At its regularly scheduled meeting on Sept. 21, the NTTA Board of Directors elected Kenneth Barr and Bill Moore to the positions of chairman and vice chairman, respectively.

Barr was nominated by outgoing chairman Victor Vandergriff, who chose not to seek reelection as the Authority’s leader. Vandergriff, who has served on the Board since 2007, will continue to represent Tarrant County serving his term through 2012.

In May 2008, the Tarrant County Commissioners Court appointed Barr to the NTTA board. He is a consultant on governmental relations and public affairs with the Barr Consulting Group. Previously, he was elected mayor of Fort Worth four times and served in that capacity from 1996 until retiring in 2003. Prior to being elected mayor, he served three years as a city council member.

As an elected official, Barr served as a member of the board for Dallas/Fort Worth International Airport; president of the Texas Municipal League; chairman of the Transportation and Communications Committee and a member of the Advisory Board for the U.S. Conference of Mayors; chairman of the Transportation and Infrastructure Committee and on the Board of the National League of Cities; and as a

DFW Elected Officials Commemorate SRT/U.S. 75 “Open for Business” Event

On Sept. 14, the NTTA hosted an “Open for Business” event celebrating the opening of the Sam Rayburn Tollway/U.S. 75 interchange in Collin County. The event was well attended by local and state elected officials and their staff. Several elected officials served as guest speakers including Sen. Florence Shapiro, Rep. Ken Paxton, Rep. Jodie Laubenberg, Collin County Judge Keith Self, Collin County Commissioner Joe Jaynes and City of McKinney Mayor Brian Loughmiller. A common theme among the speakers was the unprecedented partnership at all levels of government that were forged to deliver the project, and the economic development that it will bring to the region. The NTTA would like to thank the guest speakers and all attendees for their support of this critical mobility project.

Financial Supplement Approved for Chisholm Trail Project

NTTA is one step closer to building the Chisholm Trail Parkway. On Sept. 29, the Texas Transportation Commission (TTC) authorized a supplement to the Toll Equity Loan Agreement (TELA) for the financing of Chisholm Trail. The supplement would amend the TELA for SH 161 to increase the amount of financial assistance for the roadway.

With the TTC’s decision, NTTA’s next steps include issuing Notices to Proceed on this $1.4 billion project. The Board is expected to approve financing documents, including the TELA supplement, at its meeting on Oct. 19.

Outreach Efforts and Construction Continue for Chisholm Trail

As the Chisholm Trail Parkway progresses, the NTTA is increasing its outreach efforts along the project corridor. On Sept. 13, the NTTA hosted two community meetings for business owners and residents near the Hulen Street bridge area. The purpose of the meetings was to provide project information and anticipated construction schedules for the sections of Chisholm Trail Parkway in the Hulen Street bridge area.

In other project news, crews continue work in the Union Pacific Railroad Davidson Yard and Hulen Street bridge area. Work includes:

- Placement of concrete columns,
- Demolition of pavement, curb and drainage structures south of the Hulen Street bridge, and
- Placement of crash walls.
NTTA Quick Fact Sheet

**Corridor Information as of September 2011.**

### NTTA System Construction Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Segment/Section</th>
<th>Limit</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
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<tbody>
<tr>
<td><strong>PGBT Eastern Extension</strong></td>
<td>Section 28A Frontage roads (open)</td>
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<td></td>
<td>Section 28 West of IH 75 to west of Miles Road</td>
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<tr>
<td></td>
<td>Section 29 West of Miles Road to north of future Mertli Road</td>
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<tr>
<td></td>
<td>Section 30 North of future Mertli Road to south of Main Street</td>
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<td></td>
<td>Section 31 South of Main Street to north shore of Lake Ray Hubbard</td>
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<tr>
<td></td>
<td>Section 32 North shore of Lake Ray Hubbard to I-30 (TxDOT sections)</td>
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<tr>
<td><strong>Sam Rayburn Tollway</strong></td>
<td>Segment 1 Denton Tap Road to Old Denton Road</td>
<td>Fully opened August 31, 2008</td>
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<td></td>
<td>Segment 2 Old Denton Road to Hillcrest Road</td>
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<td>Segment 3 Hillcrest Road to Harlin Boulevard</td>
<td>Fully opened September 20, 2009</td>
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<td>Segment 4 Harlin Boulevard to Medical Doctor Drive, west of U.S. 75 interchange</td>
<td>Fully opened March 31, 2011</td>
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<td></td>
<td>Segment 5 SH/195 Dallas North Tollway interchange</td>
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<td><strong>DNT 4th Lane</strong></td>
<td>Parker Road to Legacy Drive</td>
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<td><strong>DNT/PGBT Interchange &amp; Ramp Modifications</strong></td>
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<tr>
<td><strong>PGBT Widening</strong></td>
<td>Between I-35E and SH 78</td>
<td>To Be Determined</td>
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### Special System Construction Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Phase 1: SH 183 interchange and service roads from N. Carpenter Parkway to I-20</th>
<th>Fully opened August 2, 2009</th>
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<tbody>
<tr>
<td><strong>PGBT Western Extension</strong></td>
<td>Phase 2: Two main lanes in each direction from SH 183 to Egyptian Way</td>
<td>Main lanes opened August 2, 2009</td>
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<td></td>
<td>Phase 3: Third main lane: in each direction and service roads from Conspirato Road to N. Carpenter Parkway</td>
<td>TiODOT Construction</td>
<td>Opening April 10, 2010</td>
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<td></td>
<td>Phase 4: Main lanes north of I-20 to I-30 and interchanges at I-20 and I-30</td>
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</tr>
</tbody>
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### Chisholm Trail Parkway

