

**C. DALLAS COUNTY**

VEHICLE REGISTRATION: 2,064,783
*POPULATION ESTIMATE: 2,454,880
LANE MILES: 3,366.158

**D. ROCKWALL COUNTY**

VEHICLE REGISTRATION: 82,515
*POPULATION ESTIMATE: 87,290
LANE MILES: 346.368

**E. ELLIS COUNTY**

VEHICLE REGISTRATION: 165,813
*POPULATION ESTIMATE: 161,010
LANE MILES: 3,566.158

**F. KAUFMAN COUNTY**

VEHICLE REGISTRATION: 109,180
*POPULATION ESTIMATE: 109,300
LANE MILES: 1,201.810

**G. NAVARRO COUNTY**

VEHICLE REGISTRATION: 51,056
*POPULATION ESTIMATE: 48,550
LANE MILES: 1,192.820

SOURCE: TxDOT research,
*POPULATION ESTIMATE: NCTCOG.
TxDOT Winter Weather Preparedness Game Plan

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 & prepared for the next winter storm

WHAT MATERIALS ARE USE ON THE ROADS?

Before an ice/Snow Event
- Liquid salt-based anti-icers help prevent ice formation

During an ice/Snow Event
- Various salt-based granular de-icers are used to help melt ice already formed on the road

HOW DO THE CHEMICALS WORK?

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

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

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

BY THE NUMBERS

The number of TxDOT personnel involved: 1,442
The number of man hours per 24-hour period: 35,416
The number of pieces of equipment used: 1,045

LUBBUCK DISTRICT SNOW AND ICE RESPONSE
Maintenance crews from the Dallas District spent nearly a week away from home during the holidays, dispatched to the Lubbock District as part of a massive effort to help with snow and ice response:

SOURCE: Texas Department of Transportation

Ms. Una B. of Dallas, Texas: “Thank You! Thank You! Thank You! A couple of months ago, I contacted you about a traffic sign that was needed at the exit ramp of I-35/Beckley/Zang exit exiting from the southern Dallas sector. The sign is up. Thank you much for your attention in this matter. I know it will save lives and clear up a lot of confusion.”

SOURCE: TxDOT

FOR MORE INFORMATION:
214-320-4480
dalinfo@txdot.gov
www.txdot.gov

REPORT A POTHOLE:
MAINTAIN
a safe system

As part of the #EndTheStreakTX campaign, TxDOT is reminding drivers to stay alert, obey traffic laws and take personal responsibility behind the wheel.

Over 52,000 people have died on Texas roadways since Nov. 7, 2000

Over 5,500 days with a fatality since Nov. 7, 2000

3,500: average number of fatalities every year

FEDERAL update

A new federal surface transportation bill was signed into law in 2015. The “Fixing America’s Surface Transportation (FAST) Act” provides authorization for highways, transit, rail and safety programs for the next five years.

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I-35W

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Transportation.gov ● Fast Act

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The project became possible after the Texas Transportation Commission, in partnership with the Regional Transportation Council, approved Proposition 1 funding for the project in 2015. The interchange becomes the largest Proposition 1 funded project in the state. The I-30 and SH 360 mainlanes will also be rebuilt with additional auxiliary lanes on I-30 and an additional lane in each direction added to SH 360 within the project limits. Construction includes rebuilding the Six Flags Drive bridge over I-30 from two lanes to five lanes, and extending Six Flags Drive north to Avenue H.

“The new multilevel interchange will modernize one of the pivotal crossroads that link the Metroplex together,” said Texas Transportation Commissioner Victor Vandergriff. “It was rated as the worst bottleneck of congestion and connectivity in the Fort Worth District.”

Construction will start before spring and is estimated for completion in 2020. During construction, three lanes of traffic will be maintained during peak driving times, and the public will be kept informed of project details through a mobility coordinator, e-alerts and a website: Keep30360Moving.org

### PROJECTED PROJECTS

**FEB**
- SH 26, John McCain Rd to Brown Trail, Colleyville: Reconstruct & widen roadway $33.5

### AWARDED PROJECTS

**NOV**
- I-30, At SH 360, Arlington: Construct interchange $238.8 $233.2 -2.3
- Rufe Snow Dr, Mid-Cities Blvd to Ridgetop Rd: Widen from 4 to 6 lanes $13.1 $12.1 -7.2
- Rosedale St, Miller Ave to I-820: Reconstruct roadway $19.1 $24.3 +27.1
- Various roadways, Various locations: Johnson & Wise Counties: Pavement overlay & repairs $5.8 $4.9 -15.4
- FM 3136, County Rd 316 to I-35W: Add shoulders $4.7 $6.8 +45.8
- Spur 580, I-820 to Wellington Rd: Pavement overlay & repairs $3.7 $3.7 +1.3
- FM 1220, Bailey-Boswell Rd to Boat Club Rd: Add left turn bays & shoulders $6.0 $8.4 +38.3
- SH 360, Midway Rd to Trinity Blvd: Pavement overlay & repairs $2.0 $2.1 +8.5

**JAN**
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### PROJECTED PROJECTS

**Hwy**
- **Limits:**
  - John McCain Rd to Brown Trail, Colleyville: Reconstruct & widen roadway $33.5

### TOTAL CONTRACTS $4.7 B

*Includes CDAs, Chisholm Trail and pass-throughs**

### 55% Average Project Completion

### Fy 2016 CONSTRUCTION*

### $297 M Total Let To Date

### $594 M PROPOSED LETTING
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