The North Texas Tollway Authority Board of Directors voted to accept the resignation of Executive Director Allen Clemson and named NTTA Assistant Executive Director of Project Delivery Gerry Carrigan as interim executive director.

Clemson submitted his resignation to the board on Oct. 14. Carrigan has been with the NTTA for nearly three years. He has more than 28 years of professional experience in the field of infrastructure program management, engineering and construction management. Carrigan has been involved in the development and implementation of major capital improvement programs for state, county and tollway agencies.

During a period of tremendous growth, Carrigan has helped oversee several mobility projects for the NTTA including the President George Bush Turnpike Eastern and Western extensions, and the upcoming completion of a four-level, six direct-connect interchange at the Sam Rayburn Tollway and U.S. 75 (Central Expressway).

First Four Direct-Connecting Ramps Open Early On Sam Rayburn Tollway/Dallas North Tollway Interchange

The North Texas Tollway Authority opened the first four ramps on the Sam Rayburn Tollway/Dallas North Tollway interchange in Collin County on Oct. 31, giving motorists on the SRT direct access to the DNT.

The new ramps provide all of the interchange’s connections from the SRT to the DNT. Motorists on southwest-bound SRT directly connect to north- and southbound DNT and, motorists on the northeast-bound SRT main lanes directly access both the north- and southbound DNT main lanes.

The ramp openings are expected to improve traffic flow through a busy area of Frisco and Plano. As an added convenience, one of the new ramps leading to the DNT includes a connection from the southwest-bound SRT frontage road (SH 121) just west of Preston Road. This means frontage road drivers near Preston Road and the Stonebriar Centre in Frisco are able to directly access the north- or southbound DNT main lanes via the ramp connector, bypassing traffic lights at the intersection of SRT and DNT.

The new cashless toll gantry at this connector will cost .23 cents for a passenger vehicle with a TollTag or .45 cents for a passenger vehicle using ZipCash. Toll rates vary by the number of axles on a vehicle; for more information on toll rates, please go online to www.ntta.org.

Chisholm Trail Parkway Financing Nearing Completion

Soon dirt will start moving as work begins on the remaining sections of the Chisholm Trail Parkway – a project more than 40 years in the making. Over the last several weeks, the CTP has quickly moved forward in the final steps to make the tollway a reality, including approval from the NTTA Board of Directors to enter into a supplemental Toll Equity Loan Agreement with the Texas Department of Transportation. The Board also voted to add CTP to the NTTA Special Projects System and gave its approval to sell the necessary bonds to finance the project.

Financial close of the project is expected by mid-November. Soon after financial close, the NTTA will give the CTP contractors notices to proceed, and construction will begin on all sections of the 27.6-mile corridor. CTP will run from downtown Fort Worth south to Cleburne. CTP will be an alternate route to I-35W.

With the financial closing of the project nearing, a ceremonial groundbreaking is in the planning stages. More details will be forthcoming once a date and location have been finalized.

The entire corridor is expected to open to traffic in mid-2014.

See SRT DIRECT RAMPS on page 4
## NTTA Quick Fact Sheet

### 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 SH 76 to west of Miles Road</td>
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<td>Section 29 West of Miles Road to north of future Merritt Road</td>
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<td>Section 30 North of future Merritt 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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<td></td>
<td>Section 32 North shore of Lake Ray Hubbard to I-30 (TxDOT section)</td>
<td>TxDOT Construction</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>Segment 2 Old Denton Road to Hillcrest Road</td>
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<td>Segment 3 Hillcrest Road to Hardin Boulevard</td>
<td>Fully opened September 29, 2009</td>
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<td>Segment 4 Hardin Boulevard to Medical Center Drive, east of U.S. 75 interchange</td>
<td>Fully opened March 31, 2011</td>
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<td>Segment 5 SRT/Dallas North Tollway interchange</td>
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<td><strong>DNT 4th Lane</strong></td>
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<td><strong>DNT/PGBT Interchange &amp; Ramp Modifications</strong></td>
<td>DNT/PGBT Interchange</td>
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<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