| Section 1: I-30 to Summit Avenue |          |      |      |      |      |      |      |      |      |
| Section 2: Rogers Road to south of Arborlawn Drive |          |      |      |      |      |      |      |      |      |
| Section 2B: Al Hulen Street and UPRR Waco Yard |          |      |      |      |      |      |      |      |      |
| Section 2C: Forest Park Boulevard to south of I-30 |          |      |      |      |      |      |      |      |      |
| Section 3A: Arborlawn Drive to Overton Ridge Boulevard - Local access improvements | TiODOT Construction |      |      |      |      |      |      |      |      |
| Section 3B: South of Arborlawn Drive to south of Overton Ridge Boulevard |          |      |      |      |      |      |      |      |      |
| Section 3C: South of Overton Ridge Boulevard to south of Arborlawn Boulevard |          |      |      |      |      |      |      |      |      |
| Section 4: South of Arborlawn Boulevard to FM 1187 | TiODOT Design |      |      |      |      |      |      |      |      |
| Section 5: SH 131 to U.S. 67 | TiODOT Design |      |      |      |      |      |      |      |      |
| Section 6: U.S. 287 to FM 131 | TiODOT Design |      |      |      |      |      |      |      |      |

### Corridors Under Study

| Dallas North Tollway Phases 4/5 | Section 4A: U.S. 380 to FM 426 | To Be Determined |      |      |      |      |      |      |      |
| Section 4B: FM 426 extending north to the county line | To Be Determined |      |      |      |      |      |      |      |      |
| Section 5A: Extension north of the county line | To Be Determined |      |      |      |      |      |      |      |      |
| **SH 170**                     | SH 114 to I-35W | NTTA Leads | To Be Determined |      |      |      |      |      |      |      |
| **SH 380**                     | I-35W to U.S. 87 | To Be Determined |      |      |      |      |      |      |      |
| **Trinity Parkway**            | From SH 166 to U.S. 175/SH 310 | To Be Determined |      |      |      |      |      |      |      |
| **SH 190 East Branch**         | Between I-30 and I-20 | TiODOT Leads | To Be Determined |      |      |      |      |      |      |      |


Project Delivery = Design and Construction through Authority or TiODOT effort.
**DID YOU KNOW?**

- The NTTA, in conjunction with the Texas Department of Transportation, is planning a public meeting for the State Highway 170, Section 1 project from Interstate Highway 35W to SH 114. The meeting is scheduled from 6-8 p.m. on Nov. 10 in the cafeteria of Tidwell Middle School, located at 5937 Haslet-Roanoke Road in Roanoke. The purpose of this open house meeting is to allow the public an opportunity to review and comment on the proposed plans before proceeding with final schematic efforts. The public meeting will be an open-house format with no formal presentation.

- The North Texas Tollway Authority Board of Directors will host their October Board meeting on Wednesday, Oct. 19. The session will take place at the NTTA offices, located at 5900 W. Plano Parkway, Plano, Texas 75093. The meeting will begin at 9 a.m. The NTTA Board also will have their November Work Session on Nov. 3 and their November Board meeting on Nov. 16. Both meetings will take place 9 a.m. in the NTTA Boardroom.
Crews Continue Work on the PGBT Eastern Extension; Ramp at Firewheel Parkway Opens

Motorists utilizing the President George Bush Turnpike in Garland can now use two new ramps at Firewheel Parkway. The westbound ramp opened on Saturday, Oct. 1. The eastbound ramp is expected to open next weekend, by Sunday, Oct. 9.

On all sections of the PGBT Eastern Extension, crews continue to pour concrete, construct retaining walls, perform electrical work and erect toll gantries. In Section 29, which extends from west of Miles Road to north of the future Merritt Road, crews are paving frontage roads. In some areas, motorists may experience traffic shifts, closures or detours along the PGBT Eastern Extension construction site. Crews recently shifted both east- and westbound SH 66 motorists in the vicinity of Kirby Road and Liberty Grove Road onto the south half of the newly completed SH 66 bridge. This work will continue through early November 2011.

PGBT WE Crews Start Next Phase of Bridge Work

For the past several months, President George Bush Turnpike Western Extension crews have been working to finish installing the temporary tracks at the Union Pacific Railroad as well as completing the north end of the Main Street bridge, both in Grand Prairie. The temporary track installation was required to allow the UPRR to continue train operations while making room for construction of the bridge that will allow the railroad to cross over the future PGBT Western Extension main lanes.

