



TEXAS HOUSE *of* REPRESENTATIVES

Chris Turner

State Representative, District 101

October 7, 2015

Mr. Michael Morris
Director of Transportation, North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

Via electronic mail: transinfo@nctcog.org

RE: Public Comment Period - Extension of Interstate 20 Frontage Roads and Ramp Modifications

Dear Mr. Morris,

Thank you for continuing to offer numerous public input opportunities regarding transportation issues in our community. Allowing affected citizens to actively participate in development of our transportation system is an important step in the planning process and the North Central Texas Council of Government's (NCTCOG) efforts in this regard are laudable.

I write today to offer comments resulting from the meeting held in Arlington on September 9, 2015 and specifically regarding the use of Proposition 1 funding available for fiscal years 2016 and 2017.

I am eager to share my support for the utilization of Proposition 1-generated funding for the extension of frontage roads and ramp modifications along Interstate 20 from State Highway (SH) 161/Lake Ridge Parkway to Carrier Parkway in Dallas County. The urgency of extending the Interstate 20 frontage roads in Dallas County is especially important to Grand Prairie and to Texas House District 101. Population growth and successful economic development, as well as the connection of SH161 to Interstate 20, adds many additional vehicles to this already heavily-traveled stretch of Interstate 20. In addition, residents utilize the interstate as a thoroughfare to access nearby commercial and residential locations.

I also support all attempts to complete Interstate 20 frontage road extension from Carrier Parkway to Beltline Road, as well as the previously mentioned frontage road project from SH161 to Carrier Parkway. My understanding is that the frontage roads between Carrier Parkway and

Mr. Morris
October 7, 2015
Page 2

Beltline Road, while not specifically included in the September 9th presentation, are expected to go to construction before the SH161 to Carrier Parkway section currently available for comment.

I also note discussion regarding the possibility of moving the SH161 to Carrier Parkway portion into Fiscal Year 2017 if additional funding becomes available, including if Proposition 7 is approved by Texas voters on November 3, 2015.

Extending frontage roads and making ramp modifications along Interstate 20 at the earliest possible opportunity will positively impact Texas House District 101, and I appreciate the efforts of all parties regarding this much needed relief to congestion and connectivity in South Grand Prairie.

Thank you again for the NCTCOG Public Participation Plan which all citizens to be involved transportation planning in our community.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Turner". The signature is fluid and cursive, with a long horizontal stroke at the end.

Chris Turner

cc: Christie Gotti, Senior Program Manager



On **T**he Move

October 2015

TollPerks Arrives, Bringing Prizes & Rewards



TollPerks is NTTA's way of thanking TollTag customers for driving on NTTA toll roads by rewarding drivers for their travel. Your commute, weekend trips to the mall, and time spent taking the kids to and from sports and entertainment are all fuel for TollPerks points.

The program is simple. Every time you drive on NTTA toll roads, you'll earn points for every transaction.

TollPerks members can redeem points for exclusive rewards from local businesses. TollPerks also has special deals, discounts, coupons and other exclusive member offers that do not require point redemption.

Visit TollPerks.com to enroll today! The sooner you enroll in TollPerks, the sooner you begin earning points and rewards.

TollPerks is an opt-in program; TollTag customers are not automatically enrolled.

You will need your TollTag account number, which can be located by logging into the online account here or on the paper statement. You will also need the first and last name used on the NTTA TollTag account.

University of Texas TollTags Are In Stores Now



Longhorn fans, make other fans burnt orange with envy when you grab the new University of Texas TollTag, now available at TollTag stores and through the NTTA customer service center. You can get your savings and spirit on your North

Texas and Oklahoma toll road travel and on TEXpress Lanes.

University of Texas TollTags are available for \$19.99 to new and current customers and they can be used for both standard and \$20 Starter TollTag accounts. Pick up your Longhorn-emblazoned TollTag today!

John Mahalik Elected to NTTA Board



At its Sept. 16 meeting, NTTA's Board of Directors unanimously re-elected Kenneth Barr and Bill Moore to the positions of chairman and vice chairman, respectively.

John Mahalik also was sworn in as a new director representing Denton County. Mahalik is active in the community at large. He served on the Carrollton City Council from 2005 to 2011, serving as the mayor pro-tem in 2010. Currently he is the vice chairman of the Denton County Appraisal District Board of Directors and sits on the board of the Metrocrest Hospital Authority.

PROJECT UPDATES

Crews Setting DNT Bridge Expansion Columns Throughout Corridor

As our hot summer days start to wane in North Texas, Dallas North Tollway drivers will see something new along the corridor. Bridge columns are now being built from Park Boulevard to Windhaven Parkway. These columns will support the addition of a fourth lane being added both directions along the DNT.

The work on the columns will take place during the day and requires the U-turn lane to be closed for equipment access. Crews will continue to work on bridge elements that support the additional lanes into the fall. Visit ProgressNTTA.org for information on traffic shifts and scheduled lane or ramp closures.

The Improvements Projects, funded by toll revenue, are scheduled for completion in early 2018. Motorists should be aware a lowered 60 mph speed limit is posted and enforced in these work areas along the DNT between Bush Turnpike and Sam Rayburn Tollway.

Bush Turnpike Fourth Lane Project Rolling Along In October

NTTA is on a roll to widen the President George Bush Turnpike to four lanes. Construction crews have placed the foundation for the new concrete lanes that are currently under construction in both directions of the Bush Turnpike between Dallas North Tollway and Coit Road.

The foundation is an asphalt layer that will support the reinforcing steel for the new lanes. After construction crews place reinforcing steel, concrete will be poured, and the fourth lane will be constructed in this area.

widening the roadway from Interstate 35E to State Highway 78 to four lanes.

Visit ProgressNTTA.org for information on traffic shifts and closures.

Construction of the fourth lane on the Bush Turnpike includes

Smoother Ride Ahead on Dallas North Tollway Ramps

When it comes to its roads, NTTA strives to provide customers with high-quality toll roads through proactive maintenance and improvements. Starting in early October, NTTA will begin repairing the pavement on some of the Dallas North Tollway's ramps to ensure motorists have a smooth driving experience.

- at Lemmon Avenue
- One northbound entrance ramp at Wycliff Avenue

More details on the closures will be posted at NTTA.org and in project e-newsletters.

The ramp repairs will be completed over the Oct. 3-4 weekend, weather permitting. Although the ramps will be closed for the repairs, no main lanes on the Tollway will be closed.

Work crews will remove and replace concrete pavement on four ramps along the Tollway:

- One northbound and one southbound entrance ramp at Mockingbird Lane
- One southbound entrance ramp

CONTACT US:

CARRIE ROGERS
DIRECTOR OF GOVERNMENT AFFAIRS
214.224.2269



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Plano, Texas 75093

972.818.6882
www.ntta.org

FORT WORTH DISTRICT PARTNERS



Future I-35W Lanes Over Belknap Street

MAINTAIN *a safe system*

As one of its goals, TxDOT is encouraging parents to ensure their children are properly buckled in the correct safety seat.

In a recent TTI study, nearly 14,000 children were observed in Texas cities. In **Fort Worth**, 4 out of 10 children were not properly restrained:

25 percent incorrectly buckled

16 percent not restrained at all

81 children killed on Texas roads in 2014

SH 360 South Groundbreaking

Local and state officials will break ground Oct. 21 on the SH 360 South project. TxDOT, the North Texas Tollway Authority and the North Central Texas Council of Governments will host a ceremony at 3 p.m. in Grand Prairie. The \$300 million project will add two toll lanes in each direction from south of I-20 to U.S. 287. It is estimated for substantial completion in late 2017.

 drive360south.com

Texas Ranks High for Business

CNBC's 2015 Top States for Business study results are out and Texas ranked No. 1 in the infrastructure and transportation category and No. 2 overall as the best state to do business. To read the full report or see the overall rankings of all states, visit:

 cnbc.com/id/102570433

North Tarrant Express Honor

TxDOT recently won a 2015 America's Transportation Award for delivering the North Tarrant Express under budget. The American Association of State Highway and Transportation Officials (AASHTO), AAA and the U.S. Chamber of Commerce recognized the North Tarrant Express as one of the top 10 projects in the U.S. for its cost-saving and

project efficiency efforts during its funding and construction.

I-35W

The Interstate 35W corridor is at the height of construction in north Fort Worth with the estimated completion for Segment 3B in 2016 and Segment 3A in 2018. This \$1.6 billion project is rebuilding and widening I-35W from I-30 to U.S. 81/287.

