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 functions as an important truck corridor and accommodates more than 12,000 trucks daily, according to 2008 state vehicle counts. The interstate also handles more than 200,000 total vehicles daily near I-635, and 128,000 vehicles a day across Lewisville Lake. Because of the challenges of crossing the Lewisville Lake and the lack of I-35E frontage roads across the lake, viable north-south commuting alternatives to I-35E do not exist. This condition makes it imperative to provide motorists reliable alternatives with a combination of continuous frontage roads and managed lanes in the I-35E corridor. The proposed $4.4 billion project would rebuild the entire 28-mile corridor and provide managed lanes that feature dynamic pricing to keep traffic moving at 50 mph. Almost $600 million in funding has been identified for this project, with most coming from $535 million in regional toll revenue funds dedicated to Denton County.

PROJECT HISTORY/TIMELINE

9 I-35E constructed: 1950s and 1960s
9 Major Investment Study for future expansion: 1998
9 Environmental Assessment process: 2003-2011 (ongoing)
9 Express Lane Demonstration Program Approval by Federal Highway Administration: Sept. 30, 2009
9 Finding of No Significant Impact by FHWA (Middle section): Jan. 28, 2011

ENVIRONMENTAL REVIEW STATUS

9 Environmental Assessment public meetings: 2008
9 FHWA schematic approval for all three sections: Oct. 28, 2009
9 Middle section public hearing: Complete
9 North section public hearing: May 2011
9 South section public hearing: June 2011
9 Anticipated reviews and FHWA decisions for north and south sections: mid-2011

PROJECT PROGRESS

9 An I-35E stakeholder coalition, with leadership from Denton County and the Dallas Regional Mobility Coalition, continues to meet and express support for the project and the possible use of public-private partnerships for its expansion.
9 Most cities along the corridor, including Denton, Hickory Creek and Lake Dallas, have passed resolutions supporting the proposed design and the use of public-private partnerships to help deliver the project.
9 Major educational institutions along the corridor, including UNT and Texas Woman’s University, have expressed support for the I-35E expansion and the use of innovative methods to deliver the project.
9 TxDOT has established working groups with municipal stakeholders along the corridor to develop an aesthetics master plan. Visioning sessions are scheduled for mid-February, and a final corridor master plan could be complete by mid-2011.

Early Projects
9 Begin right of way (ROW) acquisition: Spring 2011
9 Funding committed by the Texas Transportation Commission to complete FM 407 intersection: Late 2010
9 Construction of pedestrian bridge at the University of North Texas to access new football stadium. Goal for opening is 2012 football season.

PROJECT FACTS

Length
9 North section (US 380 to FM 2181): 10.5 miles
9 Middle section (FM 2181 to President George Bush Turnpike): 12.1 miles
9 South section (President George Bush Turnpike to I-635): 5.5 miles

Cost
9 Construction (2010 estimate): $3.7 billion
9 Right of way (2010 estimate): $650 million to $1 billion

Construction dates
9 Anticipated start date: 2013, contingent on funding availability

DEVELOPMENT OPTIONS

Traditional TxDOT letting process
Funding not identified; no start date; schedule uncertain

Design-build process
Legislative authority required, funding not identified. Construction schedule would be expedited but start date uncertain due to funding

Public-private partnership
Legislative authority required
Proposal process begins shortly after environmental approval and acquisition of right of way
Construction schedule expedited, potential start date after 18-month procurement process: 2013
OVERVIEW
The initial DFW Connector project spans 8.4 miles in Grapevine, Southlake and Irving, and it doubles the size of the existing highway system around the north DFW Airport entrance. The project will feature a combination of new main lanes, frontage road lanes and managed lanes, which will have dynamic pricing to keep traffic moving at 50 mph. The $1.02 billion project is being simultaneously designed and built by NorthGate Constructors. Under a comprehensive development agreement (CDA) with TxDOT, the project is expected to open in 2014, approximately half the construction time needed for traditional contracts. Upon completion, TxDOT can exercise up to three, five-year maintenance contracts with NorthGate for a maximum of 15 years. Regional support led to planning for an ultimate 14.4-mile, $1.6 billion project. Funding for the remainder has not been identified.

PROJECT HISTORY/TIMELINE
- Texas Transportation Commission authorizes request for CDA proposals: March 2006
- CDA conditionally awarded to NorthGate Constructors: March 26, 2009
- CDA executed: October 6, 2009
- Groundbreaking: February 17, 2010

PROGRESS
- Traffic will switch in summer 2011 to new eastbound SH 114/121 main lane pavement from near Main Street to Texan Trail.
- Work continues on the William D. Tate and SH 26 bridges. The Main Street Bridge should be substantially complete by fall 2011. Initial work has started around Texan Trail Bridge. The bridge's east side is tentatively slated for removal in early 2012.
- Selected quantities as of spring 2011: 383 concrete beams set; 20,955 linear feet (approx. 4 miles) of column shafts drilled.
- TxDOT has reduced the projectwide speed limit to 50 mph.
- Traffic has switched to new southbound SH 121 and westbound I-635 bridges north of DFW Airport. Also, the ramp from Bass Pro Drive to southbound SH 121 was reopened in early May.
- Closed until 2012: Southbound International Parkway ramp to the DFW service road and eastbound SH 121/114 ramp to DFW.
- Project leaders are coordinating the Grapevine monthly business owner task forces, where business representatives are briefed on general schedules and work around their properties.

