The NTTA is taking the next step toward extending the Dallas North Tollway in Collin, Denton and Grayson counties by hosting a public hearing from 6:30 p.m. until 8 p.m. on April 19, at Celina Middle School. An open house also will be held from 6 p.m. to 6:30 p.m.

The DNT Extension, Phase 4B/5A project extends from Farm to Market 428 north to just south of FM 121.

Two public meetings were conducted last year, and the NTTA Board of Directors selected an alignment.

Public hearing presenters will provide information regarding the development of the previously selected DNT 4B/5A alignment and receive input/comments from the public. Maps, design drawings and other information about the project will be on display, which will show the selected alignment, design information and environmental evaluation materials.

Attendees will have the opportunity to provide the study team with comments and suggestions by providing verbal comments to be documented by a court reporter or submitting written comments. Such comments will assist project personnel with the design decisions associated with this study.

Southwest Parkway Construction Continues; House Bill Aims to Rename Corridor

The NTTA continues to move construction forward on the Southwest Parkway/Chisholm Trail project. The contractor for Section 2B received notice to proceed and started work in mid-February on the 0.8 mile project near the Hulen Street Bridge and the Union Pacific Railroad’s Davidson Yard in Fort Worth. Work also continues on Section 2C, which extends from Forest Park Boulevard to south of Hulen Street.

Contractors for the Texas Department of Transportation are continuing their work on $117 million worth of I-20/SH 183 (Southwest Boulevard) local access improvements at SH 121/Southwest Parkway. Referred to as Section 3A, it is funded by the American Recovery and Reinvestment Act. The entire project is scheduled for completion in spring 2013.

Meanwhile, state Rep. Rob Orr introduced a bill that would change the name of the Southwest Parkway/Chisholm Trail corridor to only “Chisholm Trail Parkway.” The corridor’s name dates back to 2003 when the Texas Legislature designated the Burleson and Johnson County portion of the highway as the Chisholm Trail Parkway. Fort Worth and Tarrant County officials named the northern portion of the highway Southwest Parkway because of the direction it was positioned.

House Bill 367 was reviewed and supported by the House Transportation Committee on Feb. 22. If the bill is passed, the corridor’s new name will take effect on Sept. 1 as the project remains on the state highway system.

NTTA Plans Public Hearing for Dallas North Tollway Extension

During the 82nd Texas Legislature, the NTTA is monitoring transportation legislation that could impact NTTA operations and is working closely with the legislative delegation. For more information on the NTTA’s legislative goals, please visit the NTTA Government Affairs webpage or contact Carrie Rogers, director of government affairs, at (214) 224-2269 or crogers@ntta.org.
# 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>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PGBT Eastern Extension</strong></td>
<td>Section 28A</td>
<td>Frontage roads (open)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 28</td>
<td>West of SH 78 to west of Miles Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 29</td>
<td>West of Miles Road to north of future Meritt Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 30</td>
<td>North of future Meritt Road to south of Main Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 31</td>
<td>South of Main Street to north shore of Lake Ray Hubbard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 32</td>
<td>North shore of Lake Ray Hubbard to I-30 (TxDOT section)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Sam Rayburn Tollway</strong></td>
<td>Segment 1</td>
<td>Denton Tap Road to Old Denton Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Segment 2</td>
<td>Old Denton Road to Hillcrest Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Segment 3</td>
<td>Hillcrest Road to Hardin Boulevard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Segment 4</td>
<td>Hardin Boulevard to Medical Center Drive, east of US 75 Interchange</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Segment 5</td>
<td>US/SH 183 North Tollway Interchange</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DNT 4th Lane</strong></td>
<td></td>
<td>Parker Road to Legacy Drive</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DNT/PGBT Interchange &amp; Ramp Modifications</strong></td>
<td></td>
<td>NTTA/PGBT Interchange</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PGBT Widening</strong></td>
<td></td>
<td>between I-35E and SH 78</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Special System Construction Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Segment</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>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PGBT Western Extension (SH 183)</strong></td>
<td>Phase 1</td>
<td>SH 183 interchange and service roads from N. Carrier Parkway to I-20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Phase 2</td>
<td>Two main lanes in each direction from SH 183 to Egyptian Way</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Phase 3</td>
<td>Third main lane in each direction and service roads from Cottonwood Road to N. Carrier Parkway</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Phase 4</td>
<td>Main lanes north of I-30 to I-20 and interchanges at I-30 and I-20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Southwest Parkway/Chisholm Trail</strong></td>
<td>Section 1</td>
<td>I-30/Summit Avenue</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 2</td>
<td>Rogers Road to south of Arborlawn Drive</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 2B</td>
<td>At Helen Street and LPRR Davidson Yard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 2C</td>
<td>Forest Park Boulevard to south of Helen Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 3A</td>
<td>Arborlawn Drive to Overton Ridge Boulevard - Local access improvements</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 3B</td>
<td>South of Arborlawn Drive to south of Overton Ridge Boulevard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 4</td>
<td>South of Overton Ridge Boulevard to south of Altamura Boulevard</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 5</td>
<td>South of Altamura Boulevard to FM 1187</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 6</td>
<td>FM 1187 to US 87</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Corridors Under Study

