

PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 20118 **Facility:** US 377 **Location/Limits From:** IH 35E **Modification #:** 2017-0423
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SOUTH OF FM 1830
County: DENTON **CSJ:** 0081-04-025, 0081-04-036
City: DENTON **Desc:** WIDEN 2 LANE TO 6 LANE URBAN DIVIDED SECTION
Request: INCREASE PROP 1 FUNDING AMOUNT TO COVER CURRENT ESTIMATE WITH INFLATION; DELAY CONSTRUCTION PHASE TO FY2018

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0081-04-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2013	ENG	0081-04-025	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$0	\$2,000,000	\$0	\$0	\$1,000,000	\$3,000,000
2016	ROW	0081-04-036	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,500,000	\$500,000	\$0	\$5,000,000
2016	UTIL	0081-04-036	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$100,000	\$25,000	\$0	\$125,000
2017	CON	0081-04-025	Cat 2M - Prop 1:	\$0	\$10,680,752	\$0	\$0	\$0	\$10,680,752
2017	CON	0081-04-025	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
Phase Subtotal:				\$0	\$10,680,752	\$100,000	\$0	\$0	\$10,780,752
Grand Total:				\$0	\$12,680,752	\$4,700,000	\$525,000	\$1,000,000	\$18,905,752

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0081-04-025	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2013	ENG	0081-04-025	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Phase Subtotal:				\$0	\$2,000,000	\$0	\$0	\$1,000,000	\$3,000,000
2016	ROW	0081-04-036	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$4,500,000	\$500,000	\$0	\$5,000,000
2016	UTIL	0081-04-036	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$100,000	\$25,000	\$0	\$125,000
2018	CON	0081-04-025	Cat 2M - Prop 1:	\$0	\$12,156,936	\$0	\$0	\$0	\$12,156,936
2018	CON	0081-04-025	Cat 3 - RTR 121 - DE1:	\$0	\$0	\$100,000	\$0	\$0	\$100,000
2018	CON	0081-04-025	Cat 4 - Prop 1:	\$0	\$10,471,047	\$0	\$0	\$0	\$10,471,047
Phase Subtotal:				\$0	\$22,627,983	\$100,000	\$0	\$0	\$22,727,983
Grand Total:				\$0	\$24,627,983	\$4,700,000	\$525,000	\$1,000,000	\$30,852,983

Revisions since STTC Meeting: Decreased Cat 2-Prop 1 Construction funding to \$12,156,936; added \$10,471,642 Cat 4-Prop 1 Construction funding in FY2018

PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 83255 **Facility:** FM 455 **Location/Limits From:** WEST OF FM 2450 **Modification #:** 2017-0436
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** EAST OF MARION RD
County: DENTON **CSJ:** 0816-02-072
City: VARIOUS **Desc:** RECONSTRUCT AND WIDEN TWO LANE RURAL TO FOUR LANE URBAN DIVIDED
Request: INCREASE ENGINEERING FUNDING AND ADVANCE TO FY2017; INCREASE ROW FUNDING AND ADVANCE TO FY2021; ADD UTILITIES PHASE IN FY2021; INCREASE CONSTRUCTION FUNDING TO INFLATED "YEAR OF EXPENDITURE" ESTIMATE AND ADD CONSTRUCTION PHASE TO APPENDIX D OF THE 2017-2020 TIP/STIP
Comment: 10 YEAR PLAN PROJECT; LOCAL CONTRIBUTION TO BE PAID BY DENTON COUNTY

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0816-02-072	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$900,000	\$900,000
2035	ENG	0816-02-072	SBPE:	\$0	\$250,000	\$0	\$0	\$0	\$250,000
2035	ROW	0816-02-072	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$6,000,000	\$6,000,000
Grand Total:				\$0	\$250,000	\$0	\$0	\$6,900,000	\$7,150,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0816-02-072	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$900,000	\$900,000
2017	ENG	0816-02-072	SBPE:	\$0	\$2,100,000	\$0	\$0	\$0	\$2,100,000
Phase Subtotal:				\$0	\$2,100,000	\$0	\$0	\$900,000	\$3,000,000
2021	ROW	0816-02-072	S102:	\$12,880,000	\$1,610,000	\$0	\$1,610,000	\$0	\$16,100,000
2021	CON	0816-02-072	Cat 2M:	\$34,254,312	\$8,563,578	\$0	\$0	\$0	\$42,817,890
Grand Total:				\$47,134,312	\$12,273,578	\$0	\$1,610,000	\$900,000	\$61,917,890

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2017	ENG	0816-02-072	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$900,000	\$900,000
2017	ENG	0816-02-072	SBPE:	\$0	\$2,100,000	\$0	\$0	\$0	\$2,100,000
Phase Subtotal:				\$0	\$2,100,000	\$0	\$0	\$900,000	\$3,000,000
2021	ROW	0816-02-072	S102:	\$12,880,000	\$1,610,000	\$0	\$1,610,000	\$0	\$16,100,000
2021	UTIL	0816-02-072	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2021	CON	0816-02-072	Cat 2M:	\$34,254,312	\$8,563,578	\$0	\$0	\$0	\$42,817,890
Grand Total:				\$48,734,312	\$12,473,578	\$0	\$1,810,000	\$900,000	\$63,917,890

Revisions since STTC Meeting: Added Utilities phase in FY2021

PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 83223 **Facility:** FM 664 **Location/Limits From:** US 287 IN WAXAHACHIE **Modification #:** 2017-0438
Impementing Agency: TXDOT-D LLAS **Location/Limits To:** FM 664 IN WAXAHACHIE
County: ELLIS **CSJ:** 1051-01-038
City: VARIOUS **Desc:** WIDEN 2 LANE RURAL TO 4 LANE DIVIDED URBAN
Request: ADD ROW PHASE IN FY2040, REVISE LIMITS TO FM 664 FROM US 287 IN WAXAHACHIE TO FM 664

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	1051-01-038	SBPE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
Grand Total:				\$0	\$400,000	\$0	\$0	\$0	\$400,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	1051-01-038	SBPE:	\$0	\$400,000	\$0	\$0	\$0	\$400,000
2040	ROW	1051-01-038	S102:	\$12,000,000	\$1,500,000	\$0	\$1,500,000	\$0	\$15,000,000
Grand Total:				\$12,000,000	\$1,900,000	\$0	\$1,500,000	\$0	\$15,400,000

Revisions since STTC Meeting: Project is being Withdrawn from the cycle due to inconsistency with the 2040 Plan

PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55099 **Facility:** IH 35W **Location/Limits From:** EAGLE PARKWAY **Modification #:** 2017-0440
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** SH 114
County: DENTON **CSJ:** 0081-13-057
City: HASLET **Desc:** CONSTRUCT 2 LANE NORTHBOUND FRONTAGE ROAD WITH RAMP MODIFICATIONS (PHASE 2)
Request: INCREASE CONSTRUCTION FUNDING IN FY2017; REVISE SCOPE TO CONSTRUCT 2/3 LANE NORTHBOUND FRONTAGE ROAD WITH RAMP MODIFICATIONS (PHASE 2)

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0081-13-057	SBPE:	\$0	\$600,000	\$0	\$0	\$0	\$600,000
2016	ROW	0081-13-057	S102:	\$1,800,000	\$200,000	\$0	\$0	\$0	\$2,000,000
2017	CON	0081-13-057	Cat 1:	\$319,751	\$79,938	\$0	\$0	\$0	\$399,689
2017	CON	0081-13-057	Cat 2M - Prop 1:	\$0	\$11,000,000	\$0	\$0	\$0	\$11,000,000
Phase Subtotal:				\$319,751	\$11,079,938	\$0	\$0	\$0	\$11,399,689
Grand Total:				\$2,119,751	\$11,879,938	\$0	\$0	\$0	\$13,999,689

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0081-13-057	SBPE:	\$0	\$600,000	\$0	\$0	\$0	\$600,000
2016	ROW	0081-13-057	S102:	\$1,800,000	\$200,000	\$0	\$0	\$0	\$2,000,000
2017	CON	0081-13-057	Cat 1:	\$319,751	\$79,938	\$0	\$0	\$0	\$399,689
2017	CON	0081-13-057	Cat 2M - Prop 1:	\$0	\$16,100,000	\$0	\$0	\$0	\$16,100,000
Phase Subtotal:				\$319,751	\$16,179,938	\$0	\$0	\$0	\$16,499,689
Grand Total:				\$2,119,751	\$16,979,938	\$0	\$0	\$0	\$19,099,689

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0081-13-057	SBPE:	\$0	\$600,000	\$0	\$0	\$0	\$600,000
2016	ROW	0081-13-057	S102:	\$1,800,000	\$200,000	\$0	\$0	\$0	\$2,000,000
2017	CON	0081-13-057	Cat 1:	\$319,751	\$79,938	\$0	\$0	\$0	\$399,689
2017	CON	0081-13-057	Cat 2M - Prop 1:	\$0	\$14,536,558	\$0	\$0	\$0	\$14,536,558
Phase Subtotal:				\$319,751	\$14,616,496	\$0	\$0	\$0	\$14,936,247
Grand Total:				\$2,119,751	\$15,416,496	\$0	\$0	\$0	\$17,536,247

Revisions since STTC Meeting: Clarified scope from "2 lane northbound frontage road" to "2/3 lane northbound lane frontage road" to be consistent with Mobility 2040; reduced Cat 2-Prop 1 to \$14,536,558 due to low bid

PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55104 **Facility:** US 377 **Location/Limits From:** SL 288 **Modification #:** 2017-0441
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** US 377/US 380 INTERSECTION
County: DENTON **CSJ:** 0135-10-057, 1035-10-057
City: DENTON **Desc:** ADD RAISED MEDIAN WITH LEFT TURN LANES, ADD RIGHT TURN LANES AND RESTRIPE FOR SHARED USE
Request: ADD UTILITIES PHASE IN FY2020; ADVANCE ENGINEERING AND ROW PHASES TO FY2020 THEREBY ADDING PROJECT TO THE 2017-2020 TIP/STIP; ADD CONSTRUCTION FUNDING IN FY2021; CHANGING FACILITY FROM US 380 AS APPROVED BY THE RTC ON DECEMBER 8, 2016 TO US 380/US 377
Comment: CMAQ FOR SHARED USE PATH ONLY; LOCAL CONTRIBUTION PAID FOR BY CITY OF DENTON; 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2040	ENG	0135-10-057	SBPE:	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2040	ROW	0135-10-057	S102:	\$5,280,000	\$1,320,000	\$0	\$0	\$0	\$6,600,000
Grand Total:				\$5,280,000	\$2,320,000	\$0	\$0	\$0	\$7,600,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0135-10-057	SBPE:	\$0	\$904,000	\$0	\$0	\$0	\$904,000
2020	ROW	0135-10-057	S102:	\$2,400,000	\$300,000	\$0	\$300,000	\$0	\$3,000,000
2021	CON	0135-10-057	Cat 2M:	\$14,271,211	\$3,567,803	\$0	\$0	\$0	\$17,839,014
2021	CON	0135-10-057	Cat 5:	\$532,000	\$133,000	\$0	\$0	\$0	\$665,000
Phase Subtotal:				\$14,803,211	\$3,700,803	\$0	\$0	\$0	\$18,504,014
Grand Total:				\$17,203,211	\$4,904,803	\$0	\$300,000	\$0	\$22,408,014

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0135-10-057	SBPE:	\$0	\$904,000	\$0	\$0	\$0	\$904,000
2020	ROW	0135-10-057	S102:	\$2,400,000	\$300,000	\$0	\$300,000	\$0	\$3,000,000
2020	UTIL	1035-10-057	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2021	CON	0135-10-057	Cat 2M:	\$14,271,211	\$3,567,803	\$0	\$0	\$0	\$17,839,014
2021	CON	0135-10-057	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$95,000	\$95,000
2021	CON	0135-10-057	Cat 5:	\$532,000	\$133,000	\$0	\$0	\$0	\$665,000
Phase Subtotal:				\$14,803,211	\$3,700,803	\$0	\$0	\$95,000	\$18,599,014
Grand Total:				\$18,803,211	\$5,104,803	\$0	\$500,000	\$95,000	\$24,503,014

Revisions since STTC Meeting: Added Local Contribution and noted that it will be paid for by the City of Denton; added Utilities phase in FY2020

PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55067 **Facility:** IH 45 **Location/Limits From:** LENWAY **Modification #:** 2017-0452
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** GOOD LATIMER
County: DALLAS **CSJ:** 0092-14-088
City: DALLAS **Desc:** RECONSTRUCT IH 45 AND SM WRIGHT INTERCHANGE (PHASE 2B)
Request: ADVANCE ENGINEERING PHASE TO FY2018; ADD ROW PHASE IN FY2018; ADD UTILITIES PHASE IN FY2018; ADD CONSTRUCTION PHASE IN FY2019 AND INCREASE CONSTRUCTION FUNDING TO MATCH LATEST "YEAR OF EXPENDITURE" ESTIMATE
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	0092-14-088	SBPE:	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Grand Total:				\$0	\$500,000	\$0	\$0	\$0	\$500,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0092-14-088	SBPE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2018	ROW	0092-14-088	S102:	\$1,760,000	\$440,000	\$0	\$0	\$0	\$2,200,000
2019	CON	0092-14-088	Cat 2M:	\$21,061,842	\$5,265,460	\$0	\$0	\$0	\$26,327,302
Grand Total:				\$22,821,842	\$6,905,460	\$0	\$0	\$0	\$29,727,302

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0092-14-088	SBPE:	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2018	ROW	0092-14-088	S102:	\$1,760,000	\$440,000	\$0	\$0	\$0	\$2,200,000
2018	UTIL	0092-14-088	S102:	\$1,800,000	\$200,000	\$0	\$0	\$0	\$2,000,000
2019	CON	0092-14-088	Cat 2M:	\$21,061,842	\$5,265,460	\$0	\$0	\$0	\$26,327,302
Grand Total:				\$24,621,842	\$7,105,460	\$0	\$0	\$0	\$31,727,302

Revisions since STTC Meeting: Add Utilities phase to FY2018

PROPOSED AUGUST 2017 TIP MODIFICATIONS FOR RTC MEETING

TIP Code: 55134 **Facility:** US 175 **Location/Limits From:** DALLAS COUNTY LINE **Modification #:** 2017-0474
Impementing Agency: TXDOT-DALLAS **Location/Limits To:** WEST OF FM 1389
County: KAUFMAN **CSJ:** 0197-03-074
City: SEAGOVILLE **Desc:** RAMP MODIFICATIONS
Request: ADVANCE ENGINEERING PHASE TO FY2018; ADD UTILITIES PHASE IN FY2018; ADD CONSTRUCTION PHASE IN FY2019 THEREBY ADDING PROJECT TO THE 2017-2020 TIP/STIP AS APPROVED BY THE RTC ON DECEMBER 8, 2016 AND INCREASE CONSTRUCTION FUNDING TO INFLATED "YEAR OF EXPENDITURE" ESTIMATE; CHANGE LIMITS FROM WHAT THE RTC APPROVED ON DECEMBER 8, 2016 - LIMITS ARE ALREADY CORRECTLY REFLECTED IN THE 2017-2020 TIP/STIP
Comment: 10 YEAR PLAN PROJECT

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2035	ENG	0197-03-074	SBPE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Grand Total:				\$0	\$200,000	\$0	\$0	\$0	\$200,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0197-03-074	SBPE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2019	CON	0197-03-074	Cat 2M:	\$1,730,400	\$432,600	\$0	\$0	\$0	\$2,163,000
Grand Total:				\$1,730,400	\$632,600	\$0	\$0	\$0	\$2,363,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0197-03-074	SBPE:	\$0	\$200,000	\$0	\$0	\$0	\$200,000
2018	UTIL	0197-03-074	S102:	\$1,800,000	\$200,000	\$0	\$0	\$0	\$2,000,000
2019	CON	0197-03-074	Cat 2M:	\$1,730,400	\$432,600	\$0	\$0	\$0	\$2,163,000
Grand Total:				\$3,530,400	\$832,600	\$0	\$0	\$0	\$4,363,000

Revisions since STTC Meeting: Added Utilities phase in FY2018

SUMMARY OF APPROVED TRANSPORTATION AND AIR QUALITY BILLS
85TH TEXAS LEGISLATURE

SB 1004 (Hancock) Relating to the deployment of network nodes in public right-of-way; authorizing fees.

The bill allows wireless network companies to place network nodes in the public right-of-way (ROW) and would provide rules, regulations, and fee structures to reimburse cities for use of the ROW.

Municipalities would retain authority to manage the public ROW to ensure the health, safety, and welfare of the public, and would receive compensation installing network nodes on poles.

Definitions

The bill provides definitions for the following terms: antenna, applicable codes, collocate, collocation, decorative pole, design district, historic district, law, macro tower, micro network node, municipally owned pole, municipal park, network node, network provider, permit, pole, private easement, public ROW, public ROW rate, service pole, transport facility, utility pole, wireless service, and wireless service provider.

Limitation on Size of Network Nodes

The bill limits the size and placement of network nodes. Equipment attached to a utility pole would have to be installed in accordance with the National Electric Safety Code, subject to applicable codes, and the utility pole owner's construction standards.

Exclusive Use Prohibited

A municipality may not enter into an exclusive arrangement with any person for use of the public ROW for the construction, operation, marketing, or maintenance of network nodes or node support poles.

Annual Public ROW Rate and Adjustment

A rate for use of the public ROW could not exceed an annual amount equal to \$250 per network node installed in the public ROW in the city limits. The municipality could charge a network provider a lower fee if the lower fee was nondiscriminatory, related to the use of the public ROW, and not a prohibited gift of the public property. A municipality also could adjust the fee once annually by half the annual change to the consumer price index.

Use of Public ROW and Applicable Rate

A network provider that wants to connect a network node to the network using the public ROW may install its own transport facilities or obtain transport service from a person that is paying municipal fees to occupy the public ROW that are the equivalent of not less than \$28 per node per month.

Collocation of Network Nodes on Service Poles

A municipality shall allow collocation of network nodes on service poles on nondiscriminatory terms and conditions and at a rate not greater than \$20 per year per service pole.

Prohibition on Other Compensation

A municipality may not require a network provider to pay any compensation other than the compensation authorized by this chapter for the right to use a public ROW for network nodes, node support poles, or transport facilities for network nodes.

Right of Access to Public ROW

Subject to the approval of a permit application if required, a network provider could, without need for a special use permit or similar zoning review and not subject to further land use approval, do the following in the public ROW:

- construct, modify, maintain, operate, relocate, and remove a network node or node support pole
- modify or replace a utility pole or node support pole
- collocate on a pole, subject to an agreement with the municipality

General Construction and Maintenance Requirements

A network provider must construct and maintain network nodes and support poles that do not:

- obstruct, impede, or hinder the usual travel or public safety on a public ROW
- obstruct the legal use of a public ROW by other utility providers
- violate nondiscriminatory applicable codes
- violate or conflict with the municipality's publicly disclosed public ROW design specifications
- violate the federal Americans with Disabilities Act of 1990

General Limitation on Placement of Poles

A network provider must ensure that each new, modified, or replacement utility pole or node support pole installed in a public ROW in relation to which the network provider received approval of a permit application does not exceed the lesser of 10 feet in height above the tallest existing utility pole located within 500 linear feet of the new pole in the same public ROW, or 55 feet above ground level.

Installation in Municipal Parks and Residential Areas

A network provider could not install a new node support pole in a public ROW in a municipal park or adjacent to certain streets in or around residential areas without the municipality's written consent.

