

POTENTIAL TxDOT GUIDING PRINCIPLES

The use of tolling should scale back in proportion to the Legislature's ability to identify revenue to meet the congestion funding needs of metropolitan areas

Tolls should only be used in large metropolitan areas trying to address rapid population growth and only with the support of local elected officials

Tolled managed lanes projects being built in phases (e.g., Midtown Express: SH 183, 35Express) need to have and ability to be completed

DAY OF THE MONTH

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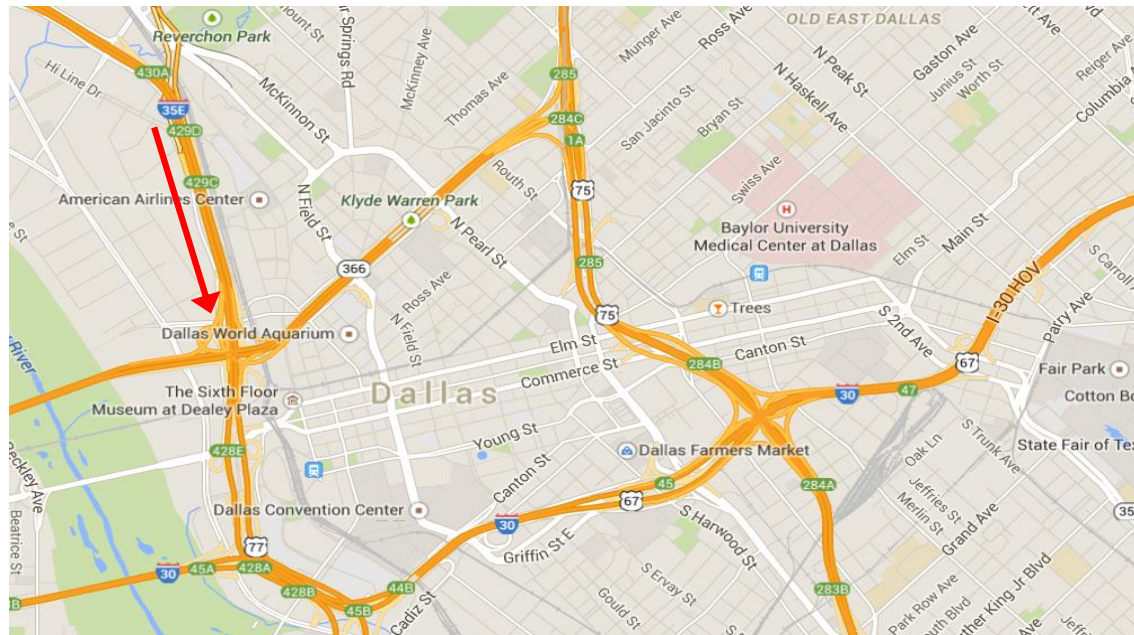
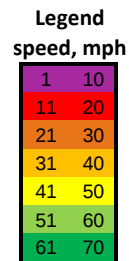


IH-35E,SB

Speeds, mph, by time of day (15-minute interval) and day of May 2015

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DAY OF THE MONTH



DALLAS DISTRICT

PROGRESS

Monthly Report on Dallas District Projects and Topics

COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

Congestion Relief Coming for PGBT-US 75 Interchange



DALLAS — Plans are in place and work will begin soon on a \$37 million overhaul of the US 75 interchange at President George Bush Turnpike.

The project, led by San Antonio-based Zachry Construction Corp., will reconfigure the ramps and merges at US 75 and The President George Bush Turnpike.

Bush Turnpike, one of DFW's busiest stretches of highway. The work includes an extension of the railroad bridge just north of PGBT, constructing new auxiliary lanes and rebuilding the Plano Parkway bridge spanning US 75.

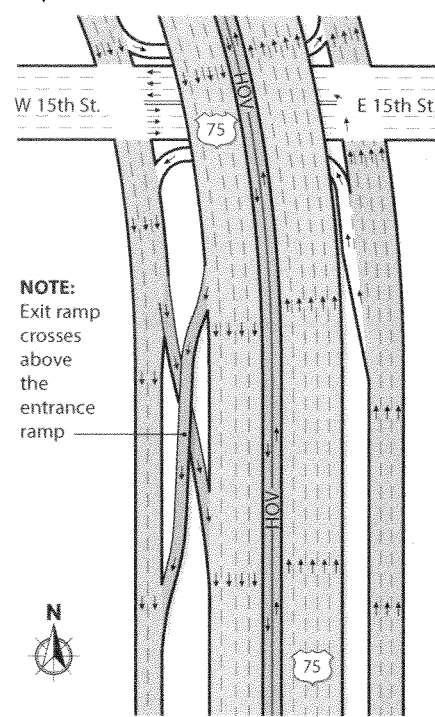
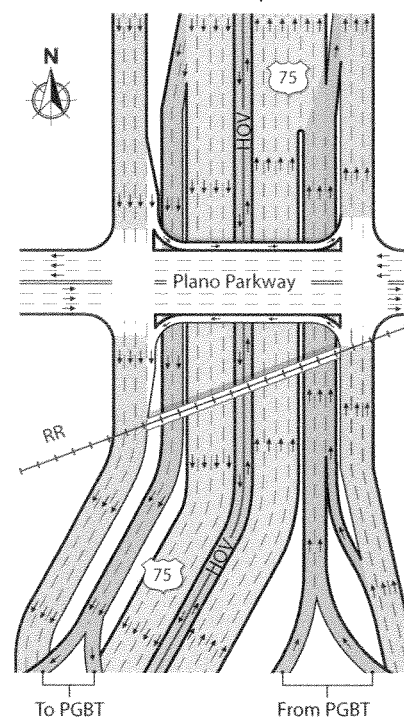
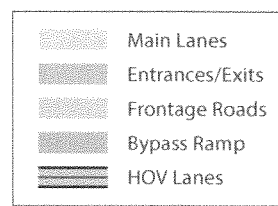
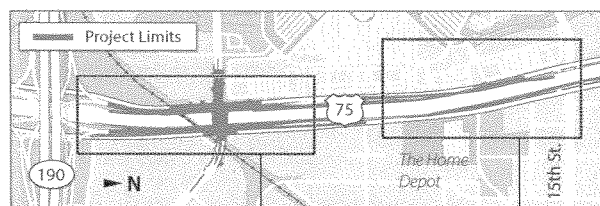
Zachry Construction, which did the construction of the High Five, is expected to begin work on the Bush interchange in the next few months.