Safety Projects

Twenty-six projects in the Fort Worth District were selected this year for \$19 million in federal funding from the Highway Safety Improvement Program. For Tarrant County, this includes traffic signal and intersection improvements on Glenview Drive, Mayfield Road, McCart Avenue, FM 156, FM 3029, SH 10 and U.S. 377.

High-Speed Rail

The Regional Transportation Council recently approved \$4.5 million for planning, design, project development and preliminary engineering over the next three years to assist with a regional high-speed rail line to link Dallas/Fort Worth to Houston. Texas Central Partners, a private, Texas-based company, is working to deliver this regional corridor by 2021.

 dfwhighspeedrail.com

PARTNERS *in construction*

AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
SEP	SH 114	William D. Tate Ave to Main St Grapevine	Landscaping	\$1.0	\$1.1	+14.2

PROJECTED PROJECTS

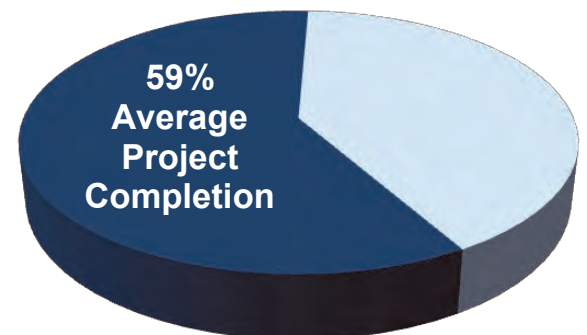
	Hwy	Limits	Type of Work	Estimate (millions)
OCT	SH 10	Holder Dr to Bell Spur Rd	Landscaping	\$0.4
	Various roadways	Districtwide	Seal coat	\$10.9
	FM 3391	At Stone Rd, Burleson	Traffic signal	\$0.2
NOV	I-30	At SH 360, Arlington	Construct interchange	\$231.9
DEC	Various roadways	Districtwide	Concrete pavement repairs	\$1.5
	Rufe Snow Dr	Mid-Cities Blvd to Ridgetop Rd North Richland Hills	Widen from 4 to 6 lanes	\$13.1
	Rosedale St	Miller Ave to I-820	Reconstruct existing 4 lanes, add center median	\$20.0



\$582 M PROPOSED LETTING



FY 2016 CONSTRUCTION*



TOTAL CONTRACTS \$1.01 B

**does not include CDAs, Chisholm Trail or pass-throughs*

Safety is TxDOT's first priority. The department continually looks for ways to improve the safety of roadways. This year, TxDOT commissioned and funded a study by the Texas A&M Transportation Institute (TTI) on how to reduce the number of wrong way crashes.

The results of the study were used to develop a \$600,000 pilot program of countermeasures to be funded by the North Central Texas Council of Governments and implemented by the end of 2016.

According to the study, most drunk drivers focus on the pavement directly in front of the car, so most of the countermeasures have been developed with that

understanding. They include a combination of reflective pavement arrows, LED warning signs with radar detection, lowered wrong way signs and other measures.



The study analyzed seven traffic corridors and selected 172 intersections in the Tarrant County area. The type of countermeasure used will depend on the history of wrong way crashes in each location.

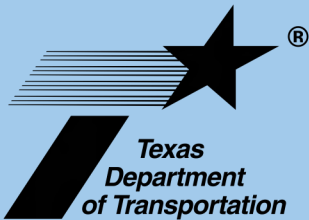
TTI's study also shows that the majority of wrong way wrecks involve drunk drivers who were on average more than twice the legal limit and driving at night. TxDOT can implement various engineering enhancements to provide safer roads, but motorists hold the key to driving safely.

Priority Corridors & Wrong Way Driving Countermeasures Plan





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



Need to get your safety seat checked?

In 2014, crashes on Texas roads killed 81 children younger than 8 years of age. In 2013, that number was 67. Texas law requires all children under 8 years old—unless they are taller than 4 feet 9 inches—to be in a child safety seat whenever they ride in a passenger vehicle.

Texas is doing its part by requiring that every passenger in each vehicle wears a safety belt. If a rider is not buckled in, they will receive a citation. Failure to properly restrain a child can result in a ticket up to \$250.

To schedule a free child safety seat check with a nearby TxDOT traffic safety specialist, text the word “seat” and your ZIP code to 876526. To learn if a child should be in a rear-facing seat, forward-facing seat or booster seat, visit:









 savemewithaseat.com

71%

Reduction in the risk for death to infants when using a safety seat


Source:
Centers for Disease Control & Prevention

What seat is right for your child?

Stage 1	Stage 2	Stage 3	Stage 4
Up to 1 year old	1-3 years	4-7 years	8+ years
REAR-FACING SEATS Up to 35 pounds	FORWARD-FACING SEATS 20 to 40 pounds or more	BOOSTER SEATS Up to 4' 9" tall	SAFETY BELTS Over 4' 9" tall
 	 	 	 

Five Things You Should Know About Child Safety

- Children younger than 13 should always ride in the back seat.
- Never install a rear-facing child safety seat in front of an active air bag – if the air bag deploys, the impact could kill your child.
- To choose a safety seat that's appropriate for your child's age, weight and height, always refer to the safety seat manufacturer's instruction manual.
- If the safety seat moves more than 1 inch forward or side to side, tighten it up because it's too loose.
- Harness straps should lie flat and shouldn't sag. Straps should fit snugly against your child's body.

Buckle Up

 Texas Department of Transportation

DFW CONNECTOR

TxDOT PROJECT TRACKER



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. The project featured a combination of new main lanes, frontage road lanes and managed lanes. The initial project reached final acceptance in March 2014.

Funding constraints required some original DFW Connector segments to be deferred. However, in early 2013, TxDOT was able to identify funding for the FM 2499 section and in September 2014, funding for new SH 121 and SH 360 ramps.

FM 2499 work includes rebuilding the main lanes of FM 2499 from SH 121 to Denton Creek. These new lanes will be built below grade level and will allow commuters to bypass the intersections of Stars and Stripes Way and Grapevine Mills Blvd.

The SH 121/SH 360 ramp project will construct new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360 at the south end of the DFW Connector Project.



New FM 2499 main lanes from SH 121 to Stars and Stripes Way

NorthGate Constructors photo archives

PROJECT HISTORY/TIMELINE

- Texas Transportation Commission authorized request for CDA proposals: March 2006
- CDA conditionally awarded to NorthGate Constructors: March 26, 2009
- CDA executed: October 6, 2009
- TxDOT identified \$90 million in funding for FM 2499 in January 2013
- TxDOT signs \$17 million contract for the SH 121/360 ramp project
- FM 2499 construction began in August 2013

FM 2499 PROJECT PROGRESS

- Completed drainage, wall and concrete paving work from SH 121 to Grapevine Mills Blvd.
- Started work on the north side of Grapevine Mills Blvd. bridge
- Restarted work on the southbound FM 2499 bridge over Denton Creek after significant flooding
- Continuing to perform dirt, drainage and wall work from Grapevine Mills Blvd. to Riverwalk Dr.

SH 121/360 RAMP PROGRESS

- Completed drainage and wall work in the north section of the project
- Set girders and completed deck pours for two bridges
- Continuing concrete paving for the new ramps to SH 121 and SH 360
- Ramps to open by the end of 2015 – a year ahead of schedule

FM 2499 PROJECT FACTS (IMPROVEMENTS BY 2017)

LENGTH: 1 mile

NUMBER OF LANES

- Two main lanes in each direction built 25-30 feet below the existing grade level, allowing commuter traffic to bypass two intersections
- Two frontage road lanes in each direction at grade level

COST: \$92 MILLION (FUNDED ENTIRELY BY TXDOT)

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

RIGHT OF WAY (ROW) AND UTILITIES

- ROW acquisition and utility relocation is complete.

