

PROPOSED MAY 2016 ROADWAY TIP MODIFICATIONS FOR RTC CONSIDERATION

TIP Code: 11893.4 Facility: VA

Location/Limits From: 511 TRAVELER INFORMATION SYSTEM (ITS)

Modification #: 2015-0723

Implementing Agency: DART

County: DALLAS CSJ: 0918-00-260

City: VARIOUS Desc: DEVELOP AND IMPLEMENT 511 TRAVELER INFORMATION SYSTEM IN DALLAS

Request: ADD FUNDING OF \$400,000 STP-MM (\$320,000 FEDERAL AND \$80,000 LOCAL) IN FY2017

CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	TRAN	0918-00-260	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
Grand Total:				\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000

STTC APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2014	CON	0918-00-236	Cat 5:	\$757,066	\$0	\$0	\$189,267	\$0	\$946,333
2017	CON	0918-00-236	Cat 5:	\$762,934	\$0	\$0	\$190,733	\$0	\$953,667
Grand Total:				\$1,520,000	\$0	\$0	\$380,000	\$0	\$1,900,000

REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	TRAN	0918-00-260	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
2017	TRAN	0918-00-260	Cat 7:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
Grand Total:				\$1,520,000	\$150,000	\$0	\$230,000	\$0	\$1,900,000

Revisions since STTC Meeting: REVISED TIP PROJECT FROM 11893.2 TO 11893.4 AND CSJ FROM 0918-00-236 TO 0918-00-260 TO REFLECT THE ADDITION OF FY2017 FUNDS TO FY2016 FUNDS ALREADY IN THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP), CHANGED NEW FUNDING TO STP-MM (CAT 7) VS CMAQ (CAT 5); DECREASED FUNDING IN FY2017 TO \$400,000 STP-MM (\$320,000 FEDERAL AND \$80,000 LOCAL) DUE TO CLARIFICATION FROM DART



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

April 11, 2016

Mr. Gerry Carrigan
Executive Director
North Texas Tollway Authority
PO Box 260729
Plano, Texas 75026

Dear Mr. Carrigan:

As the Dallas-Fort Worth region has seen rapid population growth over the past several decades and transportation funding has grown increasingly scarce, the North Texas Tollway Authority (NTTA) has been a tremendously valuable partner in providing improved mobility to our residents. Although there are many highlights, one that stands out as truly benefitting the entire region is the creation of the Regional Toll Revenue (RTR) account thanks to the payment made by NTTA for development of the Sam Rayburn Tollway. Over 200 projects have been advanced from the \$3.2 billion payment made by NTTA, and the Regional Transportation Council (RTC) would like to thank the agency for the success of this initiative. As we discussed previously, the RTC will take action in April approving this recognition.

One of the projects being funded through the RTR initiative is a program to invest in environmental enhancements as a result of transportation projects. This effort will fund things like urban wetlands and tree planting along urban boulevards. The RTC has approved some funding for this already and will be asked to add funding to the program in April. There will be a public announcement of the initiative at a panel session at Earth Day Texas, being held on Friday, April 22, 2016, at Fair Park in Dallas at 2:30 pm. The details of the session are still being finalized and will be provided to you as soon as possible, but we would also like to invite you or another representative from NTTA to attend the session and receive recognition for making this program possible.

Thank you again for your commitment to improving transportation in the Dallas-Fort Worth region. I look forward to seeing you at these upcoming events.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive, flowing style.

Michael Morris, P.E.
Director of Transportation

AW:ch

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.

SPRING INTO SAFETY



DALLAS — Springtime in Texas means bluebonnets, barbecues, baseball and safety.

Each spring, TxDOT launches several safety campaigns, all with the intent to save lives. Several have already started with more on the horizon. Here's a look at a few recent campaigns.

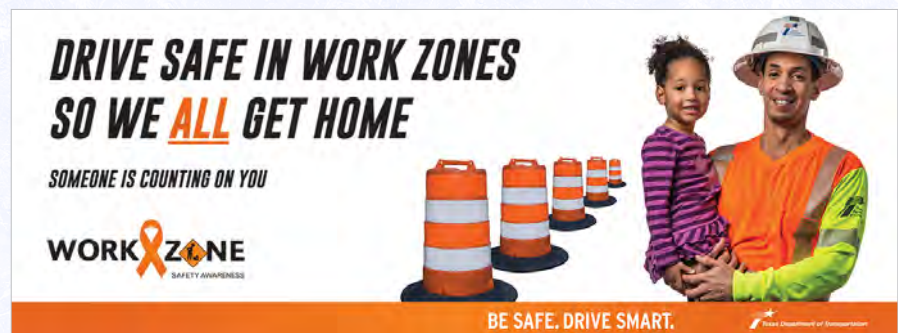
Plan While You Can

In March, the Dallas District continued the agency's push to spread awareness on the dangers of driving drunk, especially during spring break, when there is typically an uptick in alcohol-related crashes.

During spring break 2015, there were 459 crashes in Texas involving young drivers (17-34 years of age) under the influence of alcohol. Those crashes led to 43 serious injuries and 16 fatalities.

TxDOT worked to reduce those numbers through "Plan While You Can," a campaign that coincides with spring break and an increase in Driving under the influence (DUI) patrols statewide.

"Besides being a potentially deadly choice, the cost of a DUI is far-reaching with long-term consequences," said TxDOT Traffic Operations Division Director Carol Rawson. "Many of these young people are under 21 and it is against the law for them to drink alcohol. A young life cut short is a heartbreaking tragedy, so we urge every driver to obey the law and make responsible choices."



Two of the new TxDOT awareness and safety campaign posters.

TxDOT graphics

The campaign was a multi-city tour featuring an interactive dodgeball game that used gaming technology to replicate the effects of alcohol on a person's reflexes. In the Metroplex last year, there were 971 crashes involving young drivers (17-34 years of age) under the influence of alcohol, which led to 101 serious injuries and 46 fatalities.

Share the Road

The "Share the Road" campaign will visit Dallas and appeared at events around the state during the month of May. Thousands of visitors to these events will be asked to sign a pledge to share the road and look twice for motorcycles, and also earn the chance to win prizes, such as tickets to local events.

In Texas last year, crashes killed 494 motorcyclists. Over the past five years, 2,354 motorcyclists have been killed in the Lone Star state.