"Working together with our partners from the City of Plano, DART and NTA, we are confident that this project will ease the congestion in that area," said TxDOT Dallas District Engineer Kelly Selman. "It will ultimately cut down on the need for motorists to navigate tight merges to enter and exit US 75."

Existing retaining walls along US 75 in the vicinity of Plano Parkway will be pushed back, allowing for construction of additional lanes to improve traffic flow between US 75 and PGBT.

Along northbound US 75, the additional lanes will allow for the existing traffic pattern to be reconfigured so that vehicles trying to exit onto 15th Street will not have to cross the path of traffic entering US 75 from PGBT.

Northbound motorists on US 75 trying to get to 15th Street will now have to use the Plano Parkway exit, farther south. Eliminating the current exit and creating an entry-only onto US 75 will ease traffic flow in that area, which now backs up with thousands of motorists trying to safely enter US 75 from PGBT, while



NOTE:
Exit ramp
crosses
above
the
entrance
ramp

TxDOT awarded a \$37 million contract in late 2015 that will provide mobility improvements in the US 75-President George Bush Turnpike interchange. The project should be complete in late 2018.

at the same time, others try exiting US 75 to get to 15th Street.

On the southbound side, the existing entrance ramp from 15th Street will be relocated farther north and a new braided ramp will be constructed allowing traffic to enter and exit US 75 without having to merge with each other. With the braided ramp, the southbound US

75 exit to Plano Parkway will weave under the southbound US 75 on-ramp from 15th Street.

The project spans 1.3 miles, with an ultimate goal of eliminating the congestion that motorists encounter when transitioning between US 75 and the Bush Turnpike. The work is expected to take more than two and a half years to complete. ■

DECEMBER 2015 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M) **	CONTRACTOR	
0047-07-226	US 75	SP 366/Woodall Rogers Fwy to I-635 in Dallas	Paint structures	\$3.13	\$3.10	-0.98	\$3.67	S & S Bridge Painting, Inc.	1
0047-14-069	US 75	North of Melissa Rd. to Mantua Rd.	Reconstruct freeway and improve FM 455 interchange	\$87.81	\$79.42	-9.56	\$109.82	Austin Bridge & Road Services, LP	2
0918-22-141	CR	Forrest Brook Rd. at Red Oak Creek in City of Oak Leaf	Replace bridges and approaches	\$1.06	\$1.04	-1.83	\$1.19	DCI Contracting, Inc.	3
1068-04-122	I-30	Beltline Rd. to MacArthur Blvd.	Construct three lane frontage roads	\$22.35	\$25.18	12.68	\$30.32	Haydon Central, LLC	4
1217-03-019	FM 1388	FM 148 to US 175	Provide additional pavement surface and overlay	\$22.93	\$22.04	-3.90	\$25.65	Austin Bridge & Road Services, LP	5
DECEMBER 2015 TOTAL				\$137.28	\$130.78	-4.74	\$170.65		
DISTRICT FY ACCUMULATIVE LETTINGS				\$557.25	\$523.65	-6.03			
DALLAS DISTRICT LETTING CAP					\$826.54				

**Est. Total Proj. Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

NOTE: Subject to Change

JANUARY 2016 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0135-10-055	US 380	Loop 288 to US 380/US 377 split	Full depth concrete repair	\$6.91	1
0549-03-025	SH 121	South of SH 169 to north of SH 160	Construction of SH 160 grade separation	\$14.78	2
1397-01-031	FM 1836	SH 34 to 0.28 miles east of CR 146	Reconstruct existing pavement and add shoulders	\$5.11	3
TOTAL				\$26.80	

COMPLETED CONSTRUCTION PROJECTS (FROM DECEMBER 1 – 31, 2015)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0918-45-669*	CS	US 67 to I-45	Landscape development	12/28/15	\$0.40	1
0918-00-228*	VA	Various locations	Non-site specific installation of guide signs	12/21/15	\$0.48	2
TOTAL					\$0.88	