CONSTRUCTION DATES

- FM 2499 construction started: August 2013
- FM 2499 substantial completion: 2017

SH 121/360 PROJECT FACTS (IMPROVEMENTS BY LATE 2015)

COST

- \$17 million

CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: 2015 a year ahead of schedule

ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

LENGTH: 8.4 miles

NUMBER OF NON-TOLL LANES (WIDEST POINTS):

- Six to eight westbound, six eastbound between William D. Tate Avenue and International Parkway
- Four to seven northbound and three to six southbound lanes at SH 121 near DFW Airport's north entrance

MANAGED LANES

- Four miles in length, two in each direction on SH 114
- Dynamic pricing began Jan. 3, 2015

COST: \$1 BILLION (FUNDED ENTIRELY BY TXDOT)

- TxDOT: \$696 million; American Recovery and Reinvestment Act funds: \$261 million; Proposition 14 bonds: \$17.2 million; Proposition 12 bonds: \$32 million
- ROW: \$127 million (Prop 14 funds)

CONSTRUCTION DATES

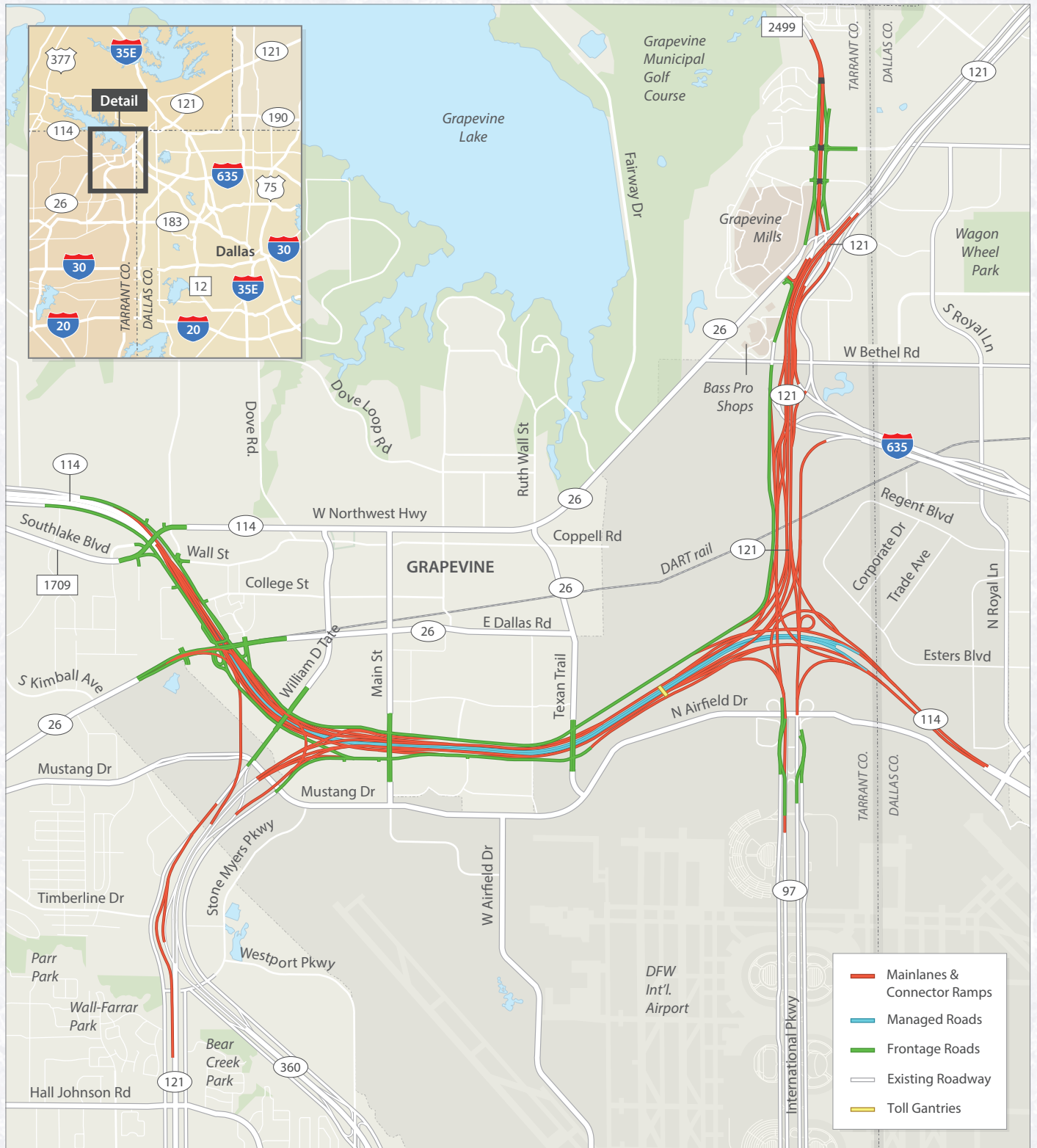
- Original phase construction started: February 2010
- Original phase final acceptance: March 2014

ULTIMATE PROJECT DETAILS (CONFIGURATION 3, UNFUNDED)

- Length: 14.4 miles (five miles of additional construction)
- Total project cost: \$2.1 billion (\$1 billion unfunded; cost includes right of way, utilities, construction, etc.)

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

- Design-build CDA with TxDOT funding the entire project cost
- NorthGate Constructors: A joint venture between Kiewit Texas Construction L.P. and Zachry Construction Corporation
- TxDOT retains the project and has the right to enter into a maximum of three, five-year maintenance agreements
- NTTA provides toll collection services. Toll policy set by the region. TxTAG, TollTag and EZ TAG transponders work on this project.



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

TxDOT graphic

DFW STRATEGIC PROJECTS OFFICE

PROJECT CONTACTS



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



Project website:
www.dfwconnector.com
www.txdot.gov
 Keyword: "DFW Connector"
 Toll-free project hotline:
 877-411-4212

Kristen Stieg
 Public Information Manager
 NorthGate Constructors
 7651 Esters Blvd.
 Irving, TX 75063
 972-536-8620

Tony Hartzel
 TxDOT DFW Strategic Projects
 Public Information Supervisor
 4777 East Highway 80
 Mesquite, TX 75150
 214-320-4481

LBJ EXPRESS

TxDOT PROJECT TRACKER

DALLASDISTRICT



"Work with others to provide safe and reliable transportation solutions for Texas."

OVERVIEW

The LBJ Express project rebuilt one of the busiest and most congested highways in North Texas. Construction began in early 2011 and reached substantial completion almost four months early in September 2015. The project was designed and built concurrently, shaving several years from the project schedule. LBJ Express provides improved mobility by almost doubling the existing roadway capacity and features a combination of four main lanes in each direction and two to three lane continuous frontage roads in each direction, three managed toll lanes in each direction that will use fluctuating, congestion managed tolling with a goal of keeping traffic moving at a minimum of 50 mph. It is the first comprehensive development agreement (CDA) project signed in Dallas County. The joint project with LBJ Infrastructure Group (LBJIG) leveraged a \$490 million TxDOT investment into \$3.1 billion to build, operate and maintain the 16.5-mile project.



Pictured are (left to right): Rafael del Pino, Chairman, Ferrovia (Developer); TxDOT Commissioner J. Bruce Bugg, Jr; Federal Highway Administration (FHWA) Administrator Greg Nadeau and Inigo Mieras, Ferrovia CEO.



The celebratory parade of vintage, emergency and construction vehicles driving on the newly opened TEXpress Lanes on Thursday, September 10, 2015.

SOURCE: TxDOT

PROJECT HISTORY TIMELINE

- Texas Transportation Commission authorized request for CDA qualifications: March 2006
- CDA executed: September 4, 2009
- Financial close: June 22, 2010
- Approval to begin detailed work: December 19, 2010
- Substantial Completion: September 10, 2015

PROJECT PROGRESS

- The project is 100 percent complete and celebrated substantial completion four months early with an official ceremony on September 10, 2015.
- All 13.3 miles of the TEXpress Lanes are now open. These include 9.7 miles of two to three managed toll lanes in each direction, mostly sub-surface lanes in center of the freeway on I-635 between Luna Road and Greenville Ave., as well as 3.6 miles of two-lane elevated toll lanes above I-35E from Loop 12 to Valwood Parkway.
- The new LBJ Express also includes:
 - Four reconstructed mainlanes in each direction
 - Continuous frontage roads the full length of the project from I-35E to US 75
 - Eastbound bypass lanes at Josey, Webb Chapel, Park Central
 - Westbound bypass lanes at Park Central, Preston, Midway, Webb Chapel and Josey
 - A new Joe Ratcliff pedestrian walkway bridge and ramp
 - Improvements to the White Rock Trail including soundwalls
 - Improved cross-street bridges over the TEXpress Lanes at Midway, Webb Chapel and Valley View
 - Improved cross-street bridges over the general purpose lanes at Preston, Montfort, Welch, Rosser and Marsh

PROJECT FACTS

LENGTH:

- I-635 from E of Luna Road to Greenville Ave.: Approx. 10.7 mi.
- I-35E from S of SL12 to S of Valwood Pkwy.: Approx. 5.8 mi.

MANAGED TEXPRESS LANES (EACH DIRECTION)

- Length: 13.3 miles (I-635: Three lanes below surface level in median area; I-35E: Two-lane elevated ramps from Loop 12 to I-635)

RIGHT OF WAY (ROW) AND UTILITIES

- All parcels are acquired and are held in the name of the State of Texas; utility relocations are 100 percent complete

CONSTRUCTION DATES

- Construction began in spring 2011 and reached substantial completion in Sept. 2015.