With the temporary track installation complete and the north end of the Main Street bridge recently opening to traffic, crews are now ready to begin construction on new portions of the future PGBT Western Extension. Upon completion of the north end, construction on the south end of the Main Street bridge will begin. Since the future PGBT Western Extension will run beneath Main Street, Jefferson Street and the UPRR, crews already have begun initial excavation work to clear way for the future main lanes. In addition, construction on the south half of the Jefferson Street bridge over the PGBT Western Extension is underway. This work will require Jefferson Street to be reduced to one lane in both directions through mid-2012.

Also recently opened to traffic is the westbound I-30 entrance ramp connecting the future PGBT Western Extension.

Critical Work Ongoing for Sam Rayburn Tollway/ Dallas North Tollway

Week after week, crews complete more pieces of the Sam Rayburn Tollway/Dallas North Tollway interchange, where all five levels are taking shape in Frisco and Plano.

In September, construction workers continued setting concrete bridge beams after completing the placement of all steel bridge beams in mid-August. Crews also continued to pour bridge decks for the eight new direct connectors that will join the SRT and DNT to move traffic swiftly through the area.

Progress continued in other critical areas of the SRT/DNT interchange project as well, including retaining wall construction, concrete paving, safety rail construction, storm sewers, cashless toll gantries and electrical systems.

The SRT/DNT interchange is expected to be ready for traffic in January 2012 – just two years after work began on the $79 million construction project. Crews will continue their efforts in all areas of the interchange in the coming weeks and months as the project heads down the home stretch.

The NTTA appreciates the continued patience of the public, commuters and businesses near the interchange as crews work as swiftly and as safely as possible to complete the SRT/DNT interchange.

5900 West Plano Parkway
Plano, TX 75093
(214) 461-2000
TxDOT’s Bridge Program

Texas leads the nation in the number of bridges. In fact, the 51,557 bridges in Texas is about equal to the total number of bridges in the four states that border Texas. To keep our bridges safe, TxDOT has an aggressive bridge inspection program with each structure inspected at least every 24 months.

Since 2001, the Fort Worth District has replaced or rehabilitated 210 of its structurally deficient bridges for approximately $176 million. Of the over 3,600 bridges in the nine-county district, there are currently only 96 structurally deficient bridges (33 on-system, 62 off-system), and the majority of those are scheduled to be replaced in the next five years.

TxDOT has consistently eliminated structurally deficient bridges. As the bridge inventory in Texas grows, the percentage of sufficient bridges has increased from 70 percent in 2001 to over 80 percent in 2010.

Summary of Bridge Terms

Structurally Deficient — Term used by the Federal Highway Administration to designate bridges eligible for federal funding. These bridges typically require significant maintenance and repair to remain in service and eventual rehabilitation or replacement to address deficiencies. A structurally deficient bridge should not be confused with an unsafe bridge.

Functionally Obsolete — Bridges whose design are outdated due to deck geometry, load-carrying capacity, vertical or horizontal clearances, and/or approach roadway alignment.

Substandard for Load Only Bridges — Meets original as-built load capacity, but less than the maximum load permitted by current state law.

FEDERAL update

The SAFETEA-LU bill, which expired on Sept. 30, 2009, is currently operating under an extension through March 31, 2012. The extension funds the first six months of FY 2012 under the original bill’s apportionment.

To keep up with the status of the federal transportation bill, visit these sites regularly.

- transportation.org
- transportation.nationaljournal.com
- trans2group.com
- innobriefs.com

October 2011

REDUCE our congestion

TxDOT is working to expand its busiest metropolitan corridors.

15 of the state’s 100 most congested roadways are located in Tarrant County. Six of these roadways are expected to be under construction in 2012 as some phase of the DFW Connector and North Tarrant Express.

Expanding these six roadways will help address delays totaling:

- 8.5 million annual hours stuck in traffic
- $192 million annual cost to the Texas economy

Tower 55

On Sept. 1, U.S. Transportation Secretary Ray LaHood joined state officials and railroad industry leaders in Fort Worth to sign the obligation of $34 million in federal TIGER II grant funds for major rail improvements at the Tower 55 intersection. The public-private partnership between BNSF Railway, Union Pacific Railroad, the city of Fort Worth and TxDOT, coupled with the Federal Railroad Administration funding, will make a total of $101 million in improvements. Transportation Commissioner Bill Meadows, Sen. Kay Bailey Hutchison, Sen. John Cornyn, Rep. Kay Granger, Rep. Michael Burgess, Judge Glen Whitely, Mayor Betsy Price and other officials participated in the event.

To view the list, go to:

- txdot.gov ● congested roadways

I-30 Emergency Contract

Work was completed Sept. 25 on an emergency contract that repaired the Spur 341/Lockheed Boulevard bridge over I-30 after it was damaged in an Aug. 4 truck collision. The project reconstructed the damaged bridge column and a portion of the bridge caps in record time for a total of $150,000.

Chavez Receives Honor

Fort Worth District Engineer Maribel Chavez was recently honored with a Preservation Leadership Award by Historic Fort Worth, Inc. (HFW) for her work to preserve historic bridges. This fall, TxDOT will partner with HFW and the Texas Transportation Institute to inventory the city’s historic bridges and identify a maintenance schedule for preserving these bridges.