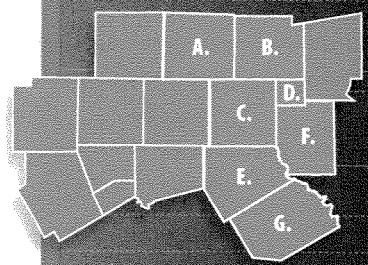
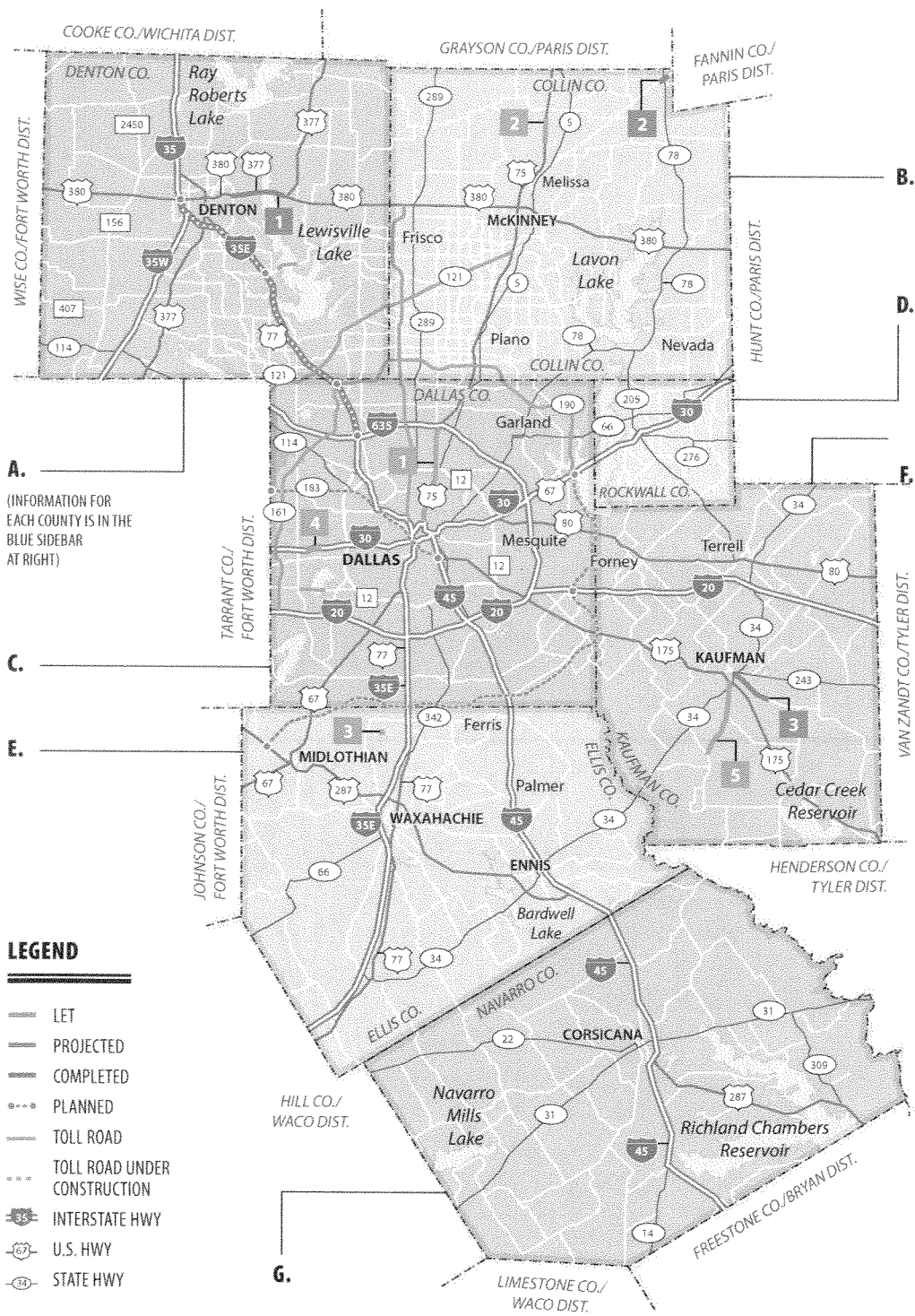
*Unmapped.

SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in December, are projected to let in January or have recently been completed.



DALLAS DISTRICT TOTALS

VEHICLE REGISTRATION | 3,806,303
*POPULATION ESTIMATE | 4,461,760
LANE MILES | 10,493.628

A. | DENTON COUNTY
VEHICLE REGISTRATION: 603,332
*POPULATION ESTIMATE: 734,940
LANE MILES: 1,488.733

B. | COLLIN COUNTY
VEHICLE REGISTRATION: 729,624
*POPULATION ESTIMATE: 868,790
LANE MILES: 1,373.829

C. | DALLAS COUNTY
VEHICLE REGISTRATION: 2,064,783
*POPULATION ESTIMATE: 2,454,880
LANE MILES: 3,366.158

D. | ROCKWALL COUNTY
VEHICLE REGISTRATION: 82,515
*POPULATION ESTIMATE: 87,290
LANE MILES: 346.368

E. | ELLIS COUNTY
VEHICLE REGISTRATION: 165,813
*POPULATION ESTIMATE: 161,010
LANE MILES: 1,523.910

F. | KAUFMAN COUNTY
VEHICLE REGISTRATION: 109,180
*POPULATION ESTIMATE: 109,300
LANE MILES: 1,201.810

G. | NAVARRO COUNTY
VEHICLE REGISTRATION: 51,056
*POPULATION ESTIMATE: 48,550
LANE MILES: 1,192.820

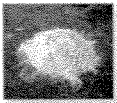
SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.

TxDOT Winter Weather Preparedness Game Plan

AFTER SNOW/ICE EVENT

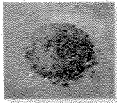
- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (Potholes, guardrails, structures, etc.)
- Equipment is serviced & prepared for the next winter storm

WHAT MATERIALS ARE USE ON THE ROADS?



Before an ice/Snow Event

- Liquid salt-based anti-icers help prevent ice formation



During an ice/Snow Event

- Various salt-based granular de-icers are used to help melt ice already formed on the road

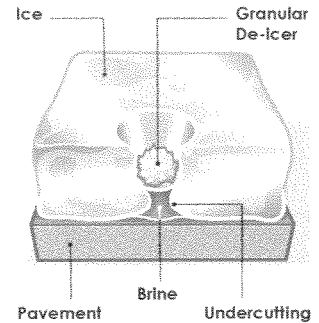
SOURCE: www.usroads.com

HOW DO THE CHEMICALS WORK?

Granular De-Icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use).

When salt makes contact with ice – melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.



Melting Ice Takes Time



The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.