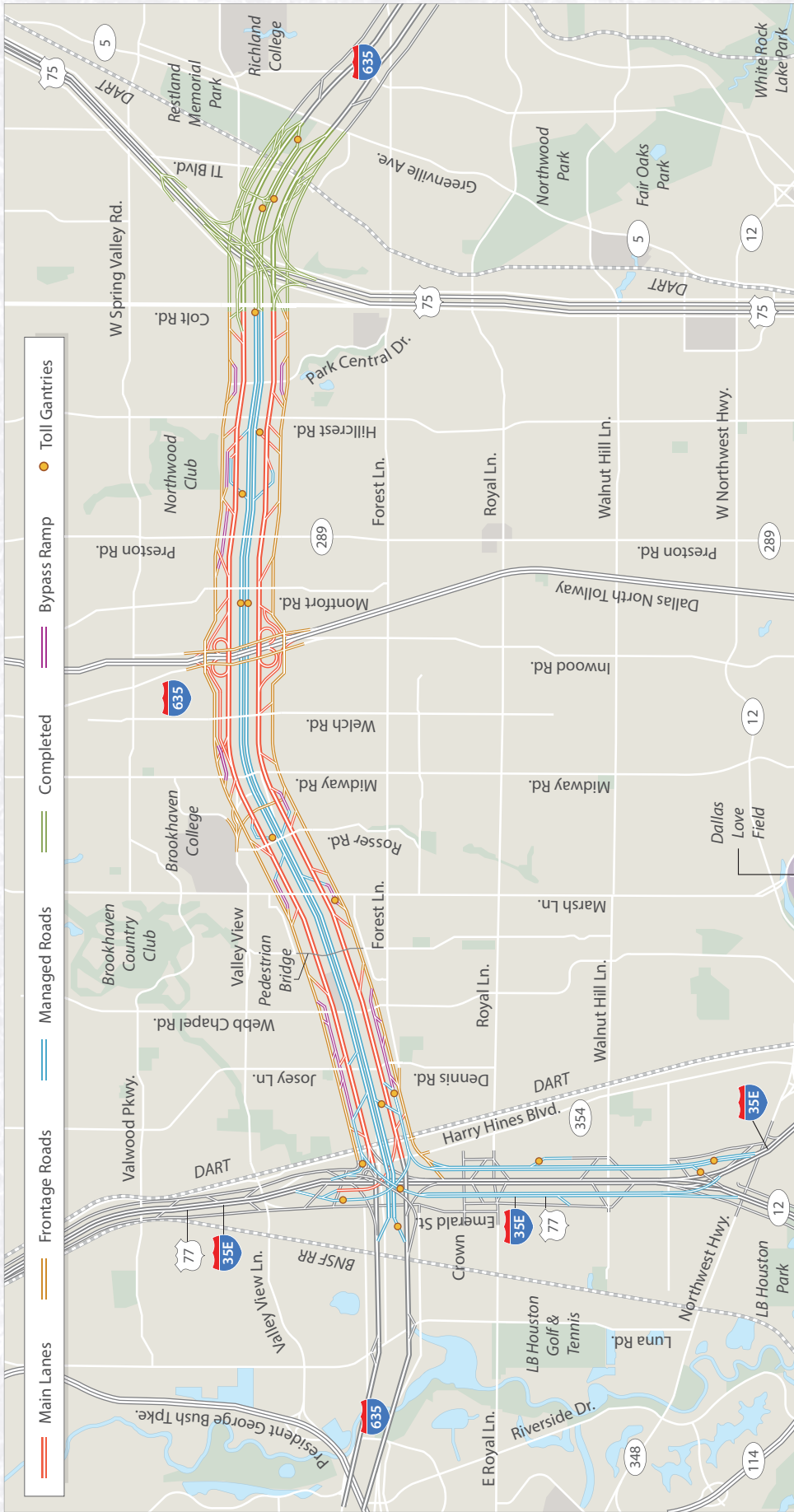
COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

CONCESSION CDA: TxDOT owns the project; LBJIG to build, finance, operate and maintain project for a term of 52 years

TOTAL PROJECT CONSTRUCTION COST: \$2.6 billion (\$490 million TxDOT/public funds; \$672 million equity from LBJIG; private activity bonds (PABs), \$615 million; federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, \$850 million

OPERATIONS AND MAINTENANCE: \$500 million (2008 dollars)

- Estimated annual routine maintenance costs (FY 2009) assumed by Developer are \$1.7 million.
- LBJIG partners include Cintra U.S., Meridiam Infrastructure Finance, and Dallas Police and Fire Pension System.
- NTTA provides toll collection services for the TEXpress Lanes. Toll policy set by the region. TxTag, TollTag and EZ TAG electronic transponders accepted in these lanes.



Configuration as proposed in Regional Mobility 2030 Plan

Roadway and Limits	Existing lanes (Each dir.)	HOV lanes (Each dir.)	Frontage lanes (Each dir.)	General purpose lanes (Each dir.)	Managed lanes (toll) (Each dir.)	Frontage lanes (Each dir.)
I-635 from Luna Road to east of U.S. 75	4	1	2*	4	2 - 3	2 - 3**
I-35E from Loop 12 to I-635	5	0	0	5	2 - 3	2 - 3 ^{AAA}

NOTE: Project area is not drawn to scale in order to emphasize details. * Discontinuous. ** Continuous. ^{AAA} I-35E frontage roads not funded.

TXDOT graphic

DFW STRATEGIC PROJECTS OFFICE



Texas Department of Transportation
 4777 East Highway 80
 Mesquite, TX 75150
 (214) 320-6100

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Tony Hartzel
 TXDOT DFW Strategic Projects
 Public Information Supervisor
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 Mesquite, TX 75150
 (214) 320-4481



Project websites: www.LBJEXPRESS.com;
TEXpress Customer Care: 877-LBJ-EXPY (877 525-3979)
Project Hotline: 214-960-5711

35EXPRESS

TxDOT PROJECT TRACKER



"Work with others to provide safe and reliable transportation solutions for Texas."

OVERVIEW

Interstate 35E (I-35E) serves the rapidly growing areas of southern and central Denton County, as well as the major Dallas suburbs immediately north of I-635. This corridor functions as a major artery for hundreds of thousands of commuters, as well as a primary link to major universities in the city of Denton, including the fourth-largest university in the state, the University of North Texas (UNT). In addition, I-35E is an important truck corridor and accommodates more than 12,000 trucks daily. The interstate also handles almost 200,000 total vehicles daily near I-635, and 128,000 vehicles a day across Lewisville Lake. Furthermore, due to the lack of continuous frontage roads across Lewisville Lake, there are no viable north-south commuting alternatives to I-35E at this crossing. Therefore, it is imperative to provide motorists reliable alternatives with a combination of continuous frontage roads and managed lanes. The \$4.8 billion project, proposed to be constructed in phases, would rebuild the entire 30-mile corridor and provide managed lanes that feature dynamic pricing to keep traffic moving at 50 mph. Approximately \$1.4 billion in funding has been identified for Phase 1 of this project, which includes SH 121 regional toll revenue (RTR) funds dedicated to Denton County. Phase 2 of the project will occur when the additional funding becomes available.



Pictured at left is an aerial view in Lewisville looking north at the Garden Ridge Boulevard Bridge construction progress in the foreground and the Lewisville Lake Bridge construction progress near the top of the photo.