PROJECT FACTS (IMPROVEMENTS BY 2014)
- Length: 8.4 miles
- Number of non-toll lanes (widest points):
  - Six to eight westbound, six eastbound between William D. Tate Avenue and International Parkway
  - Four to seven northbound and three to six southbound lanes at SH 121 near DFW Airport north entrance

Managed Lanes
- Four miles in length
- Two each direction, SH 114
- Estimated initial travel cost: 16 cents per mile

Cost: $1.02 billion (funded entirely by TxDOT)
- TxDOT: $667 million
- American Recovery and Reinvestment Act funds: $250 million
- Proposition 14 bonds: $107 million

Right of Way (ROW) and Utilities
- Approximately 54 parcels have been acquired for the current configuration and are held in the name of the State of Texas.
- TxDOT has acquired 18 parcels (146 acres) from DFW Airport.
- All 13 master utility agreements are complete. As of spring 2011, 14 of 87 utility relocations are done and 16 others are under way.

Construction dates
- Construction started: February 2010
- Anticipated substantial completion date: 2014

Ultimate project details (Configuration 3, unfunded)
- Length: 14.4 miles (six miles of additional construction)
- Total project cost: $1.6 billion ($600 million unfunded; cost includes right-of-way, utilities, construction, etc.)
- Completion date: To be determined

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)
- Design-build CDA with TxDOT funding the entire project cost
- Regional support of the Texas Transportation Commission advancing the project via a CDA
- NorthGate Constructors: A joint venture between Kiewit Texas Construction L.P. and Zachry Construction Corporation
- TxDOT retains the project and has the right to enter into a maximum of three, five-year maintenance agreements with NorthGate Constructors upon construction completion
- Estimated annual routine maintenance costs (FY 2009) assumed by developer: $877,000
- North Texas Tollway Authority to provide toll collection services. Toll policy set by the region. TxTAG, TollTag and EasyPass transponders will work on this project.
NOTE: Project area is not drawn to scale in order to emphasize details.

Texas Department of Transportation
PO Box 6868
Fort Worth, TX 76115-0868
(817) 370-6846

Summer 2011

DFW Connector Contacts

Texas Department of Transportation
PO Box 6868
Fort Worth, TX 76115-0868
(817) 370-6846

DFW Connector
Project site: www.dfwconnector.com
www.txdot.gov
Keyword: “DFW Connector”
Toll-Free project hotline: 877-411-4212

Selma Stockstill
Public Information Manager
NorthGate Constructors
7651 Esters Road
Irving, TX 75063
972-536-8620

Tony Hartzel
DFW CDA Program Public Info.
Texas Dept. of Transportation
PO Box 133067
Dallas, TX 75313
214-320-4481
OVERVIEW

The LBJ Express project will rebuild one of the busiest and most congested highways in North Texas by 2016. Construction started in early 2011. The project will be designed and built concurrently, shaving several years from the project schedule. When complete, it will provide improved mobility by almost doubling the existing roadway capacity. LBJ Express will feature a combination of four main lanes and two to three continuous frontage roads in each direction, along with three managed toll lanes in each direction that will use dynamic pricing to keep traffic moving at 50 mph. It is the first comprehensive development agreement (CDA) project signed in Dallas County. The joint project with LBJ Infrastructure Group (LBJIG) will leverage a $490 million TxDOT investment into $3.2 billion to build the 16.5-mile project.

PROJECT HISTORY/TIMELINE

- Texas Transportation Commission authorizes request for CDA qualifications: April 2005
- CDA executed: September 4, 2009
- Financial close: June 22, 2010
- Approval to begin detailed work: December 19, 2010

PROGRESS

- The LBJ high-occupancy vehicle (HOV) lanes were closed in phases in May and June 2011. They will remain closed to provide room for construction and will reopen as managed lanes in 2016.
- Crews will close the Joe Ratcliff Pedestrian Bridge and the Rosser Road bridge for reconstruction this summer. Work on the Hillcrest Road and Montfort Drive bridges will begin in summer/fall 2011.
- Work is under way on soil grading, bridge columns and drill shafts at Loop 12 and I-35E.
- Project-wide noise wall preparation and construction has started.
- More than 500 people attended a project open house April 21 at the Sheraton North Dallas hotel.
- An accelerated construction schedule is being proposed for the Welch Road bridge, which may entail closing it for reconstruction. Residents and businesses near the bridge will be notified to discuss the proposal. Other neighborhood briefings continue, and project updates have been given to corridor cities and agencies.
- LBJIG is finalizing a business outreach plan. It will feature web-based updates and targeted briefings to communicate to area businesses.

PROJECT FACTS

- Length:
  - I-635 from east of Luna Road to Greenville Avenue: Approximately 10.7 miles
  - I-35E from south of Loop 12 to south of Valwood Parkway: Approximately 5.8 miles
- Managed Lanes (each direction):
  - I-635: Three lanes below surface level in median area
  - I-35E: Two-lane elevated ramps from Loop 12 to I-635
- Total managed lanes length: 13.3 miles
- Estimated initial travel cost: 15 cents per mile (low traffic), 55 cents per mile (peak hour)

Right of Way (ROW) and Utilities

- All parcels are acquired and are held in the name of the State of Texas.
- LBJIG continues to coordinate utility relocations.

Construction dates

- Construction began: January 18, 2011
- Anticipated substantial completion date: 2016

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

Concession CDA – TxDOT owns the project; LBJIG to build, finance, operate and maintain project.