<table>
<thead>
<tr>
<th>Project</th>
<th>Segment</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>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Dallas North Tollway Phases 4/5</strong></td>
<td>Section 4A</td>
<td>US 380 to FM 428</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 4B</td>
<td>FM 428 extending north to the county line</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 5A</td>
<td>Extension north of the county line</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SH 170</strong></td>
<td>Section 1</td>
<td>SH 114 to I-35W</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 2</td>
<td>I-35W to US 81/287</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SH 360</strong></td>
<td>Section 1</td>
<td>Green Oaks Boulevard to US 287</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 2</td>
<td>US 287 to US 67</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Trinity Parkway</strong></td>
<td></td>
<td>From SH 183/380 interchange to US 175/SH 316</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SH 190 East Branch</strong></td>
<td></td>
<td>Between I-30 and I-20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Project Delivery = Design and Construction through Authority or TxDOT effort

Corridor information as of February 2011.
DID YOU KNOW?

♦ Simple navigation is key with the new NTTA.org that will launch in late March. The new site will offer multiple points of entry with categorized drop-down menu and section blocks on the homepage. You’ll find your answers within just a couple of quick clicks then be free to explore NTTA projects, contracting opportunities and mobility improvements. Content will be expanded to provide more information about projects, operations and finance. Plus, with additional RSS feeds, customers can receive up-to-the-minute reports on the latest NTTA news, traffic advisories and much more at www.NTTA.org.

♦ The NTTA Tag Wagon is a 38-foot-long mobile unit that travels to events and festivals throughout the metroplex. The Tag Wagon provides customer convenience by opening TollTag accounts on the spot while creating a fun environment. To learn more, visit http://www.NTTA.org/AboutUs/Events/.

♦ The NTTA Board of Directors will hold their regular monthly meeting on Wednesday, March 16. The session will begin at 9 a.m. in the boardroom at the NTTA offices located at 5900 W. Plano Parkway in Plano.
Diversity Partnership at Work on Roadway Project

Construction activity on the President George Bush Turnpike Western Extension in Grand Prairie is well underway, with design work for the project nearly 100 percent complete. Prairie Link Constructors, the project’s manager, has participated in the NTTA’s quarterly Vendor Outreach Symposiums, sharing information about the PGBT Western Extension project since Prairie Link received an official notice to proceed. To raise awareness among qualified vendors about sub-contracting opportunities associated with this project, Prairie Link conducted several “How to do Business” workshops focusing on the sub-contracting pre-qualification questionnaire. As Prairie Link issues each request for proposals, Prairie Link’s D/M/WBE coordinator, Ware & Associates, conducts extensive outreach among potential bidders.

Using vendor lists, including the pre-qualification list and other sources, Ware & Associates queries potential vendors about their capabilities and the possibility of submitting a response. Direct mail, e-mail, and fax notifications alert potential bidders of the release of a request for proposals. A hard copy of each Request for Proposal (RFP) is mailed to each potential bidder and posted on a web-based bid service.

Ware & Associates also works closely with area member organizations, including minority chambers, and contractor associations, to forward the bid notification document to their members that are qualified to bid. Those same organizations open their plan rooms to potential bidders of the release of a request for proposals. A hard copy of each Request for Proposal (RFP) is mailed to each potential bidder and posted on a web-based bid service.