AGL photo

PROJECT HISTORY

- I-35E constructed: 1950s and 1960s
- Major Investment Study for future expansion: Began 1998
- Express Lane Demonstration Program approval by Federal Highway Administration: Sept. 30, 2009
- The Senate Bill (SB) 1420 Committee determined in March 2012 that Phase 1 of the project should be delivered as a design-build project with public financing and utilizing the Regional Transportation Council managed lane policy.
- Request for Qualifications (RFQs) issued 1/23/12; received 3/23/12
- Request for Proposals (RFPs) issued July 13, 2012; received Nov. 12, 2012
- AGL Constructors, comprised of Archer Western, Granite and LANE Constructors, were selected and awarded the contract on Dec. 13, 2012
- Contract Executed: May 17, 2013
- TxDOT issued Notice to Proceed (NTP) 1 to AGL to begin design in May 2013 and NTP 2 for construction in Sept. 2013
- Construction began in late October 2013

ENVIRONMENTAL REVIEW STATUS

- Environmental Assessment public meetings: 2008
- Environmental Assessment process: 2003-2012 (complete)
- Finding of No Significant Impact by FHWA: Dec. 28, 2011 - south segment; Jan. 28, 2011 - middle segment Jan. 31, 2012 - north segment
- All public hearings have been completed
- Phase 1 FHWA environmental concurrence: Feb. 15, 2013 - south segment; April 18, 2013 - middle segment; March 11, 2013 - north segment

PROJECT FACTS

- South segment (I-635 to President George Bush Turnpike, PGBT): 7.5 miles
- Middle segment (PGBT to FM 2181): 12.1 miles
- North segment (FM 2181 to US 380): 10.5 miles
- Additional general purpose lane in each direction: N of SH 121 to US 380
- Two reversible managed toll lanes from I-635 to Turbeville/Hundley
- New southbound bridge over Lewisville Lake
- Belt Line Road intersection reconstruction

- Intersection improvements at Dickerson, FM 407, Garden Ridge, S. Denton/Oak, Turbeville/Hundley, Corinth, Post Oak, North Texas Blvd.
- Substantial completion: Mid 2017

PROJECT PROGRESS

- Beam placement continues on the new southbound mainlane and frontage road bridges over Belt Line Road.
- Drill shaft and column placement for the new Dickerson Pkwy. is underway.
- Beam placement continues on the new direct connect ramp from westbound Sam Rayburn Tollway to northbound I-35E.
- North and southbound mainlane traffic has been placed on the new southbound I-35E bridge over FM 407. The remaining FM 407 bridge will be demolished in the fall to complete the construction of the new northbound mainlane bridge. Two lanes of FM 407 (one in each direction) are expected to open by the end of the year.
- Traffic will be placed on the new southern half of the Garden Ridge Blvd. bridge in October. Crews will then demolish the remaining existing bridge and begin constructing the northern half.
- Column construction and deck pours continue on the new southbound Lewisville Lake Bridge.
- All mainlane traffic at Corinth Parkway has been placed on the new southbound bridge. One lane of traffic in each direction and the south to northbound U-turn lane on Corinth Parkway will be restored in late 2015.
- Reconstruction of the US 77 bridge and the relocation of the exit ramp to southbound Loop 288 are scheduled to be complete this fall.
- Work on the frontage roads near North Texas Blvd. has begun.

FUNDING

- Base scope and seven additional options = \$1.4 billion for Phase 1
- Federal - \$460 million; State - \$979 million (includes \$534 million in RTR funds, and \$285 million in RTR backstop funds for options, totaling \$819 million from RTR funds). Pending Transportation Infrastructure Finance and Innovation Act (TIFIA) loan approval, the Federal amount will increase and the State amount will decrease; Local - \$14 million



NOTE: Highlighted areas are not to scale.

Roadway and Limits	Existing frontage road lanes (Each dir.)	Existing main lanes (Each dir.)	Existing HOV lanes (Each dir.)	Interim*** frontage road lanes (Each dir., 2016)	Interim*** general purpose lanes (Each dir., 2016)	Interim*** reversible managed lanes (2016)	Proposed frontage road lanes (Each dir., 2030)	Proposed general purpose lanes (Each dir., 2030)	Proposed managed lanes (Each dir., 2030)
South: North of I-635 to President George Bush Turnpike	2 - 3*	3	1	2 - 3	3	2	2 - 3	4	2
Middle: President George Bush Turnpike to Turbeville Rd.	2 - 3*	3	0	2 - 3	3*** - 4	2	2 - 3	4	2
North: Turbeville Rd. to U.S. 380	2 - 3	2	0	2 - 3	3	0	2 - 3	3	1 - 2

* Discontinuous. ** PGBT to SH 121. *** Interim configuration relies primarily on use of existing pavement for expansion. Final configuration involves reconstruction of remainder of the corridor. TxDOT graphic

PROJECT CONTACTS



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INTERSTATE 35W

TxDOT PROJECT TRACKER



"Work with others to provide safe and reliable transportation solutions for Texas."

OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number eight 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 (managed toll) lanes in each direction. The project will be built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) will construct Segment 3A, from north of I-30 to north of I-820 including the I-35W/I-820 interchange. The Texas Department of Transportation (TxDOT) will construct Segment 3B, from north of I-820 to north of US 81/287, and Segment 3C, from north of US 81/287 to Eagle Parkway. I-35W carries 141,000 vehicles daily near downtown Fort Worth and 145,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



July 2015 -- I-35W from Pharr St. to SH 121 looking north.

TxDOT photo archive

PROJECT HISTORY/TIMELINE

- CDA conditionally awarded to NTEMP: January 29, 2009
- NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B on July 6, 2011
- The U.S. Department of Transportation announced on April 24, 2012 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
- TxDOT awarded a contract for 3B to Lane Construction in Sept. 2012
- A facility agreement between TxDOT and NTEMP3 was signed on March 1, 2013 and financial close occurred on Sept. 19, 2013
- Texas Transportation Commission allocates \$130 million to Segment 3C in June 26, 2014

PROGRESS

- The 3A portion (I-30 to I-820) started utility relocation in early 2014. Major construction started in fall 2014.
 - Approximately 26% complete
 - Completed demolition of the original 28th St. bridge
 - Continued construction at the I-35W/I-820 interchange
 - Closed the off-ramp from northbound I-35W to Beach St. through the end of the year (estimated)
- Construction on the 3B portion of the project (I-820 to North Tarrant Parkway) started in April 2013.
 - Completed steel beam erection for future TEXpress exit to Basswood Blvd.
 - Completing new northbound exit to Western Center Blvd.
 - Completing future southbound main lanes between North Tarrant Parkway and Basswood Blvd.
 - Reconstructing Western Center Blvd.
- TxDOT is developing construction plans for 3C (I-35W from north of US 81/287 to north of Eagle Pkwy.) and taking bids in late 2015.

PROJECT FACTS

LENGTH

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

MANAGED LANES

- Segments 3A & 3B: Two northbound and two southbound lanes
- Segment 3C: One northbound and one southbound lane
- Maximum initial travel cost: 75 cents per mile

COST

- Segment 3A: \$1.4 billion
 - Segment 3B: \$200 million
 - Segment 3C: \$130 million (Construction cost only)
- (Costs include design/construction, right of way, utilities, tolling/ITS and financing)

FUNDING

- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$442 million developer equity; \$277 million Private Activity Bonds (PABs); \$145 million provided by Metropolitan Planning Organization; \$45.7 million interest income
- Segment 3B: \$135 million Category 12; \$65 million Fund 6
- Segment 3C: \$130 million Category 12

RIGHT OF WAY

- Segment 3A: Acquisition is 95 percent complete
- Segment 3B: Acquisition complete

CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; anticipated substantial completion - 2018
- Segment 3B: Construction start - April 2013; anticipated substantial completion - 2016
- Segment 3C: Est. letting - Late 2015

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

- Segment 3A: Concession CDA -- TxDOT owns the project; NTEMP3 to build, finance, operate and maintain project
- Segment 3B: TxDOT owns the project and will design, build and finance; NTEMP3 to operate and maintain following construction
- NTEMP3 Partners: Cintra U.S., Meridiam Infrastructure Finance, Dallas Police and Fire Pension System
- North Texas Tollway Authority to provide toll collection services; TxTag, TollTag and EZ TAG electronic transponders will work on this project



NOTE: Highlighted areas are not to scale.

* 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 general purpose lanes. ^^ Currently not funded. Ultimate capacity remains a priority to the region.

SEG* Roadway and Limits

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

Skinny Configuration

General purpose lanes (Each dir.)		2
Managed lanes (toll) (Each dir.)		1
Frontage lanes (Each dir.) ^^		2 - 3

Interim Configuration**

General purpose lanes (Each dir.)		2
Managed lanes (toll) (Each dir.)		2
Frontage lanes (Each dir.)		2 - 3

SEG* Roadway and Limits

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

Interim Configuration

General purpose lanes (Each dir.)		2
Managed lanes (toll) (Each dir.)		2
Frontage lanes (Each dir.)		2

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

General purpose lanes (Each dir.) ^^		4
Managed lanes (toll) (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

General purpose lanes (Each dir.)		2 - 3
Managed lanes (toll) (Each dir.)		2
Frontage lanes (Each dir.) ^^		2

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

General purpose lanes (Each dir.) ^^		4
Managed lanes (toll) (Each dir.)		2
Frontage lanes (Each dir.)		2 - 3

SEG* Roadway and Limits

3A II	SH 121 Interchange ^^	
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DFW STRATEGIC PROJECTS OFFICE

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HORSESHOE PROJECT

TxDOT PROJECT TRACKER

DALLASDISTRICT



"Work with others to provide safe and reliable transportation solutions for Texas."