Installation in Historic or Design Districts

In a historic district or design district, the network provider would have to obtain advance approval from a municipality before collocating new network nodes or installing new node support poles. A municipality may also request that the provider comply with the design and aesthetic standards of district or use camouflage measures.

Compliance with Undergrounding Requirement

A network provider must comply with nondiscriminatory undergrounding requirements, including municipal ordinances, zoning regulations, state law, private deed restrictions, and other public or private

restrictions that prohibit installing aboveground structures in a public ROW without first obtaining zoning or land use approval.

Design Manual

A municipality may adopt a design manual for the installation and construction of network nodes and new node support poles in the public ROW that includes additional installation and construction details and the network provider must comply with a design manual.

Exceptions

A network provider may construct, modify, or maintain in a public ROW a network node or node support pole that exceeds the height or distance limitations prescribed by this chapter only if the municipality approves the construction, modification, or maintenance subject to all applicable zoning or land use regulations and applicable codes.

Discrimination Prohibited

A municipality, in the exercise of the municipality's administrative and regulatory authority related to the management of and access to the public ROW, must be competitively neutral with regard to other users of the public ROW.

Applications and Permit Review Process

Except as provided in the bill, a municipality could not prohibit, regulate, or charge for the installation or collocation of network nodes in a public ROW.

No later than the 30th day after the date the municipality receives an application for a permit for a network node or node support pole, or the 10th day after the date the municipality receives an application for a permit for a transport facility, the municipality shall determine whether the application is complete and notify the applicant of that determination. If the municipality determines that the application is not complete, the municipality shall specifically identify the missing information.

A municipality shall approve an application that does not require zoning or land use approval under this chapter unless the application or the corresponding work to be performed under the permit does not comply with the municipality's applicable codes or other municipal rules, regulations, or other law that is consistent with this chapter.

The municipality would be required to approve or deny an application for a node support pole within 150 days after receiving the application, an application for a network node within 60 days, and a transport facility within 21 days. An application would be deemed approved if it was not approved or denied before the applicable date.

Application Fees

A municipality could charge an application fee for a permit only if the municipality required a fee for similar types of commercial development. The application fee could not exceed the lesser of the municipality's processing costs, or \$500 per application covering up to five network nodes, \$250 for each additional network node per application, and \$1,000 per application for each pole. A fee, application, or permit could not be required for certain work outlined in the bill, including routine maintenance that did

not require excavation or closing of sidewalks or vehicular lanes in a public ROW. A municipality could require advance notice for certain types of work.

Certain Work Exempted

A municipality may not require a network provider to submit an application, obtain a permit, or pay a rate for routine maintenance that does not require excavation or closing of sidewalks or vehicular lanes in a public ROW; replacing or upgrading a network node or pole with a node or pole that is substantially similar in size or smaller and that does not require excavation or closing of sidewalks or vehicular lanes in a public ROW; or the installation, placement, maintenance, operation, or replacement of micro network nodes that are strung on cables between existing poles or node support poles, in compliance with the National Electrical Safety Code.

Use of Municipally Owned Utility Poles

The governing body of a municipally owned utility shall allow collocation of network nodes on municipally owned utility poles on nondiscriminatory terms and conditions and pursuant to a negotiated pole attachment agreement, including any applicable permitting requirements of the municipally owned utility.

Local Police-Power-Based Regulations

Subject to this chapter and applicable federal and state law, a municipality may continue to exercise zoning, land use, planning, and permitting authority in the municipality's boundaries, including with respect to utility poles. A municipality may exercise that authority to impose police-power-based regulations for the management of the public ROW that apply to all persons subject to the municipality. A municipality may impose police-power-based regulations in the management of the activities of network providers in the public ROW only to the extent that the regulations are reasonably necessary to protect the health, safety, and welfare of the public.

Effective Date

The bill would take effect September 1, 2017.

The rates, terms, and conditions of agreements and ordinances entered into or enacted before the effective date would apply to all network nodes installed and operational before that date. For rates, terms, agreements, or ordinances affected by the bill that did not comply with the requirements of the bill, a municipality would be required to amend the agreement or ordinance to comply, and those amendments would take effect six months after the effective date. The rates, terms, agreements, or ordinances affected by the bill enacted on or after the effective date would be required to comply with the bill's requirements.

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.

US 380 Projects Making Progress

COLLIN COUNTY — Years ago, farm trucks and cattle were the only traffic on this stretch of US 380. Those days are long gone.



Today, almost 50,000 people a day use the highway.

Significant road construction over the next few years will ultimately widen US 380 and reconstruct two major interchanges at the

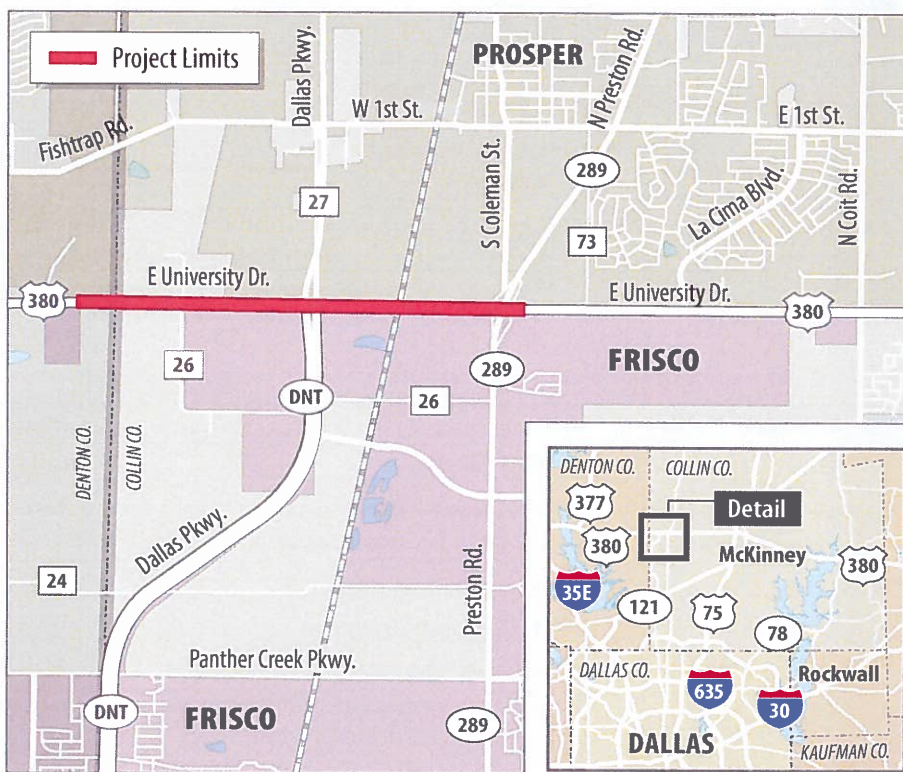
Dallas North Tollway (DNT) and Preston Road (SH 289).

The \$58 million project, being done by Mario Sinacola and Sons Construction, will expand both intersections, adding bridges for the US 380 main lanes that will drastically decrease congestion and enhance safety.

In recent years, US 380 has become an attractive corridor for real estate investors and developers. Collin County is expected to double in population by 2040, according to the North Central Texas Council of Governments. Other forecasts call for even higher growth.

“This project is very important to this area of North Texas,” said Brenan Honey, TxDOT’s Collin County area engineer. “There are so many new developments and areas like Frisco, Prosper and Celina are growing rapidly; expanding this road and the interchanges is critical.”

TxDOT’s portion of the work to widen and reconstruct US 380 at the DNT intersection is expected to be complete next year. The



TxDOT graphic

Above: Location for the current US 380 projects near the DNT and Preston Road intersections.

plan includes frontage road modifications in both directions of US 380 that will connect to existing frontage roads along the DNT.

The North Texas Tollway Authority (NTTA) will soon be moving forward with the extension of the DNT main lanes and bridge over US 380. That work is expected to be done by 2022.

TxDOT has worked closely with NTTA and

the surrounding cities for years on the planning and execution of this project.

“We have a great partnership with NTTA and the local governments,” Honey said. “The results of that strong relationship will be a much safer and efficient road system in Collin and Denton counties.”

The expanded interchange of US 380 at SH 289 and the DNT are expected to open late next year. ♦

JUNE 2017 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)***	CONTRACTOR	
1	0009-03-045	SH 66	Western Rowlet to Dalrock Rd.	Landscape treatment	\$1.71	\$1.75	2.21	\$2.10	AALC, Inc.
2	0081-13-057	I-35W	Eagle Parkway to SH 114	Constru. FRs/ramp mods	\$15.48	\$15.23	-1.61	\$21.12	Ed Bell Constr. Co.
3	0095-13-037	US 75	S of US 380 to N of FM 455	Installation of wireless ITS	\$4.01	\$3.41	-14.96	\$3.96	FL TC Devices, Inc.
4	0095-14-028	I-20	I-635 to SS 557	Pvmt. repair/slot stitching	\$1.30	\$1.09	-16.07	\$1.25	I IPL USA LLC
5	0196-03-268*	I-35E	I-30 to Oak Lawn Ave.	Constru. 0 to 3/4 cd, Rcnst 1/3 SBFR/ramp mods	\$72.03	\$78.79	9.38	\$89.69	Balfour Beatty Infrastructure, Inc.
6	0197-07-031	SS 366	N Lamar St. to N Central Expy.	Concrete full depth repair	\$0.68	\$0.67	-0.48	\$0.77	I IPL USA LLC
7	0353-06-057	SH 114	At Texas Plaza in City of Irving	New loc. bridge constru.	\$43.05	\$39.55	-8.14	\$50.14	Webber, LLC
8	0751-03-038	FM 148	FM 1388 to FM 3094 North	Recon. pvmt/add shldrs.	\$4.29	\$4.09	-4.70	\$4.68	Big Ck Constr., Ltd.
9	0816-05-019	FM 2862	At Elm Gr./FM 1827 at Stiff Ck.	Replace bridge and appr.	\$1.55	\$1.60	3.08	\$1.83	Pierce R & B, LLC
10	0918-46-274	CS	S. Blue Mound Rd. at Elizabeth Creek	Replace bridge and appr.	\$1.69	\$1.65	-2.18	\$1.89	Coppell Constr. Co., Inc.
11	1973-01-014	FM 1461	SH 289 to FM 2478	Add'l paved surface width	\$2.66	\$2.70	1.37	\$3.10	Austin B & R Serv., LP
12	2374-04-049	I-20	SH 161/Lakeridge Pkwy. to FM 1382 (Belt Line Rd.)	Construct 0 to 6 In FRs, ramp mods and sidewalks	\$55.51	\$54.24	-2.29	\$70.64	Fluor Heavy Civil, LLC
	0918-46-280**	CS	On Marsh, Bruton, Forest, Plano, and Royal	Improve traffic signals	\$1.22	\$1.28	5.44	\$1.44	Durable Specialties, Inc.
				ESTIMATED JUNE 2017 TOTALS	\$205.18	\$206.05	0.42	\$252.61	
				DISTRICT FY ACCUMULATIVE LETTINGS	\$456.74	\$434.88	-4.79		
				DALLAS DISTRICT FY LETTING VOLUME CAP	\$594.42				

*Project is an A+B bidding project. **Not mapped.