TxDOT graphic

1. FUNDING SOURCES

Vehicle Registration Fees



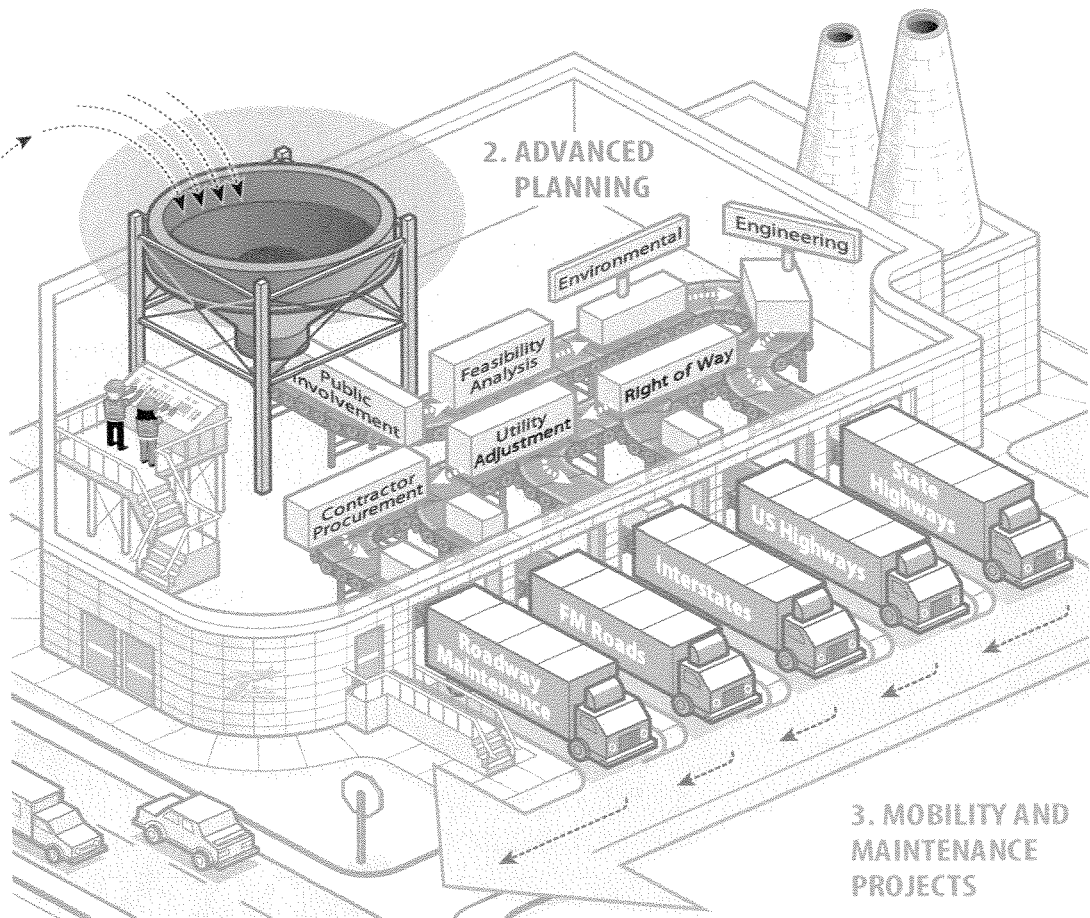
Motor Fuel Taxes



Statewide Proposition Funds



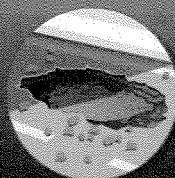
Federal Reimbursements



DALLAS DISTRICT | PROGRESS

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TRANSPORTATION
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Mesquite, TX
75150-6643

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dalinfo@txdot.gov
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REPORT A POTHOLE:

Visit www.txdot.gov/contact-us/formhtml?form=Report_a_Pothole or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

