NTTA Toll Rates Scheduled to Increase Effective July 1

To deliver regional transportation projects, to relieve congestion, preserve a strong and financially viable system, and maintain quality and safe roadways, the NTTA will implement a regularly scheduled toll rate increase of 0.8 cents per mile on July 1. The Authority’s toll rate policy provides for a 50 percent price difference between TollTag and ZipCash rates.

“The Board understands these rate increases come during challenging economic times,” said NTTA Chairman Victor Vandergriff. “However, raising rates is a planned and necessary step the NTTA needs to take in order to maintain a viable financial system and to deliver the many mobility projects that bring growth to the North Texas region.”

The action increases rates from 14.5 cents per mile to 15.3 cents per mile. The NTTA adopted an influence-distance-based toll rate model at 14.5 cents per mile, aligning itself with the regional toll rate adopted by the Regional Transportation Council in April 2006.

This increase follows a schedule that requires toll rates be increased every other July at a compounded annual rate of 2.75 percent.

For a complete list of toll rates, trip rates and answers to frequently asked questions, please go to www.ntta.org/AboutUs/TollRates/.

Governor Perry Signs Bill to Rename Southwest Parkway/Chisholm Trail Corridor; Southernmost Section Receives Environmental Clearance

On May 12, Governor Rick Perry signed House Bill 367 into law changing the name of the Southwest Parkway/Chisholm Trail project to Chisholm Trail Parkway. Championed by Burleson State Representative Rob Orr and Fort Worth State Senator Wendy Davis, the new name pays homage to the historic cattle drive route that stretched from Kansas City to Fort Worth. Although the new name is not scheduled to take effect until September 1, 2011, the Texas Department of Transportation has already begun referring to the corridor as Chisholm Trail Parkway.

The passage and signing of HB 367 is just one of the milestones that occurred on the Chisholm Trail Parkway last month. On May 10, 2011, the Federal Highway Administration cleared the final environmental documentation for the southernmost portion of Chisholm Trail Parkway in Johnson County. More specifically, FHWA’s decision concurs that the 2004 finding of no significant impact is still valid and that no additional environmental studies are required for the section of the corridor, which stretches from Farm-to-Market 1187 to U.S. 67. This clearance allows the NTTA to advance the entire corridor to the next phase in the development process.

In other project news, the NTTA

ROAD Mixer Highlighted Program Mission

Participants from both the 2010 and 2011 classes of the NTTA Relationships and Opportunities Advancing Diversity, or ROAD program gathered together for the first time on April 29 at a special mixer event hosted by HNTB and Arredondo, Zepeda and Brunz. Several members of the NTTA Business Diversity Advisory Council also attended. Overall, approximately 60 people attended the event, which marked the BDAC final gathering for the 2010 ROAD program participants.

By bringing both classes of the ROAD program together, the special event allowed participants from each class to network with the other class, further enhancing relationship-building opportunities and highlighting the purpose of the ROAD program: to bring new
# NTTA Quick Fact Sheet

## NTTA System Construction Projects:

### PGBT Eastern Extension

<table>
<thead>
<tr>
<th>Project</th>
<th>Segment/Section</th>
<th>Limit</th>
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<tr>
<td></td>
<td>Section 28A</td>
<td>Frantage roads (open)</td>
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<tr>
<td></td>
<td>Section 28B</td>
<td>West of SH 75 to west of Miles Road</td>
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<tr>
<td></td>
<td>Section 29</td>
<td>West of Miles Road to north of future Merrell Road</td>
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<tr>
<td></td>
<td>Section 30</td>
<td>North of future Merrell Road to south of Main Street</td>
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<td></td>
<td>Section 31</td>
<td>South of Main Street to north shore of Lake Ray Hubbard</td>
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<td></td>
<td>Section 32</td>
<td>North shore of Lake Ray Hubbard to I-30 (TXDOT section)</td>
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### Sam Rayburn Tollway

<table>
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<tbody>
<tr>
<td></td>
<td>Segment 1</td>
<td>DeSoto Toll Road to Old DeSoto Road</td>
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<td></td>
<td>Segment 2</td>
<td>Old DeSoto Road to Hillcrest Road</td>
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<td></td>
<td>Segment 3</td>
<td>Hillcrest Road to Harris Boulevard</td>
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<td></td>
<td>Segment 4</td>
<td>Harris Boulevard to Medical Center Drive, east of U.S. 75 interchange</td>
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<td></td>
<td>Segment 5</td>
<td>SH/NTA Dallas North Tollway Interchange</td>
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### DNT 4th Lane

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<tbody>
<tr>
<td></td>
<td>Parker Road to Legacy Drive</td>
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### DNT/PGBT Interchange & Ramp Modifications

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### PGBT Widening

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<tbody>
<tr>
<td></td>
<td>Between I-205 and SH 78</td>
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## Special System Construction Projects:

### PGBT Western Extension (SH 161)

<table>
<thead>
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<tbody>
<tr>
<td>Phase 1</td>
<td>SH 183 Interchange and service roads from N. Carrier Parkway to I-260</td>
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<td>Phase 2</td>
<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 Conrans Road to N Carrier Parkway</td>
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<tr>
<td>Phase 4</td>
<td>Main lanes north of I-30 to I-20 and interchange at I-30 and I-20</td>
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### Southwest Parkway/Chisholm Trail

<table>
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<tr>
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<td>Phase 2</td>
<td>SH 59</td>
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<td>Phase 4</td>
<td>SH 117</td>
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## Corridors Under Study

### Dallas North Tollway Phases 4/5

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<tbody>
<tr>
<td>Phase 1</td>
<td>SH 114 to I-35W</td>
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<tr>
<td>Phase 2</td>
<td>I-35W to U.S. 312/287</td>
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### SH 170

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<tbody>
<tr>
<td>Phase 1</td>
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<td>Phase 2</td>
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<tbody>
<tr>
<td>Phase 1</td>
<td>SH 360</td>
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<tr>
<td>Phase 2</td>
<td>SH 360 to U.S. 67</td>
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### Trinity Parkway

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<tr>
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<tbody>
<tr>
<td>Phase 1</td>
<td>SH 1838/35E</td>
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<tr>
<td>Phase 2</td>
<td>SH 1838/35E to I-75/SH 316</td>
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### SH 190 East Branch

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Project Delivery = Design and Construction through Authority or TDOT effort.

Corridor information as of May 2011.
The North Texas Tollway Authority Board of Directors will hold their June Board meeting on Wednesday, June 15. The session will be held at the NTTA offices, located at 5900 W. Plano Parkway, Plano, TX 75093. The meeting will begin at 9 a.m. The NTTA Board will hold their July Work Session meeting on July 7 and their July Board meeting on July 20. Both of sessions will also be held in the NTTA Boardroom beginning at 9 a.m.

Approximately 75 business representatives attended the NTTA’s Vendor Outreach Symposium on Tuesday, May 24 at the Fort Worth Botanic Garden. This is the eleventh event of its type conducted by the NTTA’s Business Diversity Department. The “VOS” gave interested vendors an opportunity to learn about upcoming procurement opportunities, how to become certified as a D/M/WBE, and how to register as a vendor for the NTTA. For more information, please call (214) 461-2007.

Progress continues on the Eastern Extension of the President George Bush Turnpike. The 9.9-mile extension begins at SH 78 and continues east and south to Interstate 30. The extension runs through Garland, Sachse and Rowlett in eastern Dallas County. It is scheduled to open in the fourth quarter of this year.
**Decision Made During I-30 Construction in 1970s**

Results in Less Traffic Disruptions

Driving along SH 161 these days, it is easy to notice the large, 60-plus-foot-deep hole north and south of Interstate 30. Crews have been digging for more than a year to make way for construction of the future President George Bush Turnpike Western Extension. As the digging has progressed, many people were surprised to see that the I-30 main lanes were actually on a bridge.

During the initial design of SH 161 in the 1970’s, the Texas Department of Transportation determined that the most efficient way for SH 161 to cross I-30 was underground. This decision was based on multiple factors: impacting the fewest number of homes and businesses; minimizing noise impacts to the area; and creating a more simplified design.

Years later, when it came time to reconstruct I-30, TxDOT already knew that SH 161 eventually would be built and resolved that the I-30 bridges should be included over the future SH 161 main lanes. The decision was made during I-30 construction in the 1970s. Because of this decision, traffic disruptions have been minimized along I-30.

**New Bridge Beams Soar Above SRT**

Crews have made steady progress on the Sam Rayburn Tollway/Dallas North Tollway interchange, where new steel and concrete bridges now tower over the SRT main lanes and frontage road lanes.

The contractor has focused much of its efforts on building new connecting bridges from the SRT to the DNT by placing beams over the SRT. In mid-May, construction crews began placing steel bridge beams over the DNT main lanes and frontage road lanes.

Now that crews are setting beams over the DNT, the ongoing major lane closures will occur on the DNT main lanes and frontage roads while crews use large cranes to hoist and place the steel beams. The closures, during off-peak hours or during the weekends, are required to ensure the safety of motorists as well as NTTA contractors and staff.

The inconvenience from the continuing construction will be only temporary – the new interchange is expected to be ready for traffic in January 2012. When it opens, motorists will enjoy easier travel through the area because they will no longer have to exit one roadway to access the other, as they do now. The five-level interchange in Frisco and Plano will feature eight ramps to connect the two major toll roads.
SNAPSHOT: FUNDING AT A GLANCE

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

1. **Preventive Maintenance and Rehabilitation**
   - Projects selected by districts. Commission allocates funds through Allocation Program.

2. **Metropolitan Area Corridor Projects**
   - Projects selected by MPOs in consultation with TxDOT. Commission allocates funds through Allocation Program.

3. **Non-Traditionally Funded Transportation Projects**
   - Project selection varies based on the funding source, such as Proposition 12, Proposition 34, Pass through Toll/financed, Regional Toll Revenue and Local Participation.

4. **Statewide Connectivity Corridor Projects**
   - Projects selected by Commission based on corridor ranking. Project total costs cannot exceed Commission approved statewide allocation.