Term: 52 years

Total Project Cost: $2.7 billion

Construction: $2.7 billion ($490 million TxDOT public funds; $664 million equity from LBJIG; private activity bonds (PABs), $615 million; federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, $850 million

Operations and Maintenance: $500 million (2008 dollars)

Estimated annual routine maintenance costs (FY 2009) assumed by developer: $1.7 million

LBJIG partners: Cintra U.S., Meridiam Infrastructure Finance, Dallas Police and Fire Pension System

North Texas Tollway Authority to provide toll collection services. Toll policy set by the region. TxTAG, TollTag and EasyPass electronic transponders will work on this project.
Roadway and Limits | Existing lanes (Each dir.) | HOV lanes (Each dir.) | Frontage lanes (Each dir.) | General purpose lanes (Each dir.) | Managed lanes (toll) (Each dir.) | Frontage lanes (Each dir.)
--- | --- | --- | --- | --- | --- | ---
I-635 from Loop 12 to Loop 12 | 4 | 1 | 2* | 4 | 2 - 3 | 2 - 3**
I-35E from Loop 12 to I-635 | 5 | 0 | 0 | 5 | 2 - 3 | 2 - 3***

* Discontinuous. ** Continuous. *** I-35E frontage roads not funded.

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

Configuration as proposed in Regional Mobility 2030 Plan

Texas Department of Transportation
P.O. Box 133067
Dallas, TX 75313
214-320-6100

Project website:
www.lbjexpress.com
www.newlbj.com
www.txdot.gov
Keyword: “LBJ Managed Lanes”
Project hotline: 877-LBJ-EXPY (877-525-3979)

Andy Ritter
Director of Corporate Affairs
LBJ Infrastructure Group
4100 McEwen #110
Farmers Branch, TX 75244
972-239-5000

Tony Hurtzel
DRT CDA Program Public Info.
Texas Dept. of Transportation
P.O. Box 133067
Dallas, TX 75313
214-320-4481
The North Tarrant Express (NTE) will rebuild several of Tarrant County’s most congested highways by 2015. Construction started in late 2010. The project will be designed and built concurrently by NTE Mobility Partners (NTEMP), shaving several years from the project schedule. When complete, the project will provide eight to 10 lanes on Interstate 820 (I-820) and State Highways (SH) 121 and 183. The project will improve mobility by almost doubling the existing road capacity with a combination of general purpose lanes and continuous frontage roads, along with managed toll lanes that will use dynamic pricing to keep traffic moving at 50 mph. As the first comprehensive development agreement (CDA) project signed in North Texas, the project will leverage a $573 million TxDOT investment into a $2.5 billion project that reaches from north Fort Worth to near D/FW Airport.

PROJECT HISTORY/TIMELINE
- Texas Transportation Commission authorizes request for CDA proposals: March 2006
- CDA executed: June 23, 2009
- Financing obtained: December 17, 2009
- Approval to begin detailed work: December 31, 2009

PROGRESS
- The Federal Highway Administration approved a revised SH 183/121 design on June 1. The design keeps both directions of the proposed managed lanes primarily at ground level.
- Construction continues on the I-35W/I-820 interchange. Initial efforts at that site have focused on the new managed lane ramps at the interchange.
- Work began in spring 2011 on the SH 183/121 interchange, including permanent closure of the ramp from westbound SH 183 to northbound SH 121. Work also will begin soon at the SH 183/I-820 (Northeast) interchange.
- NTEMP has held meetings with officials in affected cities along the corridor to brief them of upcoming work.
- NTEMP and Bluebonnet Contractors, in coordination with TxDOT, have developed a draft landscape plan that incorporates aesthetic elements previously approved by corridor cities.
- A Traffic Management Team (TMT) meeting was held in May with all corridor cities. Additional meetings will be scheduled in the late summer or early fall as work progresses.

PROJECT FACTS
- Length:
  - Segment 1 (I-820 from I-35W to Northeast interchange): 6.4 miles
  - Segment 2W (Northeast interchange to Industrial Blvd.): 6.9 miles
- Managed Lanes (each direction):
  - Segment 1: Two surface-level lanes in median
  - Segment 2: Two median-area lanes (third lane by 2030)
- Estimated initial travel cost: 15 cents per mile (low traffic), 53 cents per mile (peak hour)

Right of Way (ROW) and Utilities
- More than 300 parcels identified, all parcels purchased for and held in the name of the State of Texas. Approximately half of parcels have been cleared for construction.
- TxDOT has approved almost all right of way packages submitted by NTEMP.
- NTEMP began holding utility coordination meetings in 2009. More than 20 master utility agreements have been submitted by spring.

Construction dates
- Construction began: November 22, 2010
- Anticipated substantial completion date: Late 2015

Ultimate Project (NTE Master Development Plan)
- Length: Approximately 23 miles (I-35W, I-820 and SH 121/183)
- Initial submission (Segments 3A and 3B) under review.

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)
- Concession CDA - TxDOT owns the project; NTEMP to build, finance, operate and maintain project
- Term: 52 years

Construction:
- $2.05 billion ($573 million TxDOT/public funds; $426 million NTEMP equity; $400 million private activity bonds (PABs); $650 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

Operations and Maintenance:
- $444 million (2009 dollars)
- Estimated annual routine maintenance costs (FY 2009) assumed by developer: $1.18 million
- NTEMP Partners: Cintra U.S., Meridiam Infrastructure Finance, Dallas Police and Fire Pension System
- North Texas Tollway Authority to provide toll collection services; TxDOT, TollTag and EasyPass electronic transponders will work on this project.