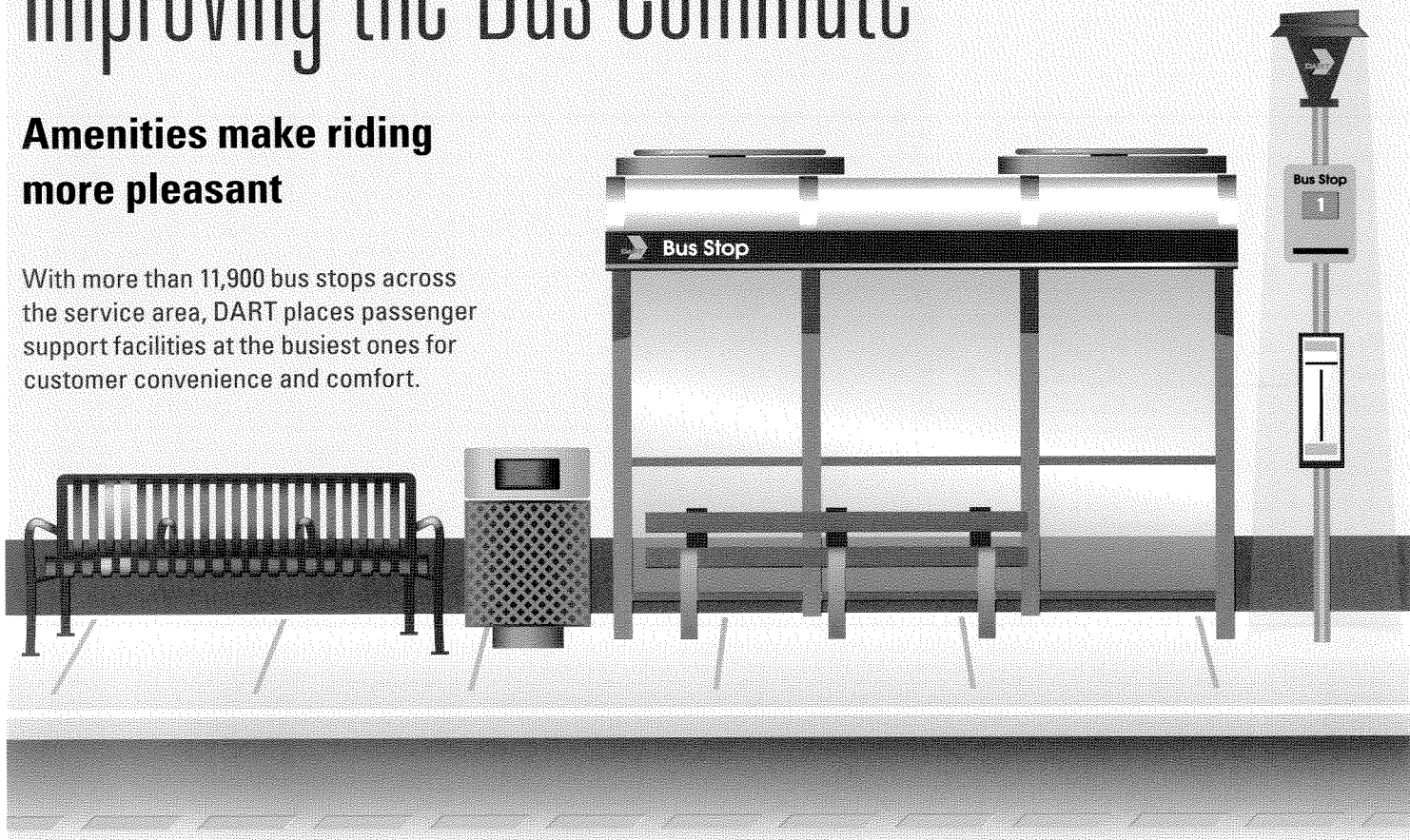


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Improving the Bus Commute

Amenities make riding more pleasant

With more than 11,900 bus stops across the service area, DART places passenger support facilities at the busiest ones for customer convenience and comfort.



» Continued Page 2

Ask Gary!

The inside track from President/Executive Director Gary Thomas

What does cleanliness have to do with ridership?

We know our customers prefer to ride vehicles and wait at stops that are clean and well-maintained. Therefore, DART makes maintaining our system in a state of good repair a priority.

Buses and trains are cleaned thoroughly every night as part of our regular maintenance. Bus stops with shelters and benches are cleaned at least weekly. Rail stations and bus transit centers with bathrooms are cleaned four times a day. We have custodial staff at some of our busier stations to pick up litter and trash during certain hours of the day. Heavy cleaning is performed nightly at all locations.

More than a quarter million trips are made daily on our buses and trains, which is equal to a good-sized city using our system. We take pride in being a transit industry leader in safety and cleanliness.

If customers spot a problem, we encourage them to call our Customer Care Center at 214-749-3333 from 8 a.m. to 5 p.m. weekdays.

Improving the Bus Commute

» Continued from Front Page

Facilities make a difference to bus riders

Just outside Methodist Dallas Medical Center, located in the North Oak Cliff area of Dallas, a woman waits on a bench for the next bus to arrive.

“I’m in town visiting a family member at the hospital and I needed a break,” she said. “I found a DART brochure in the lobby and ventured out. Now I’m trying to get my bearings, go back downtown, and see where else I can go on public transportation.”

More than 11,900 bus stops across the DART Service Area connect customers to their destinations and the entire regional transit system. For many, these stops are portals to employment, health care, education, basic necessities, family and friends, and more. All hail the lowly bus stop!

Many – like the one near Methodist Dallas Medical Center – are equipped with a bench or shelter for waiting passengers. For the thousands of customers who ride buses every day, these “passenger support facilities” are far more than amenities. They make it reasonable to travel by public transit.

“Benches and shelters are concrete, useful ways that we tell people DART is here, we want you



DART ensures that the facilities at its bus stops are clean and well-maintained out of respect for both the agency’s customers and the communities it serves.

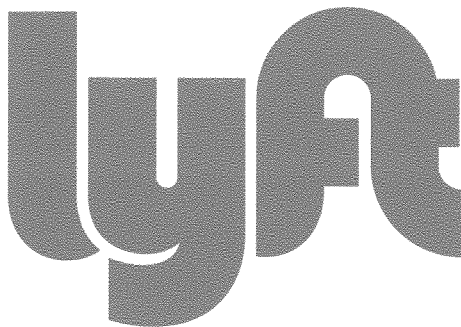
to ride, and we care about you,” said Rob Parks, manager of passenger support facilities.

As a general guideline, DART places benches at bus stops with at least 25 daily riders, and a solar-powered, lighted shelter at those with 50 or more boardings. Many locations have a trash can and Guide-a-Ride, a four-sided sign displaying schedules of relevant bus routes.

DART has approximately 66 solar-lit bus stops located in areas with limited ambient light, good ridership and safety concerns. The agency hopes to install more solar lights, including some with flashing beacons, to better draw the bus operators’ attention.

Also in the works, DART is designing innovative bus shelters that will better meet the needs of customers.

Short Trips



Lyft Creates New Transit Choices

DART has a new collaboration with Lyft, the ridesharing company known for its signature hot pink mustache on drivers’ vehicles, adding to the agency’s growing list of first-mile/last-mile partners.

Customers can access the Lyft app through DART’s GoPassSM mobile ticketing application by selecting “Connect 2 Car” in the Travel Tools section. In the Lyft app, they can request

a ride and get picked up by a reliable community driver in minutes. The service helps DART passengers easily begin, continue or end their trips.

“If we’re going to stay relevant as a transportation provider, we have to offer options so customers can make a complete trip – whether it’s for work or fun,” said Gary Thomas, DART president and executive director.

Ledbetter: Changing for the Better

Station renovated as part of the Blue Line extension

Customers who travel through Ledbetter Station in southern Dallas soon will experience significant enhancements. Construction continues on both necessary changes and customer-focused upgrades.

The station renovations are part of the Blue Line's southward extension to the UNT Dallas campus. Service to two new stations is scheduled to begin in December 2016.

Crews also will lengthen the Ledbetter Station rail platform, allowing DART to operate three-vehicle trains there, and will raise and modify the platform to accommodate level boarding.

Open During Construction

Modernizing an existing station is not without its challenges, but DART staff have worked closely with construction contractors to reduce the impact on customers.

A young woman named Jakieya, who rides a combination of buses and trains to get between home and her job at Jack in the Box, said construction has caused her to adjust her schedule, but for the most part, she hasn't had any problems. She is looking forward to completion of the project and plans to use the new stations to visit family.