5. **Congestion Mitigation and Air Quality Improvement**
   - Projects selected by MPOs in consultation with TxDOT and funded by District’s Allocation Program. Commission allocates money based on population part-entitlements within areas failing to meet air quality standards.

6. **Transportation Enhancements**
   - Local entities nominate projects and TxDOT, in consultation with MPOs, reviews them. Project is selected and approved by Commission on a per-project basis. Projects in the Safety Rest Area Program are selected by the Maintenance Division.

7. **Statewide Allocation Program**
   - Projects selected statewide by Traffic Operations Division or Texas Parks and Wildlife Department. Other (Federal allocation).

8. **Federal Highway Bridge Program (HBP) - Safety Bond Program**
   - Projects selected by the Bridge Division as a statewide program based on HBP and NBS/program eligibility. Commission allocates funds through Allocation Program.

9. **Federal Highway Bridge Program (HBP) - Federal Railway-Highway Crossing Program**
   - Projects selected by Commission based on a per-project basis for Federal Rail to Routes to School Program.

10. **Federal Highway Safety Improvement Program**
    - Projects selected statewide by the Safety Rest Area Program or approved by Commission on a per-project basis. Projects are selected by the Maintenance Division.

11. **Toll Revenue and Local Participation**
    - Projects selected statewide by the Safety Rest Area Program or approved by Commission on a per-project basis for Federal Safe Routes to School Program.

12. **Proposition 12, Proposition 14, Pass-Through Toll Finance, Regional Mobility Bond Program**
    - Projects selected statewide by Commission.

13. **Proposed Statewide Transportation System Plan (STSP)**
    - Projects selected statewide by Commission.

14. **Coordinated Border Infrastructure Program**
    - Projects selected statewide by Commission.

15. **Regional Magical Language Bridge Program (RMLBP)**
    - Projects selected statewide by Commission.

16. **Strategic Mobility**
    - Projects selected statewide by Commission.

17. **Redistricting**
    - Projects selected statewide by Commission.

18. **Commission**
    - Projects selected by districts. Commission allocates funds through Allocation Program.

19. **TxDOT Districts**
    - Projects selected by districts. Commission allocates funds through Allocation Program.

FUNDING CATEGORIEs:

<table>
<thead>
<tr>
<th>Category</th>
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<tbody>
<tr>
<td>1. Preventive Maintenance and Rehabilitation</td>
</tr>
<tr>
<td>2. Metropolitan Area Corridor Projects</td>
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<tr>
<td>3. Non-Traditionally Funded Transportation Projects</td>
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<td>4. Statewide Connectivity Corridor Projects</td>
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<td>5. Congestion Mitigation and Air Quality Improvement</td>
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<td>6. Transportation Enhancements</td>
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<tr>
<td>7. Statewide Allocation Program</td>
</tr>
<tr>
<td>8. Federal Highway Bridge Program (HBP) - Safety Bond Program</td>
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<tr>
<td>9. Federal Highway Bridge Program (HBP) - Federal Railway-Highway Crossing Program</td>
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<td>10. Federal Highway Safety Improvement Program</td>
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<td>11. Toll Revenue and Local Participation</td>
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<td>12. Proposition 12, Proposition 14, Pass-Through Toll Finance, Regional Mobility Bond Program</td>
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<td>13. Proposed Statewide Transportation System Plan (STSP)</td>
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<td>14. Coordinated Border Infrastructure Program</td>
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<td>15. Regional Magical Language Bridge Program (RMLBP)</td>
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<td>16. Strategic Mobility</td>
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<td>17. Redistricting</td>
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<td>18. Commission</td>
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**Take A Little Bit Off The Top, Please**

**KEEPING TEXAS HIGHWAYS BEAUTIFUL**

The Texas Department of Transportation (TxDOT) has received national recognition for its roadside wildflower program. But it’s never been just about beautifying our highways – roadside maintenance operations at TxDOT also take public safety, environmental protection, erosion control and cost efficiency into consideration.

Unfortunately, the steady decline of transportation funding and subsequent shrinking budgets has required TxDOT to reevaluate every aspect of how those limited funds are spent, including the maintenance budgets and statewide management of roadside vegetation.

Moving operations is one of the areas where TxDOT has made changes. The result is a relatively new policy that is safety focused rather than aesthetic focused. “Safety mowing” as it’s referred to, is performed at intersections, driveways and on the inside of roadway curves. In addition, “strip mowing” (a 15’ width along the shoulder) is done for brush and weed control as well as aesthetics. TxDOT’s new policy also reduced the number of mowing cycles to three times annually in urban areas and two times along more rural roadways.

The new policy has cut the cost of mowing by about half of what it would have cost to perform full width mowing. In 2010 an estimated $25 million saved in fuel costs for more critical maintenance needs, such as filling potholes, repairing guardrail and resurfacing roadways to name a few. In the Dallas District, it is estimated that the new policy will reduce overall costs by 30%.

In addition, a pilot program is underway that utilizes a “performance based” contract designed to make the most effective use of our limited resources while ensuring maximum productivity at the same time.