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

JULY 2017 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
1	0047-14-082	US 75	At SH 121 interchange	Landscape treatment of rights of way and medians	\$2.86
2	0092-15-002	SS 469	BI 45-G in Ennis to FM 879	Restore existing pavement	\$3.08
3	0095-02-118	US 80	I-635 to SS 557 and SS 557; west of US 80 to I-20	Installation of wireless its	\$1.87
4	0364-03-099	BS 121H	On BS 121H, SL 12, and FM 407	Landscape treatment of medians and right of way	\$2.09
5	0495-01-074	I-20	SH 34 to Van Zandt County Line	Mill and overlay existing freeway	\$10.55
6	0751-03-037	FM 148	At tributary of Kings Creek	Replace bridge and approaches	\$1.38
7	0918-47-118	PW	At Cedar Hill State Park in Shady Ridge camping area	Reconstruct park road including parking lots	\$0.96
8	1091-04-022	FM 550	FM 550 to SH 205	Provide additional pavement surface and overlay	\$13.12
9	2054-02-015	FM 2181	Lillian Miller Parkway in Denton to west of FM 2499	Widen 2 lane rural roadway to 6 lanes divided urban	\$37.20
10	2374-01-187	I-635	Tarrant County Line to 0.473 miles west of I-35E	Install protection	\$3.47
11	2977-01-008	FM 2933	FM 1827 to CR 335	Base repair, level up, overlay	\$1.58
	0918-00-267	VA	Various locations in Dallas District	Traffic signal and dms installation	\$2.02
				ESTIMATED TOTAL	\$80.18

COMPLETED CONSTRUCTION PROJECTS (FROM JUNE 1 – 30, 2017)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)
1	0095-02-119	US 80	West of Gross Road to East of Gross Road	06/21/2017	\$3.01
2	1068-04-154	I-30	Cockrell Hill Road to Westmoreland Road	06/09/2017	\$9.81
				ESTIMATED TOTAL	\$12.82

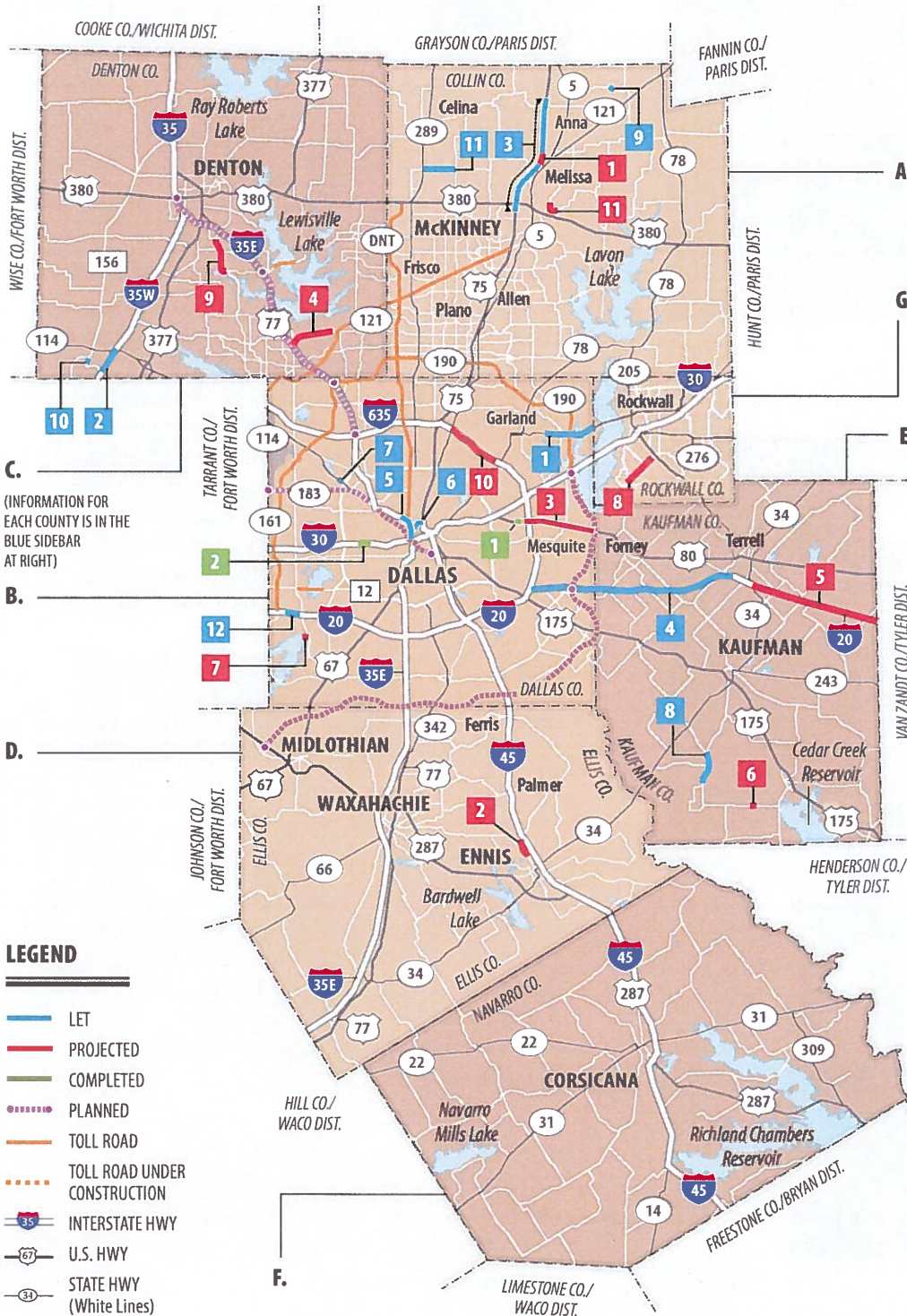
*Not mapped.

SOURCE: Texas Department of Transportation.

TxDOT graphics

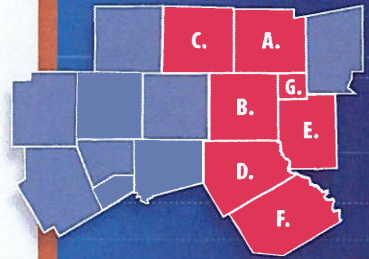
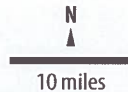
DALLAS DISTRICT PROJECTS MAP

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



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

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2017 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 3,806,303
*POPULATION ESTIMATE | 4,681,210
LANE MILES | 10,493.628

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 729,624
*POPULATION ESTIMATE: 932,530
LANE MILES: 1,373.829

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,064,783
*POPULATION ESTIMATE: 2,502,270
LANE MILES: 3,366.158

C. | DENTON COUNTY

VEHICLE REGISTRATION: 603,332
*POPULATION ESTIMATE: 814,560
LANE MILES: 1,488.733

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 165,813
*POPULATION ESTIMATE: 173,410
LANE MILES: 1,523.910

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 109,180
*POPULATION ESTIMATE: 116,140
LANE MILES: 1,201.810

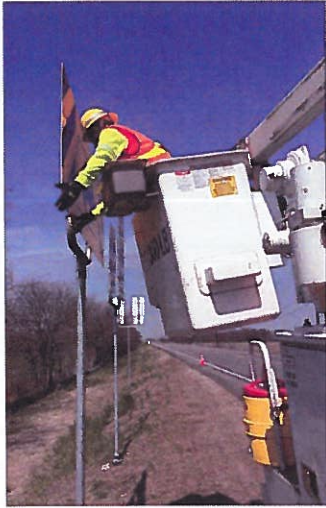
F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 51,056
*POPULATION ESTIMATE: 49,170
LANE MILES: 1,192.820

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 82,515
*POPULATION ESTIMATE: 93,130
LANE MILES: 346.368

★ MAINTENANCE MINUTE ★



Rumaldo Rodriguez repairs a sign on I-35 frontage road in Denton County.



Dallas District maintenance crew conduct night repairs to a bridge joint at US 175 and I-20.



Maintenance crew patches a road in Navarro County.



Kade Erwin works a roller on a seal job on FM 455 in Sanger.

SOURCE: Texas Department of Transportation

TxDOT photos



FROM MS. KYMBERLY T. OF SANGER, TEXAS:

"Good morning! A big thank you goes to the Denton County Folks for the proactive work they did in preparing the highways for the precipitation that we received Friday. I work in Carrollton and live in north Denton county.

