**Bond Market Shows Great Enthusiasm for NTTA Offering**

**Funding for PGBT Western Extension in Grand Prairie**

In mid-April, the North Texas Tollway Authority financial team successfully executed the sale of more than $1 billion of bonds and notes for the acquisition, construction and operation of the President George Bush Turnpike Western Extension (PGBT WE).

The PGBT WE bond sale has been a collaborative approach to financing this project among the NTTA, the Texas Department of Transportation and the U.S. Department of Transportation. Financial support comes in the form of a standby loan from the Texas Department of Transportation and a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan from the Federal Highway Administration.

The PGBT WE will be the first road in NTTA’s Special Project System. Southwest Parkway/Chisholm Trail (SWP/CT) may be added to the new Special Project System later this year. The NTTA System is providing a $400 million contribution to be used for both projects. The favorable financing of PGBT WE allows for a larger portion of the $400 million contribution to be used for the SWP/CT project. NTTA will make a final decision on financing the SWP/CT project later this year.

The issues were heavily oversubscribed and surpassed interest rate expectations. The sale was comprised of: $488 million current interest bonds (CIBs), $55 million capital appreciation bonds (CABs), $130 million convertible CABs, and $418 million bond anticipation notes (BANs) in anticipation of the TIFIA loan.

On April 15, the NTTA signed an agreement under the Transportation Infrastructure Finance and Innovation Act with the U.S. Department of Transportation to secure a TIFIA loan for the PGBT WE project.

The NTTA recognizes and deeply appreciates the assistance of U.S. Senator Kay Bailey Hutchison and U.S. Representative Eddie Bernice Johnson in obtaining this financing.

The Special Project System Series 2011 Bonds and the TIFIA loan will be secured.

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**Construction Continues on PGBT Western Extension**

Work continues to progress along the President George Bush Turnpike Western Extension as construction crews recently completed the first bridge deck pour on the eastbound I-30 frontage road. In addition, crews continued with bridge column placement as well as completed installation of a significant drainage structure south of Jefferson Street in Grand Prairie.

Utility relocation work continues along the Union Pacific Railroad, along with construction of the temporary tracks or “shoo fly”. Construction of the shoo fly will allow crews to construct the new UPRR bridge.

On the south end of the project near I-20, crews have implemented a detour, re-routing all southbound SH 161 main lane traffic between Mayfield Road and I-20. This detour will be in place until August 30 and will allow for construction of the new PGBT WE interchange at I-20. Electronic message boards and detour route signs have been installed to inform motorists and guide them through the closures.

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**NTTA Conducts Public Hearing on Proposed Extension of Dallas North Tollway**

Approximately 75 North Texas residents attended a public hearing on Tuesday, April 19 in Celina to learn details and provide comments about the Dallas North Tollway Extension, Phase 4B/5A project. The DNT Phase 4B/5A corridor extends from FM 428 to FM 121 in Collin, Denton and Grayson counties.

The purpose of the public hearing was to present planning information, including the proposed schematic design and the environmental evaluation for the proposed tollway.

The NTTA previously completed the schematic and environmental evaluation in 2008 for the DNT Extension Phase 4A from U.S. 380 to FM 428. Also in 2008, Collin County completed construction of a two-lane service road from U.S. 380 to FM 428. Since the fall of 2009, two stakeholder working groups were formed, comprised of technical and executive level representatives from area government agencies. The NTTA also developed a comprehensive outreach plan that included five technical stakeholder work group meetings, four executive stakeholder work group meetings, two public meetings in...
## 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>
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<td></td>
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<td>West of SH 78 to west of Miles Road</td>
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<td></td>
<td>Section 2C</td>
<td>West of Miles Road to north of future Merritt Road</td>
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<td>Section 30</td>
<td>North of future Merritt Road to south of Main Street</td>
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<td></td>
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<td>South of Main Street to north shore of Lake Ray Hubbard</td>
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<td>Section 32</td>
<td>North shore of Lake Ray Hubbard to I-30 (TxDOT section)</td>
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<td>Sam Rayburn Tollway</td>
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<td>Segment 3</td>
<td>Hilgord Road to Hardin Boulevard</td>
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<td>Parker Road to Legacy Drive</td>
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### Special System Construction Projects