Sam Rayburn Tollway Interchanges at DNT and U.S. 75 Moving Ahead

View of southwest quadrant of DNT/SRT interchange

As ramps connecting the Sam Rayburn Tollway to Central Expressway continue to open crews constructing the toll road’s interchange with Dallas North Tollway in Frisco and Plano continue making significant progress.

Since early January, workers have been setting bridge beams on the project. Crews first set concrete beams and then began setting steel bridge beams. When the SRT/DNT interchange is complete, it will feature 16 million pounds of steel beams – enough steel to reconstruct the Eiffel Tower or build 1 ½ Gateway Arches in St. Louis.

The current three-level SRT/DNT interchange was designed to accommodate this next stage of construction, which will add two levels and link the SRT and the DNT. To accomplish this, crews are building eight direct-connecting bridges to join the SRT and DNT. The NTTA will also make local access improvements between the SRT/DNT main lanes and frontage roads.

As this work continues, motorists may notice that crews have been and will continue removing old retaining walls and constructing new ones to accommodate the new bridges and the new interchange design.

In the cities of Allen, Fairview and McKinney, crews constructing the SRT/U.S. 75 interchange opened several new sections to traffic in late January as they work toward completing the project.

Workers opened the northeast-bound SRT frontage road (SH 121) bridge over U.S. 75 as well as the two remaining loop ramps – from northeast-bound SH 121 to the northbound U.S. 75 frontage road, and from the southbound U.S. 75 frontage road to northeast-bound SH 121.

In coming weeks, the contractor plans to open the new concrete lanes on southbound SH 5 and close the temporary asphalt lanes. In addition, crews are expected to complete and fully open the Medical Center Drive intersection and the SRT main lane bridges over Medical Center Drive.

The NTTA will continue opening the four-level SRT/U.S. 75 interchange in phases as new areas are completed. Upon completion, the interchange will feature six direct-connecting ramps linking the SRT and U.S. 75 and providing motorists with main lane access between the two roadways. The frontage roads are connected by four loop ramps, which are already open to traffic and allow drivers to access the frontage roads on non-stop, circular connections.

Progress Continues on Bush Turnpike Western Extension Project

As construction continues on all portions of Phase 4 of the President George Bush Western Extension in Grand Prairie, several extended road closures will be in place through Dec. 31 to allow for bridge construction. The closures include the following locations at their SH 161 intersection:

♦ East- and westbound right lanes of West Warrior Trail,
♦ east- and westbound right lanes of Arkansas Road; and
♦ east- and westbound right lanes of Pioneer Parkway.

Work on Phase 4 of the PGBT WE includes two main lanes in each direction from North Carrier Parkway to Interstate 20 and the interchanges at I-20 and I-30. The anticipated substantial completion date for Phase 4 is the fourth quarter 2012.
The Maintenance That Matters

No new construction after 2012! This announcement is gathering momentum and being repeated across Texas, repeated by transportation experts, elected leaders, the media, and the public. At face value, this sounds like TxDOT won’t have the ability to build anything after 2012 - what it really means is, if the funding crisis isn’t addressed soon, TxDOT won’t have the ability to build very many “added capacity” projects after 2012.

What is “added capacity”? It is new lanes and roadways that don’t exist today - roadways needed to help reduce growing congestion from the seemingly endless numbers of people moving to Texas. Roadways needed to support a thriving economy, more jobs, and a better quality of life.

This doesn’t mean TxDOT won’t be building any projects after 2012, it just means the projects being built, for the most part, will be maintenance and preservation projects. TxDOT’s budget is estimated to drop from $9.4 billion in 2011 to $7.3 billion in 2013. After paying for projects already under construction, debt service on borrowed funds, administration and support, project development costs and other modes and services, TxDOT is projected to spend, for the entire state, only $838 million on new construction contracts in 2013 compared to $2.82 billion on maintenance and preservation projects during the same year.

Why will TxDOT spend so much more on maintenance and preservation vs. the highly needed, congestion relieving, new, construction projects? First, it is imperative that existing infrastructure be maintained. Second, simply put, demand has outpaced revenue for transportation. The fundamental problem is the state and federal gas tax have not been raised since 1991 and 1993 respectively. And while the state’s population has grown by more than 40% in the last two decades, transportation revenue has remained flat.

