RESOLUTION APPROVING REGIONAL TARGETS FOR PAVEMENT AND BRIDGE CONDITION AND SYSTEM PERFORMANCE MEASURES 
(R18-04)

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, under Title 23 Code of Federal Regulations (CFR) Part 490, States and MPOs must coordinate to develop targets for federally required performance measures; and,

WHEREAS, on June 21, 2018, the Texas Department of Transportation (TxDOT) established targets for pavement and bridge condition (i.e., PM2) and system performance measures (i.e., PM3) and provided notice to MPOs across the State, which triggered a 180-day deadline for MPOs to establish their own targets or support TxDOT targets; and,

WHEREAS, the RTC has considered the establishment of targets for pavement and bridge condition and system performance measures for the North Central Texas region.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council adopts performance targets for the federally required PM2 (pavement and bridge) and PM3 (system reliability, excessive delay, and air quality) performance measures as reflected in Attachment 1, including the policy statements regarding the pavement and bridges in poor condition.

Section 2. The Regional Transportation Council directs staff to transmit the approved targets in a format requested by the Texas Department of Transportation as reflected in Attachment 2.

Section 3. This resolution shall be in effect immediately upon its adoption.

______________________________
Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on November 8, 2018.

______________________________
Roger Harmon, Secretary
Regional Transportation Council
County Judge, Johnson County
RTC Position on Pavement Condition Targets

**Good**
NCTCOG Supports TxDOT Statewide 2022 “Good Pavement Condition” Targets for National Highway System Facilities

**Poor**
NCTCOG Supports TxDOT Statewide 2022 “Poor Pavement Condition” Targets for National Highway System Facilities

Collaboration with TxDOT to Plan and Program Projects Contributing Toward Accomplishment of Pavement Goals will also Include the Following Action: NCTCOG will Work with Local Governments to Focus on Improvement of National Highway System Off-System Arterials in Poor Condition
### Roadway Pavement Condition Targets

<table>
<thead>
<tr>
<th>Roadway Categories</th>
<th>Total Network</th>
<th>2018 Baseline</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STATE of TEXAS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Good Pavement Condition</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate National Highway System (NHS)</td>
<td>19.19%</td>
<td>66.80%</td>
<td>66.40%</td>
</tr>
<tr>
<td>Non-Interstate National Highway System (NHS)</td>
<td>80.81%</td>
<td>54.40%</td>
<td>52.30%</td>
</tr>
<tr>
<td>Poor Pavement Condition</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate National Highway System (NHS)</td>
<td>19.19%</td>
<td>0.30%</td>
<td>0.30%</td>
</tr>
<tr>
<td>Non-Interstate National Highway System (NHS)</td>
<td>80.81%</td>
<td>13.80%</td>
<td>14.30%</td>
</tr>
<tr>
<td><strong>North Central Texas Region</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstates (on-system)</td>
<td>25.90%(^2)</td>
<td>5.81%(^3)</td>
<td>7.99%(^3)</td>
</tr>
<tr>
<td>Non-Interstate Freeway (on-system)(^1)</td>
<td>13.40%(^2)</td>
<td>6.76%(^3)</td>
<td>8.93%(^3)</td>
</tr>
<tr>
<td>Toll Roads (off-system)</td>
<td>6.70%(^2)</td>
<td>8.43%(^3)</td>
<td>9.32%(^3)</td>
</tr>
<tr>
<td>Arterials (on-system)(^1)</td>
<td>30.30%(^2)</td>
<td>18.52%(^3)</td>
<td>18.39%(^3)</td>
</tr>
<tr>
<td>Arterials (off-system)</td>
<td>23.80%(^2)</td>
<td>73.66%(^3)</td>
<td>69.82%(^3)</td>
</tr>
</tbody>
</table>

\(^1\) On-system refers to the TxDOT System  
\(^2\) Mobility 2045 Plan – 2018 Baseline Network Lane-Miles  
\(^3\) Based on 5-year moving average
RTC Bridge Condition Targets