OVERVIEW

The Horseshoe Project will improve traffic flow in the heart of downtown Dallas. The \$798 million project will replace the I-30 and I-35E bridges that cross the Trinity River, as well as reconstruct the interchange. The project will also feature the construction of the Margaret McDermott Bridge, Dallas' second signature bridge designed by Santiago Calatrava. The project was aptly dubbed the "Horseshoe Project" due to its U-shape (see map) and has been given the highest priority due to the increasing bridge maintenance costs.

This project is made possible by legislation passed in 2011, which provided TxDOT with additional tools in the form of "design-build" authorization as well as additional Proposition 12 funding. The new tools provide the opportunity to close the project funding gap and construct the project at least four years sooner than conventional project development methods could. Utilizing design-build allowed the project to get underway by late-2013 and be completed as early as 2017.



Pictured above is an aerial view of the Horseshoe construction progress on I-35E from south of Colorado Boulevard looking north toward downtown Dallas.

PROJECT HISTORY

- December 2011 – Issue Request for Qualifications
- February 2012 – Receive Qualifications
- March 2012 – Short List
- April 2012 – Draft Request for Proposals
- May/June 2012 – One-on-One Meetings
- July 2012 – Issue Final RFP/One-on-One Meetings
- August 2012 – Public Hearing
- September 2012 – Federal Environmental Clearance
- October 2012 – Receive Final Proposals
- November 2012 – Conditional Award/Selection
- February 2013 - Contract Execution
- Groundbreaking ceremony on April 27, 2013 in downtown Dallas

THE ENVIRONMENTAL

- Study was 100 percent complete as of September 2012. Finding of No Significant Impact (FONS) issued September 18, 2012

PURPOSE AND NEED

- Within the project limits, I-30 and I-35E carry more than 460,000 vehicles per week day
- Ranked in the 20 most congested roadways in Texas
- Rapid deterioration of bridges built in the 1930s and 1950s
- Increasing maintenance and repair costs in recent years
- Local stakeholders raised the priority to develop a financially attainable solution that addressed the safety and congestion concerns

PROJECT FACTS

- Replace I-30 and I-35E bridges over the Trinity River
- Length: Five miles

- Cost: \$798 million (\$715 million Design-Build Contract; \$83 million, other project costs)
- Completion Date: Summer 2017

PROJECT PROGRESS

- Construction continues for Dallas' second signature bridge, the Margaret McDermott Bridge on I-30 over the Trinity River. All four abutment pedestals are complete. Crews completed installation of the eastbound arch on August 23 and are currently working on removing the temporary shoring and installing the superstructure.
- Work continues on the westbound I-30 mainlanes and frontage road bridge across the Trinity River.
- Traffic from northbound I-35E to eastbound I-30 was shifted onto the new northbound frontage road bridge on March 7. Northbound I-35E thru traffic was shifted on to the same bridge on June 27, 2015.
- Work continues on the new southbound I-35E frontage road bridge from Colorado Boulevard to Riverfront Boulevard.
- Traffic from eastbound I-30 to northbound I-35E and Commerce Street was shifted onto the new direct connector on September 6.
- Construction of various bridges continues throughout the Mixmaster, including the westbound I-30 direct connector to southbound I-35E.
- Commuters can connect with the project on the project website at: www.dallashorseshoe.com; Facebook: at www.facebook.com/dallashorseshoe; Twitter: www.twitter.com/dallashorseshoe; or text "dallashorseshoe" to 31996 for text alerts.

FUNDING

- \$604.7 million - Prop 12 (P2 PE/ROW; P2 TMA; P2 Bridge; P1 Anticipated)
- \$7 million - Prop 14
- \$21.4 million - SH 121 RTR
- \$106.3 million - Cat 10 HPS/DEMO Earmarks
- \$75 million - Cat 6 Federal Bridge
- \$4.45 million - Cat 7 STP-MM

0521_092415



Preliminary Horseshoe Schematic (April 2012)



TxDOT graphic

PROJECT CONTACTS



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MIDTOWN EXPRESS TxDOT PROJECT TRACKER



"Work with others to provide safe and reliable transportation solutions for Texas."

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 a 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 designed to keep traffic moving at 50 mph. The ultimate project for these roadways is not currently funded.



Start of construction on State Highway 114.

TxDOT photo archives

PROJECT HISTORY/TIMELINE

- Major Investment Study for future expansion: 1998-2000
- Unsolicited proposal received for SH 183/I-820 corridor redevelopment between Interstate 35W (I-35W) and I-35E: 2002
- A Request for Qualifications (RFQ) was issued on February 20, 2013
- TxDOT issued a final Request for Proposals (RFP) on November 7, 2013
- Southgate Mobility Partners was given conditional award on May 29, 2014
- Financial Public Hearings were held simultaneously on June 24, 2014 in Dallas County and in Tarrant County
- The contract between TxDOT and SouthGate was executed on November 20, 2014, the project reached Notice to Proceed 1 (NTP1) on December 2, 2014 and Notice to Proceed 2 (NTP2) on March 31, 2015

ENVIRONMENTAL REVIEW STATUS

- SH 183, SH 114 and Loop 12 re-evaluations for the interim project were approved in March and April of 2014
- Subsequent re-evaluations for minor configuration changes to SH 183 were approved in April and May 2015

PROJECT PROGRESS

- Roadway construction is underway on SH 114
- Utility work has started on the east and westbound SH 183 frontage roads in Irving
- Bridge widening on SH 114 over O'Connor Blvd. is nearing completion
- Bridge widening is underway on Spur 482 under SH 114
- Structure work is underway at the Trinity River Bridge
- Bridge work on SH 114 over Northwest Highway will begin in late fall
- The monthly Business Owner Task Force meetings continue to grow and rotate to different areas of the corridor

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 Pkwy.: 10.5 miles
- Loop 12 from SH 183 to I-35E: 2.5 miles

COST

- \$847.6 million (Design and Construction)

PROJECT

- Obtain ROW
- Reconstruct portions of frontage roads
- Reconstruct portions of general purpose lanes
- Construct one managed toll lane in each direction
- Construct one managed lane westbound on SH 114 from SH 161 to International Parkway

ULTIMATE PROJECT (ESTIMATED OPERATION TBD)

COST

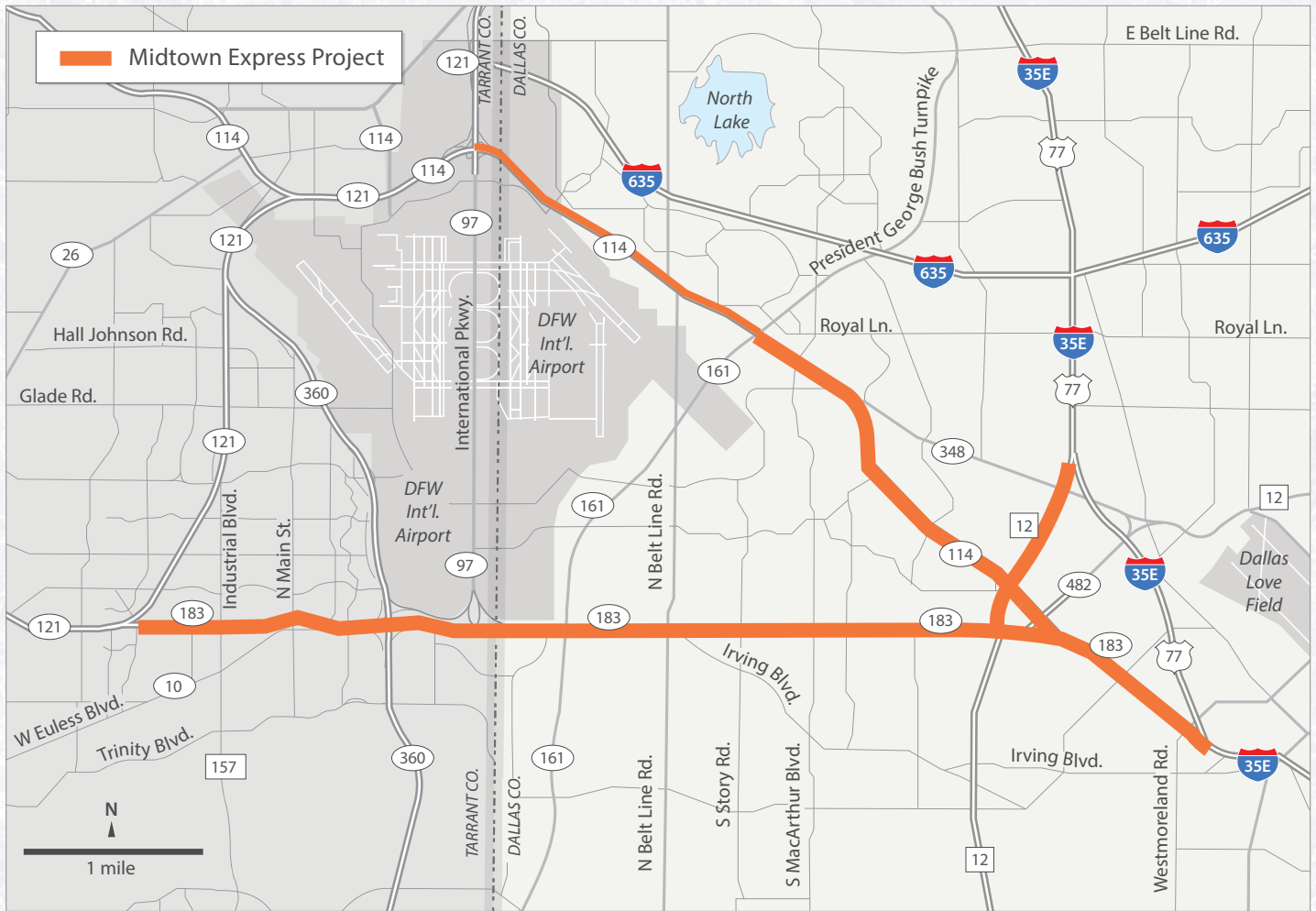
- \$3.8 billion (funding not identified)