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<td>SH 183 interchange and service roads from N. Carrier Parkway to I-20</td>
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<td>Two main lanes in each direction from SH 183 to Egyptian Way</td>
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<td>Phase 3</td>
<td>Third main lane in each direction and service roads from Conffans Road to N. Carrier Parkway</td>
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<td>Phase 4</td>
<td>Main lanes north of I-30 to I-20 and interchanges at I-30 and I-20</td>
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<td>I-30/Summit Avenue</td>
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<td>Segment 2</td>
<td>Rogers Road to south of Arborlawn Drive</td>
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<td>At Hulen Street and UPRR Davidson Yard</td>
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<td>Segment 2C</td>
<td>Forest Park Boulevard to south of Hulen Street</td>
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<td>Arborlawn Drive to Overton Ridge Boulevard - Local access improvements</td>
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<td>Segment 4</td>
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### Corridors Under Study

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<tr>
<td>Dallas North Tollway Phases 4/5</td>
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<td>Section 4B</td>
<td>FM 428 extending north to the county line</td>
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<td>Section 5A</td>
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<td>SH 360</td>
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<td>Green Oaks Boulevard to U.S. 287</td>
<td>NTTA Lead</td>
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<td>Section 2</td>
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<td>Trinity Parkway</td>
<td>From SH 183/35E interchange to U.S. 175/SH 310</td>
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<td>SH 190 East Branch</td>
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</table>

Project Delivery = Design and Construction through Authority or TxDOT effort

Corridor information as of April 2011.
Did you know?

* Construction of the Sam Rayburn Tollway/U.S. 75 (Central Expressway) interchange is in the final stages, as the contractor completes punch-list items on the $212 million mobility project in Collin County.
* Need more information on NTTA projects? NTTA sends out more than a dozen weekly or bi-weekly project eNewsletters every month. Sign up to receive the latest information on construction activities, lane closures and project progress at [www.ntta.org/AboutUs/Project/ProjectUpdates](http://www.ntta.org/AboutUs/Project/ProjectUpdates).
* President George Bush Turnpike Eastern Extension construction crews continue concrete paving on the main lanes and ramps of Section 28, which extends from SH 78 in Garland to west of Miles Road in Sachse. Meanwhile, excavation continues for future ramps along this section. This is just one of five sections under construction. Section 32, which runs from the north shore of Lake Ray Hubbard in Rowlett south to I-30 and includes a bridge, is being constructed under the supervision of TxDOT. The Eastern Extension is anticipated to open in the fourth quarter of this year.
Vendor Outreach Symposium Scheduled For May 24 in Fort Worth

Outreach by the NTTA’s Business Diversity Department is critical to increasing diversity participation in contracting opportunities. Staff has worked to elevate transparency in the procurement process and to ensure disadvantaged, minority-owned and woman-owned businesses have opportunities to participate in NTTA contracts. The Business Diversity Department continues to expand its outreach efforts with events scheduled throughout North Texas.

The next Vendor Outreach Symposium is scheduled for Tuesday, May 24, from 4 to 6 p.m. at the Fort Worth Botanic Garden’s Iris and Orchid Meeting Room, 3220 Botanic Garden Blvd., in Fort Worth.

Construction Continues on Southwest Parkway in Fort Worth

Crews are moving forward on the NTTA’s Southwest Parkway/Chisholm Trail toll road project in Fort Worth. Section 2C, the 2.4 mile portion of the project that stretches from Forest Park Boulevard to south of Hulen Street. Crews began placement of the Rosedale connector bridges in mid-April.

Section 2B is in its early stages of construction as crews perform drilling work at Vickery Boulevard east of the Hulen Street bridge. In coming months, motorists driving along Hulen Street will notice advances in construction as Section 2B crews work in the Union Pacific Railroad's Davidson Yard erect the supports for the new Hulen Street Bridge.

The SWP/CT is a 27.6 mile road that stretches from Fort Worth’s city center to Cleburne. The entire project is expected to open to traffic in early 2014.

Legislative Update

NTTA staff continues to work closely with members of the 82nd Texas Legislature and monitor transportation legislation that could impact NTTA’s operations. NTTA staff is also working with the Authority’s four member counties to continue dialogue on issues that matter to the citizens of North Texas and ensure the NTTA is effectively meeting the mobility needs of the region through transparent government, oversight and accountability.

For more information regarding the NTTA’s legislative goals, please visit its Government Affairs page at www.ntta.org or contact Government Affairs Director Carrie Rogers at (214) 224-2269 or crogers@ntta.org.

BOND MARKET Continued from page 1

by the tolls on the President George Bush Turnpike Western Extension and will be further supported by the Toll Equity Loan from the Texas Department of Transportation. The SPS Series 2011 Bonds are the inaugural issuance of the new stand-alone credit of the NTTA.

The Series 2011 BANs are being issued in anticipation of drawing upon the TIFIA loan from the U.S. Department of Transportation. Neither the SPS Series 2011 Bonds nor the Series 2011 BANs are obligations of the NTTA System or the State of Texas.