Ledbetter Station customers are encouraged to exercise caution and patience as major construction related to the Blue Line extension to UNT Dallas continues.

DART used the construction to talk to customers and determine what else could be done to improve the station. Short-term inconveniences will yield the long-term benefits of a safer, more accessible transit facility, including:

- Brighten the platforms and bus bays with increased lighting
- Improve visibility by replacing walls along the west platform and mobility ramp with open railing
- Increase safety with the addition of a passenger load/unload zone on the east side of the station
- Upgrade station access with a left-turn lane on South Lancaster Road at Shellhouse Drive into the load/unload area

At various phases, contractors may have to close one platform or the other, along with various ramps, stairs, crossings and indoor facilities. The work has been scheduled, and communications increased, to maintain accessibility and minimize passenger inconvenience.

Learn more:
DART.org/LedbetterStation



Hope for a Second Downtown Line

Dr. Catherine Chen, a physician who commutes to work on DART, would welcome a second light rail line through downtown. On more than one occasion, train delays have caused her to be late.

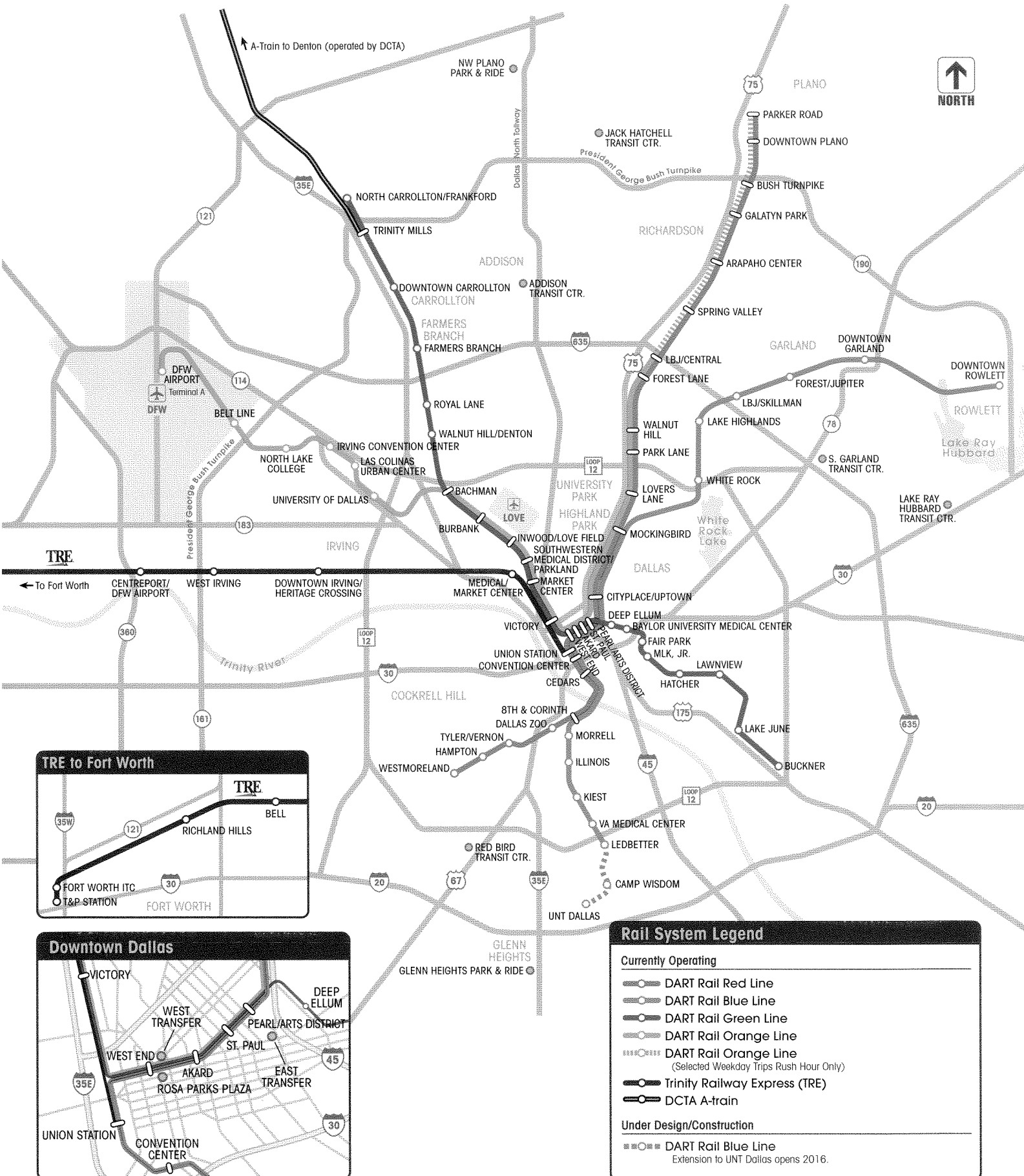
"I work in the intensive care unit, so it's important I arrive on time," Chen said. "I'm a huge proponent of public transit, and anything DART can do to make its service more efficient is a good thing."

DART and its stakeholders have examined options for a second Downtown Dallas light rail alignment, known as D2, for several years. In September, the DART Board of Directors adopted a locally preferred alternative for its route.

The agency is seeking up to \$400 million from the Federal Transit Administration to complete the project. DART may know as early as February on where it stands in FTA's extensive, multistep federal funding process.

Learn more: **DART.org/D2**

DART Current and Future Services to 2016



Bypassing Highway Construction

DART Rail offers an alternative to driving in traffic

The Midtown Express project in Irving, which includes reconstruction of SH 183 and work on both SH 114 and Loop 12, is causing traffic congestion and delays for commuters.

Accountant Erica Perry isn't too concerned because most of her clients are accessible via DART. Perry leases an apartment just steps away from Las Colinas Urban Center Station – one of four light rail stations in Irving.

"Proximity to the Orange Line was a huge factor in my decision to lease in Las Colinas," Perry said. "Although I have a car, I prefer riding DART."