| Project                  | Segment 1 I-30/Summit Avenue | SH 163 interchange and service roads from N. Carrier Parkway to I-20 | Fully opened August 2, 2009 |       |       |       |       |       |       |
|                         | Phase 2 Two main lanes in each direction from SH 163 to Egyptian Way | Main lanes opened August 2, 2009 |       |       |       |       |       |       |       |
|                         | Phase 3 Third main lane in each direction and service roads from Conflans Road to N. Carrier Parkway | TxDOT Construction |       |       |       |       |       |       |       |
|                         | Phase 4 Main lanes north of I-30 to I-20 and interchanges at I-30 and I-20 | TxDOT Design |       |       |       |       |       |       |       |

### Chisholm Trail Parkway

<table>
<thead>
<tr>
<th>Segment 1 I-30/Summit Avenue</th>
<th>SH 163 interchange and service roads from N. Carrier Parkway to I-20</th>
<th>Fully opened August 2, 2009</th>
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<tbody>
<tr>
<td><strong>Section 2</strong> Rogers Road to south of Arborlawn Drive</td>
<td>SH 163 interchange and service roads from N. Carrier Parkway to I-20</td>
<td>Fully opened August 2, 2009</td>
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<tr>
<td><strong>Section 2B</strong> Al Hulen Street and UPRR Davidson Yard</td>
<td>SH 163 interchange and service roads from N. Carrier Parkway to I-20</td>
<td>Fully opened August 2, 2009</td>
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<tr>
<td><strong>Section 2C</strong> Forest Park Boulevard to south of Hulen Street</td>
<td>SH 163 interchange and service roads from N. Carrier Parkway to I-20</td>
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<tr>
<td><strong>Section 3A</strong> Arborlawn Drive to Overton Ridge Boulevard - Local access improvements</td>
<td>SH 163 interchange and service roads from N. Carrier Parkway to I-20</td>
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<tr>
<td><strong>Section 3B</strong> South of Arborlawn Drive to south of Overton Ridge Boulevard</td>
<td>SH 163 interchange and service roads from N. Carrier Parkway to I-20</td>
<td>Fully opened August 2, 2009</td>
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<tr>
<td><strong>Section 4</strong> South of Overton Ridge Boulevard to south of Altamura Boulevard</td>
<td>SH 163 interchange and service roads from N. Carrier Parkway to I-20</td>
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<tr>
<td><strong>Section 5</strong> South of Altamura Boulevard to FM 1187</td>
<td>SH 163 interchange and service roads from N. Carrier Parkway to I-20</td>
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<td><strong>Section 6</strong> FM 1187 to U.S. 67</td>
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<td><strong>Corridors Under Study</strong></td>
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<td><strong>Dallas North Tollway Phases 4/5</strong></td>
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<td><strong>Trinity Parkway</strong></td>
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<td><strong>SH 190 East Branch</strong></td>
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Corridor information as of October 2011.

- **Planning**: Green
- **Design**: Light Blue
- **Construction**: Orange
- **Project Delivery**: Purple
- **Design-Build**: Dark Blue
- **Construction Complete**: Red

Project Delivery = Design and Construction through Authority or TxDOT effort
DID YOU KNOW?

- The NTTA, in conjunction with the Texas Department of Transportation, will host a public meeting on Thursday, Nov. 10, to discuss the proposed State Highway 170 project. The meeting is scheduled from 6-8 p.m. in the cafeteria of Tidwell Middle School, located at 3937 Haslet-Roanoke Road in Roanoke. The “open house” format allows attendees to come and go at their convenience and to ask questions about the proposed project. For more information on the SH 170 public meeting, please visit www.ntta.org.

- The North Texas Tollway Authority Board of Directors will hold their November Board meeting on Wednesday, Nov. 16. 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.

