November 8, 2017

Regional Transportation Council  
Attn: Transportation Staff Director  
North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, Texas 76011

Dear Michael,

I am pleased to inform the Regional Transportation Council (RTC) that on November 1, 2017, the North Texas Tollway Authority (NTTA) completed a $2.5 billion bond refinancing transaction. The refinancing resulted in debt service savings and the release of the Texas Department of Transportation (TxDOT) and the RTC from the financial commitments under or related to the 2010 Toll Equity Loan Agreement (TELA). The TELA was an effective tool to expedite the development of the President George Bush Turnpike Western Extension (PGBT WE) and the Chisholm Trail Parkway (CTP) projects.

As you know, the TxDOT TELA support enabled NTTA to issue debt to build the PGBT WE and CTP projects sooner than planned and with a higher credit rating, resulting in millions of dollars saved. NTTA was able to refinance the debt for these projects by issuing new NTTA System debt. The NTTA appreciates the spirit of partnership that exists between our agencies to advance projects that benefit the DFW region.

Sincerely,

Gerry Carrigan  
CEO/Executive Director

cc: Horatio Porter  
Dena DeNooyer Stroh

Connecting North Texas through safer, quicker and higher quality roads.
TxDOT PLANS AHEAD FOR WINTER WEATHER
FORECASTS DIFFER ON FREQUENCY AND SEVERITY OF WINTER STORMS

DALLAS — For those who put much stock into the winter weather predictions of the Farmers' Almanac, this winter could be bitterly cold and full of snow.

The Almanac, which claims an accuracy rate of 80 percent, is predicting the coldest weather in Texas from late November into early December, and the "snowiest periods in late December and early to mid-February."

However, the National Oceanic and Atmospheric Administration's Climate Prediction Center, the agency tasked with developing long-range weather outlooks, is predicting almost the opposite.

Leaving little to chance regardless of the forecast, TxDOT has spent the past few months gearing up for the upcoming winter, updating response plans and restocking inventory. In early November, officials from the Dallas and Fort Worth districts held a joint media event to highlight TxDOT's winter preparations.

Dallas District officials have been coordinating with other agencies, local governments and school districts. A thorough check of inventory is complete. Supplies and materials restocked.

All in preparation for what the coming winter might bring.

"Our goal is to maintain a safe transportation system, no matter what Mother Nature might bring," said John Hudspeth, TxDOT's director of operations in the Dallas District. "It is critical this time of year that we are fully prepared."

This season, the Dallas District will again have more than 185 pieces of equipment and nearly 300 employees readily available to immediately start working around the clock as soon as winter weather threatens North Texas.

See WINTER WEATHER on Back Page
## OCTOBER 2017 LET 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>
<th>BID (M)</th>
<th>(%)</th>
<th>EST. TOTAL COSTS (M)***</th>
<th>CONTRACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>0048-01-064*</td>
<td>SH 342</td>
<td>Various roadways in Dallas District</td>
<td>Seal coat and pavement markings</td>
<td>$11.10</td>
<td>$11.38</td>
<td>2.59</td>
<td>$12.49</td>
<td>Brannan Paving Co., Ltd.</td>
</tr>
<tr>
<td>0918-46-291*</td>
<td>VA</td>
<td>Various locations in the City of Dallas</td>
<td>Improve traffic signals</td>
<td>$1.42</td>
<td>$1.48</td>
<td>4.14</td>
<td>$1.66</td>
<td>Durable Specialties, Inc.</td>
</tr>
</tbody>
</table>

*Not mapped.

**District FY 2018 Letting Volume Cap does not include the following: 1) Southern Gateway ($560M); 2) Previous Prop 1 commitments that have been funded through NCTCOG 10 year plan swap ($103.2M).

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

## NOVEMBER 2017 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>1</td>
<td>2374-01-180</td>
<td>I-635 East of Abrams Rd. to west of Plano Rd. and east of Centerville Rd. to I-30</td>
<td>Construct noise walls in various locations</td>
<td>$18.00</td>
</tr>
<tr>
<td>0918-00-275*</td>
<td>VA</td>
<td>Various locations in the Dallas District</td>
<td>Installation of traffic signals</td>
<td>$2.19</td>
</tr>
</tbody>
</table>

*Not mapped.