- txdot.gov ● Fort Worth news
**AWARDED PROJECTS**

<table>
<thead>
<tr>
<th>Hwy</th>
<th>Limits</th>
<th>Type of Work</th>
<th>Estimate (millions)</th>
<th>Bid (millions)</th>
<th>Over/Underrun (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colonial Dr</td>
<td>At Woodard Ave and Harlin Dr, Cleburne</td>
<td>Traffic signal</td>
<td>$0.3</td>
<td>$0.4</td>
<td>+14.7</td>
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<tr>
<td>I-20</td>
<td>FM 2552 to I-30, Parker County</td>
<td>Pavement overlay and repairs</td>
<td>$5.9</td>
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<tr>
<td>I-35W</td>
<td>I-20 to the Johnson County line</td>
<td>Pavement repairs and markings</td>
<td>$3.1</td>
<td>$2.5</td>
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<td>SH 138</td>
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<tr>
<td>I-30</td>
<td>At Chapel Creek Blvd</td>
<td>Slope repair</td>
<td>$0.3</td>
<td>$0.3</td>
<td>-14.0</td>
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<tr>
<td>I-30</td>
<td>Linkcrest Dr to I-820 West Loop</td>
<td>Pavement overlay and repairs</td>
<td>$2.5</td>
<td>$2.2</td>
<td>-12.2</td>
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<tr>
<td>I-20</td>
<td>Anglin Dr to FM 157 (Cooper St)</td>
<td>Pavement overlay and repairs</td>
<td>$5.2</td>
<td>$4.5</td>
<td>-13.1</td>
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<tr>
<td>Park Rd 21</td>
<td>At Camp Creek, Johnson County</td>
<td>Bridge replacement</td>
<td>$0.5</td>
<td>$0.6</td>
<td>+10.1</td>
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**SEPTMBER**

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<thead>
<tr>
<th>Hwy</th>
<th>Limits</th>
<th>Type of Work</th>
<th>Estimate (millions)</th>
</tr>
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<tbody>
<tr>
<td>Various roadways</td>
<td>Districtwide</td>
<td>Seal coat</td>
<td>$10.2</td>
</tr>
<tr>
<td>SH 171</td>
<td>FM 2331 to SH 174, Cleburne</td>
<td>Pavement overlay and repairs</td>
<td>$3.0</td>
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**PROJECTED PROJECTS**

<table>
<thead>
<tr>
<th>Hwy</th>
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<tr>
<td></td>
<td></td>
<td>FY 2012 CONSTRUCTION*</td>
<td>$161 M PROPOSED LETTING</td>
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<tbody>
<tr>
<td></td>
<td></td>
<td>61% Average Project Completion</td>
<td>$16 M Total Let To Date</td>
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<tr>
<td></td>
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<td>TOTAL CONTRACTS $685 M</td>
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CONSTRUCTION will begin off-site in 2012 to replace the West 7th Street bridge over the Trinity River with a $24 million concrete “thru-arch” signature bridge that will improve safety, improve pedestrian access and add to the architectural redevelopment under way in this corridor.

Estimated for completion by fall 2013, it will complement other signature bridges at Henderson Street and White Settlement Road as part of the Trinity River Vision.

TxDOT works closely with the city of Fort Worth and Historic Fort Worth to preserve the area’s historic bridges where possible. In the case of West 7th Street, the original structure was in such disrepair that it had to be replaced, but the partners worked to restore it with something even grander.

This fall, TxDOT will partner with Historic Fort Worth and the Texas Transportation Institute in a new effort to inventory the area’s historic bridges. They will identify maintenance needs so a plan and schedule can be developed to keep these bridges grand for years to come.

Over the years, TxDOT has restored many of the area’s historic bridges including the West Lancaster Avenue bridge in 1998 which kept its original design, pier towers and ornamental details. The Belknap Street Viaduct was replaced in 2000, but TxDOT design engineers were again able to retain some of the character of the old bridge such as decorative railings and period lighting.

The most recognized historic bridge in Fort Worth, the Paddock Viaduct was the country’s first concrete arch bridge to use self-supporting reinforcing steel. Repairs in 1965, 1988 and a current rehabilitation project have totaled approximately $7 million, much cheaper than replacing the whole bridge.

TxDOT will continue to work with its partners to preserve the rich history of our region’s historic bridges.
PARTNERS in construction

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$161 M PROPOSED LETTING

FY 2012 CONSTRUCTION*

TOTAL CONTRACTS $685 M

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

PROJECT UPDATE

Fort Worth’s Bridges

Construction will begin off-site in 2012 to replace the West 7th Street bridge over the Trinity River with a $24 million concrete “thru-arch” signature bridge that will improve safety, improve pedestrian access and add to the architectural redevelopment underway in this corridor.

Estimated for completion by fall 2013, it will complement other signature bridges at Henderson Street and White Settlement Road as part of the Trinity River Vision.

TxDOT works closely with the city of Fort Worth and Historic Fort Worth to preserve the area’s historic bridges where possible. In the case of West 7th Street, the original structure was in such disrepair that it had to be replaced, but the partners worked to restore it with something even grander.

This fall, TxDOT will partner with Historic Fort Worth and the Texas Transportation Institute in a new effort to inventory the area’s historic bridges. They will identify maintenance needs so a plan and schedule can be developed to keep these bridges grand for years to come.