Click It or Ticket

TxDOT's "Click It or Ticket" campaign, a national education and enforcement program sponsored by the National Highway Traffic Safety Administration, will visit Dallas in May.

The 14th annual "Click It or Ticket" campaign is a push to remind Texans about the importance of wearing seatbelts.

See *TxDOT's 2016* on back page

MARCH 2016 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M) **	CONTRACTOR	
0009-04-061	SH 66	0.1 mile west of FM 1141 to Hunt County Line	Provide additional paved surface width	\$18.70	\$15.87	-15.14	\$18.30	APAC-Texas, Inc.	1
0047-04-024	SH 5	SH 121 to CR 422	Mill, base, repair, overlay	\$3.98	\$3.44	-13.60	\$3.90	Jagoe-Public Company	2
0095-02-119	US 80	West of Gross Rd. to east of Gross Rd.	Lower roadway profile	\$2.79	\$3.01	7.78	\$3.44	APAC-Texas, Inc.	3
0495-01-070	I-20	I-635 to Van Zandt County Line	Bridge rail upgrades and median cable barrier	\$3.75	\$2.58	-31.20	\$3.05	Massana Construction Inc.	4
MARCH 2016 TOTAL				\$29.23	\$24.91	-14.80	\$35.75		
DISTRICT FY ACCUMULATIVE LETTINGS				\$751.04	\$719.90	-4.15			
DALLAS DISTRICT LETTING CAP					\$826.54				

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

NOTE: Subject to Change

APRIL 2016 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0094-03-118	SS 482	SH 114 to Spur Rd.	Concrete full depth repair and MBGF on frontage road	\$1.21	1
0121-04-026	SH 22	Hill County Line to CR 2060	Resurface highway and pavement markings	\$8.21	2
0261-02-076	US 67	Ellis County Line to FM 1382	Install safety lighting	\$1.16	3
0815-08-031	FM 875	0.6 miles west of Norrell to 0.3 miles north of Jordan	Widen pavement	\$8.82	4
1289-01-029	FM 1126	At Chambers Creek, southwest of I-45	Replace bridge and approaches	\$7.06	5
1494-03-001	FM 3486	FM 986 to SH 34	Reconstruct 2 lane CR to 2 lane FM highway	\$5.16	6
0581-01-141*	SL 12	At various locations in Dallas County	Improve traffic signals	\$1.77	
TOTAL				\$33.39	

* Not mapped. NOTE: Subject to Change

COMPLETED CONSTRUCTION PROJECTS (FROM MARCH 1 – 31, 2016)

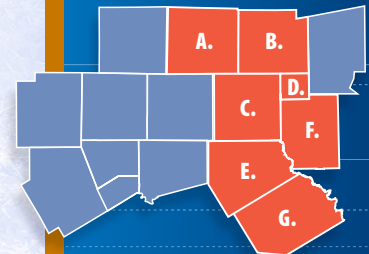
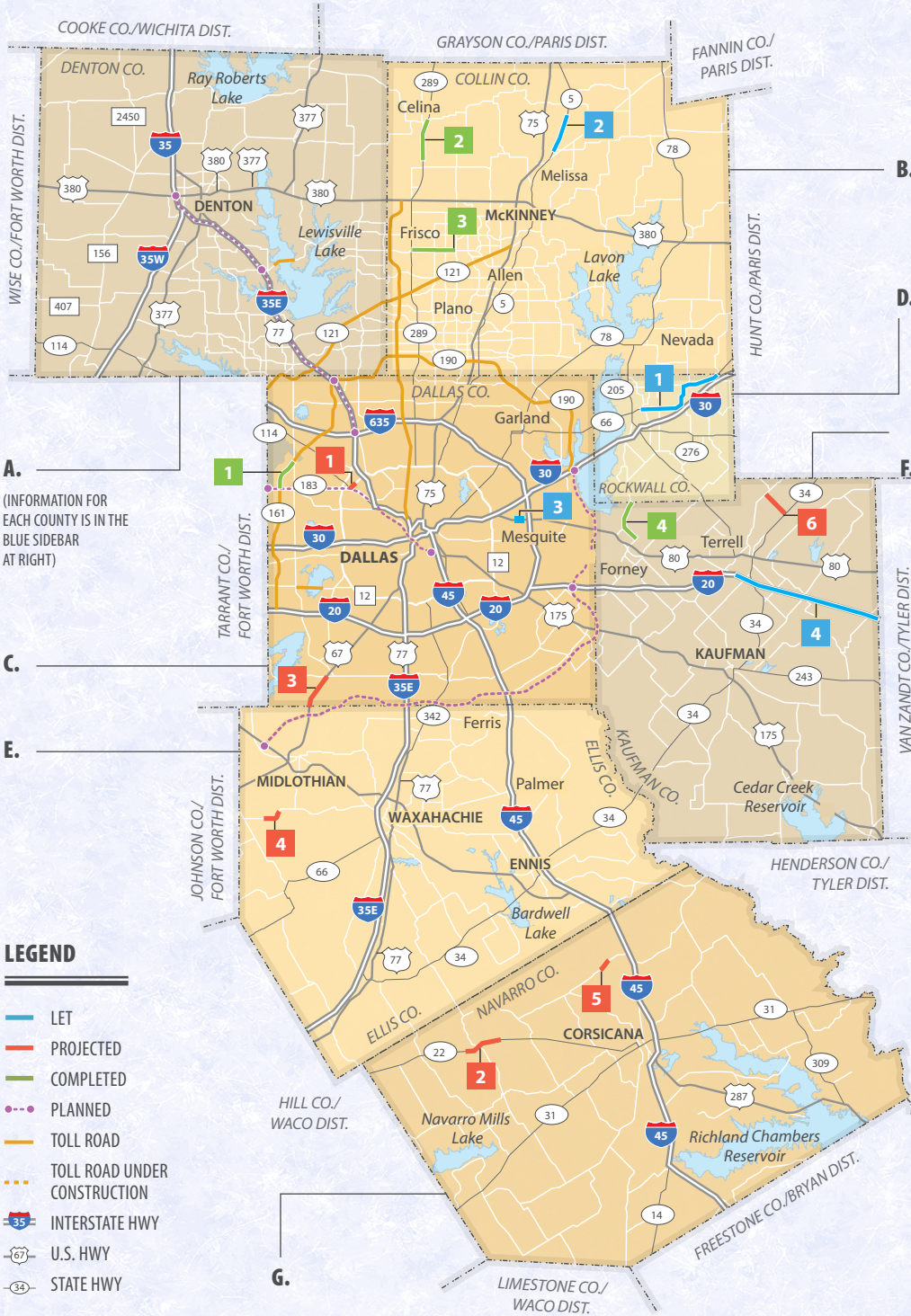
CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
2964-01-022	SH 161	Conflans Rd. to North of SH 114	Bottleneck improvements, ITS & illumination	03/21/2016	\$3.80	1
0091-04-055	SH 289	North of FM 1461/BS 289D to FM 455 in Celina	Widen 2-lane to 6-lane divided urban highway	03/15/2016	\$18.21	2
0135-12-025	FM 3537	SH 289 to FM 2478	Widen 2-lane to 6-lane divided urban highway	03/22/2016	\$23.79	3
1091-01-019	FM 740	Ranch Rd. in Forney to Rockwall County Line	Rehab existing roadway	03/07/2016	\$5.60	4
TOTAL					\$51.40	