The NTTA received a AA rating from Standard & Poors and a AA- rating from Fitch Rating Services for the bonds. The underwriting syndicate that priced the SPS Series 2011 Bonds and Series 2011 BANs was led by Citi. Co-managers are Barclays Capital, Estrada Hinojosa & Company, Inc., Loop Capital Markets, Morgan Keegan, Morgan Stanley and Ramirez & Co., Inc. The financial advisor for the transaction is RBC Capital Markets and the co-financial advisor is TKG & Associates. The PGBT WE corridor project, also known as State Highway 161, will provide a new 11.5 mile link in the growing loop around Dallas. The corridor consists of the tolled main lanes of PGBT WE and the frontage roads as State Highway 161.

PUBLIC HEARING Continued from page 1

March 2010 and presentations to several others. Members represented the four cities and four counties in the study area.

The DNT project includes the construction of a six-lane tollway with three northbound lanes and three southbound lanes; construction of six lanes of non-tolled frontage roads, including three lanes in each direction; pairs of entrance and exit ramps at 19 locations along the roadway, construction of new bridges over Little Elm Creek and its tributaries, and all necessary drainage, signage and striping, illumination, and toll infrastructure.

For Schematic maps of the proposed design, and other information, visit www.ntta.org.
SNAPSHOT:

**TdxDOT Funding**

The funding challenge facing the Texas Department of Transportation has been the topic of many discussions over the past several years. Transportation funding can be quite complex. Our goal is to help provide clarity to these issues. The graphs at right show two things:

- **10-year state fuel tax receipt history** – total and amount that went into State Highway Fund.
- **10-year annual letting totals statewide compared against the Dallas District.**

These graphs tell the same familiar “funding challenge” story in different ways:

- The fuel tax history shows that revenue has been relatively flat. This is especially telling in light of inflation, the increased demand, and the increases in population.
- The fuel tax receipt history also compares the dollars received from the fuel tax against the amount deposited into the State Highway Fund.
- The annual letting history compares statewide lettings to the Dallas District.
- When compared against the gas tax receipt chart, the annual letting history may raise the question “How can we spend more than we received?” In simple terms, the answer includes spending from Proposition 12 and 14 dollars, spending from Regional Stimulus dollars and spending from Regional Tollway Revenue dollars. However, it also demonstrates the nature of road funding; road funding happens over several years.

**10-YEAR STATE FUEL TAX RECEIPT HISTORY**

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<th>Gasoline (in billions)</th>
<th>Motor Tax (in billions)</th>
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<tr>
<td>2010</td>
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**SOURCE:** Comptroller Public Accounts

**10-YEAR HISTORY OF TxDOT ANNUAL LETTING**

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<thead>
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<td>2010</td>
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**SOURCE:** TxDOT

**CONSIDER THIS**

The 10-year average gas receipt is $2.37 billion dollars. The current estimate to develop projects needed in the Dallas District alone is over $21 billion and includes:

- $3.561 billion from Proposition 12 (current estimate is over $4 billion)
- $2.47 billion from Proposition 14 (current estimate is over $2 billion)
- $2.21 billion from regional funds
- $1.56 billion from other sources

**POPULATION GROWTH IN THE METROPOLIS**

**ELLIS AND NAVARRO COUNTIES**

Ellis and Navarro Counties are two of the more rural counties in the Dallas District with the largest land mass and two of the lowest in population. Both have seen population fluctuations in the past 10 years. Ellis County has encountered a 39% decrease in overall population from 135,660 in 2000 to 111,360 in 2010. Navarro County has seen a 10% increase in population during the same time – from 45,124 to 50,000 today.

The needs of these two counties are vastly different than the metropolis of Dallas. With fewer major highways, motorists that live and travel through both counties primarily rely on two interstates, a handful of U.S. and state highways and many farm-to-market roads to promote travel, commerce and urban development.

Navarro County is the most rural county in the Dallas District with the most square miles (1773), the lowest in population. Both have 214 square miles. Navarro’s one major interstate, I-45, is the most traveled road in the county. However, Navarro has only 30 miles of I-45, which is significantly shorter than I-35E in Dallas (162 miles) and a major artery to the coast. It has been designated as an emergency evacuation route in the event of a hurricane. And, Navarro County maintains 1,192 lane miles of 34 farm-to-market roads, five state highways (14, 22, 31, 75, 309) and one U.S highway (287). In fiscal year 2010, 2 million daily vehicle miles were traveled through the county. Ellis County’s 1,329 lane miles are made up of 35 farm-to-market roads, two Interstates (5-35 and I-45), three state highways (34, 342, and 336) and three U.S Highways (67, 77 and 287). The average daily vehicle miles traveled is 4.5 million. In population, Ellis is the fourth most populated county in the Dallas District and geographically is the second largest county in the district at approximately 940 square miles.