Over the years, TxDOT has restored many of the area’s historic bridges including the West Lancaster Avenue bridge in 1998 which kept its original design, pier towers and ornamental details. The Belknap Street Viaduct was replaced in 2000, but TxDOT design engineers were again able to retain some of the character of the old bridge such as decorative railings and period lighting.

The most recognized historic bridge in Fort Worth, the Paddock Viaduct was the country’s first concrete arch bridge to use self-supporting reinforcing steel. Repairs in 1965, 1988 and a current rehabilitation project have totaled approximately $7 million, much cheaper than replacing the whole bridge.

TxDOT will continue to work with its partners to preserve the rich history of our region’s historic bridges.
TxDOT’s Bridge Program

Texas leads the nation in the number of bridges. In fact, the 51,557 bridges in Texas is about equal to the total number of bridges in the four states that border Texas. To keep our bridges safe, TxDOT has an aggressive bridge inspection program with each structure inspected at least every 24 months.

Since 2001, the Fort Worth District has replaced or rehabilitated 210 of its structurally deficient bridges for approximately $178 million. Of the over 3,600 bridges in the nine-county district, there are currently only 96 structurally deficient bridges (33 on-system, 62 off-system), and the majority of those are scheduled to be replaced in the next five years.

TxDOT has consistently eliminated structurally deficient bridges. As the bridge inventory in Texas grows, the percentage of sufficient bridges has increased from 70 percent in 2001 to over 80 percent in 2010.

4,359
Number of bridges replaced or rehabilitated in Texas since 2001 at a cost of over $4B

Summary of Bridge Terms

Structurally Deficient — Term used by the Federal Highway Administration to designate bridges eligible for federal funding. These bridges typically require significant maintenance and repair to remain in service and eventual rehabilitation or replacement to address deficiencies. A structurally deficient bridge should not be confused with an unsafe bridge.

Functionally Obsolete — Bridges whose design are outdated due to bridge geometry, load-carrying capacity, vertical or horizontal clearances, and/or approach roadway alignment.

Substandard for Load Only Bridges — Meets original as-built load capacity, but less than the maximum load permitted by current state law.

CONDITION OF TEXAS BRIDGES

90
70
80
60
50
40
30
20
10
0

On-System

Off-System

Sufficient (Good or Better)
Structurally Deficient
Functionally Obsolete
Substandard for Load Only Bridges

15 of the state’s 100 most congested roadways are located in Tarrant County. Six of these roadways are expected to be under construction in 2012 as some phase of the DFW Connector and North Tarrant Express.

Expanding these six roadways will help reduce delays totaling 8.5 million annual hours stuck in traffic and $192 million annual cost to the Texas economy.

REDUCE our congestion

FEDERAL update

The SAFETEA-LU bill, which expired on Sept. 30, 2009, is currently operating under an extension through March 31, 2012. The extension funds the first six months of FY 2012 under the original bill’s apportionment.

To keep up with the status of the federal transportation bill, visit these sites regularly.

Transportation.org
Transportation.nationaljournal.com
Trans2group.com
Innobriefs.com

Tower 55
On Sept. 1, U.S. Transportation Secretary Ray LaHood joined state officials and railroad industry leaders in Fort Worth to sign the obligation of $34 million in federal TIGER II grant funds for major rail improvements at the Tower 55 intersection. The public-private partnership between BNSF Railway, Union Pacific Railroad, the city of Fort Worth and TxDOT, coupled with the Federal Railroad Administration funding, will make a total of $101 million in improvements. Transportation Commissioner Bill Meadows, Sen. Kay Bailey Hutchison, Sen. John Cornyn, Rep. Kay Granger, Rep. Michael Burgess, Judge Glen Whitely, Mayor Betsy Price and other officials participated in the event.

Chavez Receives Honor
Fort Worth District Engineer Maribel Chavez was recently honored with a Preservation Leadership Award by Historic Fort Worth, Inc. (HFW) for her work to preserve historic bridges. This fall, TxDOT will partner with HFW and the Texas Transportation Institute to inventory the city’s historic bridges and identify a maintenance schedule for preserving these bridges.

Oct. 2011

October 2011
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 agreements 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
- Conditional award to NorthGate Constructors: March 26, 2009
- CDA executed: October 6, 2009
- Groundbreaking: February 17, 2010

PROGRESS

The new eastbound SH 114/121 ramp to northbound SH 121 opened Aug. 1, one of the first major new structures to hold traffic. The project averaged $1 million a day in work in August 2011.

The Main Street Bridge should be substantially complete by fall 2011, a milestone that also signifies the approximate completion of half of the project.

Work continues on the William D. Tate and SH 26 bridges. Initial work has started around Texan Trail Bridge. The bridge’s east side is tentatively slated for removal in early 2012.

Seventeen bridges are currently in some stage of construction. Selected quantities as of summer 2011: 444 concrete beams set; 22,844 linear feet (approx. 4.5 miles) of column shafts drilled.

Traffic has switched to temporary westbound SH 114/121 pavement for room to build permanent westbound lanes.