Lane closures are occurring regularly on the project. For updated traffic information, go to www.northtarrantexpress.com.

NTEMP assumed corridor operations and maintenance on May 1, 2010. For maintenance or roadway issues, call 888-NTE-2015.
ENTIRE PROJECT AREA:

NOTE: Project areas are not drawn to scale in order to emphasize details.

<table>
<thead>
<tr>
<th>SEG*</th>
<th>Roadway and Limits</th>
<th>Existing lanes (Each dir.)</th>
<th>Frontage lanes (Each dir.)</th>
<th>General purpose lanes (Each dir.)</th>
<th>Managed lanes (to) (Each dir.)</th>
<th>Frontage lanes (Each dir.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I-820 from I-35W to Northeast Interchange including managed lane direct connections at the I-35W interchange</td>
<td>2</td>
<td>2*</td>
<td>3***</td>
<td>2</td>
<td>2*</td>
</tr>
<tr>
<td>2W</td>
<td>SH 183 from the I-820 Northeast Interchange to the SH 121/SH 183 split</td>
<td>3</td>
<td>2*</td>
<td>3</td>
<td>3***</td>
<td>3**</td>
</tr>
</tbody>
</table>

* 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. ** Continuous.

3rd lane each direction deferred.

Texas Department of Transportation
PO Box 6868
Fort Worth, TX 76115-0868
(817) 370-6846

Project website:
www.northtarrantexpress.com
www.dot.state.tx.us
Keyword: “North Tarrant Express”

Robert Hinkle
Director of Corporate Affairs
North Tarrant Express Mobility Partners
9001 Airport Freeway
North Richland Hills, TX 76081
(817) 710-0500

Tony Hartzel
Director of Corporate Affairs
North Tarrant Express Mobility Partners
9001 Airport Freeway
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NOTE: Project areas are not drawn to scale in order to emphasize details.

TxDOT graphic
OVERVIEW

The North Tarrant Express (NTE) Master Development Plan (MDP) is a 10-year agreement between TxDOT and NTE Mobility Partners (NTEMP) to identify proposed improvements to portions of Interstate 35W (I-35W), State Highway 183 and I-820 in northern and eastern Tarrant County. The plan will lay out current and future needs and solutions for general purpose lanes and managed toll lanes, which will keep traffic moving at 50 mph. The $2.5 million agreement also will identify funding methods for the proposed improvements. If necessary, TxDOT has an option to extend the agreement for an additional five years.

PROJECT HISTORY/TIMELINE

Texas Transportation Commission authorizes request for CDA proposals: March 2006

CDA conditionally awarded to NTEMP: January 29, 2009

CDA executed: June 23, 2009

Initial work started: July 7, 2009

Approval to begin detailed work: December 4, 2009

Ready for development letter and initial submittal for segments 3A and 3B received on May 17 and May 19, 2010, respectively.

Master Development Plan approved: December 10, 2010

PROGRESS

Obtain environmental approvals for the project. Segment 2E and Segment 4 have environmental approval. Work on approvals for Segments 3A, 3B and 3C is underway.

TxDOT, NTEMP, and the North Central Texas Council of Governments are holding monthly coordination meetings in anticipation of construction and financing proposals.

TxDOT responded to NTEMP’s ready for development letter for 3A and 3B on June 16, 2010, allowing efforts to begin on development of a facility implementation plan.

NTEMP and TxDOT should complete a facility implementation plan for 3A/3B in spring 2011. The plan outlines work activities that will lead to a 3A/3B facility agreement by summer 2011.

TxDOT will prepare a shadow developer bid and a reference case bid using traditional methods to ensure the department receives reasonable value for the submittal’s estimated costs.

A 3A and 3B facility agreement must be approved by the Legislative Budget Board and a determination of legal sufficiency received from the office of the Attorney General by mid-2011. In addition, a financial public hearing will be held by mid-2011.

A final 3A and 3B facility agreement must be executed by summer 2011.

PROJECT FACTS

Length and estimated construction costs, and operations and maintenance (O&M) costs for concession duration:

- Segment 2E (SH 183 from SH 121 to SH 161): 4.5 miles, $662 million construction, $530 million O&M
- Segment 3A (I-35W from north of I-30 to south of I-820): 6.5 miles, $894 million construction, $504 million O&M
- Segment 3B (I-35W from north of I-820 to US 81/287): 3.3 miles, $380 million construction, $341 million O&M
- Segment 3C (I-35W from US 81/287 to SH 170): 5.0 miles, $648 million construction, $544 million O&M
- Segment 4 (I-820 from SH 183 to Randol Mill Road): 3.7 miles, $461 million construction, $346 million O&M

Total cost: $3.1 billion construction, $2.3 billion operations and maintenance (Master Development Plan estimates, interim configurations)

Preliminary construction start - completion dates

- Segment 2E: 2016 - 2020; Pending future funding
- Segment 3A: 2011 - 2017 (May 2010 submission estimate)
- Segment 3B: 2011 - 2017 (May 2010 submission estimate)
- Segment 3C: 2016 - 2020; Pending future funding
- Segment 4: 2021 - 2025; Pending future funding

(*Construction costs include: Project studies, project and contract administration, right of way, design, construction, toll and other major systems, and financing. Construction cost estimates are for interim configurations only.)