My commute home was painless, mainly dry highways and I made it home safely. Not sure why Dallas County had so much trouble." ♦

FROM RHONDA A., OF FLOWER MOUND, TX:

"To TxDOT -- There is a short stretch of road on business 121 that was deeply littered with pot-holes that were turning into large craters. In 2015, I reported it and surprisingly they had it patched within about two weeks. I was shocked. Needless to say the patch didn't last too long. I reported it again and noted that they should put in a longer-term fix. Again, completely exceeding my expectations, they had quickly patched it. Of course, the fix was short-lived but longer-term fixes have to be planned. To my great surprise, I drove this road a couple weeks ago, and voilà! Guess what? It's fixed.

Many, many thanks to TxDOT. Many thanks to all people in thankless jobs. You keep the roads flowing, the engines running, the restrooms cleaned, the streets safe and the patients taken care of." ♦

FROM KEVIN A., OF AUSTIN, TX:

"I drive an 18-wheeler and recently I was driving southbound along on I-35E. When I got to mile marker 342 near US 77, I passed I-20 and noticed that the pavement on I-35 was as smooth as could be. I think it is one of the best roads in the country and quite an improvement over last year. Thanks!" ♦

SOURCE: Texas Department of Transportation

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 POT HOLE:

Visit [www.txdot.gov/contact-us/formhtml?form=Report a Pothole](http://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>

DFW CONNECTOR

TxDOT PROJECT TRACKER

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



OVERVIEW

The initial \$1 billion DFW Connector project simultaneously designed and built 8.4 miles in Grapevine, Southlake and Irving, and it doubled the size of the existing highway system around the north DFW International Airport entrance.

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

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

Currently under construction is the SH 121/360 interchange, and construction is estimated to begin in 2019 on the SH 121 interchanges at I-635 and FM 2499.



SH 121/360 interchange construction

NorthGate Constructors photo archives

PROJECT HISTORY

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

FM 2499 PROGRESS

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

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

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

SH 121/360 INTERCHANGE PROGRESS

- This summer, crews will finish setting the bridge beams on the project and continue working on the deck placement on three of the bridges.

- Paving crews will begin work between north and southbound SH 121, coming from the new eastbound SH 114 flyover to southbound SH 121.
- The new eastbound SH 114 flyover to southbound SH 121 is expected to open at the end of the summer. The current flyover will then be reconfigured for eastbound SH 114 to southbound SH 360.
- Crews will continue work on drainage, excavation, embankment and other activities for the new northbound SH 360 alignment to westbound SH 114.

FM 2499 PROJECT FACTS

LENGTH: 1 mile

NUMBER OF LANES

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

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

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

CONSTRUCTION DATES

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

SH 121/360 RAMPS FACTS

COST: \$17 MILLION

CONSTRUCTION DATES

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

SH 121/360 PROJECT FACTS

LENGTH: 1.6 miles

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

COST: \$61 MILLION

CONSTRUCTION DATES

- Construction start: Aug. 2016
- Substantial completion: 2018

TRAFFIC COUNTS (VEH PER DAY, 2015)

- SH 114/121 north of SH 360: 184,000
- SH 360 south of SH 114/121: 71,000

ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

LENGTH: 8.4 miles

NON-TOLL LANES (WIDEST POINTS)

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

TEXPRESS LANES

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

COST: \$1 B (FUNDED BY TXDOT)

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

CONSTRUCTION DATES

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



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

PROJECT CONTACTS



Texas Department of Transportation
 2501 SW Loop S20
 Fort Worth, TX 76132
 (817) 370-6846



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

Selma Santin
 Public Information Manager
 Northgate Constructors
 7601 Esters Blvd.
 Irving, TX 75063
 972-535-8620

Jodi Hodges
 TxDOT Fort Worth District
 Public Information Supervisor
 2501 SW Loop S20
 Fort Worth, TX 76133
 817-370-6737



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

OVERVIEW

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 TEXpress managed lanes.

The \$4.8 billion project, proposed to be constructed in phases, would rebuild the entire 30-mile corridor and provide reversible 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.



Credit: AGL photo

Looking north at the new Belt Line intersection on I-35E. Belt Line has been elevated above ground and the I-35E mainlanes traverse 25 feet higher than Belt Line.

PROJECT HISTORY

- **1950s and 1960s** – I-35E constructed
- **Began 1998** – Major Investment Study for future expansion
- **Sept. 30, 2009** – Express Lane Demonstration Program approval by Federal Highway Administration
- **March 2012** – The Senate Bill (SB) 1420 Committee determined 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.
- **Issued 1/23/12; Received 3/23/12** – Request for Qualifications (RFQs)
- **Issued 7/13/12; Received 11/12/12** – Request for Proposals (RFPs)
- **Dec. 13, 2012** – AGL Constructors, comprised of Archer Western, Granite and LANE Constructors, were selected and awarded the contract
- **May 17, 2013** – Contract Executed
- **May 2013** – TxDOT issued Notice to Proceed (NTP) 1 to AGL to begin design; Sept. 2013 – NTP 2 for construction
- **Late October 2013** – Construction began

ENVIRONMENTAL REVIEW STATUS

- **Environmental Assessment Public Meetings:** 2008

- **Environmental Assessment Process:** 2003-2012 (complete)
- **Finding of No Significant Impact by FHWA:**
 - **12/28/11** – South segment; **1/28/11** – Middle segment; **1/31/12** – North segment
- **All Public Hearings** have been completed
- **Phase 1 FHWA environmental concurrence:**
 - **2/15/13** – South segment; **4/18/13** – Middle segment; **3/11/13** – North segment

PROJECT FACTS

- **South seg. (I-635 to PGBT):** 7.5 miles
- **Middle seg. (PGBT to FM 2181):** 12.1 miles
- **North seg. (FM 2181 to US 380):** 10.5 miles
- **Additional general purpose lane in each direction:** North of SH 121 to US 380
- **Two reversible TEXpress Lanes** (toll lanes) from I-635 to Turbeville/Hundley
- **New SB bridge** over Lewisville Lake
- **Belt Line Road** intersection reconstruction
- **Intersection/bridge improvements** at Dickerson, FM 407, Garden Ridge, S. Denton/Oak, Turbeville/Hundley, Corinth, Post Oak, North Texas Blvd.

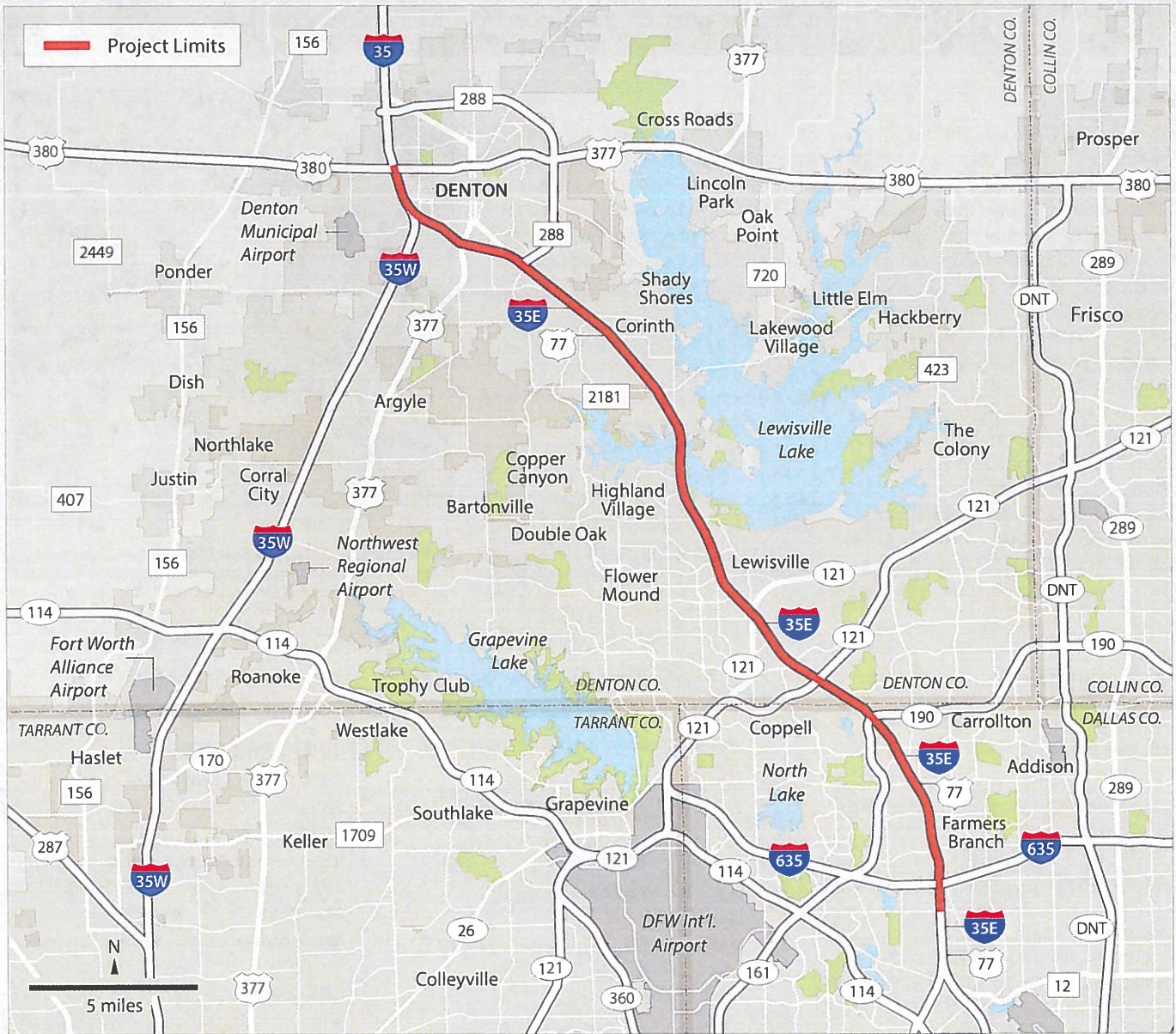
- **Substantial completion:** Fall 2017

PROJECT PROGRESS

- **I-35E TEXpress Lanes** opened to the public May 20, 2017. Transactions are higher than projected for the 1st month.
- **The collector/distributor** between the Sam Rayburn Tollway and the President George Bush Turnpike are open.
- **Work continues** at Belt Line to complete U-turns.
- **SB mainlane traffic** is now in its permanent alignment on the new Lewisville Lake Bridge and northbound mainlane traffic has been shifted back onto the improved original Lewisville Lake Bridge.
- **The bridges** at North Texas Blvd., Post Oak Dr., Fox Ave. and Garden Ridge Blvd. are scheduled to finish in fall 2017. The Oak Dr./Lake Dallas Dr., Turbeville Rd./Hundley Dr. intersections are also scheduled to open this fall.