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 EZ TAG transponders will work on this project.
NOTE: Project area is not drawn to scale in order to emphasize details.
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, operate and maintain 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

- Crews closed the Joe Ratcliff Pedestrian Bridge in August and will demolish the structure in October. A new pedestrian bridge is scheduled to reopen in early 2012.
- Half of the Montfort Road bridge was demolished in September 2011. The bridge will have reduced capacity until summer 2012.
- The Rosser Road bridge will be demolished in October 2011. A new bridge will reopen by spring 2012.
- Half of the Marsh Lane bridge will be demolished in October 2011. The bridge will have reduced capacity until spring 2012.
- Work is under way on soil grading, bridge columns and drill shafts along I-35E from Loop 12 to I-635.
- Project-wide noise wall preparation and construction has started.
- A traffic management team meeting was held Aug. 18, 2011 to coordinate construction and traffic flow issues with affected cities.
- LBJIG assumed operations and maintenance duties on the project on January 31, 2011. For maintenance and roadway issues: 877-LBJ-EXPY (877-525-3979).

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 EZ TAG electronic transponders will work on this project.
**Managed Roads**

Toll Gantries

Completed

Bypass Ramp

Roadway and Limits

<table>
<thead>
<tr>
<th>Roadway and Limits</th>
<th>Existing lanes (Each dir.)</th>
<th>HOV 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>
</tr>
</thead>
<tbody>
<tr>
<td>I-635 from Luna Road to east of U.S. 75</td>
<td>4</td>
<td>1</td>
<td>2*</td>
<td>4</td>
<td>2 - 3</td>
<td>2 - 3**</td>
</tr>
<tr>
<td>I-35E from Loop 12 to I-635</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>2 - 3</td>
<td>2 - 3***</td>
</tr>
</tbody>
</table>

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

**LBJ EXPRESS CONTACTS**

**Texas Department of Transportation**

P.O. Box 133067
Dallas, TX 75313
214-330-6100

**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 Hultzel**

DFW 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 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.

**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

**North Tarrant Express – I-820 at Iron Horse Drive**

- Conceptual rendering; subject to change.

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.

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.

For more information, visit www.northtarrantexpress.com.
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 (toll) (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>
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<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>
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</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.

3* 3rd lane each direction deferred.
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

- Segment 2E and Segment 4 have environmental approval. Work on approvals for segments 3A, 3B and 3C is under way.
- 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 completed a facility implementation plan (FIP) for 3A/3B on July 6, 2011. The plan outlines work activities that will lead to a 3A/3B facility agreement after environmental approvals have been acquired.
- Legislative authority has been granted to continue work toward a facility agreement through August 2015.

PROJECT FACTS

- 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. In addition, a financial public hearing will be held before final approvals.
- A conditional 3A and 3B facility agreement is expected to be agreed to in fall 2011, and a final agreement will be approved after all environmental approvals have been acquired.

- 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: Late 2012 - 2017 (2011 FIP estimate)
- Segment 3B: Late 2012 - 2017 (2011 FIP 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 EZ TAG electronic transponders will work on this project.
SEG 2E: SH 183 from the SH 121/SH 183 split
SEG 3A: I-35W from I-820 to I-30
SEG 3B: I-35W from I-820 to U.S. 81/287
SEG 3C: I-35W from U.S. 81/287 to SH 170
SEG 4: I-820 from the Northeast Interchange to Randol Mill Rd.
SEG 1: I-820 from I-35W to Northeast Interchange including managed lane direct connections at the I-35W interchange.
SEG 2W: SH 183 from I-820 Northeast Interchange to the SH 121/SH 183 split

* 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.
*** Potential deferment of additional general purpose lanes.

<table>
<thead>
<tr>
<th>SEG*</th>
<th>Roadway and limits</th>
<th>Existing lanes (Each dir.)</th>
<th>Frontage lanes (Each dir.)</th>
<th>Configuration as proposed in Regional Mobility 2030 Plan**</th>
<th>General purpose lanes (Each dir.)</th>
<th>Managed lanes (toll) (Each dir.)</th>
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<td>2**</td>
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<td>I-35W from I-820 to I-30</td>
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<td>2*</td>
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<td>2</td>
<td>2</td>
<td></td>
</tr>
<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>
<td></td>
</tr>
<tr>
<td>3C</td>
<td>I-35W from U.S. 81/287 to SH 170</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<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>
<td>0</td>
<td></td>
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</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.

Texas Department of Transportation
PO Box 6868
Fort Worth, TX 76101-0868
(817) 370-6846

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

Robert Hinkle
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9001 Airport Freeway
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817-710-0300

Tony Hartzel
DFW CDA Program Public Info.
Texas Dept. of Transportation
P.O. Box 133067
Dallas, TX 75313
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INTERSTATE 35E
PROJECT TRACKER
TEXAS DEPARTMENT OF TRANSPORTATION

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 $355 million in regional toll revenue funds dedicated to Denton County.