PROJECT

- Add one general purpose lane in each direction in some locations
- Up to three managed toll lanes in each direction in some locations
- Continuous frontage roads where applicable
- Diamond Interchange completion

SCHEDULE

- Midtown Express Construction Start: April 2015
- Midtown Express Substantial Completion (Anticipated): 2018
- Ultimate construction to begin when funds become available



NOTE: Not to scale.

TxDOT graphic

SH 183 BETWEEN SH 121 AND I-35E

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

SH 114 BETWEEN INTERNATIONAL PKWY AND ROCHELLE BLVD

	Managed 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 Configuration	2	4	2 - 4

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

TxDOT graphic

LOOP 12 BETWEEN SH 183 AND I-35E

	Managed 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 Configuration	2R	4	2 - 3

PROJECT CONTACTS



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STATE HIGHWAY 360

TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS

"Work with others to provide safe and reliable transportation solutions for Texas."



OVERVIEW

State Highway 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 will begin in fall 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 will be built using the design-build construction method, which typically cuts construction time in half.



PROJECT HISTORY/TIMELINE

- First frontage road project south of I-20 (I-20 to New York Ave.): 1994
- Additional frontage road projects (New York Avenue to East Broad Street; East Broad Street to US 287): 1997 and 2003, respectively
- Interchange project at Green Oaks Blvd. including mainlanes from I-20 to Sublett Road: 2006
- Environmental clearance received Jan. 16, 2014

PROGRESS

- The Regional Transportation Council (RTC) approved a resolution to financially backstop TxDOT's \$300 million loan to develop, finance and construct SH 360 on Dec. 5, 2013. NTTA will operate the toll road and will use revenue collected to repay the loan. NTTA's Executive Board approved the TxDOT/NTTA Project Development Agreement (PDA) on Feb. 19, 2014; the Texas Transportation Commission (TTC) approved the PDA and authorized TxDOT to issue a Request for Qualifications (RFQ) on Feb. 27, 2014.
- TxDOT issued an RFQ on March 11, 2014.
- TxDOT received nine Qualification Statements (Qs) on May 30, 2014 in response to the RFQ.
- On June 26, 2014, TxDOT announced the five most qualified teams to compete for the SH 360 Project. These teams were invited to submit a detailed proposal.
- TxDOT released the final Request for Proposals (RFP) on Sept. 8, 2014.
- The Texas Transportation Commission conditionally awarded the development contract to Lane-Abrams Joint Venture at its Feb. 26, 2015 meeting.
- Financial Public Hearings were held in Ellis and Johnson counties on April 21 and in Tarrant County on April 23.
- The contract between TxDOT and Lane-Abrams Joint Venture was executed and the project reached Notice to Proceed 1 (NTP1) on May 15, 2015. Notice to Proceed 2 (NTP2) was reached on August 28, 2015.

PROJECT FACTS

LENGTH

- Green Oaks Blvd. to US 287: 9.7 miles

COST

- Initial project cost: \$300 million*
 - Estimated ultimate project cost: \$625 million
- * In 2013 dollars

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
- 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, 2013)

- At Bardin Road: 90,000
- At Southeast Parkway: 52,000
- At Holland Road: 24,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

ANTICIPATED SCHEDULE (INITIAL)

- Start of construction: Fall 2015
- Substantial completion: Late 2017



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

TxDOT graphic

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 lane (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

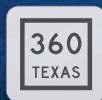
SOURCE: Texas Department of Transportation.

TxDOT graphic

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DALLAS DISTRICT

PROGRESS

Monthly Report on Dallas District Projects and Topics *** COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

TxDOT Preparing For Snow And Ice Season

DALLAS—Depending on your preferred source of long-range weather forecasting — Farmer’s Almanac, Magic 8 Ball or skilled meteorologist — North Texas could see more snow and ice this year than in year’s past.



That outlook can be attributed to predictions of one of the strongest El Niño weather patterns in recent memory. 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.

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.

This season, the Dallas District will again have more than 185 pieces of equipment and nearly 350 employees readily available to immediately start working around the clock as soon as winter weather threatens North Texas.

In Dallas County alone, TxDOT will have 68 vehicles and 130 employees ready to respond to a winter weather event. The Dallas District has 14 snow plow blade attachments.

Last year, the District began using a new 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 were 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.

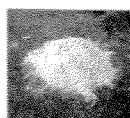
Also, the District has a full stock of other materials on hand, including 5,416 tons of salt/sand mixture and 36,136 tons of ice rock/chat, materials commonly used to speed the melting process and improve traction on icy roads. Those materials are enough to carry the District through multiple days of snow and ice.

TxDOT will be ready the moment winter weather moves into North Texas. ■

AFTER SNOW/ICE EVENT

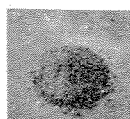
- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (Potholes, guardrails, structures, etc.)
- Equipment is serviced & prepared for the next winter storm

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

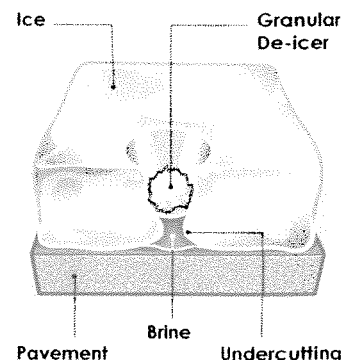
SOURCE: www.usroads.com

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.

TxDOT graphic

SEPTEMBER 2015 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)**	CONTRACTOR	
0048-08-049	I-35E	2 miles south of FM 566 (Hill C/L) to US 77 south of Waxahachie	Widen 4 lane rural to 6 lanes	\$33.89	\$35.78	5.58	\$43.10	OHL USA, Inc.	1
0081-13-041	I-35W	Eagle Parkway to SH 114	Construct 2 lane southbound frontage roads	\$16.96	\$15.43	-9.04	\$24.19	Mario Sinacola & Sons Excavating, Inc.	2
0092-14-080	I-345	I-30: northbound & southbound to SP 366 over I-30, US 75, and DART Railroad	Repair steel elements subject to fatigue loading	\$32.11	\$30.45	-5.18	\$38.30	Gibson & Associates, Inc.	3
0281-01-032	SH 78	FM 6 to Bus 78E (North)	Mill, base repair and overlay	\$2.56	\$2.63	2.77	\$3.15	Austin Bridge & Road Services, LP	4
0442-02-157	I-35E	On I-35E, SL 12, and SP 408	Full depth repair concrete pavement and overlay	\$3.18	\$3.24	1.89	\$3.87	Austin Bridge & Road Services, LP	5
0047-06-157*	US 75	Various locations in Collin County	For the construction of full depth repair	\$1.31	\$1.53	16.83	\$1.85	O. Trevino Construction, LLC	
0048-03-092*	US 77	Various highways in the Dallas District	Seal coat	\$11.57	\$10.51	-9.18	\$12.20	Brannan Paving Co., Ltd.	
SEPTEMBER 2015 TOTAL				\$101.58	\$99.57	-1.98	\$126.66		
DISTRICT FY ACCUMULATIVE LETTINGS				\$105.03	\$100.56	-1.94			
DALLAS DISTRICT LETTING CAP							\$826.54		

* Unmapped.