FUNDING

- **Federal** – \$460 million
- **State** – \$979 million (including \$534 million in Denton County RTR funds and \$285 million TIFIA loan funds),
- **Local** – \$14 million



NOTE: Highlighted areas are not to scale.

TxDOT graphic

Roadway and Limits	Existing frontage road (FR) lanes (Each dir.)	Existing main lanes (Each dir.)	Existing HOV lanes (Each dir.)	Interim*** FR 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



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



Project Website: www.35Express.org

C.J. Schexnayder – AGL Constructors
 Public Information Coordinator
 2420 S. Stemmons Fwy
 Lewisville, TX 75067
 (214) 433-7778

Tony Hartzel – TxDOT Dallas Dist.
 Public Information Supervisor
 4777 E. Highway 80
 Mesquite, TX 75150
 (214) 320-4481

INTERSTATE 35W

TxDOT PROJECT TRACKER

FORT WORTH DISTRICT



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

OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number 23 on the state's most congested roadway list. Plans to reduce the congestion by doubling capacity include interim projects to reconstruct the existing lanes and add TEXpress Lanes in each direction.

The project will be built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) will construct Segment 3A, from north of I-30 to north of I-820 including the I-35W/820 interchange. The Texas Department of Transportation (TxDOT) is constructing Segment 3B, from north of I-820 to US 81/287. Segment 3C, from US 81/287 to Eagle Parkway, is estimated to begin construction in 2018. I-35W currently carries 102,000 vehicles daily near downtown Fort Worth and 127,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



Future I-35W Lanes at Railroad Crossing near Long Avenue

PROJECT HISTORY

- **January 29, 2009** – CDA conditionally awarded to NTEMP
- **July 6, 2011** – NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B
- **April 24, 2012** – The U.S. Department of Transportation announced that TxDOT has entered the final stage in the process for a \$531 million Transportation and Infrastructure Finance and Innovation Act (TIFIA) loan to help construct Segment 3A
- **Sept. 2012** – TxDOT awarded a contract for 3B to Lane Construction
- **March 1, 2013** – A facility agreement between TxDOT and NTEMP3 was signed
- **Sept. 19, 2013** – 3A financial close

PROJECT PROGRESS

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

- 76% complete
- Northbound I-35W traffic has been shifted to new pavement at I-820
- The direct connector from northbound I-35W to SH 121 will be reduced to one lane for three months
- Northside Drive/Yucca Avenue will be closed at I-35W for two months

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

This segment is substantially complete with all lanes in their final location. The contractor is currently completing finish work on corridor aesthetics and the final layer of pavement.

THE 3C PORTION: (US 81/287 to Eagle Parkway) This project is estimated to begin construction in 2018.

PROJECT FACTS

LENGTH

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

TEXPRESS LANES

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

COST

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

FUNDING

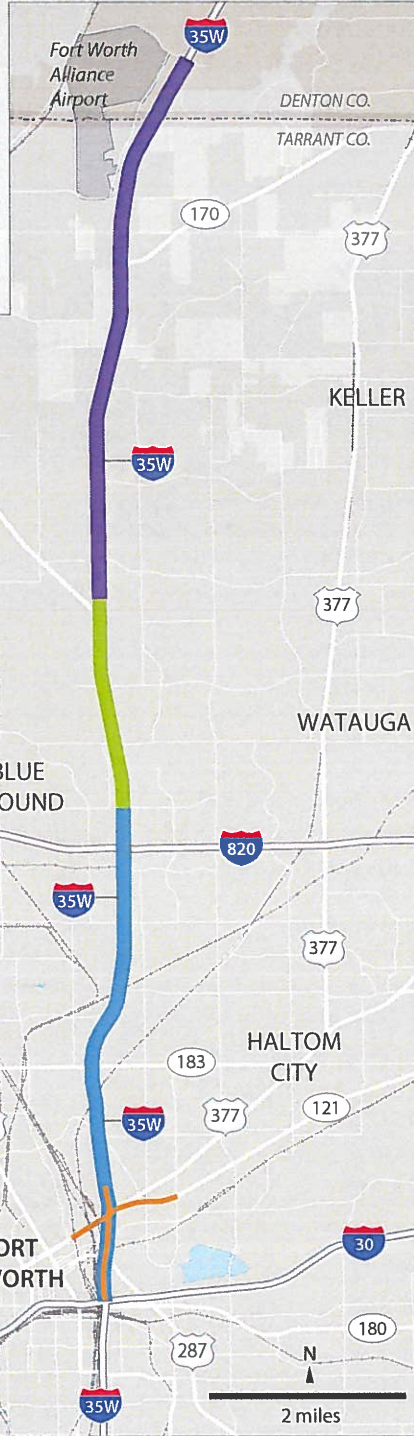
- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$442 million developer equity; \$274 million Private Activity Bonds (PABs); \$145 million provided by Metropolitan Planning Organization; \$46.5 million interest income
- Segment 3B: \$135 million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

RIGHT OF WAY

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

CONSTRUCTION DATES

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



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 mainlanes. ^^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

Interim Configuration**

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

SEG* Roadway and Limits

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

Interim Configuration

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

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

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

SEG* Roadway and Limits

3A	I-35W from north of I-820 to north of I-820
Existing lanes (Each dir.)	2 - 3
Frontage lanes (Each dir.) ^^	2

Interim Configuration

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

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

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

SEG* Roadway and Limits

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

TxDOT graphic

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HORSESHOE PROJECT

TxDOT PROJECT TRACKER

DALLAS DISTRICT



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

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.

Within the project limits, I-30 and I-35E carry more than 460,000 vehicles per week day ranking it the 20 most congested roadways in Texas. There is rapid deterioration of bridges built in the 1930s and 1950s which has led to 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.



Pictured above: An aerial view looking toward downtown Dallas at the newly reconstructed Mixmaster now carrying more than 450,000 vehicles each weekday.

PROJECT HISTORY

- **Sept. 2012** – Federal Environmental Clearance
- **Oct. 2012** – Receive Final Proposals
- **Nov. 2012** – Conditional Award/ Selection
- **Feb. 2013** – Contract Execution
- **Apr. 27, 2013** – Groundbreaking ceremony in downtown Dallas

PROJECT PROGRESS

- **Construction continues** on Dallas' second signature bridge, the Margaret McDermott Bridge on I-30 over the Trinity River. Both the EB and WB arches are complete. Crews have started placing the deck.
- **The I-35E and I-30** mainlanes are substantially complete.
- **The eastbound I-30** and northbound I-35E direct connector to Woodall Rodgers opened in June 2017.

PROJECT FACTS

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 substantially complete as early as summer 2017.

PROJECT DETAILS

- **Length:** 5 miles
- **Limits:**
 - I-30 from Hotel Street west to Sylvan Avenue
 - I-35E from Eighth Street north to Commerce Street
- **Right Of Way:**
 - All parcels are acquired and are held in the name of the State of Texas
- **Construction Dates:**
 - Construction began in October 2013 and is scheduled for completion in summer 2017

FUNDING

Prop 12 (P2 PE/ROW; P2 TMA; P2 Bridge; P1 Anticipated)	\$604.7 M
Prop 14	\$7.0 M
SH 121 RTR	\$21.4 M
Cat 10 HPS/DEMO Earmarks	\$106.3 M
Cat 6 Federal Bridge	\$75.0 M
Cat 7 STP-MM	\$4.5 M