Side benefits of mowing less frequently include a reduction in air pollution and fuel consumption, as well as a safer habitat for native plants and animals.

As transportation funding continues to decline, TxDOT will continue to seek out and analyze better, more cost-effective methods to maintain and preserve our state’s vital resources and transportation system for the safety and benefit of the traveling public.
To the Citizens of Parker County:

There is much to celebrate as we conclude the second year of our County’s 2008 Transportation Bond Program. As shown within this report, the construction of 12 transportation projects have already been completed and all remaining projects are well underway. Overall, the Parker County Transportation Bond Program is currently ahead of schedule and under budget. We believe these projects will enhance future economic development.

Construction has officially begun on the newly named Ric Williamson Memorial Highway. This is the largest, most complex project within the bond program; and is named in memory of the long time Weatherford resident who championed many Parker County transportation improvements as chair of the Texas Transportation Commission.

In the eastern portion of our County, we will soon break ground on another large project, the FM 1187 capacity expansion in Aledo. Once completed, this project will provide significant relief for the congestion within this area of the County.

In the spirit of the trust which Parker County voters have placed in the Commissioners Court and the project team, we have continued to exercise fiscal prudence in an open, public environment. The project team reports to the Parker County Commissioners in open court twice a month and the oversight committee - composed of appropriate County staff, officials and engineers - meets monthly.

Details of the 30 projects, including maps and bid documents, are updated regularly and available to you on the Program website, www.parkercountytransportationbond.com. As always, we invite your questions and comments at info@parkercountytransportationbond.com or at our message center, 817-377-6196 or 940-220-4369.

Throughout this program, our team has promised an open, public process with strong focus on improving transportation throughout Parker County in an economically responsible way. As we conclude the program’s second year in an economically challenging environment, I extend our gratitude for the trust you have placed in us and pledge to continue this level of performance as we move forward.

Best regards,

Mark Riley
Parker County Judge
The Ric Williamson Memorial Highway (formerly the Western Loop) will provide an alternate route for commuter and truck traffic currently causing congestion in downtown Weatherford. Through the Parker County Transportation Bond Program and strategic partnering with TxDOT, Parker County has planned, designed, and begun construction on the northwest quadrant of an outer loop around Weatherford, from IH 20 to FM 51.

Design for the Ric Williamson Memorial Highway complies with State and Federal requirements to assure that future maintenance and expansions will be compatible with State operations. The typical section of the new roadway will be two 12-foot-wide lanes with 10-foot wide shoulders. Although this section fits within a smaller right-of-way, a width of 200 feet was purchased along the entire alignment to plan for future expansion.

Ric Williamson provided leadership for development of many transportation projects in Parker County and was instrumental in getting TxDOT to perform the 2004 feasibility evaluation and study for the Weatherford Outer Loop that led to this project. That study showed that approximately half the traffic in downtown Weatherford is pass-through. This new roadway will provide much needed relief to traffic congestion, promote safety, and improve air quality and the quality of life for many in Parker County.

**Highway Schedule**

The project will be constructed in five phases.

- **Phase 1**: Under construction
- **Phase 2**: Construction begins July 2011
- **Phase 3**: Final stage of TxDOT review
- **Phase 4**: Final stage of design
- **Phase 5**: In design

**Groundbreaking**

The groundbreaking ceremony for the Ric Williamson Memorial Highway took place Wednesday, April 20, 2011. During this ceremony, officials from Parker County, City of Weatherford, TxDOT, NCTCOG and other dignitaries unveiled the Loop’s new name. Ric Williamson was a long time resident of Parker County, a member of the Texas State Legislature and the former Chair of the Texas Transportation Commission, who passed away at age 55 in 2007.
Precinct One

In 2011, northeast Parker County and the City of Springtown celebrated completion of Pojo Road (1.07a and 1.07b) from SH 199 to FM 51. These projects form the northwest quadrant of the Springtown Loop. In addition, the widening of Veal Station Road (1.20) was completed in the second year of the Bond Program.

Precinct 1 currently has one project under construction, the Springtown East Loop (1.18). This project is a section of the northeast quadrant of the Springtown Loop, connecting SH 199 and Springfield Road.

Flat Rock Road from FM 730 to the Tarrant County Line (1.16), and Church Road from FM 730 to FM 1886 (1.17) were completed in the first year of the program.

Precinct One In Depth:

During the second year of the bond program, the intersection of FM 2257 and Springfield Road/Reno Road (1.05) was replaced with the completion of Veal Station Road (1.20). The first part of this widening project was constructed directly by Precinct 1 forces and the second part of this project was constructed through efforts funded by the bond program. County forces milled the existing roadway, and placed and compacted the roadway flexible base. Then, as part of the bond program, more than three miles of asphalt roadway was designed, bid, and constructed in less than 90 days.

Another roadway completed in Precinct 1 was Pojo Road, extending from SH 199 to FM 51 (1.07a and 1.07b). This thoroughfare provides significant relief to the traffic traveling through the SH 199/FM 51 intersection. It was completed ahead of schedule, to be ready for the opening of the elementary, intermediate, and middle schools’ 2010-11 school year. Even with the accelerated construction schedule, the roadway came in under budget.