NCTCOG Supports TxDOT Statewide 2022 “Good/Poor Condition” Targets for National Highway System Bridges

Collaboration with TxDOT to Plan and Program Projects Contributing Toward Accomplishment of Bridge Goals will also Include the Following Action: NCTCOG will Focus on Expedited Programming to Improve National Highway System Bridges in Poor Condition

<table>
<thead>
<tr>
<th>State of Texas</th>
<th>2018 Baseline</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridges*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Good Bridge Condition</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All National Highway System Facilities</td>
<td>50.63%</td>
<td>50.42%</td>
</tr>
<tr>
<td>Poor Bridge Condition</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All National Highway System Facilities</td>
<td>0.88%</td>
<td>0.80%</td>
</tr>
</tbody>
</table>

*Based on total deck area
RTC System Performance Targets

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Historical Trend</th>
<th>Baseline (2016/2017)</th>
<th>2020 Target</th>
<th>2022 Target</th>
<th>Target Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Reliability (% Person Miles Travelled)</td>
<td>Improving</td>
<td>77.3%</td>
<td>78.6%</td>
<td>79.5%</td>
<td></td>
</tr>
<tr>
<td>Non-Interstate NHS Reliability (% Person Miles Travelled)</td>
<td>Worsening</td>
<td>71.1%</td>
<td>N/A</td>
<td>71.1%</td>
<td></td>
</tr>
<tr>
<td>Truck Travel Time Reliability Index</td>
<td>Improving</td>
<td>1.74</td>
<td>1.71</td>
<td>1.66</td>
<td></td>
</tr>
<tr>
<td>Peak Hour Excessive Delay (Hours per Capita)*</td>
<td>Worsening</td>
<td>15.5</td>
<td>N/A</td>
<td>15.0</td>
<td></td>
</tr>
<tr>
<td>Percent Non-SOV Mode Share (% Commuter Trips)*</td>
<td>Improving</td>
<td>19.5%</td>
<td>19.9%</td>
<td>20.2%</td>
<td></td>
</tr>
<tr>
<td>On-Road Mobile Source Emissions Reductions (Cumulative)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NOx (kg/day)</td>
<td>Improving</td>
<td>2,410.80</td>
<td>2,892.96</td>
<td>5,062.68</td>
<td></td>
</tr>
<tr>
<td>VOC (kg/day)</td>
<td>Improving</td>
<td>499.72</td>
<td>599.67</td>
<td>1,079.40</td>
<td></td>
</tr>
</tbody>
</table>

*Regional Transportation Council and TxDOT must agree on a single regional target concurrence from TxDOT agreeing to NCTCOG proposed targets has been received.
### TxDOT Established (PM2) Pavement and Bridge Performance Measure Targets

<table>
<thead>
<tr>
<th>Federal Performance Measure</th>
<th>Baseline</th>
<th>2020 Target</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pavement on IH</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% in &quot;good&quot; condition</td>
<td>66.80%</td>
<td>N/A</td>
<td>66.4%</td>
</tr>
<tr>
<td>% in &quot;poor&quot; condition</td>
<td>0.30%</td>
<td>N/A</td>
<td>0.30%</td>
</tr>
<tr>
<td><strong>Pavement on non-IH NHS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% in &quot;good&quot; condition</td>
<td>54.40%</td>
<td>N/A</td>
<td>52.30%</td>
</tr>
<tr>
<td>% in &quot;poor&quot; condition</td>
<td>13.8%</td>
<td>N/A</td>
<td>14.3%</td>
</tr>
<tr>
<td><strong>NHS Bridge Deck Condition</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% in &quot;good&quot; condition</td>
<td>50.63%</td>
<td>N/A</td>
<td>50.42%</td>
</tr>
<tr>
<td>% in &quot;poor&quot; condition</td>
<td>0.88%</td>
<td>N/A</td>
<td>0.80%</td>
</tr>
</tbody>
</table>