Prioritizing and focusing most of the limited resources and funding on maintenance until new revenue sources can be identified, TxDOT will extend the existing transportation system’s life, reduce accidents, damage to vehicles and expensive traffic delays. Moreover, allowing roads and bridges to slip into disrepair would cost the public billions of additional dollars, since the cost of reconstructing a bridge or roadway can exceed the cost of maintenance by as much as seven times.

Transportation infrastructure is essential to Texas’ future. Maintaining the existing transportation system while investing in a balanced, regionally determined, multimodal network will stimulate economic activity, create employment opportunities and give Texas communities choices to address their growing and changing populations.
FEBRUARY 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>
</tr>
</thead>
<tbody>
<tr>
<td>0008-06-070</td>
<td>SH 180</td>
<td>Dallas/Tarrant Co. Line to west of Loop 12</td>
<td>Planning, full depth repair and overlay</td>
<td>$3.82</td>
<td>$3.46</td>
<td>9.35</td>
<td>Lindsey Contractors, Inc.</td>
</tr>
<tr>
<td>0008-06-071</td>
<td>SH 180</td>
<td>Center St. to 2nd St. Northeast</td>
<td>Landscape development</td>
<td>$0.32</td>
<td>$0.32</td>
<td>0.97</td>
<td>C. Green Scaping, L.P.</td>
</tr>
<tr>
<td>0135-02-046</td>
<td>U.S. 380</td>
<td>West of Lake Forest Dr. to Bois D'Arc Rd. in McKinney</td>
<td>Widening existing 4-lane divided to 6-lane divided urban</td>
<td>$1.96</td>
<td>$1.91</td>
<td>2.70</td>
<td>McMahon Contracting, L.P.</td>
</tr>
<tr>
<td>0260-02-038</td>
<td>U.S. 67</td>
<td>At Ralphport Parkway</td>
<td>Construct grade-separated interchange</td>
<td>$9.59</td>
<td>$8.01</td>
<td>8.90</td>
<td>Lindsey Contractors, Inc.</td>
</tr>
<tr>
<td>0995-02-008</td>
<td>FM 739</td>
<td>I-65 to U.S. 287</td>
<td>Resurface and restore pavement structure</td>
<td>$1.78</td>
<td>$1.52</td>
<td>14.40</td>
<td>Big Creek Construction, LTD.</td>
</tr>
<tr>
<td>1014-04-012</td>
<td>FM 1777</td>
<td>SH 66 to FM 6</td>
<td>Base repair and overlay</td>
<td>$1.94</td>
<td>$1.58</td>
<td>18.77</td>
<td>R. K. Hall Construction, LTD.</td>
</tr>
<tr>
<td>1746-01-022</td>
<td>FM 1827</td>
<td>Altoga to FM 545</td>
<td>Base repair and level up</td>
<td>$1.47</td>
<td>$1.27</td>
<td>13.90</td>
<td>Austin Bridge &amp; Road, L.P.</td>
</tr>
</tbody>
</table>

**March 2011 total**
Accumulative let total: $189.56
Dallas District let total: $169.19
Dallas District let cap: $127.58

MARCH 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>0047-06-108</td>
<td>U.S. 75</td>
<td>Spur 395 (SH 121 S) to south of U.S. 380</td>
<td>Reconstruct and widen freeway and frontage roads</td>
<td>$108.66</td>
</tr>
<tr>
<td>0091-06-052</td>
<td>SH 289</td>
<td>Keller Springs to Campbell Rd.</td>
<td>Intersection improvements</td>
<td>$1.73</td>
</tr>
<tr>
<td>0092-02-118</td>
<td>I-45</td>
<td>From Ellis County Line to I-20</td>
<td>Installation of wireless incident detection and response system</td>
<td>$0.42</td>
</tr>
<tr>
<td>0092-07-055</td>
<td>SH 356</td>
<td>SH 183 to Trinity River Bridge in Irving</td>
<td>Landscape development</td>
<td>$0.32</td>
</tr>
<tr>
<td>0173-04-025</td>
<td>SH 34</td>
<td>New location from Airport Rd. to Rose St. in Terrell</td>
<td>Construct 4-lane highway and U.S. 80/RR overpass</td>
<td>$21.54</td>
</tr>
<tr>
<td>0581-01-131</td>
<td>LP 12</td>
<td>At Union Pacific Railroad</td>
<td>Repair slope failure with retaining walls</td>
<td>$0.52</td>
</tr>
<tr>
<td>0918-45-873</td>
<td>FW</td>
<td>Cedar Hill State Park -- various locations in park</td>
<td>Rehabilitation of park road</td>
<td>$1.52</td>
</tr>
<tr>
<td>0918-00-172*</td>
<td>VA</td>
<td>At various locations in Dallas District</td>
<td>Small sign refurbishing -- Non-site specific</td>
<td>$0.31</td>
</tr>
</tbody>
</table>