**PROJECT INFORMATION:**

The Ellis County Area Office has 12 projects under construction estimated at $29 million. Among these projects are five projects that will improve safety aspects of these rural roads and are under way at an estimated cost of $25 million. Improvements to these rural roads will include some additional surface width or paved shoulders.

The Navarro County Area Office has seven projects under construction estimated at $29 million. Among those projects are five projects that will improve safety aspects including the construction of the safety rest area on I-45 near Richland, which is near completion, and four other projects that feature safety improvements such as adding a left turn lane, pavement widening, modernizing bridge rail and ADA improvements.

**ESTIMATED POPULATION TOTALS**

<table>
<thead>
<tr>
<th>County</th>
<th>2000</th>
<th>2010</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ellis County</td>
<td>135,660</td>
<td>111,360</td>
<td>-24300</td>
</tr>
<tr>
<td>Navarro County</td>
<td>45,124</td>
<td>50,000</td>
<td>4876</td>
</tr>
</tbody>
</table>

**EILLIS COUNTY**

**I-35E**

- **Limit:** From 1 mile north of Johnson Road to US 77 south of Waxahachie
- **Type of work:** Rehabilitation freeway maintenance
- **Bid Amount:** $27.5 million

**Improved Safety Projects**

- **Project Type:** US 287, US 67, FM 813, FM 475, FM 877 and FM 122
- **Project length (total):** 44 miles
- **Bid Amount (total):** $73 million

**NAVARRO COUNTY**

**Safety Improvement Projects**

- **Project Type:** SH 31, I-45, FM 637, FM 55, FM 744 and US 84 (restocked)
- **Project length (total):** 29 miles
- **Bid Amount (total):** $27.1 million

**I-45 (at Richland): Reconstruction of Safety Rest Area with adjoining work**

- **Project length:** 2.1 miles
- **Bid Amount (total):** $14 million
- **Estimated Completion Date:** Substantially complete in April 2011
### APRIL 2011 LET PROJECTS

<table>
<thead>
<tr>
<th>CSJ number</th>
<th>Location</th>
<th>Highway</th>
<th>Type of work</th>
<th>Estimate (millions)</th>
<th>Bid (millions)</th>
<th>Contractor</th>
</tr>
</thead>
<tbody>
<tr>
<td>0404-02-025</td>
<td>SH 138</td>
<td>U.S. 175</td>
<td>Refurbish traffic signals</td>
<td>$0.21</td>
<td>$0.20</td>
<td>Double Specialties, Inc.</td>
</tr>
<tr>
<td>0635-01-027</td>
<td>FM 6</td>
<td>SH 77 to Hunt County Line</td>
<td>Base reformation and H44C overlay</td>
<td>$1.09</td>
<td>$0.38</td>
<td>Big-In Contracting, LP</td>
</tr>
<tr>
<td>0807-01-015</td>
<td>RM 90</td>
<td>Lacy Rock Creek, unmarked tributary to Lacy Rock Creek, Texas, and Cavendish Creek</td>
<td>Replace bridge and approaches</td>
<td>$4.29</td>
<td>$3.45</td>
<td>East Trash, Inc.</td>
</tr>
<tr>
<td>1015-02-014</td>
<td>PM 113B</td>
<td>FM 6</td>
<td>Replace bridge and approaches</td>
<td>$0.98</td>
<td>$0.72</td>
<td>Ed B &amp; C Co., Inc.</td>
</tr>
<tr>
<td>0918-01-149</td>
<td>VA</td>
<td>Various locations in Dallas, Ellis, Kaufman, and Navarro Counties</td>
<td>Install SIG systems</td>
<td>$0.16</td>
<td>$0.11</td>
<td>Double Specialties, Inc.</td>
</tr>
<tr>
<td>0918-00-4502</td>
<td>VA</td>
<td>Various locations on state highways in southwestern Dallas</td>
<td>Upgrade culvert ramps to ADA standards</td>
<td>$0.62</td>
<td>$0.30</td>
<td>KimCo Contg., LP</td>
</tr>
</tbody>
</table>