SOURCE: TxDOT

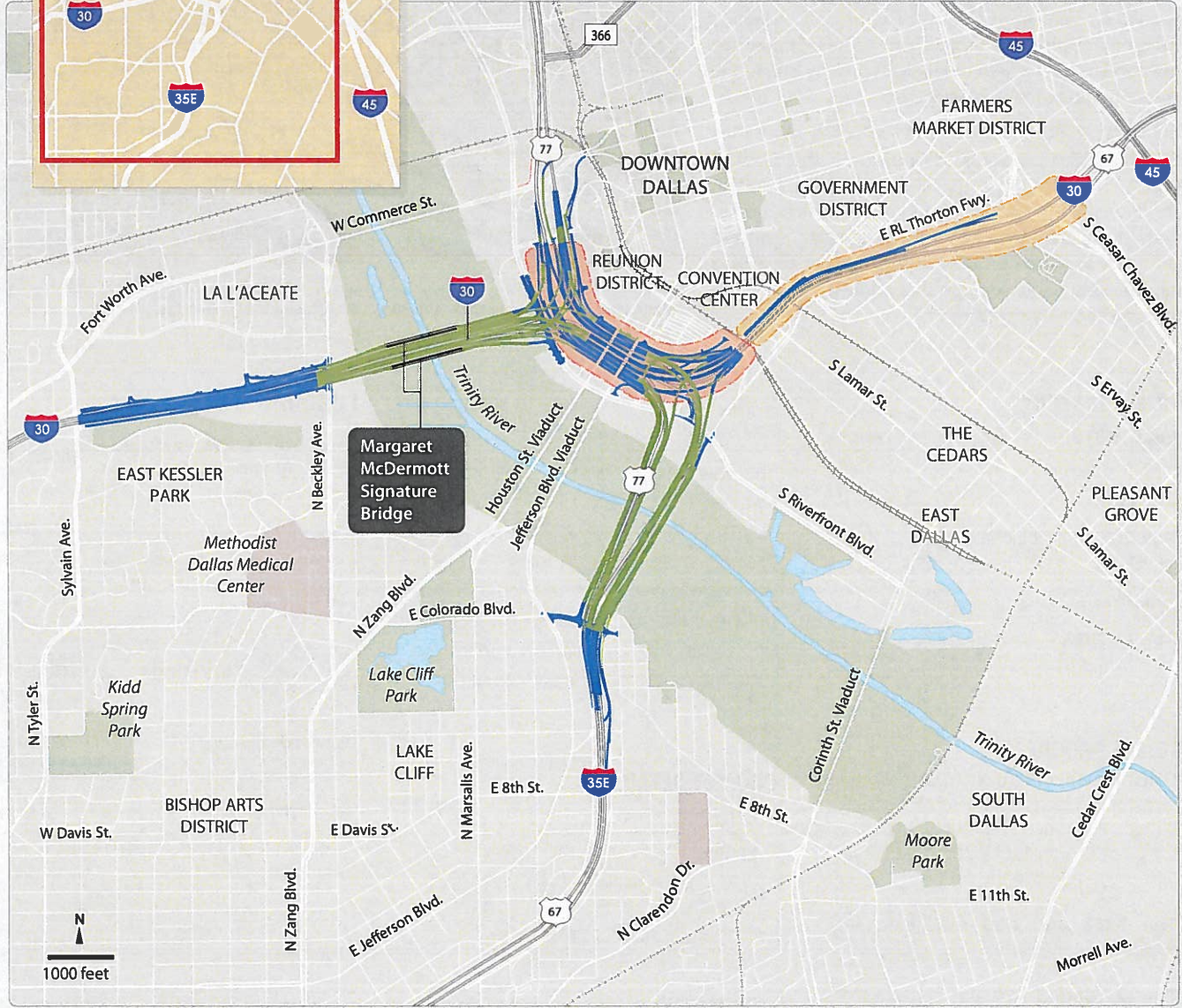
TxDOT graphic



PRELIMINARY HORSESHOE SCHEMATIC (APRIL 2012)



New Bridges	Canyon Area
Mixmaster Area	New Roadway Pavement



SOURCE: Texas Department of Transportation.

TxDOT graphic

PROJECT CONTACTS



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

OVERVIEW

The Midtown Express (SH 183 Managed Lanes Project) is an interim project that will increase the capacity and reconstruct portions of State Highway (SH) 183, SH 114 and Loop 12. SH 183 has served North Texas' growing transportation needs since the 1940s. The current roadway dates back to 1959, and has remained relatively unchanged since 1973 when an additional mainlane in each direction was added. Today, the highway serves as a primary artery between Dallas and Fort Worth, but it can no longer adequately meet the demand of 150,000 to 170,000 vehicles per day. Plans include increasing the capacity of SH 183 and portions of SH 114 and Loop 12, with the addition of TExpress (toll managed) Lanes. The TExpress Lanes will feature dynamic tolling designed to keep traffic moving at 50 mph. The ultimate project for these roadways is not currently funded.



SOURCE: TxDOT.

TxDOT photo archive

June 2017: Main Street bridge opened to original capacity on June 19, 2017. Final completion expected by the end of the year.

PROJECT HISTORY

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

PROJECT PROGRESS

- **SH 114**
 - In its final phase of construction, SH 114 is expected to be completed in late 2017.
- **SH 183 – Recent milestones include:**
 - Main St. bridge in Euless opened to original capacity.
 - Traffic moved to new pavement from Belt Line Rd to O'Connor Rd
 - Construction is 60% complete.

• SH 183 - Current construction:

- Constructing bridges and walls at all major intersections along SH 183 in Dallas, Irving and Euless.
- Continuing bridge and wall construction of direct connections between SH 183 and Loop 12.
- Switching traffic on SH 183 from Chemsearch to MacArthur onto new pavement
- Switching traffic onto new bridge across the Trinity river.

• Loop 12

- Major traffic switches implemented on north and southbound Loop 12 between I-35E and SH 183.

MIDTOWN EXPRESS PROJECT

(ESTIMATED OPERATION: 2018)

• Length

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

• Cost

- \$847.6 million (Design and Construction)

• Funding

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

• Right Of Way

- Acquisition is 99% complete

• Project

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

ULTIMATE PROJECT

(ESTIMATED OPERATION: TBD)

• Cost

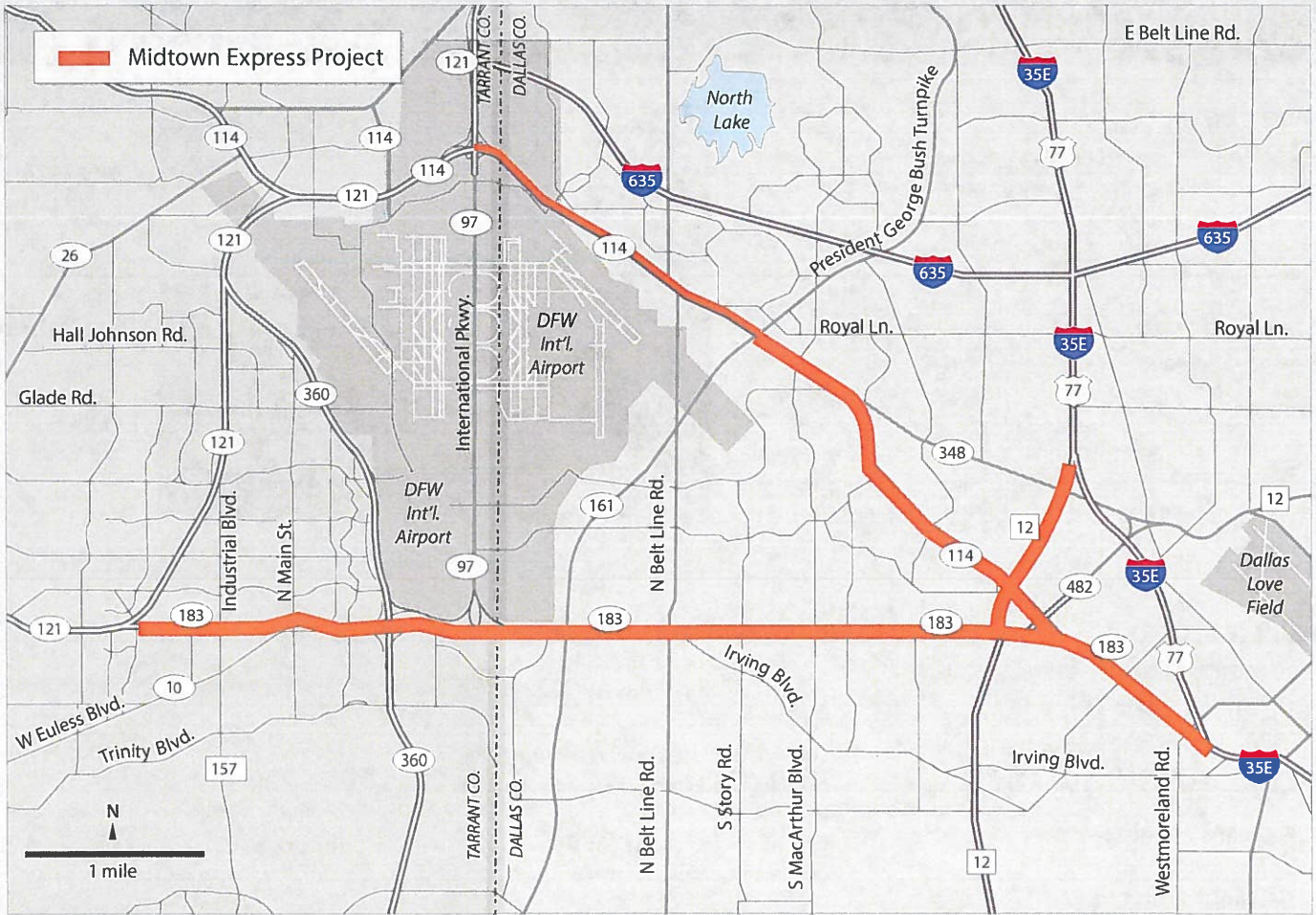
- \$2.5 billion (funding not identified)

• Project

- Add one mainlane in each direction in some locations
- Up to three TExpress Lanes in each direction in some locations
- Continuous frontage roads where applicable
- Diamond Interchange completion

SCHEDULE

- Construction Start: April 2015
- Substantial Completion (Est.): 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 Config.	2 - 3	4	2 - 4

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

	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 Config.	2	4	2 - 4

**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 Config.	2R	4	2 - 3

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

TxDOT graphic

PROJECT CONTACTS



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SH 360 SOUTH

TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS

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



OVERVIEW

SH 360 has mirrored the growth of southern Tarrant County for decades. The Texas Department of Transportation (TxDOT) first developed and opened portions of SH 360 in 1958, and the department has regularly improved and expanded one of the region's major north-south arteries ever since. South of Interstate 20, TxDOT has completed four projects since 1994 that extend mainlanes to Green Oaks Boulevard SE and extend frontage roads to US 287. Construction on the SH 360 toll lanes south of I-20 to US 287 began in November 2015 as part of a public-public partnership between TxDOT, the North Texas Tollway Authority (NTTA), and the North Central Texas Council of Governments (NCTCOG). The initial SH 360 project will add two toll lanes in each direction from approximately two miles south of I-20 near East Sublett Road to US 287. The project is being built using the design-build construction method, which typically cuts construction time in half.