## COMPLETED CONSTRUCTION PROJECTS (FROM OCTOBER 1 – 31, 2017)

<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>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0092-02-122</td>
<td>SH 310 I-20 to 0.91 mi. south of SL 12 2.162 mi.</td>
<td>Improve guardrail to design standards</td>
<td>10/24/17</td>
<td>$1.32</td>
</tr>
<tr>
<td>2</td>
<td>1051-02-017</td>
<td>FM 876 At Big Onion Creek 0.117 mi.</td>
<td>Replace bridge and approaches</td>
<td>10/12/17</td>
<td>$1.72</td>
</tr>
<tr>
<td>3</td>
<td>1451-01-024</td>
<td>FM 55 SH 34 to south of Nash Howard Rd.</td>
<td>Rehabilitate existing pavement</td>
<td>10/12/17</td>
<td>$5.54</td>
</tr>
<tr>
<td>4</td>
<td>0099-12-074</td>
<td>I-30 At Erby Campbell Blvd.</td>
<td>Construct interchange</td>
<td>10/03/17</td>
<td>$19.99</td>
</tr>
<tr>
<td>5</td>
<td>0099-12-078</td>
<td>I-30 At FM 551</td>
<td>Reconstruct FM 551 overpass at I-30 including frontage roads</td>
<td>10/03/17</td>
<td>$30.86</td>
</tr>
<tr>
<td>6</td>
<td>0099-12-214</td>
<td>I-30 SH 205 to John King Blvd.</td>
<td>Reverse I-30 Ramps east of SH 205</td>
<td>10/09/17</td>
<td>$3.49</td>
</tr>
<tr>
<td>7</td>
<td>1015-01-022</td>
<td>FM 3549 SH 66 to FM 552</td>
<td>Base repair, level-up and overlay</td>
<td>10/18/17</td>
<td>$2.58</td>
</tr>
<tr>
<td>8</td>
<td>1016-03-013</td>
<td>FM 1138 SH 66 to Collin County Line</td>
<td>Provide additional paved shoulders</td>
<td>10/20/17</td>
<td>$1.96</td>
</tr>
<tr>
<td>9</td>
<td>1397-01-030</td>
<td>FM 1836 FM 2515 to FM 90</td>
<td>Rehabilitation of existing roadway</td>
<td>10/18/17</td>
<td>$6.14</td>
</tr>
<tr>
<td>10</td>
<td>1397-01-031</td>
<td>FM 1836 SH 34 to east of CR 146</td>
<td>Reconstruct existing pavement &amp; add shoulders</td>
<td>10/2/17</td>
<td>$5.94</td>
</tr>
<tr>
<td>11</td>
<td>0121-05-050</td>
<td>SH 22 N 37th Street to SH 31</td>
<td>Full depth concrete repair &amp; overlay</td>
<td>10/12/17</td>
<td>$1.99</td>
</tr>
</tbody>
</table>

ESTIMATED TOTAL $81.53

SOURCE: Texas Department of Transportation.

TxDOT graphics
DALLAS DISTRICT PROJECTS MAP

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

2017 DALLAS DISTRICT ESTIMATE TOTALS

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

LEGEND

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

SOURCE: TxDOT research
*POPULATION ESTIMATE: NCDOT

10 miles
CONTINUED from Cover Story

DALLAS — In Dallas County alone, TxDOT will have about 70 vehicles and 140 employees ready to respond to a winter weather event. The Dallas District has 14 snow plow blade attachments. In 2014, the District began using a brine solution to treat roadways ahead of a winter storm. Brine is a liquid, salt-based anti-icer used to pretreat roads before temperatures drop below freezing.

“We have been really pleased with the results we saw from using brine last year,” Hudspeth said. “It’s cost-effective, it holds up very well in extreme conditions, and it allows us to treat more roads in less time.”

The Dallas District now has five new brine makers at its disposal; one each in Denton, Collin, Ellis, Kaufman and Dallas counties, allowing TxDOT to make its own pretreating material.

Also, the District has a full stock of other materials on hand, including 2,815 tons of salt/sand mixture and 35,387 tons of ice rock/chat, materials commonly used to speed the melting process and improve traction on icy roads. Those materials are enough to carry the District through multiple days of snow and ice, and TxDOT will be ready the moment winter weather moves into North Texas.

“We’ve had over 500 of our state roads closed due to flooding at one time or another,” TxDOT Executive Director James Bass told the American-Statesman. “We’re out there and we’re going to get it done.”

The massive response from TxDOT Dallas — and other districts across the state — is a good start.

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

### WHAT MATERIALS ARE USE ON THE ROADS?

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

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

### HOW DO THE CHEMICALS WORK?

**Granular De-Icer**
A granular de-icer — sat for instance — lowers the freezing point of water from 32 °F to about 15 °C (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.

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**From Ms. Haylee C. Of Lewisville, Texas:** “I want to report that I LOVE the transitions (even the temporary) along 121 and 114 from Lewisville to Dallas! They are SO smooth - no "bump-bump" as you cross the transition! It makes for a much less stressful drive, even when traffic is intense. Whatever contractors are being used on these projects are AMAZING!”

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**KUDOS! for TxDOT**

**SOURCE:** Texas Department of Transportation.

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**DALLAS DISTRICT | PROGRESS**

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

**FOI MORE INFORMATION:**
214-321-4480
dinalinfo@txdot.gov
www.txdot.gov

**REPORT A POTHOLE:**
Visit www.txdot.gov/contact-us/formhtml/form=

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**TxDOT graphics**