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

- NTEMP Partners: Cintra U.S., Meridiam Infrastructure Finance, Dallas Police and Fire Pension System
- North Texas Tollway Authority to provide toll collection services; TxTag, TollTag and EasyPass electronic transponders will work on this project.
SEG* Roadway and Limits

 Existing lanes (Each dir.) Frontage lanes (Each dir.) Configuration as proposed in Regional Mobility 2030 Plan**

<table>
<thead>
<tr>
<th>SEG*</th>
<th>Roadway and Limits</th>
<th>Existing lanes (Each dir.)</th>
<th>Frontage lanes (Each dir.)</th>
<th>General purpose lanes (Each dir.)</th>
<th>Managed lanes (toll) (Each dir.)</th>
<th>Frontage lanes (Each dir.)</th>
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</thead>
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<td>2E</td>
<td>SH 183 from the SH 121/SH 183 split</td>
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<td>3A</td>
<td>I-35W from I-820 to I-30</td>
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<td>2*</td>
<td>4</td>
<td>2</td>
<td>2*</td>
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<tr>
<td>3B</td>
<td>I-35W from I-820 to U.S. 81/287</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>2 - 3</td>
<td>2</td>
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<tr>
<td>3C</td>
<td>I-35W from U.S. 81/287 to SH 170</td>
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<td>2</td>
<td>3</td>
<td>2</td>
<td>2</td>
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<tr>
<td>4</td>
<td>I-820 from the Northeast Interchange to Randol Mill Rd.</td>
<td>2 - 4</td>
<td>0</td>
<td>5 (SH 121N to SH 121S)</td>
<td>1 (SH 121N to SH 121S)</td>
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</table>

* 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. 
  A Discontinuous. ** Continuous. *** Potential deferment of additional general purpose lanes.

---

**Projects**

**SEG 1**: I-820 from I-35W to U.S. 81/287
**SEG 2**: SH 183 from the Northeast Interchange to Randal Mill Rd.
**SEG 3A**: I-35W from I-820 to I-30
**SEG 3B**: I-35W from U.S. 81/287 to SH 170
**SEG 3C**: I-35W from U.S. 81/287 to SH 170
**SEG 4**: I-820 from the Northeast Interchange to Randal Mill Rd.

**NORTH TARRANT EXPRESS MASTER DEVELOPMENT PLAN CONTACTS**

Texas Department of Transportation
PO Box 6868
Fort Worth, TX 76115-0868
(817) 370-6846

Project website:
www.northtarrantexpress.com
www.txdot.gov
Keyword: “North Tarrant Express”
Project hotline:
888-NTE-2015

Robert Hinkle
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9001 Airport Freeway
North Richland Hills, TX 76081
817-710-0500

Tony Hartzel
DFC CDA Program Public Info.
Texas Dept. of Transportation
P.O. Box 133067
Dallas, TX 75313
214-320-4481
What are Dynamic Message Signs (DMS)?

DMS are electronic sign boards used to display information. You may have seen a DMS used in store displays, at sporting events, or even construction sites. Portable DMS are commonly used along the roadways and construction sites to provide information about any lane restrictions or closures. Newly constructed DMS on the highways are permanent overhead structures connected to the Traffic Management Centers (TMC) located in Dallas (DalTrans) and in Fort Worth (TransVision) through a fiber optic communications network. Operators at both TMC are able to place messages on the DMS to alert drivers of incidents ahead, ramp or lane restrictions, upcoming construction, and other important information about current or future highway conditions.

By providing accurate and timely information, some motorists may decide to exit the highway before reaching traffic congestion. These motorists benefit from the choice to take an alternate route that will probably get them to their destination faster than staying on their original course. Those drivers that remain on the highway will benefit from reduced traffic and congestion due to motorists choosing alternate routes. Overall, the DMS will benefit everyone by maximizing roadway efficiency resulting in more consistent speeds and travel times, reduced air pollution, and reduced driver frustration.

In addition to providing drivers with incident information and lane restrictions, DMS are used to convey other types of information from time to time, such as highway travel times to certain locations or Amber Alerts which are determined and controlled by the Department of Public Safety (DPS). DMS often display pre-set messages stored in the system as well as specific messages based on current conditions. Operators at the TMC activate these messages on specific signs depending on the location or conditions. If there are no specific messages about highway conditions to be displayed on the DMS, the signs may be blank.

As the population continues to grow and the highways become more congested, alternative traffic management tools become a vital tool to help optimize capacity and improve traffic conditions. There are currently 163 Dynamic Message Signs strategically placed throughout DFW as an integral part of regional traveler information and incident management.