Concrete paving for the new mainlanes near Debbie Lane

PROJECT HISTORY

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

PROGRESS

BRIDGE OPENINGS

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

PROJECT FACTS

LENGTH

- Green Oaks Boulevard to US 287: 9.7 miles

COST

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

INITIAL PHASE

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

ULTIMATE PHASE

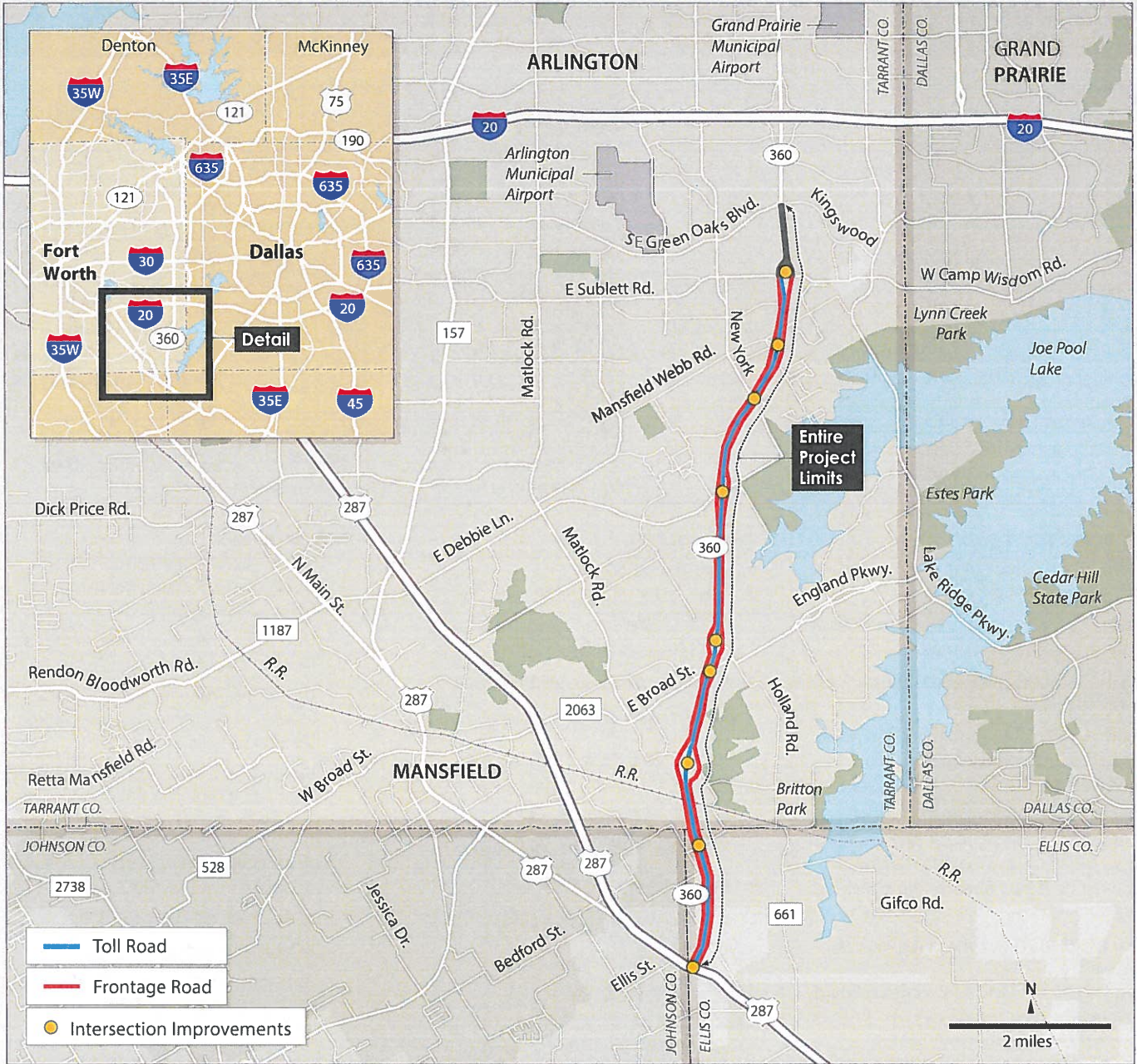
- Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road: four toll lanes each direction
- Debbie Lane/Ragland Road to US 287: three toll lanes each direction
- US 287 interchange improvements, will include direct connectors to and from SH 360 northbound.
- Funds for the ultimate phase have not been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

TRAFFIC COUNTS (VEHICLES PER DAY, 2015)

- At Bardin Road: 89,000
- At Southeast Parkway: 53,000
- At Holland Road: 31,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

ANTICIPATED SCHEDULE (INITIAL)

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



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

Roadway and Limits	Existing frontage road lanes (Each direction)	Initial frontage road lanes (Each direction, spring 2018)	Initial toll lanes (Each direction, spring 2018)	Ultimate toll lanes (Each direction)
SH 360 from Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road	2	2	2	4
SH 360 from Debbie Lane/Ragland Road to US 287	1-2	2	2	3

SOURCE: Texas Department of Transportation.

TxDOT graphic

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I-30/SH 360 INTERCHANGE PROJECT

TxDOT PROJECT TRACKER

www.keep30360moving.org/

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



OVERVIEW

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

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



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

PROJECT HISTORY TIMELINE

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

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

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

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

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

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

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

PROJECT FACTS

LENGTH

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

PROGRESS

- Completed new SH 360 southbound frontage road bridge over I-30. Work continues on bridge approaches and frontage road.

- Began installation of bridge beams for SH 360 southbound to I-30 eastbound and westbound direct connector ramps and began placing bridge decks.
- Continued constructing bridge substructures for southbound frontage road across Johnson Creek, and new direct connector ramps (1) I-30 eastbound to SH 360 northbound and SH 360 southbound, (2) for SH 360 southbound to I-30 westbound and I-30 eastbound, and (3) I-30 westbound to SH 360 southbound.
- Continued building I-30 mainlane and collector-distributor structures over Johnson Creek.
- Continue storm drain installation throughout project.
- Began work on Six Flags Dr. bridge substructure.

Cost

- \$233 million

FINAL CONFIGURATION

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

2015 TRAFFIC COUNTS (project area)

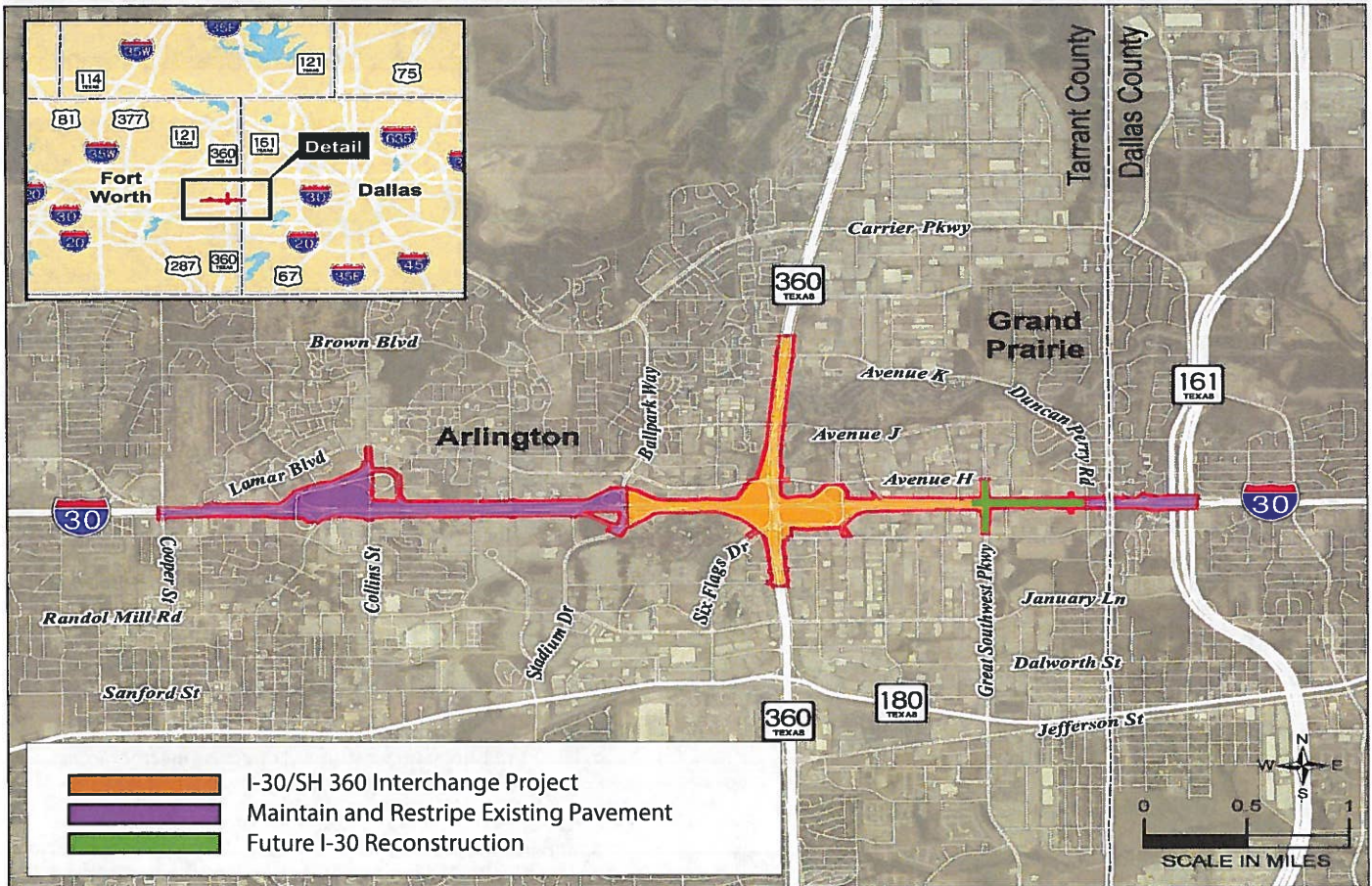
- I-30 - 133,000 vehicles per day
- SH 360 - 183,000 vehicles per day

ANTICIPATED COMPLETION

- 2020

2035 PROJECTED TRAFFIC

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



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

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