The Springtown East Loop (1.18) is currently under construction and will be a new, two-lane asphalt road between SH 199 and Springfield Road. This road will provide the first leg of the northeastern portion of the loop around Springtown. Other portions of the northeast loop have been completed or are underway by the City of Springtown. In addition to the roadway for this first leg from SH 199 to Springfield Road, the City of Springtown is also constructing water and sewer mains paralleling the roadway. Utility and roadway plans were combined for bidding purposes and an interlocal agreement was executed between Parker County and the City of Springtown. The roadway is funded by both the Parker County Transportation Bond and the City of Springtown and the utilities are funded entirely by Springtown.

COMPLETED

(1.07a) Pojo Road from SH 199 to Holbrook
First phase completed in August, 2010 (for school opening), second phase completed in November 2010. A new, four-lane divided urban roadway section with turn lanes at intersections, and driveways into the new elementary school. The project included a new four-way traffic signal at the intersection of SH 199 and Pojo Rd.

(1.07b) Pojo Road from Holbrook to FM 51
Completed August, 2010. Widened the road from two to four lanes, with turn lanes at Holbrook and FM 51. TxDOT is scheduled to advertise and start construction to four lanes, with turn lanes at Holbrook and FM 51.

(1.09) Drainage Improvement Study for FM 51 in Downtown Springtown
A hydrologic study of the Springtown Main Street (FM 51) area and hydraulic analysis of the Walnut Creek bridge.

(1.16) Flat Rock Road from FM 730 to Tarrant County Line
Completed October, 2009. In-place reconstruction and widening of the existing asphalt road, edge striping and curve chevrons for enhanced driving safety.

(1.17) Church Road from FM 730 to FM 1886
Completed April, 2010. In-place reconstruction and widening of the existing asphalt road, edge striping and curve chevrons for enhanced driving safety.

(1.20) Veal Station Road
Completed, February 2011. Construction of 3 inches of asphalt and edge striping for more than three miles of roadway. The roadway basework was conducted by County forces.

UNDER CONSTRUCTION

(1.18) Springtown East Loop
Construction of a new two-lane rural roadway between SH 199 and Springfield Road within a 100-foot right-of-way.

IN DESIGN

(1.01) Intersection of FM 51 and Friendship Road
Reduces the high point to improve site distance and enhance safety for westbound left turns onto FM 51.

(1.02) Intersection of FM 730 and Flat Rock Road
Reduces the high point south of the intersection to improve safety site distance.

(1.04) Intersection of FM 1886 and FM 3325/Church Road
Includes widening FM 1886, FM 3325 and Church Road to add left turn lanes and a new traffic signal, with minor utility relocations and drainage improvements.
Precinct Two

During the second year of the bond program, Poolville Cutoff Road (2.12) was completed and construction began on the first phase of the Ric Williamson Memorial Highway (2.11b). Design was completed for the second phase of the Highway (2.11a), as well as Old Garner Road (2.09) and the intersection of FM 920 and Harwell Lake Road (2.05).

The second phase of the Ric Williamson Memorial Highway is currently bidding and will start construction this summer. The Old Garner Road project was added to the bid package as a bid alternate and if the bids come in favorably, it will be constructed as part of Phase Two.

Pojo Road (2.01a) and Old Agnes Road (2.07) were completed in the first year of the bond program.

Precinct Two In Depth:

The Ric Williamson Memorial Highway, formerly known as the Western Loop, consists of five phases and will run from FM 51 to IH-20, forming the northwest quadrant of an outer loop around Weatherford. Due to the longer life span and lower cost of maintenance, this will be a concrete roadway. In addition to promoting economic development, the Highway will serve as a bypass to help alleviate traffic through downtown Weatherford.

Design of the first phase of the Ric Williamson Memorial Highway was completed and bid at the end of 2010. This phase includes turn lanes and signals at the intersections with FM 920, FM 2421, and FM 51. Construction for Phase One commenced January 31, 2011, is currently running ahead of schedule, and is planned to be complete in Fall, 2011. The second phase of the Ric Williamson Memorial Highway includes bridges over Town Creek, Pogue Branch, and the Union Pacific Railroad (UPRR). Construction of Phase Two should begin Summer, 2011 and be completed by Summer, 2012.

Since the Ric Williamson Memorial Highway is a new roadway, right-of-way acquisition was required for the entire alignment, from FM 51 to IH-20. To apply a fair and unbiased land acquisition process, Parker County chose to use the Uniform Act, even though it was not required. The Uniform Act is the land acquisition process that the United States Uniform Law Commission drafted and most states, including Texas, have adopted.

Poolville Cutoff Road (2.12) from SH 199 to FM 920 consisted of a reconstruction of approximately three miles of roadway and intersection improvements to both ends of the project. The reconstruction of this project included a new roadway base, two inches of asphalt, cross-culvert and driveway culvert improvements, and roadway striping. This project finished on time and under budget.
Precinct Three

Design of three phases (3.01a, 3.01b and 3.02) of the Ric Williamson Memorial Highway (formerly the Western Loop) advanced substantially during the second year of the program. In addition to the design progress, right-of-way acquisition is nearing completion and significant progress has been made with environmental and utility clearances.