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 March, are projected to let in April or have recently been completed.



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

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.

TxDOT's 2016 Statewide Awareness and Safety Campaigns Begin

Continued from **Cover Story**

Law enforcement officials statewide are participating in the "Click It or Ticket" campaign to increase safety belt use. All drivers and all passengers in the vehicle must be properly restrained or run the risk of a fine up to \$250.



The new 2016 "Click It or Ticket" logo.

TxDOT began participating in the "Click It or Ticket" campaign in 2002. At that time, only 76.1 percent of Texans used their seat belts. Today, Texas is one of 16 states that have achieved at least a 90 percent statewide seat

belt use rate. The hallmark of the campaign is a special enforcement period, when state troopers, police officers and sheriffs' deputies give extra focus to ticketing drivers and passengers who aren't buckled up.

Work Zone Awareness

In April, the Dallas District will launch its Work Zone Awareness campaign during a joint press conference with the Fort Worth District, Texas Department of Public Safety and North Texas Tollway Authority.

Each year in Texas, there are approximately 15,000 crashes and more than 100 people killed in highway construction and maintenance zones.

Motorists traveling through work zones make up the majority of fatalities, and in Texas, there can be as many as 2,500 active work zones at any given time.

For more on previous and upcoming campaigns, visit www.txdot.gov.

BY THE NUMBERS SUMMARY:

YOUNG DRIVER ALCOHOL-RELATED CRASHES IN TEXAS DURING SPRING BREAK, 2015:

WRECKS	459
INJURIES	43
DEATHS	16

... AND IN THE METROPLEX IN 2015:

WRECKS	971
INJURIES	101
DEATHS	46

NUMBER OF FATAL MOTORCYCLE CRASHES IN TEXAS:

IN 2015	494
PAST 5 YRS	2,354

TEXAS HWY CONSTRUCTION & MAINTENANCE ZONES:

Number of Annual Crashes - **15,000**
Number of Annual Fatalities - **100**

SOURCE: TxDOT

TxDOT graphic



Mr. R. Linex of Navarro County:

"I just want to say a personal "thank you" for what appears to be drainage work being done at US 287 and SECR 3010. Having lived there for 10

years, it's rather traumatic to try and get home through water up to your door - in a pick-up, no less. I know 2015 was an aberration - I wouldn't be surprised if we got only 20 inches of rain this year - but having those rare rain events makes for some uneasy times. It was the first year our road was under water from one end (FM 637) to the other (US 287), and it happened twice.

We have dealt with wading through the high water in both directions a number of times over the years, but hopefully the work will ease some of the inbound concerns from the US 287 side. Based on what I am seeing, it has to help.

The crews are there early, and they have been mindful of residents in the area. It's been a great experience so far, and hopefully will be great for us in the future, should it ever rain again!"

SOURCE: Texas Department of Transportation.

TxDOT graphic



Waxahachie — Maintenance crews in Ellis County were busy last week grading a 1.5-mile stretch of FM 876.

TxDOT's Lorenzo Martinez, David Watson and Damon White worked for much of the week to complete a total overlay of the road:



Lorenzo Martinez works along FM 876 in Ellis County last week.



SOURCE: Texas Department of Transportation.

TxDOT photos

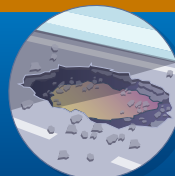
DALLAS DISTRICT | PROGRESS



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>

FORT WORTH DISTRICT PARTNERS



I-30/SH 360 Interchange Groundbreaking

PROMOTE *safety*

As part of its goals, TxDOT is encouraging Texans to slow down, pay attention and obey all traffic signs to reduce crashes and fatalities in work zones.

In Texas, there are:

2,500 work zones at any given time

Over 15,000 crashes and 100 people killed in work zones yearly

I-30/SH 360 Interchange

Local officials, community and business leaders broke ground March 2 on the I-30/SH 360 interchange project. The \$233 million project will construct a new direct connect interchange to improve safety and mobility in the Arlington Entertainment District. It is the largest Proposition 1 funded project in the state. The interchange is estimated for completion in 2020. For project information and to sign up for construction e-alerts, log on to:

 keep30360moving.org

Congestion Relief Funding

In February, the Texas Transportation Commission approved a \$1.3 billion plan to reduce gridlock in some of the state's most congested areas. The Fort Worth District will receive \$164 million in congestion relief funding for East Loop I-820, SH 199, and the SH 121/360 interchange. The projects were selected based on input from local transportation leaders and elected officials using funds made available through ending the use of diversions of highway money by other agencies. Construction on the three projects is estimated to begin between now and summer 2017. To keep informed of TxDOT's efforts to address traffic congestion, go to:

 texasclearlanes.com

Texas Trash-Off

On April 9, more than 100,000 volunteers will take part in the 30th Annual Trash-Off, the state's largest single-day litter cleanup event. Part of the *Don't Mess With Texas* litter prevention campaign, the Trash-Off is organized by TxDOT and Keep Texas Beautiful. In TxDOT's nine-county Fort Worth District, 226 Adopt-a-Highway groups with 3,395 volunteers help keep our roadways free of litter.

 dontmesswithtexas.org

NTE Wins Top Award

The North Tarrant Express was recognized as the Best of the Best Highway/Bridge Project for the 2015 Engineering News Record's "Best of the Best Projects." The award recognizes the pinnacle of design and construction achievement in the U.S. Industry experts from across the country examined nearly 750 projects in an effort to determine the very best in terms of teamwork, safety, overcoming challenges, innovation and quality. The \$2.5 billion project rebuilt and expanded I-820 and SH 121/183 between I-35W in Fort Worth and Industrial Boulevard in Euless.