### DFW MPO Established (PM3) System Performance Measure Targets

<table>
<thead>
<tr>
<th>Federal Performance Measure</th>
<th>Baseline</th>
<th>2020 Target</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NHS Travel Time Reliability</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IH Level of Travel Time Reliability</td>
<td>77.3%</td>
<td>78.6%</td>
<td>79.5%</td>
</tr>
<tr>
<td>Non-IH Level of Travel Time Reliability</td>
<td>71.1%</td>
<td>N/A</td>
<td>71.1%</td>
</tr>
<tr>
<td>Truck Travel Time Reliability</td>
<td>1.74</td>
<td>1.71</td>
<td>1.66</td>
</tr>
<tr>
<td>Annual Hours of Peak Hour Excessive Delay</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>per capita</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dallas-Fort Worth*</td>
<td>15.5</td>
<td>N/A</td>
<td>15.0</td>
</tr>
<tr>
<td>% Non-SOV Travel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dallas-Fort Worth*</td>
<td>19.5%</td>
<td>19.9%</td>
<td>20.2%</td>
</tr>
<tr>
<td><strong>Total Emission Reduction</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NOX</td>
<td>2,410.80</td>
<td>2,892.96</td>
<td>6,509.16</td>
</tr>
<tr>
<td>VOC</td>
<td>499.72</td>
<td>599.67</td>
<td>1,399.23</td>
</tr>
</tbody>
</table>

*Regional Transportation Council (MPO) and TxDOT agreed upon regional target*
MOBILITY 2045 (continued from Page 1)

MOBILITY 2045 proposes $335.4 billion be provided to the transportation system through 2045 to cover a recommended list of projects and programs. The projects include strategies geared toward infrastructure maintenance, more efficient management and operations, as well as growth, development and land use totaling nearly $50 billion. The plan will allocate $33.5 billion toward enhancing transit options and $52 billion to roadway improvements to establish a more efficient travel experience.

The next step for Mobility 2045 is transportation conformity and making sure the plan can be carried out without negatively impacting air quality. With 10 counties in nonattainment for ozone pollution, it is important to monitor all planning, building and performance details of Mobility 2045 to ensure it is improving the overall quality of life for all DFW residents.

With Mobility 2045 being passed by the RTC, North Texas will soon witness the implementation of this plan. Once a transportation conformity determination is made, North Texas will be able to benefit from the innovative Mobility 2045.

For more information, visit www.nctcog.org/mobility2045.

LOYL JUSSUEL (continued from Page 2)

members in all different areas parts of the region,” he said. Regardless of whether they represent the most heavily populated metro areas or rural parts of North Texas, members work together to solve regional issues, he said.

One thing that helps the RTC continue to meet the needs of growing region is its embrace of creativity.

“Anytime we can bring innovation into the mix and make things more efficient, more streamlined, just come up with new ideas, it will typically help us with the funding issues,” he said.

After working his way up from the bottom and developing relationships along the way, Jussuel feels a responsibility to continue to cultivate a family atmosphere.

“Just over the years, developing those friendships, developing those working relationships, it makes me even more motivated to ensure the department is a place where one can work and feel a part of it, feel a part of the family,” Jussuel said, “feel like they’re accomplishing something that’s of benefit to the community, to the taxpayer.”

A LTERNAT IV E FUEL (continued from Page 3)

seeking feedback from residents, businesses and governments to help determine additional highways that could be designated alternative fuel corridors.

Assistance is also being sought such as bike lanes or bike paths on existing highways that could be added near a highway in an effort to make the region more prepared for alternative fuels.

The Federal Highway Administration plans to provide opportunity years for expansion of the system with the ultimate goal of a well-marked national network that allows members of these vehicles to travel across the country with the public certain that they will be able to fuel or power their cars and trucks.

The results of the opinion survey help guide local and regional investment in bicycle infrastructure, and NCTCOG communities for such transportation funding programs.