KUDOS! – from Sharon Maruski of Corinth, TX: I just want to send you a compliment. I travel a few times a week on I-35 South in Denton, and I-35 has recently had some repair work to the pavement, and I have never traveled on a road where repair work has been done, and the patches have been as smooth as you have repaired them on this road. Kudos to your department, I recently moved here from Ohio and can not recall ever having such great road repair. Job well done. — Sincerely, Sharon Maruski

For current DMS locations and active messages, visit http://www.dfwtraffic.dot.state.tx.us or http://www.daltrans.org

Dallas District Public Information
Office – (214) 320-4480
### JULY 2011 LET PROJECTS

<table>
<thead>
<tr>
<th>CSJ number</th>
<th>Hwy</th>
<th>Limits</th>
<th>Type of work</th>
<th>Estimate (millions)</th>
<th>Bid (millions)</th>
<th>(%)</th>
<th>Contractor</th>
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<tbody>
<tr>
<td>0091-04-050</td>
<td>SH 289</td>
<td>U.S. 380 interchange to north of FM 1461/Business 289D</td>
<td>Widen 2-lane rural highway to 6-lane</td>
<td>$19.54</td>
<td>$17.27</td>
<td>-11.61</td>
<td>Mario Sinacola &amp; Sons Inc.</td>
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<tr>
<td>0091-04-055</td>
<td>SH 289</td>
<td>North of FM 1461 to FM 455</td>
<td>Widen 2-lane rural to 6-lane urban</td>
<td>$20.83</td>
<td>$18.21</td>
<td>-12.54</td>
<td>Mario Sinacola &amp; Sons Inc.</td>
</tr>
<tr>
<td>0093-04-022</td>
<td>I-20</td>
<td>Dallas County Line to Vanzandt Cl</td>
<td>Refurbish guide signs</td>
<td>$0.26</td>
<td>$0.27</td>
<td>3.31</td>
<td>Time Stirling, Inc.</td>
</tr>
<tr>
<td>0135-02-045</td>
<td>U.S. 380</td>
<td>East of FM 2478 (Custer Road) to east of Lake Forest Drive</td>
<td>Widen existing 4-lane divided to 6-lane divided urban</td>
<td>$11.32</td>
<td>$11.65</td>
<td>2.95</td>
<td>Jorge-Public Company</td>
</tr>
<tr>
<td>0135-02-025</td>
<td>U.S. 380</td>
<td>West of CR 608 in Farmersville to east of Floyd Rd.</td>
<td>Widen 2-lane rural highway to 4-lane divided and replace overpass</td>
<td>$16.59</td>
<td>$18.19</td>
<td>9.65</td>
<td>EdSell Construction Company</td>
</tr>
<tr>
<td>0173-04-050</td>
<td>SH 34</td>
<td>At I-20 in Terrell</td>
<td>Refurbish traffic signals</td>
<td>$0.19</td>
<td>$0.18</td>
<td>-0.52</td>
<td>Highway Intelligent Traffic Association, LLC</td>
</tr>
<tr>
<td>0364-03-094</td>
<td>BUS 121H</td>
<td>SH 121 south to SH 121 north</td>
<td>Full-depth concrete repair</td>
<td>$0.40</td>
<td>$0.30</td>
<td>-26.57</td>
<td>O. Trevino Construction, LLC</td>
</tr>
<tr>
<td>0381-02-135</td>
<td>LP 12</td>
<td>North of Trinity River Bridge to SH 183</td>
<td>Full-depth repair and ACP overlay of frontage roads</td>
<td>$3.79</td>
<td>$3.00</td>
<td>-20.88</td>
<td>O. Trevino Construction, LLC</td>
</tr>
<tr>
<td>0918-45-669</td>
<td>CS</td>
<td>Sylvan Avenue at Trinity River</td>
<td>Replace bridges and approaches</td>
<td>$38.75</td>
<td>$42.28</td>
<td>9.11</td>
<td>Webler, LLC</td>
</tr>
<tr>
<td>0918-45-895</td>
<td>CS</td>
<td>Easton Road at Hermosa Drive</td>
<td>Improve traffic signal</td>
<td>$0.87</td>
<td>$0.85</td>
<td>-2.00</td>
<td>Durable Specialties, Inc.</td>
</tr>
<tr>
<td>1014-02-038</td>
<td>FM 550</td>
<td>South Smith Road in McKinley-Chisholm to SH 276</td>
<td>Base repair, level up and coat seal</td>
<td>$1.50</td>
<td>$0.67</td>
<td>-55.12</td>
<td>Apcon-Texas, Inc.</td>
</tr>
<tr>
<td>1785-01-028</td>
<td>FM 407</td>
<td>FM 1830 to west of Chinn Chapel</td>
<td>Widen from 2-lane rural to 4-lane urban</td>
<td>$15.22</td>
<td>$12.87</td>
<td>-15.40</td>
<td>The Lane Construction Corp.</td>
</tr>
<tr>
<td>2682-01-018</td>
<td>FM 2555</td>
<td>West Park Row in Corsicana to SH 22</td>
<td>Overlay</td>
<td>$1.00</td>
<td>$1.18</td>
<td>17.84</td>
<td>Big Creek Construction, LTD.</td>
</tr>
<tr>
<td>3000-01-021</td>
<td>SP 408</td>
<td>I-20 to LP 12</td>
<td>Full-depth concrete repair and overlay</td>
<td>$3.60</td>
<td>$3.88</td>
<td>7.22</td>
<td>Austin Bridge &amp; Road, LP</td>
</tr>
<tr>
<td>3088-01-029</td>
<td>FM 3040</td>
<td>BUS 121H to I-35E</td>
<td>Full-depth concrete repair</td>
<td>$0.40</td>
<td>$0.32</td>
<td>-20.61</td>
<td>The Fain Group, Inc.</td>
</tr>
<tr>
<td>0918-00-165</td>
<td>VA</td>
<td>Various locations in Dallas District</td>
<td>Non-site specific traffic signal installation</td>
<td>$1.43</td>
<td>$1.56</td>
<td>2.33</td>
<td>Roadway Solutions, Inc.</td>
</tr>
</tbody>
</table>