PARTNERS *in construction*

AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
MAR	US 377 & SH 144	Various locations Hood County	Pavement overlay & repairs	\$4.5	\$4.1	-8.4
	SH 180 & Spur 303	I-820 to Green Oaks Blvd	Pavement overlay & repairs	\$4.4	\$4.3	-1.4
	FM 51	US 380 to Denton County Line Wise County	Pavement overlay & repairs	\$6.9	\$5.4	-22.7

PROJECTED PROJECTS

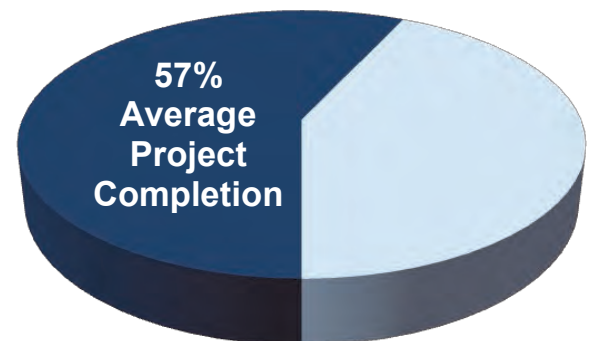
	Hwy	Limits	Type of Work	Estimate (millions)
MAY	FM 730	US 180 to SH 199, Parker County	Pavement overlay & repairs	\$6.2
	FM 157	Various locations, Arlington	Traffic signal improvements	\$0.2
	Rambling Rd	At Keechi Creek, Palo Pinto County	Bridge replacement	\$0.5
JUN	US 67	County Rd 2021 to Erath County Line Somervell County	Pavement overlay & repairs	\$9.5
JUL	FM 1902	FM 917 to FM 1187 Johnson & Tarrant Counties	Add shoulders	\$5.9
	FM 1655	At Business 81, Wise County	Intersection improvements	\$0.2



\$613 M PROPOSED LETTING



FY 2016 CONSTRUCTION*



TOTAL CONTRACTS \$3.9 B

*includes CDAs

With both the north and southbound main-lanes now open, the FM 2499 project is six months ahead of schedule with all lanes of traffic expected to be open and in its final pattern this summer.

Since March, commuter traffic has been bypassing the intersections of Stars and Stripes Way and Grapevine Mills Boulevard. The remaining turn-arounds at the intersections were also opened.

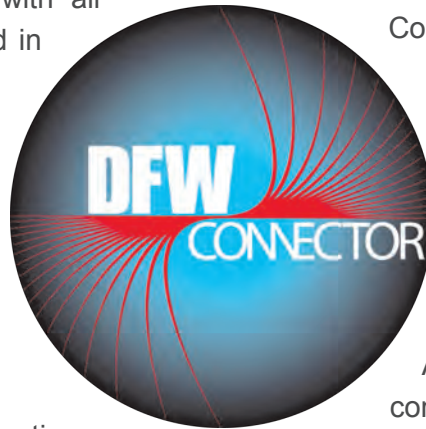
Over the next few months, crews will continue to construct the FM 2499 southbound frontage road and west intersections of Grapevine Mills Boulevard and Stars and Stripes Way.

As work finishes on the \$92 million FM 2499 project, the focus will now shift to the SH 121/360 interchange,

the next segment of the DFW Connector which was recently selected for congestion relief funding.

Construction on the SH 121/360 interchange will include new direct connectors for SH 114, SH 121 and SH 360. The \$61 million project is estimated to begin in late 2016 with substantial completion in 2018. Earlier this year, construction was completed one year ahead of schedule on ramps from William D. Tate Avenue to SH 121 and SH 360 which will complement the new interchange.

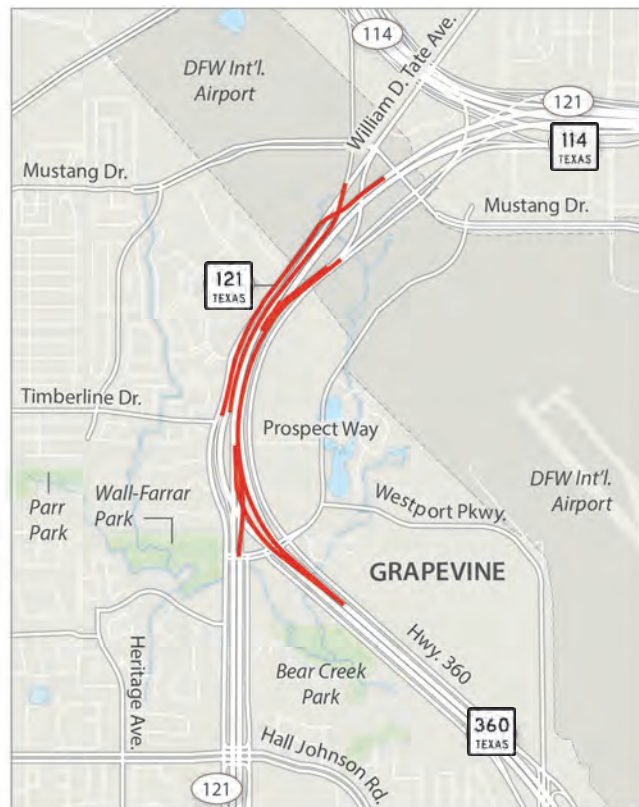
Originally deferred from the DFW Connector, the FM 2499 and SH 121/360 projects will further improve mobility and safety for the residents, businesses and traveling public in northeastern Tarrant County.



 dfwconnector.com



Completion in Summer 2016



Starting in Late 2016

PARTNERS

April 2016



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



WORK ZONES PROTECT WORKERS.

BUT DRIVERS KEEP THEM SAFE.

OWN THE WORK ZONE.