*Unmapped.

**Total** $135.02

COMPLETED CONSTRUCTION PROJECTS (from February 1 - 28, 2011)

NO PROJECTS COMPLETED

PLANNING PROJECTS (Not comprehensive and subject to change)

<table>
<thead>
<tr>
<th>CSJ number</th>
<th>Hwy</th>
<th>Limits</th>
<th>Type of work</th>
<th>Est. Public Hearing</th>
<th>Est. Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>2964-10-002</td>
<td>Loop 9</td>
<td>From I-20 to U.S. 287</td>
<td>Install a new location, 6-lane tollroad with discontinuous service roads</td>
<td>Spring 2012</td>
<td>$5.78</td>
</tr>
<tr>
<td>2964-06-011, 012</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>Spring 2012</td>
<td>$727M</td>
</tr>
<tr>
<td>0918-45-121</td>
<td>Trinity Pkwy.</td>
<td>From SH 183 to SH 183/I-35E</td>
<td>Install a new location, 6-lane tollroad</td>
<td>November 2011</td>
<td>$1.38</td>
</tr>
<tr>
<td>0196-03-136</td>
<td>I-35E South</td>
<td>From I-635 to SH 190 (PGAT)</td>
<td>Widen existing 6-lanes facility to 8 Mainlanes, 4 concurrent managed HOV lanes in each direction southbound, 2/3 lanes frontage roads each side.</td>
<td>February 2011</td>
<td>$747M</td>
</tr>
<tr>
<td>0196-03-245, 0196-02-068, 0196-02-114, 0196-03-073, 0196-01-096</td>
<td>I-35E Middle</td>
<td>From SH 190 (PGAT) to FM 2818</td>
<td>Widen existing 6-lanes facility to 8 Mainlanes, 4 concurrent managed HOV lanes (1/2) and 6-8 Collector Distributors (SH 190 to SH 121 Bypass) and 2/3 lanes frontage roads each side.</td>
<td>November 18, 2010</td>
<td>$2.78</td>
</tr>
<tr>
<td>0196-01-056, 0196-01-074, 0195-03-050, 0195-03-071</td>
<td>I-35E North</td>
<td>From FM 2818 to U.S. 380</td>
<td>Widen existing 4-lanes facility to 6/8 Mainlanes, 2/4 concurrent managed HOV lanes (1/2) and 2/3 lanes frontage roads each side.</td>
<td>February 2011</td>
<td>$1.18</td>
</tr>
<tr>
<td>0094-03-065, 0094-03-060, 0581-02-124, 0094-07-015, 0094-07-020, 0581-02-124</td>
<td>SH 183</td>
<td>From east of SH 360 (Int'l. Parkway) to west of I-35E (Empire Control)</td>
<td>Widen existing 6-lanes facility to 8 Mainlanes, 4/6 concurrent managed HOV lanes (1/2) and 2/3 lanes frontage roads each side.</td>
<td>March 2011</td>
<td>$1.88</td>
</tr>
</tbody>
</table>

SOURCE: TxDOT graph.
DISTRICT PROJECTS

Colored and numbered boxes correspond with the charts at left and show projects that have let in February, are projected to let in March and those that are currently in some phase of planning.