During the bond program’s second year, Old Brock Road (3.08) was included in the program and design is underway. In addition, construction of Greenwood Road (3.07) was completed. It extends just under 2.5 miles, from Spur 312 (Ranger Highway) to Greenwood Cutoff Road.

Lution Road (3.06) was completed in the first year of the bond program.

Precinct Three In Depth:

The Ric Williamson Memorial Highway crosses into Precinct 3 at the intersection with US 180 and continues south to IH-20. This roadway segment between these two intersections, including a signalized intersection at Spur 312 (Ranger Highway), is in the final stages of design. It will cross numerous gas pipelines, necessitating close coordination with multiple gas companies. The US 180 intersection design is in final review by TxDOT. This will be a signalized, at-grade crossing; however, the roadway north and south of the intersection has been designed to allow for a bridge over US 180 to be constructed in the future.

Greenwood Road (3.07) included reconstruction of an existing asphalt roadway. County forces began the reconstruction of the roadway by installing a new culvert bridge. Then, within the bond program, the roadway was reconstructed by milling the existing roadway, installing drainage culverts, reconstructing the base, installing the asphalt, and stripping the roadway.

During the second year of the bond program, intersection improvements at the intersection of Ranger Highway (Spur 312) and Dennis Road (3.04) were replaced with improvements to Old Brock Road (3.08) from Dennis Road to just past the entrance to the landfill, which is east of Quincy Lane. The existing roadway condition and width, the narrow bridge, and the volume of traffic necessitated the improvements and inclusion into the program.

**COMPLETED**

- **(3.06) Lution Road Realignment** Completed February, 2010. In-place reconstruction with a heavier road section to improve long term maintainability. A sharp, 90-degree curve was straightened to enhance safety.

- **(3.07) Greenwood Road Reconstruction** Completed October, 2010. In-place reconstruction with a wider, heavier road section to improve drivability and safety.

**IN DESIGN**

- **(3.01a) Ric Williamson Memorial Highway: IH-20 Interchange** Phase Five is a diamond interchange at IH-20 which includes a new bridge across IH-20 and new ramp connections onto IH-20 in all directions. This project is the final construction phase of the Ric Williamson Memorial Highway and includes coordination with the Federal Highway Administration and the Texas Department of Transportation for interstate access justification and environmental clearance.

- **(3.01b) Ric Williamson Memorial Highway: US 180 to IH-20** Phase Four is a two-lane undivided rural roadway with shoulders and two at-grade intersections. The two intersections will be with Spur 312, which will be signalized and Greenwood, which will be unsignalized.

- **(3.02) Ric Williamson Memorial Highway: US 180 Interchange** Phase Three will be a signalized at-grade intersection bid and constructed by TxDOT. Although it is an at-grade intersection, it does allow for a future bridge to be constructed in the future.

- **(3.05) Spring Creek Bridge** The new Spring Creek Bridge will have modern traffic safety features, pavement markings, and signage. The approaching roadways will be upgraded and erosion protection installed beneath the new bridge.

- **(3.08) Old Brock Road** In-place reconstruction that will increase the pavement thickness and widen the roadway to 26 feet.
Precinct Four

During the second year of the Parker County Bond Program Champions Drive from Bankhead Highway to Bailey Ranch Road (4.05) was completed as well as the design for the first phase of FM 1187 (4.01 - 4.03). The design for the second phase of FM 1187 (4.01 - 4.03) will be completed by Summer, 2011. Design of Aledo Trail (4.04) in downtown Aledo is nearing completion and currently under TxDOT review. Design of the FM 1187 turn lanes at Aledo Middle School (4.09) is also reaching completion.

The intersection of Oakridge and US 180-North approach (4.12) was completed during the first year of the bond program.

Precinct Four In Depth:

Despite challenges during construction, Champions Drive (4.05) - a new, two-lane concrete roadway with turn lanes and a connector road to the Aledo ISD campus - was completed successfully. This joint project of Parker County, Aledo ISD, and the City of Aledo required extensive coordination with gas companies regarding five underground gas lines that crossed the project site. In addition, the City of Aledo and Aledo ISD partnered with Parker County to fund relocation of a water line, allowing installation of a new storm sewer system. Champions Drive provides an alternate route between Bailey Ranch Road and Bankhead Highway, to the west of FM 1187, alleviating major traffic flow issues around Aledo Elementary School, High School and the Ninth Grade Campus.