Work zones on Texas roads can be dangerous. Both for the men and women who work there and for the motorists who pass through. Other drivers, workers and their loved ones are depending on you to help keep them safe.



ROAD
WORK
AHEAD

Drive Smart in Work Zones

- Control your speed and follow posted work zone speed limits.
- Pay attention and put the phone away—no talking or texting.
- Plan ahead to avoid work zone delays.
- Remember, traffic fines double in work zones when workers are present.

BE SAFE. DRIVE SMART. 



"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 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.



Credit: AGL photo

Pictured above is a photo of Lake Lewisville Bridge construction on the 35Express.

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 segment (I-635 to PGBT): 7.5 miles
- Middle segment (PGBT to FM2181): 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

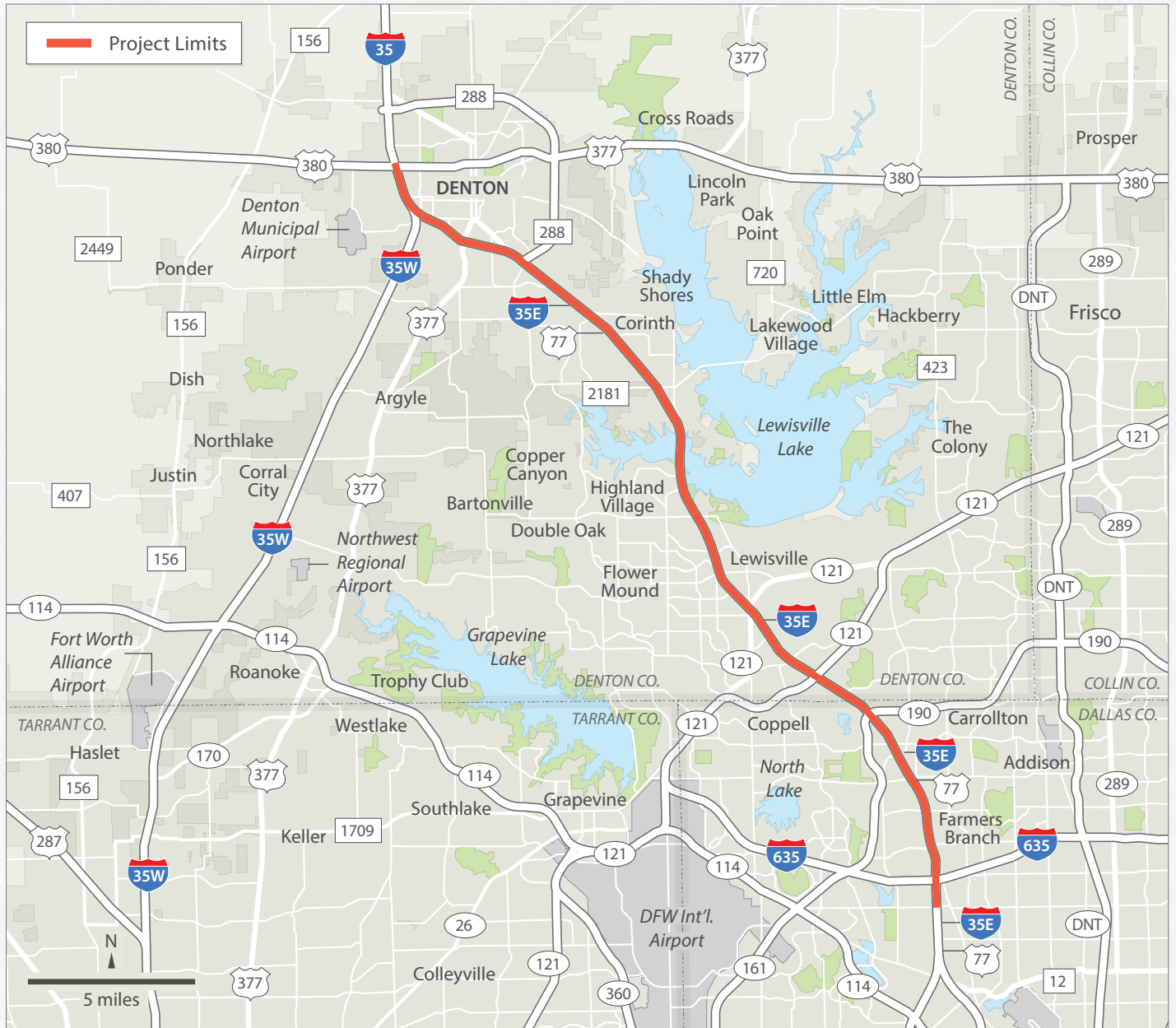
- Work continues at the I-35E/I-635 interchange on the WB I-635 to NB I-35E ramp and on the bridge from WB I-635 to SB I-35E.
- North and SB traffic at Belt Line Road has been placed on the new mainlane bridge. This summer Fourth and Fifth Streets will

be closed at the NB frontage road as crews continue to construct the new NB mainlane and frontage road bridges. Fifth Street will be permanently closed.

- Work continues on the FM 407 interchange. Crews expect to place beams on the new NB mainlane bridge in April.
- Traffic will temporarily shift onto the new SB bridge over Lake Lewisville this summer as rehabilitation of the existing bridge begins.
- The new Turbeville/Hundley at-grader roadway is expected to open this summer. Traffic will move onto the new mainlane bridge over Tuberville/Hundley this spring.
- The new SB exit ramp to Loop 288 will reopen to traffic in April.
- The North Texas Boulevard bridge will be demolished in April. Partial connectivity will be restored by fall 2016 and the bridge will fully open to traffic by late 2016.

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.

TxDOT graphic

	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
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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 six 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. Segment 3C, from north of US 81/287 to Eagle Parkway, is expected to reach financial close in late 2016. I-35W carries 140,000 vehicles daily near downtown Fort Worth and 146,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



Feb. 2016 - I-35W/I-820 Interchange Looking South

NTEMP3 photo archive

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)

- Approximately 40% complete
- Switched direct connectors from westbound I-820 to northbound I-35W and eastbound I-820 to northbound I-35W from left-hand exits to right-hand exits
- Permanently closed and demolished the Papurt bridge over I-35W
- Upcoming construction/progress
 - Reopen off-ramp from northbound I-35W to Beach St.
 - Close the off-ramp from northbound I-35W to Meacham Blvd. for an extended period of time

- Close the off-ramp from southbound I-35W to Northside Dr./Yucca Ave. for an extended period of time

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

- Moved traffic to new northbound mainlanes between Basswood Blvd. and North Tarrant Pkwy.
- Completed hanging all bridge beams over Western Center Blvd. and Big Fossil Creek
- Temporarily shifted Basswood Blvd. exit ramp to realign it with the new northbound mainlanes
- Improved Western Center Blvd. with three through-lanes and one left-turn lane in each direction under I-35W
- Re-opened the northbound I-35W entrance ramp from Western Center Blvd.
- Continue construction of future TEXpress lanes between North Tarrant Pkwy. and Basswood Blvd.