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

ENVIRONMENTAL REVIEW STATUS
• Environmental Assessment public meetings: 2008
• FHWA schematic approval for all three sections: Oct. 28, 2009
• Middle section public hearing: Complete
• North section public hearing: Complete
• South section public hearing: Oct. 20, 2011
• Anticipated reviews and FHWA decisions for north and south sections: Fall 2011

PROJECT PROGRESS
• Legislative authority granted for public-private partnership during the 2011 legislative session. That authority expires August 2015.
• TxDOT has released a request for qualifications to solicit local and industry input for project development.
• 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.
• Most cities along the corridor, including Denton, Hickory Creek and Lake Dallas, passed resolutions supporting the proposed design and the use of public-private partnerships to help deliver the project.
• 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.
• TxDOT has established working groups with municipal stakeholders along the corridor to develop an aesthetics master plan. A draft of the final master plan has been developed and presented to stakeholders.

Early Projects
• Begin right of way (ROW) acquisition in middle section: Summer 2011
• Funding committed by the Texas Transportation Commission to complete FM 407 intersection: Late 2010.
• 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
• North section (US 380 to FM 2181): 10.5 miles
• Middle section (FM 2181 to President George Bush Turnpike): 12.1 miles
• South section (President George Bush Turnpike to I-635): 5.5 miles

Cost
• Construction (2010 estimate): $3.3 billion
• Right of way and utilities (2010 estimate): $1.4 billion

Construction dates
• Anticipated start date: 2013, contingent on procurement process and funding availability

PUBLIC-PRIVATE PARTNERSHIP
• Legislative authority has been granted through August 2015.
• Environmental approvals are ongoing. Right-of-way acquisition begins soon in remaining north and south sections.
• Proposal process began with a request for information (RFI). Responses were submitted July 20.
• A request for qualifications could be issued this fall, with a request for proposals expected shortly thereafter.
• Construction schedule expedited, potential start date after 18-month potential procurement process: 2013
**INTERSTATE 35E CONTACTS**

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

Project website:  
www.keepitmovingdallas.com "IH 35E" link

Matt MacGregor, P.E.  
Project Manager  
Texas Dept. of Transportation  
P.O. Box 133067  
Dallas, TX 75313  
214-319-6571
GENERAL ROAD BUILDING PROCESS

Project development for major highway construction can vary from 6 to 20 years. Funding, environmental and right-of-way have the greatest impact on the project schedule and duration to completion. Here’s a look at the process to get roads built in Texas:

- Needs Identification, Project Authorization
- Funding Identification • 6 MONTHS - UNCERTAIN
- Planning and Programming
- Preliminary Design
- Environmental
- Right-of-Way and Utilities
- Plans, Specifications & Estimates (PS&E)
- Letting

FUNDING NECESSARY TO INITIATE PLANNING/ENVIRONMENTAL CLEARANCE

Define Study Limits
Preliminary Design
L.D. Environmental Impact
Public Meeting(s)
Preliminary Schematics
Interagency Coordination/Permits
Refine Design
Draft Environmental Document
Identify ROW and Utility
Projects requiring control of access
New location established capacity projects

FUNDING NECESSARY TO INITIATE DESIGN/ROW PROCESS

Design Conference, Preliminary Design
Final Design (PS&E): Roadway, Operational Design, Bridge, Drainage, Traffic Control, Retaining Walls, etc.
Final Review (PS&E): Final Design Assembly
ROW Appraisals and Acquisition
Utility Adjustments

FUNDING NECESSARY TO CONSTRUCT PROJECT

Design Conference, Final Design
Final Review and Contractor Selection

6 MONTHS TO 6 YEARS DEPENDING ON PROJECT COMPLEXITY.

TxDOT’s Role in Fighting Wildfires

Devastation from wildfires spread far and wide inflicting damage and destruction of human lives, homes, property, wildlife and the environment. From January through August of just this year in Texas alone over 18,000 wildfires have been fought. 2,494 structures have been lost and 3.5 million acres have been burned. That is almost the size of the state of Connecticut! More than 80% of all wildfires in Texas are caused by people’s activities with careless debris burning (of household trash, brush and leaf piles, garden spots, etc.) representing the largest share of that number. Discarded cigarette butts being tossed out also cause a significant number of wildfires as well and according to a recent report by the United States Fire Administration cigarette – caused fires kill more than 2,300 people each year in the United States. TxDOT men and women work to create firebreaks, support efforts in fire suppression, mobile fuel stations, water trucks and traffic control. We also provide equipment such as dozers and dozer operators used to create fire breaks, water trucks and mobile fuel stations. For example, the recent wildfires (see picture inset) in the Bastrop area triggered a large scale mobilization of these resources and TxDOT employees worked hand in hand with several agencies to fight these wildfires. Thankfully, here locally in the Dallas District, we did not experience extreme wildfires though several smaller wildfires occurred and our assistance was needed on a smaller scale.

At TxDOT, we are committed to providing the highest levels of safety in our role to provide safe transportation. Our cooperation and participation in emergency response serves as just one more example.