**August 2011 total**

| Total | $580.51 | $533.60 | -8.20 |

### AUGUST 2011 PROJECTED LETTING PROJECTS

(Subject to change)

<table>
<thead>
<tr>
<th>CSJ number</th>
<th>Hwy</th>
<th>Limits</th>
<th>Type of work</th>
<th>Estimate (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0047-05-050</td>
<td>SH 5</td>
<td>At Btodoro Pl/W/FM 546 to Tennessee St.</td>
<td>Intersection improvements</td>
<td>$1.61</td>
</tr>
<tr>
<td>0047-07-220</td>
<td>U.S. 75</td>
<td>SP 366/Waddell Rodgers Pkwy. to I-635 in Dallas</td>
<td>Landscape development</td>
<td>$0.43</td>
</tr>
<tr>
<td>0091-05-061</td>
<td>SH 289</td>
<td>Elderwood to SH 190 (PGBT)</td>
<td>Full-depth concrete pavement repair and bonded hot mix wearing CRS</td>
<td>$4.00</td>
</tr>
<tr>
<td>0195-02-064</td>
<td>I-35</td>
<td>0.5 mile south of SH-35X to 0.1 mile north of Chisolm Rd.</td>
<td>Landscape development</td>
<td>$0.69</td>
</tr>
<tr>
<td>0430-01-054</td>
<td>SH 352</td>
<td>Hatcher St. to LP 12</td>
<td>Repair and Novacim pavement</td>
<td>$2.36</td>
</tr>
<tr>
<td>0581-01-128</td>
<td>LP 12</td>
<td>I-20 to south of SH 78/Garland Rd.</td>
<td>ACP overlay of existing highway</td>
<td>$1.58</td>
</tr>
<tr>
<td>1017-01-014</td>
<td>FM 552</td>
<td>SH 205 to SH 66</td>
<td>Provide additional paved surface width</td>
<td>$3.31</td>
</tr>
<tr>
<td>2353-02-015</td>
<td>FM 2450</td>
<td>FM 156 to end of Maintenance</td>
<td>Base repair and overlay</td>
<td>$2.33</td>
</tr>
<tr>
<td>2374-03-057</td>
<td>I-20</td>
<td>At I-45 ramp from eastbound-I-20 to northbound-I-45</td>
<td>Widen bridge to two lanes</td>
<td>$4.52</td>
</tr>
<tr>
<td>2374-07-060</td>
<td>I-635</td>
<td>West of Luna Rd. to 0.03 miles east of I-35E</td>
<td>Rehabilitate highway including pavement and bridge repairs</td>
<td>$0.94</td>
</tr>
<tr>
<td>2374-07-065</td>
<td>I-635</td>
<td>West of Olympus Blvd. to Valley View Lane</td>
<td>Full-depth concrete repair of frontage road</td>
<td>$0.73</td>
</tr>
<tr>
<td>0918-00-169</td>
<td>VA</td>
<td>Various locations in Dallas District</td>
<td>Upgrade video detect for high-speed approaches</td>
<td>$0.29</td>
</tr>
</tbody>
</table>

**Total**

$22.20

### COMPLETED CONSTRUCTION PROJECTS

(From July 1–31, 2011)

<table>
<thead>
<tr>
<th>CSJ number</th>
<th>Hwy</th>
<th>Limits</th>
<th>Type of work</th>
<th>Date completed</th>
<th>Cost (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0261-02-025</td>
<td>U.S. 67</td>
<td>Cockrell Hill Rd. to Wheatland Rd.</td>
<td>Provide auxiliary lane</td>
<td>07/21/11</td>
<td>$3.89</td>
</tr>
<tr>
<td>0281-02-060</td>
<td>SH 78</td>
<td>North of PGBT to Spring Creek Pkwy.</td>
<td>Widen to 6 lanes divided roadway</td>
<td>07/13/11</td>
<td>$12.80</td>
</tr>
<tr>
<td>0918-46-218</td>
<td>CR</td>
<td>On George Ovens Rd. at Wolf Branch</td>
<td>Replace bridge</td>
<td>07/14/11</td>
<td>$0.19</td>
</tr>
<tr>
<td>1310-01-033</td>
<td>FM 407</td>
<td>At Kaufman Rd.</td>
<td>Realign intersection</td>
<td>07/22/11</td>
<td>$0.69</td>
</tr>
<tr>
<td>2980-01-011</td>
<td>FM 2934</td>
<td>FM 423 to Dallas North Tollway [Collin County Line]</td>
<td>Landscape development</td>
<td>07/26/11</td>
<td>$0.28</td>
</tr>
<tr>
<td>1048-02-031</td>
<td>FM 660</td>
<td>At Tributary of Bear Creek</td>
<td>Replace bridge</td>
<td>07/07/11</td>
<td>$0.37</td>
</tr>
<tr>
<td>0751-01-039</td>
<td>FM 148</td>
<td>South of I-20</td>
<td>Base repair and hot mix</td>
<td>07/01/11</td>
<td>$1.97</td>
</tr>
<tr>
<td>1397-01-021</td>
<td>FM 1836</td>
<td>At Big Cottonwood Creek</td>
<td>Replace bridge</td>
<td>07/01/11</td>
<td>$1.71</td>
</tr>
</tbody>
</table>

**Total**

$21.90
SNAPSHOT:

FUNDING AT A GLANCE

Determining funding sources can be a complicated process for any project. This chart provides a general overview of the TxDOT funding categories.