THE 3C PORTION: (US 81/287 to Eagle Parkway) TxDOT has received a proposal from NTEMP3 to build portion 3C. Financial close is estimated in late 2016.

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 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 & 3C: Two NB and 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; \$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

RIGHT OF WAY

- Segment 3A: 95% complete
- Segment 3B: 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: Financial close - Late 2016



NOTE: Highlighted areas are not to scale.

TxDOT graphic

* 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

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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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, in early 2013, TxDOT was able to identify funding for the FM 2499 section, in Sept. 2014, funding for new SH 121 and SH 360 ramps and in Feb. 2016, funding for the SH 121/360 interchange.

FM 2499 work includes rebuilding the mainlanes of FM 2499 from SH 121 to Denton Creek. The lanes are being built below grade level allowing commuters to bypass two intersections.

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.

The SH 121 project from SH 114 to Hall Johnson Road will reconstruct the SH 121/360 interchange.



NorthGate photo

March 2016 - Northbound lanes open on FM 2499

PROJECT HISTORY

- **March 2006** – Texas Transportation Comm. authorized request for CDA proposals
- **March 26, 2009** – CDA conditionally awarded to NorthGate 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
- **Nov. 2015** – SH 121/360 ramps project opens to the public, one year ahead of schedule
- **Feb. 2016** – SH 121/360 interchange project approved

FM 2499 PROGRESS

- Both north and southbound FM 2499 mainlanes are now open.
- New u-turns on the south side of Stars and Stripes Way and the north side of Grapevine Mills Blvd. are now open.
- Crews continue to construct the southbound FM 2499 frontage road and west intersections of Grapevine Mills Blvd. and Stars and Stripes Way.
- The project anticipates that all lanes of traffic will be open and in its final pattern this summer, approximately 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

SH 114 TO HALL JOHNSON RD.

- The Texas Transportation Commission approved congestion relief funding for the project.

FM 2499 PROJECT FACTS

WHEN: Est. Completion in Summer 2016

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)

RIGHT OF WAY (ROW) AND UTILITIES

- Complete

CONSTRUCTION DATES

- FM 2499 construction start: Aug. 2013
- FM 2499 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

COST: \$61 MILLION

CONSTRUCTION DATES

- Est. construction start: Late 2016
- Substantial completion: 2018

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 Int'l. Pkwy.
- 4 to 7 NB and 3 to 6 SB at SH 121 near DFW Airport's north entrance

MANAGED LANES

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

COST: \$1 B (FUNDED ENTIRELY 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.

DFW STRATEGIC PROJECTS OFFICE

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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 is the construction of the westbound arch of the Margaret McDermott Bridge on the Horseshoe Project.

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 for Dallas' second signature bridge, the Margaret McDermott Bridge on I-30 over the Trinity River. The installation of the EB arch was completed on August 23, 2015 and crews are currently working on the deck for the EB bridge. Installation of the WB arch has begun.
- Work continues on the westbound I-30 mainlanes and frontage road bridge across the Trinity River.
- Traffic from WB I-30 travelling to NB I-35E was shifted on to a new alignment in February 2016.
- Construction of various bridges continues throughout the Mixmaster.

- The new northbound I-35E bridge in the Mixmaster is complete

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 completed as early as summer 2017.

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 M
SH 121 RTR	\$21.4 M
Cat 10 HPS/DEMO Earmarks	\$106.3 M
Cat 6 Federal Bridge	\$75 M
Cat 7 STP-MM	\$4.45 M