DENNOM COUNTY
Vehicle registration: 501,039
*Population estimate: 637,750
Lane miles: 1,557.68

DALLAS COUNTY
Vehicle registration: 1,925,213
*Population estimate: 2,492,850
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: 1,191.98

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

COLLIN COUNTY
Vehicle registration: 608,341
*Population estimate: 786,250
Lane miles: 1,496.24

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

DALLAS DISTRICT TOTALS
Vehicle registration: 3,437,087
*Population estimate: 4,312,150
Lane miles: 10,619.21
DALLAS DISTRICT

UNFUNDED PROJECTS

1. I-35E
   (Dallas/Denton Counties)
   Preliminary design - Managed lane project
   $3.5 billion

2. SH 121
   Preliminary design - Non toll project
   $75 million

3. SH 183
   FHWA approved - Managed lane project
   $1.8 billion

4. I-35E/SH 183
   Preliminary design - Managed lane project
   $76 million

5. Jefferson - Memorial
   Preliminary design - Non toll project
   $100 million

6. I-35E/SH 183
   Southern Gateway
   FHWA approved - Managed lane project
   $1.4 billion

7. Trinity Parkway
   Preliminary design - Non toll project
   $1.2 billion

8. Proposed Loop 9
   Preliminary design - Non toll project
   $4.4 billion

9. I-45/U.S. 175
   (SM Wright Freeway)
   FHWA approved - Managed lane project
   $1.2 billion

10. I-30/U.S. 80
    (East Corridor)
    Preliminary design - Managed lane project
    $1.85 billion

11. Proposed SH 190
    (East Branch)
    Preliminary design - Non toll project
    $700 million

12. I-35E/I-30
    (Project Pegasus)
    Preliminary design - Managed lane project
    $1.2 billion

13. I-35
    (from FM 3002 to I-35E/I-35W)
    Preliminary design - Managed lane project
    $1.1 billion

14. U.S. 180
    (from SH 121 to I-35)
    Preliminary design - Managed lane project
    $68 million

15. I-35W
    (from I-35E to SH 170)
    Preliminary design - Managed lane project
    $940 million

16. SH 114 Denton County
    Preliminary design - Non toll project
    $286 million

17. Loop 12
    Preliminary design - Managed lane project
    $2.2 billion

18. SH 161
    (from Belt Line Rd to SH 183)
    Preliminary design - Non toll project
    $75 million

19. SH 114 Dallas County
    Preliminary design - Managed lane project
    $190 million

20. U.S. 67
    (Gateway Horizon; Dallas/Elvis County)
    Preliminary design - Managed lane project
    $300 million

21. I-35E South
    (from U.S. 77 N of Waxahachie to U.S. 77 S of Waxahachie)
    Preliminary design - Non toll project
    $152 million

22. U.S. 287
    (Bus 287 to SH 34)
    Preliminary design - Non toll project
    $50 million

23. SH 31
    Corsicana
    Bypass (2.5 M W of FM 2855 to SH 31 - 3.2 miles East of I-45)
    Preliminary design - Managed lane project
    $102 million

24. I-35/SH 183 (U.S. 75 to U.S. 80 - SH 183)
    Preliminary design - Managed lane project
    $1.25 billion

25. SH 289 - N BUS 287NC
    North of Celina to N CR 160/C.R 1087 (Grayson County Line)
    State FONSI - Preliminary Design and ROW
    Non toll project
    $16 million

26. U.S. 75
    (Outer Loop to CR 375 at Grayson County Line)
    Preliminary design - Non toll project
    $158 million

27. U.S. 75
    (from SH 121 to I-35)  
    Preliminary design - Managed lane project
    $133 million

28. SH 121 (East of FM 455 to CR 635 at Fannin County Line)
    Preliminary design - Non toll project
    $37 million

TOTAL: $25.5 billion

KUDOS! -- from Gary Nowlin of Mansfield, TX referring to a pot hole repair on SH 183: Thanks for the feedback and quick action. It was fixed today! -- Gary

4775 E Highway 80
Mesquite, TX 75150-6643

FOR MORE INFO
214-320-4480
dainfo@dof.state.tx.us
www.dot.state.tx.us

REPORT A POTHOLE: Visit www.txdot.gov/contact_us/potholes or call 888-885-8248. Progress report can be downloaded at www.txdot.gov/local_information/dallas_district