### MAY 2011 PROJECTED LETTING PROJECTS (Subject to change)

<table>
<thead>
<tr>
<th>CSJ number</th>
<th>Location</th>
<th>Type of work</th>
<th>Date</th>
<th>Cost (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0009-11-222</td>
<td>L30</td>
<td>Plane, ACP overlay, shoulder repair, pavement markings</td>
<td>04/19/11</td>
<td>$0.32</td>
</tr>
<tr>
<td>0353-05-111</td>
<td>SP 243</td>
<td>Resurface highway with full-depth concrete pavement repair, flapjoint, and pavement markings</td>
<td>04/12/11</td>
<td>$0.50</td>
</tr>
<tr>
<td>1012-02-025</td>
<td>PM 545</td>
<td>Reconstruct roadway and replace bridge</td>
<td>04/01/11</td>
<td>$2.34</td>
</tr>
<tr>
<td>1040-10-002</td>
<td>RM 903</td>
<td>Replace bridge and approaches</td>
<td>04/09/11</td>
<td>$0.75</td>
</tr>
<tr>
<td>0803-00-115P</td>
<td>VA</td>
<td>Various locations in Dallas and Ellis Counties</td>
<td>04/06/11</td>
<td>$0.30</td>
</tr>
<tr>
<td>0918-00-111P</td>
<td>VA</td>
<td>Various locations on state highways in Navarro and Ellis Counties</td>
<td>04/07/11</td>
<td>$0.30</td>
</tr>
</tbody>
</table>

### COMPLETED CONSTRUCTION PROJECTS (From April 1–30, 2011)

<table>
<thead>
<tr>
<th>CSJ number</th>
<th>Location</th>
<th>Type of work</th>
<th>Date completed</th>
<th>Cost (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1160-01-007</td>
<td>RM 138</td>
<td>Continue in Cider Hill and Desoto</td>
<td>04/19/11</td>
<td>$0.50</td>
</tr>
<tr>
<td>1189-01-008</td>
<td>RM 1136</td>
<td>Base repair and overlay</td>
<td>04/20/11</td>
<td>$0.39</td>
</tr>
</tbody>
</table>

### PLANNING PROJECTS (Not comprehensive and subject to change)

<table>
<thead>
<tr>
<th>CSJ number</th>
<th>Location</th>
<th>Type of work</th>
<th>Date</th>
<th>Cost (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2964-01-032</td>
<td>Loop 9</td>
<td>Install a new location, 6-lane tollroad</td>
<td>05/03/12</td>
<td>$5.78</td>
</tr>
<tr>
<td>2964-06-011</td>
<td>SH 130</td>
<td>Install a new location, 6-lane tollroad</td>
<td>05/03/12</td>
<td>$7.29</td>
</tr>
<tr>
<td>0183-05-122</td>
<td>SH 112</td>
<td>Install a new location, 6-lane tollroad</td>
<td>05/03/12</td>
<td>$5.78</td>
</tr>
<tr>
<td>0190-10-138</td>
<td>SH 130</td>
<td>Install a new location, 6-lane tollroad</td>
<td>05/03/12</td>
<td>$7.29</td>
</tr>
<tr>
<td>0190-10-139</td>
<td>SH 130</td>
<td>Install a new location, 6-lane tollroad</td>
<td>05/03/12</td>
<td>$5.78</td>
</tr>
<tr>
<td>0190-10-140</td>
<td>SH 130</td>
<td>Install a new location, 6-lane tollroad</td>
<td>05/03/12</td>
<td>$7.29</td>
</tr>
<tr>
<td>0190-10-141</td>
<td>SH 130</td>
<td>Install a new location, 6-lane tollroad</td>
<td>05/03/12</td>
<td>$5.78</td>
</tr>
<tr>
<td>0190-10-142</td>
<td>SH 130</td>
<td>Install a new location, 6-lane tollroad</td>
<td>05/03/12</td>
<td>$7.29</td>
</tr>
</tbody>
</table>

### DISTRICT PROJECTS

- **DENTON COUNTY**
  - Vehicle registration: 503,000
  - *Population estimate:* 76,250
  - Lane miles: 1,496.26

- **ELLIS COUNTY**
  - Vehicle registration: 155,029
  - *Population estimate:* 155,000
  - Lane miles: 1,597.46

- **NAVARRO COUNTY**
  - Vehicle registration: 1,321,150
  - *Population estimate:* 1,200,482
  - Lane miles: 1,196.70

- **TARRANT COUNTY**
  - Vehicle registration: 2,000,000
  - *Population estimate:* 2,000,000
  - Lane miles: 2,000,000

- **WILLIAMSON COUNTY**
  - Vehicle registration: 1,321,150
  - *Population estimate:* 1,200,482
  - Lane miles: 1,196.70

- **DALLAS COUNTY**
  - Vehicle registration: 1,925,213
  - *Population estimate:* 2,402,130
  - Lane miles: 3,373.41

- **MONTGOMERY COUNTY**
  - Vehicle registration: 145,000
  - *Population estimate:* 145,000
  - Lane miles: 1,450.00

- **ROCKWALL COUNTY**
  - Vehicle registration: 97,912
  - *Population estimate:* 97,912
  - Lane miles: 107,330

- **KAUFMAN COUNTY**
  - Vehicle registration: 105,000
  - *Population estimate:* 105,000
  - Lane miles: 105,000

- **LAVON LAKE DISTRrcT**
  - Vehicle registration: 68,264
  - *Population estimate:* 68,264
  - Lane miles: 68,264
Nearly 200 people celebrated a historic day for Rowlett: the beginning of construction on the much-anticipated Downtown Rowlett Station.