- **Maintain It.** These categories are part of the SPSP - Statewide Preservation and Safety Program
- **Build It.** These categories are part of the SMSTP - Statewide Mobility and Supplemental Transportation Program

**Allocation.** A designated share of funds that is distributed to the districts and Metropolitan Planning Organizations or for a specific purpose.

<table>
<thead>
<tr>
<th>FUNDING CATEGORY</th>
<th>STARTING POINT</th>
<th>PROJECT SELECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Preventive Maintenance and Rehabilitation</td>
<td>TxDOT District</td>
<td>Projects selected by districts. Commission allocates funds through Allocation Program.</td>
</tr>
<tr>
<td>6. Bridges - Federal Highway Bridge Program (HBP); Federal Railroad Grade Separation Program (RGS)</td>
<td>TxDOT District</td>
<td>Projects selected by the Bridge Division as a statewide program based on HBP and RGS program eligibility. Commission allocates funds through Allocation Program.</td>
</tr>
<tr>
<td>2. Metropolitan Area Corridor Projects</td>
<td>TxDOT District</td>
<td>Projects selected by MPOs in consultation with TxDOT. Commission allocates funds through Allocation Program.</td>
</tr>
<tr>
<td>3. Non-Traditionally Funded Transportation Projects</td>
<td>TxDOT District</td>
<td>Project selection varies based on the funding source, such as Proposition 8, Proposition 14, Pass-Through Toll Finance, Regional Toll Revenue and Local Participation.</td>
</tr>
<tr>
<td>4. Statewide Connectivity Corridor Projects</td>
<td>TxDOT District</td>
<td>Projects selected by Contra as based on corridor ranking. Project total costs cannot exceed Commission approved statewide allocation.</td>
</tr>
<tr>
<td>5. Congestion Mitigation and Air Quality Improvement</td>
<td>TxDOT District</td>
<td>Projects selected by MPOs in consultation with TxDOT and funded by District’s Allocation Program. Commission allocates money based on population percentages within areas failing to meet air quality standards.</td>
</tr>
<tr>
<td>7. Metropolitan Mobility/Rehabilitation</td>
<td>TxDOT District</td>
<td>Projects selected by MPOs in consultation with TxDOT and funded by District’s Allocation Program. Commission allocates funds according to the federal formula.</td>
</tr>
<tr>
<td>9. Transportation Enhancements</td>
<td>TxDOT District</td>
<td>Local entities nominate projects, and TxDOT, in consultation with FHWA, reviews them. Projects selected and approved by Commission on a per-project basis. Projects in the Safety Rest Area Program are selected by the Maintenance Division.</td>
</tr>
<tr>
<td>10. Supplemental Transportation Projects - State Park Road, Railroad Grade Crossing Realignment, Railroad Signal Maintenance, Construction Landscaping Cost Sharing, Landscape Incentive Awards, Green Ribbon Landscape Improvement, Curb Ramp Program, Coordinated Border Infrastructure Program, Comprehensive Development Agreements and Congressional High Priority Projects.</td>
<td>TxDOT District, Texas Parks and Wildlife Department, Other (federal allocation)</td>
<td>Projects selected statewide by Traffic Operations Division or Texas Parks and Wildlife Department or district. Commission allocates funds to districts or approves, participation in federal programs with allocation formulas. Coordinated Border Infrastructure Program funds are allocated to districts according to the federal formula.</td>
</tr>
<tr>
<td>11. District Discretionary</td>
<td>TxDOT District</td>
<td>Projects selected by districts. Commission allocates funds through Allocation Program.</td>
</tr>
<tr>
<td>12. Strategic Priority</td>
<td>Commission</td>
<td>Commission selects projects which generally promote economic opportunity, increase efficiency on military deployment routes or to retain military assets in response to the federal military base realignment and closure report. or maintain the ability to respond to both man-made and natural emergencies. Also, the Commission approves pass-through financing projects in order to help local communities address their transportation needs.</td>
</tr>
</tbody>
</table>

SOURCE: TxDOT Finance Division.
DISTRICT PROJECTS
Colored and numbered boxes correspond with the charts at left and show projects that have let in July, are projected to let in August and those that were recently completed.

DENTON COUNTY
Vehicle registration: 501,039
*Population estimate: 642,614
Lane miles: 1,557.68

COLLIN COUNTY
Vehicle registration: 608,341
*Population estimate: 786,250
Lane miles: 1,496.26

DALLAS COUNTY
Vehicle registration: 1,925,213
*Population estimate: 2,492,850
Lane miles: 3,373.41

ROCKWALL COUNTY
Vehicle registration: 71,734
*Population estimate: 82,350
Lane miles: 349.64

ELLIS COUNTY
Vehicle registration: 155,029
*Population estimate: 155,600
Lane miles: 1,529.54

KAUFMAN COUNTY
Vehicle registration: 97,912
*Population estimate: 107,350
Lane miles: 1,199.70

NAVARRO COUNTY
Vehicle registration: 48,077
*Population estimate: 50,000
Lane miles: 1,191.98

DALLAS DISTRICT TOTALS
Vehicle registration: 3,446,287
*Population estimate: 4,337,014
Lane miles: 10,698.21

SOURCE: TxDOT research. *POPULATION ESTIMATE: NCTCOG.