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

OCTOBER 2015 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0816-04-054	FM 455	0.21 mile west of FM 3356 to US 75	Shoulder widening	\$4.17	1
1014-02-041	FM 548	SH 205 to SH 66	Rehabilitate existing roadway	\$14.07	2
1050-01-017	FM 85	I-45 to FM 1182	Add shoulders and rehabilitate roadway	\$14.83	3
3146-01-006	FM 148	FM 148 from FM3094 S to FM 3094 N to SH 243 from US 175 to FM 987	Milling, base repair, overlay, & pavement marking	\$3.46	4
TOTAL				\$36.53	

COMPLETED CONSTRUCTION PROJECTS (FROM SEPTEMBER 1 – 30, 2015)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0197-02-112	US 175	I-20 to Kaufman C/L	Mill, Full Depth Repair & ACP Overlay	9/02/15	\$2.71	1
1047-03-063	FM 1382	New Clark Rd. to Straus Rd. in Cedar Hill	Widen Roadway & Upgrade Traffic Signals	9/04/15	\$1.89	2
0048-08-048	I-35E	Bill Lewis Rd to Waxahachie Lake	Rehabilitate FRTG RD Pavement	9/11/15	\$1.57	3
0095-11-008	FM 688	US 80 to FM 548	Rehabilitation Existing Roadway	9/18/15	\$0.83	4
0918-22-143	CR	Cartwright Rd. at Big Onion Creek tributary	Replace bridge and approaches	9/11/15	\$0.60	5
0173-02-070*	SH 34	Various roads in Kaufman County	Profile Pavement Markings Non-Site	9/16/15	\$0.84	
TOTAL					\$8.44	

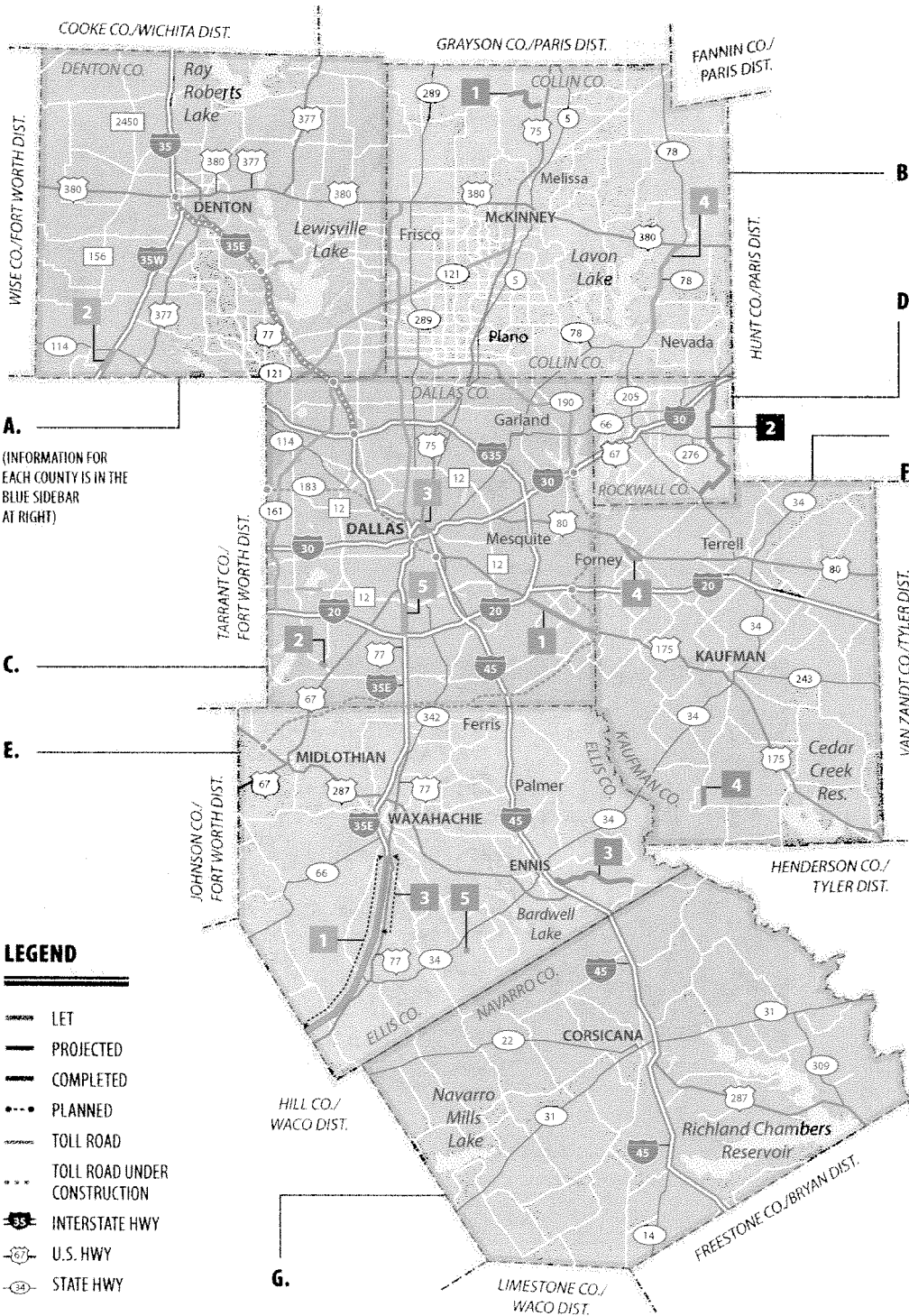
*Unmapped.

SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

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

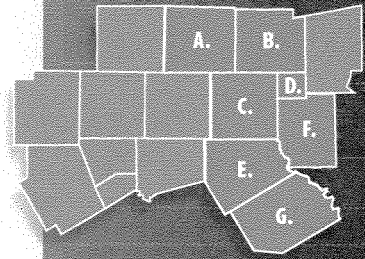


A.
(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)

LEGEND

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

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



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

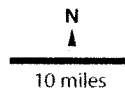
C. | DALLAS COUNTY
VEHICLE REGISTRATION: 2,064,783
*POPULATION ESTIMATE: 2,454,880
LANE MILES: 3,366.158

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: 1,523.910

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



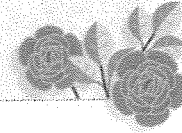


Mr. Kevin M. of Ellis County, TX:
 "Thank you so much for repairing the road. Your crew did a great job. Once again thank you."
 – Kevin.

SOURCE: Texas Department of Transportation

Mr. Donald L. of Grapevine, TX:
 "I just wanted to commend the work you have been doing along 121 from Grapevine to Lewisville. The project management and crew have been exemplary, safe, and considerate.

We have been able to transition the changes very well and the progress is a pleasure to observe. Thank you for a well run project. You guys are really deserving of recognition."



TxDOT graphics



DENTON COUNTY—TxDOT's Denton Area Maintenance Office assisted the Texas Department of Parks and Wildlife this week in removing more than 1,000 tons of silt and dirt from parking lots and roads at the Greenbelt Corridor of Ray Roberts Lake State Park. Flood waters earlier this year pushed dirt and sand into the park, covering several parking areas, roads and pathways. The 20-mile multiuse Greenbelt Corridor runs from the Ray Roberts Dam to Lake Lewisville, along the Elm Fork Branch of the Trinity River. Horse riders can use 12 miles of the trail, while 10 miles are for hike and bike use only.



Jason Palmer and Kent Rivers of TxDOT's Denton Area Office work with the Texas Department of Parks and Wildlife to remove 1,110 tons of silt and dirt from parking lots and roads in the Greenbelt Corridor of Ray Roberts Lake State Park.



Brian McCarthy was one of several TxDOT maintenance crew members at the Greenbelt Corridor of Ray Roberts Lake State Park, helping to clear roads and parking lots. The park was covered in more than 1,100 tons of silt and dirt following floods earlier this year.

SOURCE: Texas Department of Transportation



From Left: Bobby Hale, Brian McCarthy and Randy Germany of TxDOT's Denton Area Office work with the Texas Department of Parks and Wildlife to remove 1,110 tons of sand and dirt pushed into the Greenbelt Corridor of Ray Roberts Lake State Park by flood waters this past summer.

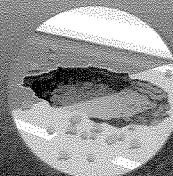
TxDOT graphics

DALLAS DISTRICT | PROGRESS



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

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



REPORT A POTHOLE:

Visit www.txdot.gov/contact-us/formhtml?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>