- As you make your holiday travel plans, remember that you can use your TollTag for parking and pass-through at Dallas/Fort Worth International and Dallas Love Field airports. You can use your TollTag for Terminal and Express parking lots at D/FW Airport and all lots at Dallas Love Field Airport. Simply look for the TollTag logo to navigate your way around. To use your TollTag for parking or pass-through, you must enter and exit through the TollTag-marked lanes, and your TollTag account must be secured with a credit or debit card. Transactions less than $10 are deducted from your TollTag account balance. Transactions of $10 or more will be charged directly to the credit or debit card on your TollTag account.
Motorists traveling in northwest Garland can now use two new ramps at the end of the far eastern section of the President George Bush Turnpike. Two newly configured, east- and westbound entrance and exit ramps are available to/ from the frontage road to the PGBT Eastern Extension main lanes. This reconfiguration is expected to lessen congestion through the SH 78 and Firewheel Parkway intersections. Although motorists will drive under a toll gantry, tolls will not be collected during construction. However, once the complete corridor is open, tolls will be charged.

PGBT WE Construction Update

All areas of Phase 4 of the President George Bush Turnpike Western Extension continue to boom with construction activity. On the north end of the project area, bridge columns continue to be placed along Interstate 30 which will serve the direct connector joining southbound PGBT Western Extension to eastbound I-30. In addition, bridge deck panels continue to be placed at Dickey Road that will be part of the future PGBT Western Extension main lanes.

Near downtown Grand Prairie, Dalworth Street remains closed and concrete pavement demolition is underway which, when complete, will allow for the Dalworth bridge construction. In addition, the Jefferson Street concrete pavement has been removed in preparation of the construction of the future Jefferson Street bridge. Both bridges will span the PGBT Western Extension main lanes when complete.

On the southern end of the project, steel beam placement at I-20 continues requiring nightly closures along the project area.

Phases 1 through 3 of the project extend from SH 183 to I-30 and are open to traffic. Phase 4, scheduled to open in the fourth quarter of 2012, extends from I-30 to I-20.

Cashless Tolling Conversion Closer to Completion

Cashless tolling conversion construction crews concentrated on several electrical items in October at the Royal Lane, Northwest Highway and Mockingbird Lane ramps, as they work to complete the permanent toll collection gantries. Work includes construction of gantry concrete columns, installation of electrical and communication equipment and traffic barrier rail. Construction work on ramps south of I-635 is expected to be completed by year’s end.

Meanwhile, crews are removing portable concrete traffic barriers and restriping entrance and exit ramps along the DNT at Spring Valley, Belt Line, Keller Springs and Frankford roads. The cashless tolling system electronically reads TollTags and/or license plate information. This allows for less stop-and-go traffic, so motorists enjoy less traffic congestion, enhanced safety and improved air quality.

Dallas Cowboys TollTags on sale Nov. 5 – Limited Supply

Drew Pearson autograph signing at Galleria Cowboys Pro-Shop

Touchdown! Dallas Cowboys TollTags will go on sale Saturday, Nov. 5, at area Dallas Cowboys Pro Shops and online at www.shopcowboys.com. Dallas Cowboys legend Drew Pearson, a 2011 addition to the Ring of Honor, will kick off the promotion with an autograph event from 3-5 p.m. on Nov. 5 at the Galleria Dallas Cowboys Pro Shop.

The NTTA will produce only 20,000 Dallas Cowboys TollTags emblazoned with the team’s famous star, which sell for only $22.99. Personalize your vehicle with the Cowboys’ logo on your windshield, or give the Dallas Cowboys TollTag as a gift to your favorite fan. Dallas Cowboys TollTags are available for both existing and new TollTag customers.

TollTags are the best way to travel on North Texas toll roads. TollTag customers pay the lowest rates – ZipCash customers pay 50 percent more. TollTags also can be used on any toll road in Texas without the hassle of receiving and paying bills through the mail.

SRT DIRECT RAMPS  Continued from page 1

www.ntta.org/AboutUs/TollRates/  

Along with the ramp openings, the entrance ramp near Gaylord Parkway on the DNT also reopened to traffic on Oct. 28, after a long-term closure. The closure allowed crews to relocate and reconstruct the southbound DNT entrance ramp near Gaylord Parkway as part of the SRT/DNT interchange project.