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. This material is intended for informational purposes only and is available under a Creative Commons License.

Members of the RTC utilized the Hyperloop One test facility in the Nevada desert to get an up-close look at the technology to be considered in North Texas. High-speed rail and hyperloop could both be evaluated as potential transportation options for the future.
A Message From Michael Morris, PE
Director of Transportation

A Bright Future Awaits the North Texas Transportation System

It was honored to take part in a celebration of the opening of improvements to the bustling Highway 35W. The latest megaproject to be completed in our bustling region, this $1.6 billion improvement ushers in more than just new lanes. It offers drivers a chance to travel the general-purpose lanes of the 10-mile stretch for no change, or they can hop on TX-Express lanes for a more reliable ride. The project opened over the summer, promising to keep pace with the North Texas Department of Transportation’s Tarrant Express Mobility Partners.

One of my goals—growing and changing—region requires a transportation system built to keep pace with the transformation that is occurring around us. Improved access on existing freeways is part of the solution. The expanded frontage roads, rebuild general-purpose lanes and TEE lanes will provide more reliability to an area of the region that desperately needed relief.

The people who call Dallas–Fort Worth home, whether they just moved here or have lived in the area for decades, need more than better roads. In every region of choice, we must also offer better options across the board, including transit and last-mile services. We are doing that, as evidenced by several projects that have opened, will soon be completed or are under the planning stages. Let’s review a few:

• TEX Rail—The $3 billion connection between Fort Worth and Dallas Fort Worth International Airport will open by the end of this year. This will give travelers who live or work in the west direct access to the airport—via rail as well as a transfer to the A/B Station. Dallas Area Rapid Transit is planning service along the Union Belt corridor connecting the airport to downtown.

• Vehicle Automation—The North Central Texas Council of Government’s new facility and embraced the idea of automated environmentally friendly vehicles and is working with area cities on project implementation. Frisco has begun a pilot to ferry businesspeople from their offices to shops and restaurants near the Dallas Cowboys’ home stadium. And the same Driv.ai vehicles that were attractive to the folks at Frisco this summer will soon be helping the people get around Arlington.

• LBJ East—The RTC and State transportation leaders worked hard to craft a plan to expand Interstate Highway 635 East in Dallas, Garland and Mesquite that includes increased capacity while enhancing safety for the thousands of motorists who travel the corridor daily.

• High-Speed Rail/Hyploop—The future’s here bright.

The RTC has opened its doors to high-speed rail possibilities linking Fort Worth and Arlington to the future high-speed rail line in Austin. The environmental assessment of this line, the first to be built from Austin to Dallas, is under way. Eventually, high-speed rail technology could reach the Valley, roughly parallel IH-35 from Fort Worth to Laredo.

Each of these projects is valuable individually—especially if departments in neighboring cities, businesses and residents who use them. But when combined with the options we already have, each becomes a game-changer. And that’s why we should look at transportation projects and programs, not as corridor-specific improvements, but as components of a larger system that works together to move people and goods efficiently.

After all,... mobility matters.

Regional Transportation Council
Early Interest in Problem-Solving Leads TxDOT’s Bussell to a Career in Transportation

Loyal Bussell remembers as a young child being drawn to engineering. He wasn’t specifically interested in transportation. That would come later. He just wanted to know more about how things worked, how a puzzle fit together.

Engineering seemed like a natural career path for Bussell, who enjoyed solving problems to solve complex problems.

When he graduated from high school, without a clear path ahead,

He was drawn to petroleum engineering that the timing wasn’t right for a job in that field. It was the early 1980s, when the downturn in the oil industry was starting to make it hard to find a job in the field.

Eventually, he turned to transportation, aided by experience in the pipeline business.

Thirty years later, he is district engineer for the north region, which covers nine counties.

He started at the bottom, he says, helping to survey projects. Then, he moved to construction, before becoming the chief engineer who would work with roadway materials. Then, came an opportunity to work in design.