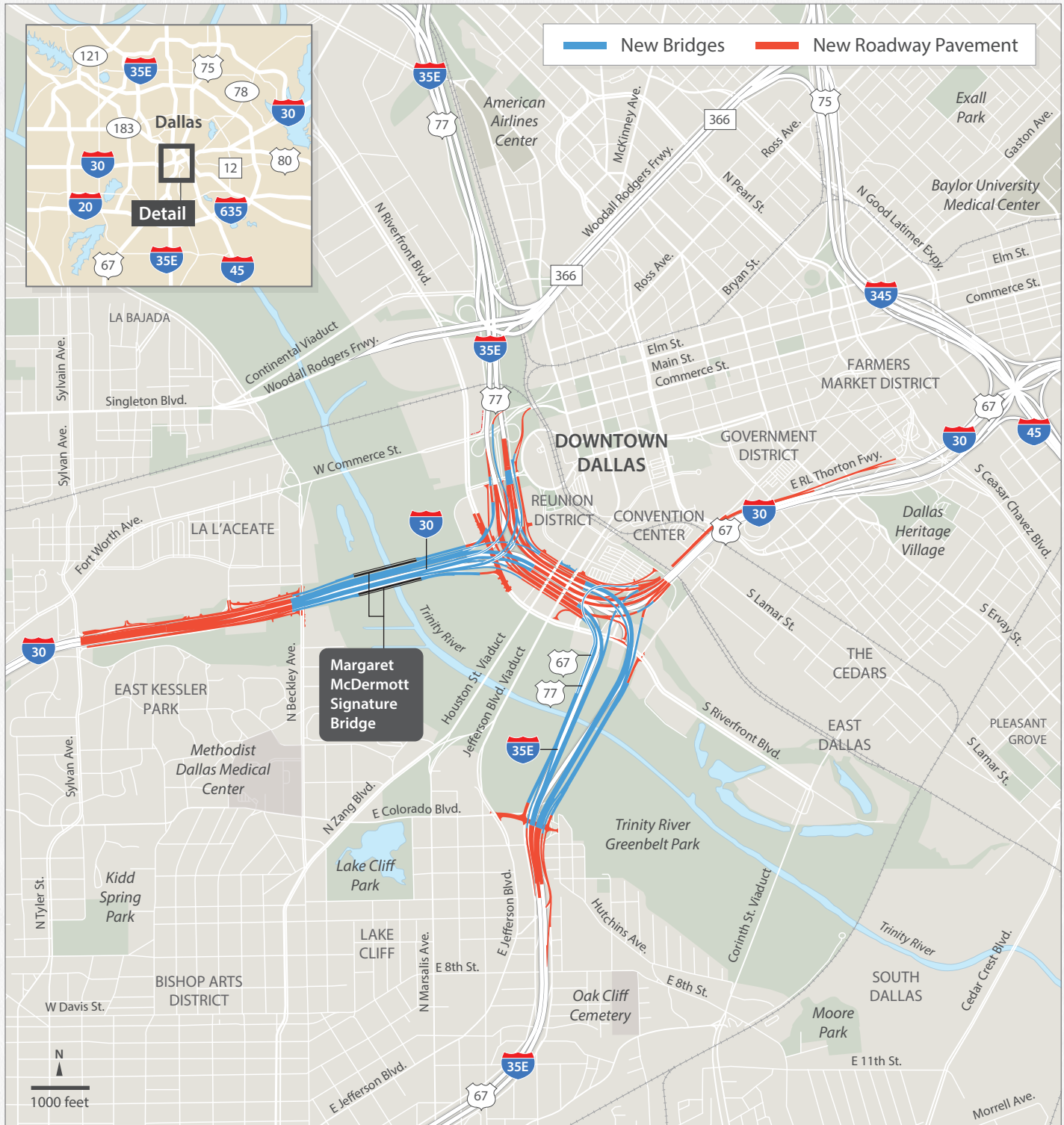
SOURCE: TxDOT

TxDOT graphic



PRELIMINARY HORSESHOE SCHEMATIC (APRIL 2012)

DALLAS DISTRICT



SOURCE: Texas Department of Transportation.

TxDOT graphic

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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.



SouthGate Constructors photo archive

Feb. 2016 - Initial bridge work on the new SH 183 Trinity River bridges

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 bridge widening over O'Connor Blvd. is nearly complete
- LP 12 mainlane changes and ramp closures have occurred to facilitate the start of new direct connector construction
- Utility relocations are underway on SH 183 through Irving

- Initial construction is underway on the new SH 183 Trinity River bridges
- Completed a section of frontage road on SH 183 east of O'Connor Rd.
- Right of way acquisition is underway in Euless
- Permanently closed Ector ramps in early March
- Initial bridge removal started on SH 183 over Ector Dr. and Industrial Blvd.
- Demolition of Main Street bridge and the pedestrian bridge expected this summer

MIDTOWN EXPRESS PROJECT (EST. 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 as well as a pending Transportation Infrastructure Finance and Innovation Act (TIFIA) loan

RIGHT OF WAY

- Acquisition is 89% 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, Loop 12 and a portion of SH 114
- Construct one TEXpress Lane WB on SH 114 from SH 161 to Int'l. Pkwy.

ULTIMATE PROJECT (EST. OPERATION TBD)

COST

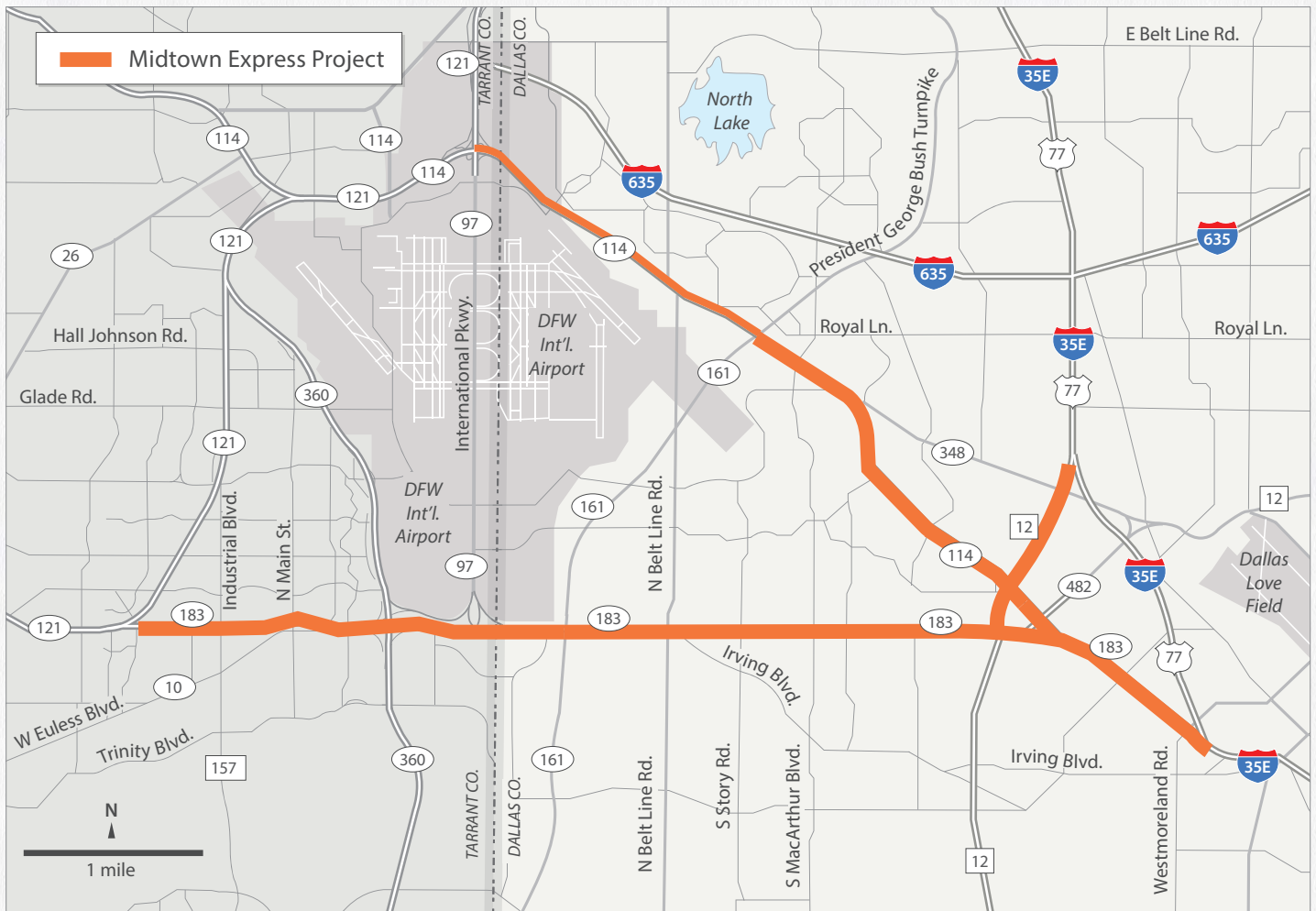
- \$3.8 billion (funding not identified)

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 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.