The southbound DNT entrance from Gaylord Parkway is now south of its old location; it is accessible just south of the southbound DNT exit ramp to SRT and its frontage road, State Highway 121. Toll rates for the southbound DNT entrance ramp are .23 cents with a TollTag for a passenger car with two axles or .45 cents for a passenger car using ZipCash.

Construction is ongoing to finish the remaining four ramps on the SRT/DNT interchange; the last four ramps, which will connect the DNT to the SRT, are expected to open to traffic in January 2012.

Crews began construction of the SRT/DNT interchange in February 2010. The five-level interchange was designed to be compact and to feature eight ramps joining the two major toll roads.

Between now and when the interchange fully opens, crews will continue to close DNT and SRT main lanes and frontage roads to complete critical tasks. Lane and ramp closures will continue each weeknight, during off-peak daytime hours and during the weekends.
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.

1. Needs Identification, Project Authorization
2. Preliminary Design
3. Environmental
4. Right-of-Way and Utilities
5. Plans, Spreads & Estimates (PS&E)
6. Letting
7. Construction

FUNDING NECESSARY TO INITIATE PLANNING/ENVIRONMENTAL CLEARANCE

- Define Study Limits
- Preliminary Design
draft environmental document
- Environmental Site
- Preliminary
- Schematics
- Intergency Coordination/Permits
- Refine Design
- Draft Environmental
- Document
- Public Meeting(s)
- Environmental
- Interagency Clearances
- Final Environmental
- Clearance

FUNDING NECESSARY TO INITIATE DESIGN/ROW PROCESS

- ROW Appraisals and Acquisition
- Utility Adjustments
- Final Design (PS&E): Right-of-Way Acquisition, Roadway, Bridge, Drainage, Traffic Control, Storm Water, Miscellaneous
- Final PS&E Review: Final Design
- Final PS&E, Plan & Contract
- Final Processing
- Contractor Selection

FUNDING NECESSARY TO CONSTRUCT PROJECT

- 6 Months to 6 Years depending on project complexity.

TxDOT INTRODUCTIONS:

Get to know TxDOT’s new Executive Director, Phil Wilson. Log onto www.txdot.gov/public_involvement/podcasts/statewide.htm and listen to a recent interview.

COLLIN • DALLAS • DENTON • ELLIS • KAUFMAN • NAVARRO • ROCKWALL

November 2011

MAJOR OVERHAUL GEARS UP

Ready for Take-Off: The Horseshoe Project

The Horseshoe Project is a critical transportation project located in the heart of downtown Dallas that will be developed through an innovative design-build approach. The Horseshoe Project will upgrade the I-30 Bridge, part of the Mixmaster and the I-35E bridges (both north and southbound). Originally a part of Project Pegasus, which also included the expansion of Lower Stemmons and the Canyon area, the new pull-out project was aptly dubbed the “Horseshoe Project” due to its U-Shape (see map). While this project evolved out of increasing necessity (due to its aging infrastructure) the vision, funding and unique approach to develop the project catapulted it to its current status: Ready for take-off!

Elements central to the successful development (vision, advanced planning, funding and delivery method) occurred through cooperative communication and coordinated partnerships between legislators, the region, the City of Dallas and TxDOT. Legislators and the region made funding for the project a priority designating the “Horseshoe Project” as a core of doing more with less. One significant improvement will be the significant improvement will be the new pull-out this project a priority designating several sources including federal funding, Proposition 12 and Proposition 14, and local funding.

State legislators also enabled TxDOT to utilize a new delivery method of design-build. Delivering projects through design/build is not new in the construction industry; however, it is a new tool for TxDOT. And now, because of the visionary thinking of the legislature, taxpayers will ultimately reap the benefits. The benefits of delivering projects through design/build are numerous. Essentially, it allows projects to be completed sooner at a much more economical cost; the very core of doing more with less. One significant improvement will be the ability for motorist traveling eastbound on I-30 to directly access southbound I-35. The bottom line benefit motorists will realize is reduced congestion when traveling through downtown Dallas. For more specific information on the Horseshoe Project go to www.txdot.gov and navigate to the Dallas District homepage.