Blue Line Facts at a Glance
- 4.5-mile extension from Downtown Garland to Downtown Rowlett
- Total Blue Line Project cost: $360 million
- Rowlett Blue Line extension is scheduled to open in December 2012
- Approximately 700 parking spaces will be available at the new DART Downtown Rowlett Station
- Reconfiguration of Melcer Drive and Martin Drive will allow for the creation of a pedestrian plaza at Downtown Rowlett station
- Forty-eight special antique-style lights will line Richard Street, Melcer Drive, and Martin Drive, which surround and lead up to the Downtown Rowlett Station

Making History

On March 23, nearly 200 people celebrated a historic day for Rowlett: the beginning of construction on the much-anticipated Downtown Rowlett Station. A well-attended groundbreaking event drew media and dignitaries from throughout the region, as well as community leaders, business owners and residents from Rowlett and nearby Garland.

The milestone was marked with speeches by Dr. John Harper, former mayor of Rowlett; Gary Thomas, president and executive director of DART; Mike Moore, Regional Manager of Austin Bridge & Road; and Mark Enoch, former mayor of Rowlett and member of the DART Board of Directors, which he chaired from 2005-2007. The speakers touted the importance of the partnership between DART, the City of Rowlett, and Austin Bridge & Road. Each expressed excitement at the fruition of a 20-year dream, as well as optimism about the economic development possibilities the Blue Line will bring to Rowlett. The event was capped off when an excavator moved dirt on the exact site of the station, ceremonially kicking off construction activities.

Station artist Viola Delgado was on hand, along with many panels depicting the future station art, to give attendees a clear idea of the station’s aesthetic components (see accompanying article). Additionally, project calendars featuring the station’s artwork and quotes from Rowlett citizens were distributed as official souvenirs for the event.

The Downtown Rowlett Station and the 4.5-mile DART Blue Line extension from Downtown Garland to Downtown Rowlett is scheduled to open for service in December 2012.

DART President/Executive Director Gary Thomas and a host of other dignitaries were on hand to kick off construction activities.
**Nature and History Converge**

Lake Ray Hubbard is central to Rowlett’s identity as a city – and accordingly, it figures prominently in the art & design of Downtown Rowlett Station. “I grew up around the lake, so this project has been very special for me personally,” says Viola Delgado, station artist for the Downtown Rowlett Station. Delgado originally hails from South Garland, and her theme for the station draws equally from the nature and the history of the area.

The lake theme is woven throughout the station – from the blades of cattails in the columns to the shade of blue that is embedded in the walkway leading to the platform. Additionally, the pioneer background of Rowlett emerges as a motif.

Near the platform, a cornucopia of artwork proliferates across 11 undulating panels, which echo the motion of water.

The scenes depicted on the panels range from sketches of the surrounding landscape and fauna, to portraits of the prominent families that settled the area, to representations of the family activities that are so much a part of the fabric of current-day Rowlett. The installation also features quotes from celebrated authors Alex Hailey and Oliver Wendell Holmes.

Throughout the process of designing the station, Delgado worked closely with a community Art and Design committee, which she praises for having strong focus and a firm sense of direction. “The Downtown Rowlett Station will be a park-like setting designed to appeal to families and commuters alike, and we’ve all worked hard to make sure it will be a treasure for Rowlett residents for generations to come,” she says.

**Signs of the Times Around Construction Zones**

It’s a sign of progress! Full and partial road closures are an inevitable part of the Blue Line Extension Project, and Austin Bridge & Road is committed to providing informative signage to help motorists maneuver through construction zones with minimal disruption.

In addition to the signs, variable message boards are being deployed well in advance of the closures, particularly those that will occur over several days. Where appropriate, the signage is in both English and Spanish. Take advantage of this strategic information – it is designed to optimize the flow of traffic, maximize safety and hopefully spare you a headache or two. As always, thanks for your patience. Rest assured it will pay off!

**Project Update**

The DART Blue Line Extension project linking Downtown Garland and Downtown Rowlett continues on course for its opening in December 2012.