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

TxDOT graphic

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



TxDOT photo archives

February 2016 - Construction on Webb Lynn Road Intersection Cross Bridge.

PROJECT HISTORY

- **1994** – First frontage road project south of I-20 (I-20 to New York Ave.)
- **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 Blvd. 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

- **Aug. 2015** -- The contract between TxDOT and Lane-Abrams Joint Venture was executed

PROGRESS

- Initial clearing and grading is taking place from Camp Wisdom Road to US 287.
- The team hosted public open houses on Nov. 10, 2015 and March 8, 2016 to discuss current work and upcoming detours.
- This spring, detours will be in place for bridge construction at: Webb Lynn Road/Lynn Creek Parkway; Debbie Lane/Ragland Road; Broad Street; and Heritage Parkway.
- This summer, detours for bridge construction will occur at Sublett Road/Camp Wisdom Road.

- Continuous non-tolled frontage roads
- US 287 NB and SB mainlane bridges over SH 360 frontage roads
- 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

PROJECT FACTS

LENGTH

- Green Oaks Blvd. to US 287: 9.7 miles

COST

- Initial project cost: \$330 million with the partnerships

INITIAL PHASE

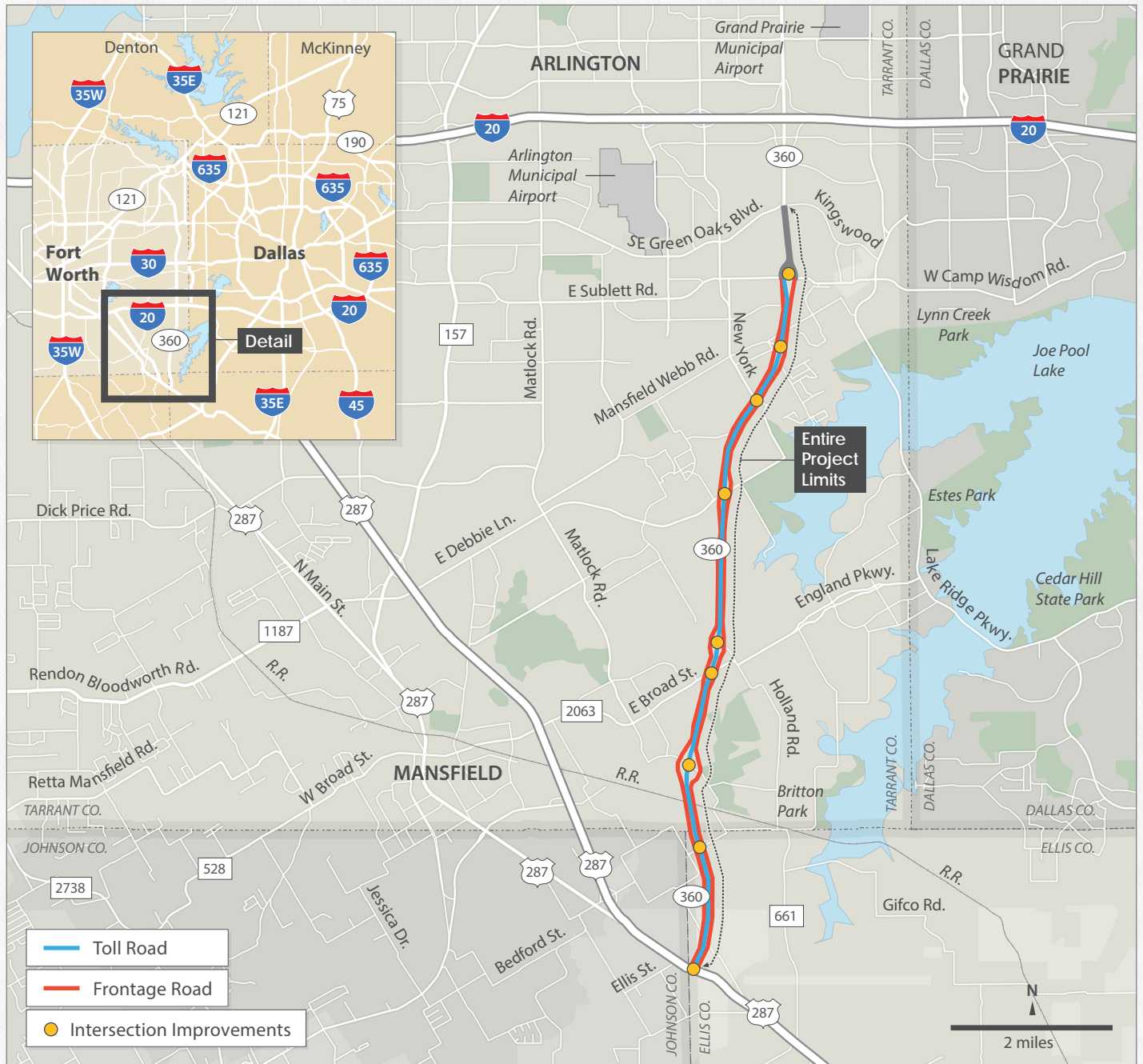
- Sublett Road/Camp Wisdom Road to US 287: Two toll lanes each direction

TRAFFIC COUNTS (VEHICLES PER DAY, 2014)

- At Bardin Road: 98,000
- At Southeast Parkway: 52,000
- At Holland Road: 25,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

ANTICIPATED SCHEDULE (INITIAL)

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



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, late 2017)	Initial toll lanes (Each direction, late 2017)	Ultimate toll lanes (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.

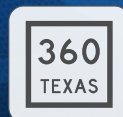
TxDOTgraphic

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