Champions Drive Ribbon Cutting Ceremony

Ribbon Cutting

Champions Drive was open and ready for use by faculty, staff and students when they returned from Christmas break. To celebrate completion of the roadway, a dedication took place March 9, 2011 at the new Aledo Ninth Grade Campus. Parker County Judge Mark Riley, Aledo Mayor Kit Marshall, Aledo ISD Superintendent Don Daniel, Parker County Commissioner Dusty Renfro and Freese and Nichols Program Manager Dwain Brown spoke at this event and joined the East Parker County Chamber of Commerce in the ribbon cutting.
One of the major projects in the bond program was Pojo Road, in the Springtown area, from FM 51 to Goshen Road. This new road was fully completed in November, 2010 and provides traffic relief at the intersection of SH 199 and FM 51 in the northern portion of the County. For this project, Parker County, the City of Springtown, the Springtown ISD, and TxDOT worked together to address a component of the long-term mobility plan for Parker County; an outer loop around Springtown that provides an alternative route to SH 199 and FM 51. Last year the first leg of the southwest quadrant was constructed with project 2.01b which connects SH 199 and Goshen. This year, the northwest quadrant of the loop was completed by connecting SH 199 to FM 51 with the construction of projects 1.07a and 1.07b. In addition, project 1.18, the first leg of the northeast quadrant, is currently under construction and will connect SH 199 to Springfield Road.

Project 1.07a was fully complete in November, 2010; however, the first phase of this project was complete early, in August, 2010 to provide access to the new Springtown elementary school, Goshen Creek Elementary. This project consists of a new concrete roadway and bridge, which connects SH 199 to Holbrook Road and provides access to Goshen Creek Elementary School. The Holbrook intersection was reconstructed to provide additional capacity and a new traffic signal was installed at the intersection of SH 199. This signal provides traffic control measures for both the Springtown High School, south of the intersection, and Goshen Creek Elementary School, north of the intersection of Pojo Road and SH 199.

Project 1.07b was completed in August, 2010 as a new concrete roadway which extends from Holbrook to FM 51. This project provides a four-lane roadway adjacent to the Springtown Intermediate School, the Springtown Middle School, and the Springtown Athletic Complex. Through the efforts of Parker County, the City of Springtown, the Springtown ISD, and the General Contractor, Ed Bel, the original 10-month construction schedule was compressed to 67 days to allow this roadway to open prior to the first day of school for the 2010-2011 school year.

With the completion of the first three Pojo Road projects, from Goshen Road to FM 51, including a traffic signal at SH 199 and a bridge over Goshen Creek, the students and faculty of Springtown ISD can travel along Pojo Road and reach the High School, the new Elementary School, the Springtown ISD Athletic Complex, Intermediate School, and the Middle School on just under four miles of new concrete roadway. The last segment of Pojo Road from Goshen Road down to JE Woody, which is still in design, will provide a direct route from the Springtown High School campus to FM 51.

Aledo Trail

Design of the Aledo Trail, which crosses the Union Pacific Railroad (UPRR) in downtown Aledo, is rapidly reaching completion. This innovative project creates a new one-way southbound route connecting FM 1187 north of the UPRR tracks with Maverick Street and converts the existing FM 1187 road to a one-way northbound route. Project activities have been closely coordinated with the City of Aledo and UPRR. To help the City preserve trees in front of City Hall, the design includes a retaining wall instead of slope grading. Design efforts have included a parking analysis with the goal of saving parking spaces for local businesses. Construction is planned to begin in 2012.
Financials

Administering the Bond Program

Two main factors were considered when deciding on the amount of Bond Funding to seek for this program: Parker County’s excellent bond rating due to their low amount of debt and limiting the investment for the taxpayers.

During the first year, Parker County acted quickly and decisively to move the Transportation Bond Program into action by receiving the initial bond funds of $60 million, which has been sufficient to fund everything through the second year of the program.

All the financial information for the program is managed within the Parker County accounting system and independently in a program management software package called e-Builder. These two data sets are routinely compared to ensure the integrity of the financial information for the Bond Program. The financial information continues to be presented and reviewed through bi-monthly meetings with the Commissioners Court and monthly meetings with the Bond Program Steering Committee.

Planned vs. Actual Construction Costs

This graph shows a cost comparison for the projects that are either finished or currently under construction. The blue bars represent the estimated cost of construction during the planning phase and the green bars represent the actual construction cost. The construction costs are the final values including all approved change orders.

Spent vs. Committed

Forty-two percent of the total Bond Program costs have already been spent or committed with formal contracts. The remainder of the available funding is expected to be committed on new construction contracts by the end of 2012.

Funding Sources

An initial $60 million in bonds were sold around May, 2009 and was the first installment of the $80 million bond program. The second and final bond issuance for $20 million will be offered at a later date. NCTCOG has committed $13.57 million in federal funding to help with the costs of some of the on-system projects in the program. The Texas Department of Transportation has committed $4 million to the first phase of FM 1187. Aledo ISD has also helped with funding for the program by providing almost $125,000 in direct funding and the right-of-way for Champions Drive. The City of Aledo also participated in funding on Champions Drive by cost-sharing the relocation of the waterline. Springtown is also participating with almost $800,000 in municipal funding.

Program Progress

Forty percent of the projects in the program have been completed during these first two years. Another 10 percent of the projects are currently in construction, including the first phase of the Ric Williamson Memorial Highway from FM 51 to FM 920. The remaining 50 percent are either in design or approaching the bid phase. Included in the remaining 50 percent is the second phase of the Ric Williamson Memorial Highway from FM 920 to US 180, which is currently bidding. At this midpoint in the program, the progress of the program is on track with the goals that were originally set.