“It gave me a real broad exposure to all aspects of the department,” he said.

Bussell earned a degree in civil engineering from Texas A&M University, which he thinks was the chance to go to Austin as an undergrad in the right place and right time. He earned a master’s degree in civil engineering from the University of Texas at Austin and returned to Fort Worth to work in the bridge section.

One of his favorite projects was the DRW Connector, which required a bit of a different mindset for an engineer with a traditional background. He was able to aid a group to transition to a project that required him to focus on a lot of smaller areas and was proud to be able to make the transition successfully.

“That gave me a whole new perspective of our business because it was one of the first design-build projects in the state,” he said.

“There were a group of us who were working on that project, and that led to me becoming the chief engineer of planning and development.”

One of the region’s most significant current projects is the redesign of the Interstate Highway 35-State Highway 114 interchange closer to downtown Dallas. Fort Worth was a major player and one of the first cities to reach an agreement with TxDOT.

“I think it’s going to allow more riders to get where they’re going quickly and conveniently,” Bussell said. “We’re seeing how it is a give and take relationship among the stakeholders in the region and seeing how we can get a good compromise on the project.”

The study classified the project into four types of cyclists.

Regional planners have put the following projects to help provide more accessible travel options that will allow riders to safely bicycle to destinations in the North Texas region. Public involvement is a key component of every transportation project. Residents need to be updated about projects that directly affect them, and they often have ideas that can positively influence projects or policies. One way to ensure their voices are heard is to go directly to them.

The survey classified the project into four types of cyclists:

• Enthusiasts and Confident (2 percent): Will ride a bicycle regardless of weather conditions. bicycling is an important part of their identity.

• Enthusiasts and Confident (4 percent): Somewhat comfortable sharing the roadway with vehicles, but prefer to have bike-specific facilities.

• Interested but Concerned (5 percent): Curious about riding a bike, but afraid to ride. They would ride only with more separated facilities.

• No Way No How (8 percent): Not interested in cycling or comfortable doing so, or physically unable to ride.

The results in the 12-county North Texas region, which in addition to urban areas also includes residents in rural areas and small towns, were similar to those reported in the city of Austin. For example, in the North Texas region, approximately 50 percent of respondents are classified as either “enthusiast and confident” or “interested but concerned” cyclists. Wherewas the City of Austin 54 percent of bicyclists have similar classifications.

A majority of North Texas respondents 25 percent indicated they would like to see more bicycling facilities. The National Conference on State Transportation Officials has recommended that cities develop bicycle plans and opportunities within their jurisdiction.

No Way No How (4 percent): Not interested in cycling or comfortable doing so, or physically unable to ride.

The results in the 12-county North Texas region, which in addition to urban areas also includes residents in rural areas and small towns, were similar to those reported in the city of Austin. For example, in the North Texas region, approximately 50 percent of respondents are classified as either “enthusiast and confident” or “interested but concerned” cyclists. Wherewas the City of Austin 54 percent of bicyclists have similar classifications.

R

Regional planners have put the following projects to help provide more accessible travel options that will allow riders to safely bicycle to destinations in the North Texas region. Public involvement is a key component of every transportation project. Residents need to be updated about projects that directly affect them, and they often have ideas that can positively influence projects or policies. One way to ensure their voices are heard is to go directly to them.

The survey classified the project into four types of cyclists:

• Strong and Fearless (2 percent): Will ride a bicycle regardless of weather conditions. bicycling is an important part of their identity.

• Enthusiasts and Confident (4 percent): Somewhat comfortable sharing the roadway with vehicles, but prefer to have bike-specific facilities.

• Interested but Concerned (5 percent): Curious about riding a bike, but afraid to ride. They would ride only with more separated facilities.

• No Way No How (8 percent): Not interested in cycling or comfortable doing so, or physically unable to ride.