KUDOS — From Marisol Trevizo of Garland, TX: “Thanks for notifying me. I am very impressed with the short turn-around time it took. Thanks also to everyone that played a role in getting this request completed.” (She requested that a one-way directional sign be placed at a location where drivers were consistently going the wrong way.)
### SEPTEMBER 2011 LET PROJECTS

**C.S. number** | **Hwy** | **Limits** | **Type of work** | **Bid (millions)** | **Contractor** |
<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>0914-40-001</td>
<td>CS</td>
<td>029 Highway to FM 423</td>
<td>Extend grade separation of Galatyn Parkway and U.S. 75 to Stewarts Creek Rd. to SH 121</td>
<td>$2.81</td>
<td>1</td>
</tr>
<tr>
<td>1587-02-000</td>
<td>PM 423</td>
<td>SH 34 on FM 1183 in City of Ennis</td>
<td>Refurbish ITS</td>
<td>$56.94</td>
<td>2</td>
</tr>
</tbody>
</table>

**Total**

### OCTOBER 2011 PROJECTED LETTING PROJECTS

**C.S. number** | **Hwy** | **Limits** | **Type of work** | **Est. Bid (millions)** | **Est. Date** | **Est. Cost (millions)** |
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</thead>
<tbody>
<tr>
<td>0055-14-016</td>
<td>I-20</td>
<td>Dallas County Line to Rose Hill Rd. in Kaufman County</td>
<td>Concrete pavement repair and shoulder texturing</td>
<td>$4.79</td>
<td>2012</td>
<td>1</td>
</tr>
<tr>
<td>0053-01-097</td>
<td>I-45</td>
<td>Various highways in Dallas District</td>
<td>Seal coat, striping and mailboxes</td>
<td>$11.14</td>
<td>Oct. 20</td>
<td>1</td>
</tr>
<tr>
<td>0196-01-056</td>
<td>I-30</td>
<td>From east of SH 360 (Int’l. Terminal Parkway) to west of I-35E (Empire Central)</td>
<td>Concrete pavement repair and shoulder texturing</td>
<td>$4.79</td>
<td>2012</td>
<td>1</td>
</tr>
</tbody>
</table>

**Total**

### COMPLETED CONSTRUCTION PROJECTS

**C.S. number** | **Hwy** | **Limits** | **Type of work** | **Date completed** | **Cost (millions)** |
<table>
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<tbody>
<tr>
<td>0916-45-760</td>
<td>CS</td>
<td>West Leaether Drive at White Rock Creek</td>
<td>Replace Bridge</td>
<td>09/23/11</td>
<td>$0.68</td>
</tr>
<tr>
<td>0196-02-017</td>
<td>I-30E</td>
<td>Dallas County Line to U.S. 77</td>
<td>Mill ACP overlay mainlanes</td>
<td>09/02/11</td>
<td>$0.62</td>
</tr>
<tr>
<td>0568-01-045</td>
<td>SH 34</td>
<td>at FM 1183 in City of Ennis</td>
<td>Refurbish existing traffic signal</td>
<td>09/13/11</td>
<td>$0.22</td>
</tr>
</tbody>
</table>

**Total**

### PLANNING PROJECTS

**C.S. number** | **Hwy** | **Limits** | **Type of work** | **Date Public Hearing** | **Est. Cost (millions)** |
<table>
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<tbody>
<tr>
<td>2064-06-011</td>
<td>SH 190</td>
<td>From I-30 to I-20</td>
<td>Install a new location, 6-lane tollroad with discontinuous service roads</td>
<td>Feb., 2012</td>
<td>$5.76</td>
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<tr>
<td>0914-45-121</td>
<td>US 380</td>
<td>From SH 190 to I-20</td>
<td>Install a new location, 6-lane tollroad with discontinuous service roads</td>
<td>Spring 2012</td>
<td>$2.72</td>
</tr>
<tr>
<td>0196-01-056</td>
<td>1-35E</td>
<td>South</td>
<td>Install a new location, 6-lane tollroad</td>
<td>02/21/12</td>
<td>$1.39</td>
</tr>
<tr>
<td>0196-03-245, 0196-02-060</td>
<td>1-35E</td>
<td>Middle</td>
<td>Install a new location, 6-lane tollroad</td>
<td>Spring 2012</td>
<td>$4.79</td>
</tr>
<tr>
<td>0196-01-056</td>
<td>1-35E</td>
<td>North</td>
<td>Install a new location, 6-lane tollroad</td>
<td>Nov. 19, 2010</td>
<td>$2.48</td>
</tr>
<tr>
<td>0044-03-075, 0044-03-080</td>
<td>SH 183</td>
<td>From east of SH 183 (Int’l. Terminal Parkway) to west of I-35E (Empire Central)</td>
<td>Install a new location, 6-lane tollroad</td>
<td>Oct. 20, 2011</td>
<td>$1.18</td>
</tr>
</tbody>
</table>

**Total**

### DISTRICT PROJECTS

- **DENTON COUNTY**
  - Vehicle registration: 601,341
  - Population estimate: 240,901
  - Lane miles: 3,373.41

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

- **NAVARRO COUNTY**
  - Vehicle registration: 48,077
  - Population estimate: 50,000
  - Lane miles: 1,931.08

- **ROCKWALL COUNTY**
  - Vehicle registration: 97,912
  - Population estimate: 107,300
  - Lane miles: 389.64

- **TARRANT COUNTY**
  - Vehicle registration: 2,201,500
  - Population estimate: 1,739,500
  - Lane miles: 2,201,500

**SOURCE:** TxDOT

**SOURCE:** TxDOT graphic

**SOURCE:** TxDOT research. *POPULATION ESTIMATE: NCTCOG.*