**Rowlett Road At-Grade Crossing**
The civil elements are complete, and track installation at the crossing is scheduled for June 21 - June 29. A 7-day closure will be required for the crossing work.

**Dexham Road At-Grade Crossing**
The civil elements are nearly complete, with track installation to follow in June/July. A 3-day closure will be required for the crossing work.

**Rainbow Estates Sound Wall**
Construction of the wall foundation is under way. It should be completed in July.

**Rowlett Creek Bridge**
Deck paving is under way, and the entire bridge should be done in October 2011.

**Main Street Bridge**
Deck paving is under way and this bridge should also be completed in October.
Public Meetings

Make plans to attend one of these DART project update public meetings as we share progress on the Orange Line extension under construction from Bachman Station to Belt Line Station in Irving.

Wednesday, April 27, at 6:30 p.m.
University of Dallas –
Haggard University Center
1845 E. Northgate Drive
Irving, TX 75062
MAPSCO 32-E
Along DART Bus Route 306

Thursday, April 28, at 3 p.m.
North Lake College (Room A-206)
5001 N. MacArthur Blvd.
Irving, TX 75038
MAPSCO 214-V
Along DART Bus Route 301

Practice these ten tips to keep you safe around DART’s facilities, vehicles and especially the construction areas.

1. Stop, look and listen for DART vehicles.
2. Cross the street or track at designated crosswalks only.
3. Never walk, ride or play in front of or behind a DART vehicle.
4. Children should always exit the bus through the front door.
5. Do not walk, ride or play in a construction area.
6. Never walk, ride or play on or near railroad tracks.
7. Always stand behind the textured warning strips on rail platforms.
8. Be careful when driving or turning across train tracks.
9. Never try to beat a train through a crossing.
10. Remember: Safety begins with you. Talk to your family.

Blazing Westward!

Progress continues on the construction and design of the 14-mile, $1.3-billion Orange Line. This project is not just bringing rail to Irving and Las Colinas, it’s bringing commuters a new choice: cleaner, greener, more efficient transportation. Rail service means big savings and added convenience for commuters. In addition, this project is attracting some of the country’s largest transit-oriented developments.

The Orange Line will help North Texans connect to educational opportunities, the arts, air travel, meetings and conventions and more. Four of the key rail stops along the line are North Lake College Station, Irving Convention Center Station, Las Colinas Urban Center Station and University of Dallas Station.

North Lake College

An Irving institution since 1977, North Lake College offers 24 degrees as well as 50 certificates in career educational programs.

It has been recognized for offering a quality education, and for forging innovative and productive partnerships with businesses, the community and other educational institutions. Approximately 10,000 students attend each semester.

Irving Convention Center at Las Colinas

Fresh off its January 2011 grand opening, the Irving Convention Center at Las Colinas is a state-of-the-art, multi-use building for events, conventions, meetings and exhibitions. The $133-million, 275,000-square-foot facility has rooms for all occasions, including:

- 50,000-square-foot, column-free exhibit hall;
- 20,000-square-foot ballroom; and
- 20 meeting rooms of approximately 1,000 square feet each.

(Continued on Page 2)
The structure itself is clad entirely in a natural copper, which gives the building a unique, modern look. The building stands approximately 130' high – as tall as a 13-story building – with a grand ballroom on the top floor offering breathtaking panoramic views. Green to its core, the facility is registered for LEED (Leadership in Energy and Environmental Design) certification and uses several unique sustainability features, including the use of water from nearby Lake Carolyn for the building’s greywater needs. New Jersey-based RMJM Hillier designed the center, and the design has already won a Merit Award from the American Institute of Architects.

Las Colinas Urban Center

The Las Colinas Urban Center is Irving’s premier business, residential and retail district. It is located adjacent to Dallas/Fort Worth International Airport and in between Dallas and Fort Worth. An exciting new development, Water Street, is coming to the area. Gables Residential, Urban Partners and the City of Irving have been developing the project, which has been under construction since 2009. Plans call for 240,000 square feet of shops and restaurants; 250,000 square feet of office space; 600 high-end apartments; a boutique hotel; an art-house movie theater; and a waterfront esplanade. Other features include piazzas, loggias and lakeside restaurants. Best of all, this exciting development is located within walking distance of the upcoming Las Colinas Urban Center Station!