The results in the 12-county North Texas region, which in addition to urban areas also includes residents in rural areas and small towns, were similar to those reported in the city of Austin. For example, in the North Texas region, approximately 50 percent of respondents are classified as either “enthusiast and confident” or “interested but concerned” cyclists. Wherewas the City of Austin 54 percent of bicyclists have similar classifications.

A majority of North Texas respondents 25 percent indicated they would like to see more bicycling facilities. The National Conference on State Transportation Officials has recommended that cities develop bicycle plans and opportunities within their jurisdiction.

No Way No How (4 percent): Not interested in cycling or comfortable doing so, or physically unable to ride.

The results in the 12-county North Texas region, which in addition to urban areas also includes residents in rural areas and small towns, were similar to those reported in the city of Austin. For example, in the North Texas region, approximately 50 percent of respondents are classified as either “enthusiast and confident” or “interested but concerned” cyclists. Wherewas the City of Austin 54 percent of bicyclists have similar classifications.
TxDOT TEAMING UP WITH BICYCLISTS

New interactive survey intended to increase level of engagement

DALLAS — Aiming to make bicycling a more viable transportation option, TxDOT recently presented a regional plan to add nearly 4,000 miles of bicycle trails in North Texas over the next 40 years.

TxDOT’s Dallas District partnered with the North Central Texas Council of Governments to hold public hearings in October to discuss transportation projects that would add more cycling trails to the state transportation system. In addition, the outreach effort includes information on programs and policies affecting bicycle use on the state system.

Cyclists are being asked to participate in a new interactive survey — a first for the Dallas District — about issues they face on roadways. The survey asks riders to lists some of the most common barriers hampering accessibility, which could include poor pavement conditions, bad driver behavior or not enough bicycle parking.

Riders also are asked how comfortable and safe they feel on different types of trails, including shared-use pedestrian paths, designated bike lanes and wide shoulders along more rural roadways.

Michelle Raglon, TxDOT’s lead public information officer in Dallas, said the bicycling community in North Texas is growing fast because it is such an inexpensive and efficient form of transportation.

“Riding a bicycle may help reduce traffic congestion and improve air quality within our community,” Raglon said. “Every transportation agency, including TxDOT, has a responsibility to improve conditions and opportunities for bicycling and to integrate bicycling into our transportation systems.”

As a matter of policy, TxDOT considers bicyclists in the development of all transportation projects; as part of design, construction and maintenance of state roadways and federally funded transportation projects.

The Dallas District works with local entities to identify bicycle and pedestrian connectivity projects, and to implement and improve safety and connectivity between current and planned regional transportation networks.

TxDOT is hoping the new interactive survey will help increase communication with cyclists as the state sets its sights on a conceptual network of bike trails that would stretch more than 8,000 miles.

“The bicycle community is an engaged community,” Raglon said. “We are confident they will be active participants in helping TxDOT shape the future of cycling in Texas.”
**OCTOBER 2018 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>C121-08-019</td>
<td>FM 55</td>
<td>SH 31 to 3rd Street in Blooming Grove</td>
<td>Rehabilitate existing pavement and add shoulders</td>
<td>$9.51</td>
<td>$7.34</td>
<td>-22.8</td>
<td>$8.40</td>
<td>A. K. Gillis &amp; Sons, Inc.</td>
</tr>
<tr>
<td>2964-06-025</td>
<td>SH 190</td>
<td>North of Lake Ray Hubbard to south of Miller Road</td>
<td>Install noise barrier on frontage roads</td>
<td>$1.68</td>
<td>$1.74</td>
<td>3.15</td>
<td>$2.04</td>
<td>Select Striping LLC</td>
</tr>
<tr>
<td>0047-09-036*</td>
<td>VA</td>
<td>Various roadways in Collin, Dallas, Denton, Ellis, Kaufman, Navarro, and Rockwall Counties</td>
<td>Seal coat, pavement markings, and markers</td>
<td>$15.09</td>
<td>$15.17</td>
<td>0.53</td>
<td>$16.65</td>
<td>Brannan Paving Co., Ltd.</td>
</tr>
<tr>
<td>0918-00-286*</td>
<td>VA</td>
<td>Various locations in the Dallas District</td>
<td>Installation of traffic signals</td>
<td>$2.50</td>
<td>$2.29</td>
<td>-8.24</td>
<td>$3.42</td>
<td>American Lighting And Signalization, LLC</td>
</tr>
</tbody>
</table>