Carrollton and Farmers Branch residents also are making commute choices as the 35Express project construction continues. This five-year project will widen and add managed lanes to a 30-mile stretch of I-35E through Dallas and Denton counties.

Construction began in October 2013 and should be completed by mid-2017. Once finished, the improved I-35E is expected to relieve traffic congestion in one of the most heavily traveled corridors in the North Texas region.



Green Line riders get to zoom past highway congestion on I-35E in Carrollton and Farmers Branch.

Fortunately, the northern section of the DART Green Line parallels I-35E and gives residents of Farmers Branch, Carrollton and Denton County an alternative path into Downtown Dallas. Farmers Branch Public Works Director Randy Walhood said DART will be a critical mobility solution for the region going forward. North Texas' population is expected to reach 12 million by the year 2050, according to a Vision North Texas report.

Carrollton Mayor Matthew Marchant said the city's connection to the regional rail network benefits businesses and residents alike.

"We utilize social media to suggest to our followers that DART is always a good alternative to avoid traffic congestion, and we send out reminders when communicating traffic challenges due to 35Express construction," Marchant said.



Thank You for Not Smoking

Nonsmoking DART passengers, who are irritated by those who do, are seeing increased signage discouraging this activity on light rail platforms and at bus transit centers. Smoking, including vapor cigarettes, already is prohibited at these places, but it's a rule that is sometimes ignored – or not known.

New, strategically placed "No Smoking Beyond This Point" signs, as well as outlined zones on

facility maps, leave no doubt that the entire main platform is a smoke-free area.

"Other new signs will remind patrons that security cameras are in use," said David Ehrlicher, DART's assistant vice president of program delivery.

The numerous and prominent signs also will make it easier for DART Police to enforce the rule and reduce maintenance costs associated with cleaning up discarded cigarette butts.



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Customer Information (routes & schedules) 214.979.1111

DART Administrative Offices 214.749.3278

Tracking Progress

GEICO Moves Closer to Rail

Greater access to public transportation is a big reason why GEICO relocated to Richardson's Galatyn Park in December. The company's new office, located at 2280 N. Greenville Ave., is a mile from Galatyn Park Station. DART plans to extend one of its local bus routes to make commuting even easier.

"Having the new offices at Galatyn Park makes DART Rail much more convenient for many in our workforce," said Stephanie Gannon, manager of marketing initiatives at GEICO.

The local office of the insurance giant, which employs about 1,600 workers, has long offered prepaid annual DART passes as an employee benefit. To further entice employees to take transit, GEICO will increase its subsidy of the passes from 25 to 50 percent.



DART service near GEICO's new office in Richardson will provide commute options for their growing workforce.

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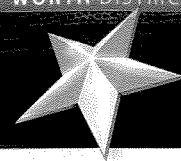
Paul N. Wageman – Plano

DFW CONNECTOR

TxDOT PROJECT TRACKER

DALLAS & FORT WORTH DISTRICTS

"Work with others to provide safe and reliable transportation solutions for Texas."



OVERVIEW

The initial \$1 billion DFW Connector project simultaneously designed and built 8.4 miles in Grapevine, Southlake and Irving, and it doubled the size of the existing highway system around the north DFW International Airport entrance. The project featured a combination of new main lanes, frontage road lanes and managed lanes. The initial project reached final acceptance in March 2014.

Funding constraints required some original DFW Connector segments to be deferred. However, in early 2013, TxDOT was able to identify funding for the FM 2499 section and in September 2014, funding for new SH 121 and SH 360 ramps.

FM 2499 work includes rebuilding the main lanes of FM 2499 from SH 121 to Denton Creek. These new lanes will be built below grade level and will allow commuters to bypass the intersections of Stars and Stripes Way and Grapevine Mills Blvd.

The SH 121/SH 360 ramps project constructed new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360.



TxDOT photo archives

Nov. 2015 - SH 121/360 Ramps Opening Celebration

PROJECT HISTORY

- **March 2006** – Texas Transportation Comm. authorized request for CDA proposals
- **March 26, 2009** – CDA conditionally awarded to NorthGate Constructors
- **Oct. 6, 2009** – CDA executed
- **Jan. 2013** – TxDOT identified \$90 million in funding for FM 2499
- **Sept. 2014** – TxDOT signs \$17 million contract for the SH 121/360 ramp project
- **Aug. 2013** – FM 2499 construction began

FM 2499 PROGRESS

- Dirt, wall and paving work continues on new, lowered FM 2499 mainlanes from Grapevine Mills Blvd. to Denton Creek.
- Crews have placed the concrete deck on the southbound FM 2499 bridge over Denton Creek.
- North of Denton Creek, crews continue paving the FM 2499 mainlanes.
- In January, lowered southbound FM 2499 mainlanes will open so that intersection work can take place on the southbound FM 2499 frontage road.

SH 121 RAMP PROGRESS

- The new ramps from southbound William D. Tate Ave. to State Highways 121 and 360 opened to the public on Nov. 12, 2015, more than a year ahead of schedule.

FM 2499 PROJECT FACTS

WHEN: Improvements by 2017

LENGTH: 1 mile

NUMBER OF LANES

- Two mainlanes in each direction built 25-30 feet below the existing grade level, allowing commuter traffic to bypass two intersections
- Two frontage road lanes in each direction at grade level

COST: \$92 M (FUNDED ENTIRELY BY TxDOT)

- Cat. 12 (Texas Transportation Commission approval in Jan. 2013)

RIGHT OF WAY (ROW) AND UTILITIES

- ROW acquisition and utility relocation is complete.