Project Cost Distribution

This graph shows the actual categorical cost distribution that has occurred on all of the projects that are completed or currently under construction. Right-of-way acquisition has increased considerably this year due to the acquisition of land for the Ric Williamson Memorial Highway.
Est. July Opening

Impact minimized…
- Two lanes of traffic maintained during most of the work
Project expedited…
- Aggressively completed design plans
- Bids awarded based on best price and shortest time of construction
- Steel supports refurbished saved three to four weeks
- Steel beams purchased directly from manufacturer

Less than three weeks after a fuel tanker fire damaged the I-30 westbound bridge near Beach Street, an emergency contract was issued by TxDOT to replace four steel beams and reconstruct a portion of the bridge’s substructure and concrete deck for a total of $677,000.

Work began on April 17 and will take an estimated three months to complete the repairs, a month less than expected due to refurbishing some of the steel elements and other measures.

As one of its goals, TxDOT is improving air quality by reducing its fleet-based greenhouse gas emissions by increasing its use of alternative fuel. From 1998 to 2010:

11,000 metric tons of carbon dioxide reduced by converting to equipment that is alternatively fueled, environmentally friendly and fuel-efficient.

I-30 Emergency Contract
TxDOT aggressively pursues work and reopening

Since November, state and local fire agencies have responded to 10,555 fires that have burned 2.7 million acres. According to the Texas Forest Service, over 18,000 structures were saved. TxDOT has assisted with several major fires across the state. Locally, the Fort Worth District dispatched bulldozers, fuel trucks, graders and crews to assist near Possum Kingdom Lake where wildfires burned over 126,000 acres, including 90 percent of the state park.

Improve our air quality

Pass-Through Finance Program

In May, the Texas Transportation Commission approved 17 projects estimated at $173 million to be funded by TxDOT’s pass-through finance program, pending final negotiations. This included three local projects: the I-20/ Western Loop interchange in Weatherford, the U.S. 377/SH 171 intersection in Cresson, and the SH 199 (Henderson Street) bridge near White Settlement Road in Fort Worth.

High Speed Rail

Texas will receive $15 million in federal funds for preliminary engineering and environmental studies to advance the proposed Houston to Dallas/Fort Worth High Speed Rail Line, a corridor that would connect two of the nation’s most populated metropolitan areas. Proposed speeds would be up to 150 mph. The study will begin later this year and last 24 to 30 months.

Additional UTP Funding

In April, the Commission allocated an additional $425 million in Unified Transportation Program (UTP) funding after adjustments and savings from the FY 2011 budget. The Fort Worth District has developed a list of rehabilitation and safety projects that will be ready to let in July. Totaling $22 million, the projects include pavement overlays on I-20, I-820, SH 10, U.S. 287 and FM 1938.

As the North Central Texas Council of Governments and TxDOT’s Fort Worth and Dallas districts are working together on the region’s $31 million allocation. These additional funds were primarily the result of projects paying out slower than originally projected which allowed for adjustments in cash forecast and commitment of more letting dollars. A smaller portion of the $425 million was due to savings resulting from low interest rates and Build America Bonds subsidies in the Proposition 14 program.

INSIDE:

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FEDERAL update

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TxDOT Graders at Possum Kingdom Lake

Fort Worth District Office
2501 SW Loop 820
Fort Worth, TX 76133
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TxDOT aggressively pursues work and reopening
As more people move to North Texas, local partnerships are crucial in meeting these growing populations. In Parker County, TxDOT and the local community are working on an ambitious transportation program that includes pass-through financing and local bonding.

In Weatherford, TxDOT and the city are in the midst of the state’s second pass-through funding agreement to construct nine projects along I-20, FM 51, FM 2552 and SH 171 for $52 million by 2013. Parker County has also submitted and received approval by the Texas Transportation Commission for another pass-through finance project at the I-20/Western Loop interchange.

In nearby Hudson Oaks, construction could begin by 2013 on a pass-through financed project that will build an interchange at U.S. 180 and I-20 for $13 million.

Created by the legislature in 2004, the pass-through financing program allows local communities to fund upfront costs for constructing a state highway project. The state then reimburses a portion of the cost to the community over time by paying a fee for each vehicle that drives on the new highway.

More construction is under way on the northwest quadrant of the Weatherford Loop, a potential 12-mile route that will connect eight state highways around the city. Based on a 2004 TxDOT feasibility study recommendation, the six-mile western segment was funded by Parker County voters as part of the 2008 Transportation Bond Program. This project is estimated for completion by 2013 as a two-lane road from I-20 to FM 51.

With a total of 30 projects, the $80 million transportation bond package will build upon the state highway system to relieve the county’s current and impending mobility problems. TxDOT is doing everything it can to help the county expedite these projects.
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txdot.gov • Weatherford
I-30 Emergency Contract

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TxDOT Graders at Possum Kingdom Lake

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