* Not mapped.  
** Estimated Total Project Costs includes est. PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

**ESTIMATED OCTOBER 2018 TOTALS**

- DISTRICT FY ACCUMULATIVE LETTINGS: $43.03 + $40.32 - $6.28 = **$75.62**

**NOVEMBER 2018 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>0092-13-024</td>
<td>BI 45</td>
<td>At Draw and Briar Creek</td>
<td>Replace bridge and approaches</td>
<td>$10.16</td>
</tr>
</tbody>
</table>

* Not mapped.

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

<table>
<thead>
<tr>
<th>CSJ NUMBER</th>
<th>HWY</th>
<th>LIMITS</th>
<th>TYPE OF WORK</th>
<th>COST (M)</th>
<th>COMPLETION DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>0387-01-014</td>
<td>FM 75</td>
<td>Main Street to CR 461</td>
<td>Reconstruct existing pavement</td>
<td>$1.14</td>
<td>10/24/2018</td>
</tr>
<tr>
<td>2374-02-149</td>
<td>I-635</td>
<td>At Elm Road; At Lake June Road</td>
<td>Landscape enhancement</td>
<td>$5.82</td>
<td>10/22/2018</td>
</tr>
<tr>
<td>2374-03-077</td>
<td>I-20</td>
<td>West of Haymarket Rd. to West of US 175 in the City of Dallas</td>
<td>Construct FR and ramps connecting I-20</td>
<td>$7.38</td>
<td>10/08/2018</td>
</tr>
<tr>
<td>0918-18-126</td>
<td>CR</td>
<td>NW CR 2310 at Rush Creek</td>
<td>Replace bridges and approaches</td>
<td>$1.12</td>
<td>10/05/2018</td>
</tr>
</tbody>
</table>

**ESTIMATED TOTAL:** $10.76

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 October, are projected to let in November, or have recently been completed.

2018 DALLAS DISTRICT ESTIMATE TOTALS

**VEHICLE REGISTRATION**: 4,016,333
**POPULATION ESTIMATE**: 4,793,500
**LANE MILES**: 10,624.968

A. | COLLIN COUNTY
**VEHICLE REGISTRATION**: 783,712
**POPULATION ESTIMATE**: 969,730
**LANE MILES**: 3,445.857

B. | DALLAS COUNTY
**VEHICLE REGISTRATION**: 2,141,401
**POPULATION ESTIMATE**: 2,529,150
**LANE MILES**: 3,359.795

C. | DENTON COUNTY
**VEHICLE REGISTRATION**: 655,273
**POPULATION ESTIMATE**: 844,268
**LANE MILES**: 1,548.110

D. | ELLIS COUNTY
**VEHICLE REGISTRATION**: 174,366
**POPULATION ESTIMATE**: 183,360
**LANE MILES**: 1,526.104

E. | KAUFMAN COUNTY
**VEHICLE REGISTRATION**: 119,998
**POPULATION ESTIMATE**: 119,670
**LANE MILES**: 1,205.854

F. | NAVARRO COUNTY
**VEHICLE REGISTRATION**: 52,268
**POPULATION ESTIMATE**: 49,740
**LANE MILES**: 1,192.820

G. | ROCKWALL COUNTY
**VEHICLE REGISTRATION**: 89,315
**POPULATION ESTIMATE**: 97,990
**LANE MILES**: 346.368

LEGEND

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

SOURCE: TxDOT research.
**POPULATION ESTIMATE**: NCTCOG.
Chris B. of Dallas: "Thank you so much for the fast response and repair at this location."