University of Dallas

Founded in 1956, the University of Dallas (UD) is a private, Catholic, co-educational, liberal arts university. It is one of only 16 Catholic universities nationally to earn a Phi Beta Kappa chapter. Approximately 1,300 undergraduate students from 49 states and 15 countries attend UD. The school also has more than 1,500 graduate students. The university describes its mission as being an “institution that seeks to educate its students, to develop intellectual and moral virtues, to prepare themselves for life and work, and to become leaders in the community. Through intensive teaching, interactive discourse, and critical analysis, the university pursues truth, virtue, and wisdom in the liberal arts and professional studies.” Soon, UD students will be able to explore DART’s 700-square-mile “campus” from the foot of their own campus.
Shuttle Service to Dallas/Fort Worth International Airport in 2012

To make connections to Dallas/Fort Worth International Airport fast and easy, DART plans to offer shuttle buses from Belt Line Station into the airport terminals for two years, beginning in December 2012. The shuttle service will be in place until the final rail segment into Terminal A is completed in 2014.

Construction Activity and Project Milestones

- Trinity River Bridge: Completion by end of June 2011.
- Cisneros Road Bridge: Begin in May 2011 and end by September 2011.
- Lake Carolyn Parkway: Majority of crossing work completed with additional activity to continue through June for station construction, including Art & Design elements of the Las Colinas Urban Center Station.
- SH 114 Bridge: All structural elements have been completed with track installation finished by July 2011.
- Hurd and Valley View crossings: Nearing completion by end of spring 2011.
- SH 161/PGBT Bridge: All structural elements have been completed with track work continuing into early summer 2011.

Brightening the community with public art!

Launched in 1988, DART’s award-winning Station Art & Design Program makes the community a canvas, showcasing uncommon works of public art. In fact, no other institution in the Greater Dallas area offers as much art to the public at no charge. The Orange Line promises to add to DART’s collection, delivering wonderful works of D’ART at each rail stop.
DART is pleased to report significant progress on the Orange Line’s construction.

- This year’s construction work includes crossings, track installation, systems, stations and other miscellaneous activities along the corridor. The majority of the project grading, utility work and bridge structures has already been completed.
- The Trinity River Bridge, including track work and systems, should be completed by this spring.
- Crews finished the majority of the crossing work at the Lake Carolyn Parkway in February. Additional work will continue in the area including station work, sidewalks, pavers, overhead catenary system (OCS) and other miscellaneous activities.
- All substructure and superstructure have been completed for the bridge that will extend above State Highway 114. Crews will continue working on track installation, which should be wrapped up by early summer.
- At-grade crossing work at Green Park Drive, Hidden Ridge and Walnut Hill Lane should be completed by the end of spring. Crossing work for Valley View Lane and Hurd Drive is also nearing completion.
- All substructure and superstructure have been completed for the bridge that extends above State Highway 161/President George Bush Turnpike. Track work will continue into early summer.

- Loop 12 Station (deferred): The concrete work has been completed for this deferred station, and the grading is ready for ballasted track to be installed.
  - University of Dallas Station: The vertical bus transfer structure has been excavated for this barrel-vault canopy station, and a soil nail wall has been installed to allow for construction as the State Highway 114 project continues. In the transfer structure, grade beam and drilled shaft concrete has been poured. Elevator pit concrete is in place, hydraulic rams for the elevators have been set and erection of the wall forming system is underway.
  - South Las Colinas Station (deferred): This station required a substantial excavation effort – deep enough to tie into the alignment which extends from the State Highway 114 project and deep enough to accommodate replacement of more than 10 feet of native fill with select material. The station’s utilities have been placed below the platform elevation.
  - Las Colinas Urban Center Station: The construction of this gull-wing canopy station is almost complete. Utilities have been installed, and the platform grade beams and concrete have been completed. Crews have finished the trackway paving, and construction is underway on the vertical transfer structure that connects to the Las Colinas Area Personal Transit (APT) system.
  - Irving Convention Center Station: The major facets of this barrel-vault canopy station have been completed. The platform concrete and grade beams are ready, the canopy steel is set and painted, and the utilities have been relocated.
  - North Lake College Station: The canopy for this barrel-vault station is under construction. The platform grading has been completed and is ready for platform concrete and grade beams. Major utilities have been relocated, and crews have completed grading for the parking lot.

- Las Colinas Carpenter Ranch Station (deferred): The wall at this station is in place, and utilities have been relocated. The placement of grade beams and stem wall footings is underway.
- Belt Line Station: The drilled shafts and columns have been placed for this barrel-vault canopy station. The bus turnaround wall has been completed, and crews have roughed in grading for the parking lot.

Contact us!

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KSWRP (Prime Contractor)
Jessica Sanders
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City of Irving Public Works
Dan Vedra
972.721.8044
Melissa Baker
972.721.4646

Website & Social Media

Orange Line Project
www.DART.org/about/expansion/orangeline.asp
Be sure to sign up for Orange Line email alerts!

Social Media
facebook.com/dardallas
twitter.com/dartmedia
youtube.com/dardallas