CONSTRUCTION DATES

- FM 2499 construction start: Aug. 2013
- FM 2499 substantial completion: 2017

SH 121/360 PROJECT FACTS

COST: \$17 MILLION

CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: Nov. 2015 a year ahead of schedule

ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

LENGTH: 8.4 miles

NUMBER OF NON-TOLL LANES (WIDEST POINTS)

- 6 to 8 westbound, 6 eastbound between William D. Tate Avenue and Int'l. Pkwy.
- 4 to 7 NB and 3 to 6 southbound lanes at SH 121 near DFW Airport's north entrance

MANAGED LANES

- Four miles long, two in each dir. on SH 114
- Dynamic pricing began Jan. 3, 2015

COST: \$1 B (FUNDED ENTIRELY BY TxDOT)

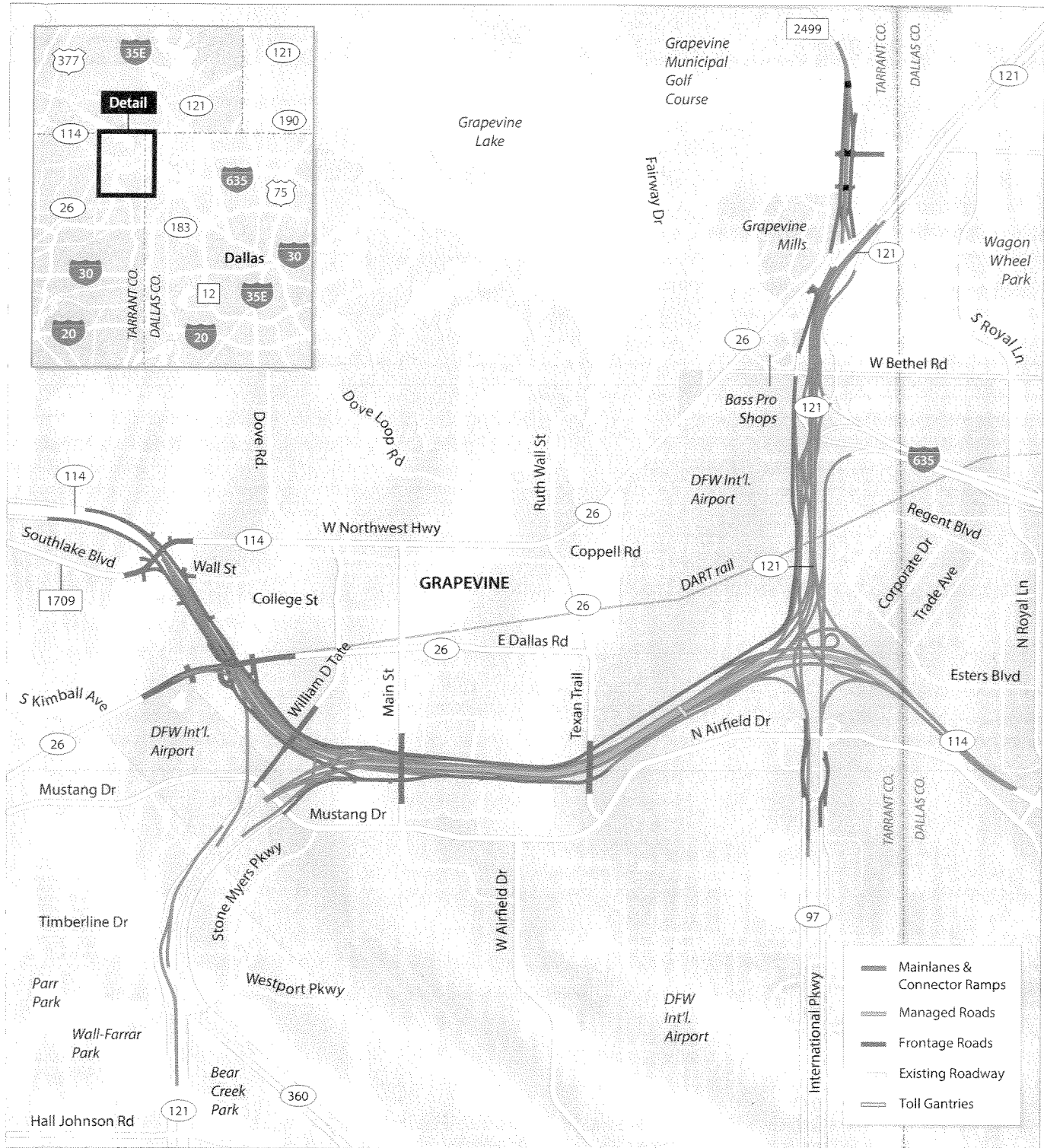
- TxDOT: \$696 million; ARRA funds: \$261 million; Prop. 14 bonds: \$17.2 million; Prop. 12 bonds: \$32 million
- ROW: \$127 million (Prop. 14 funds)

CONSTRUCTION DATES

- Orig. phase constr. started: Feb. 2010
- Orig. phase final acceptance: March 2014

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

- Design-build CDA with TxDOT funding the entire project cost
- NorthGate Constructors: A joint venture between Kiewit Texas Construction L.P. and Zachry Construction Corporation
- TxDOT retains the project and has the right to enter into a maximum of three, five-year maintenance agreements
- NTTA provides toll collection services. Toll policy set by the region. TxTAG, TollTag and EZ TAG transponders work on this project.



NOTE: Project area is not drawn to scale in order to emphasize details.

DFW STRATEGIC PROJECTS OFFICE

PROJECT CONTACTS



Texas Department of Transportation
2501 SW Loop 820
Fort Worth, TX 76133
(817) 370-6846



Project website:
www.dfwconnector.com
www.txdot.gov
Keyword: "DFW Connector"
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LBJ EXPRESS

TxDOT PROJECT TRACKER

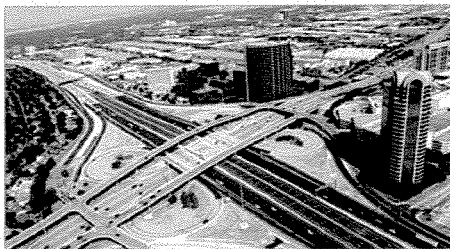
DALLAS DISTRICT

"Work with others to provide safe and reliable transportation solutions for Texas."

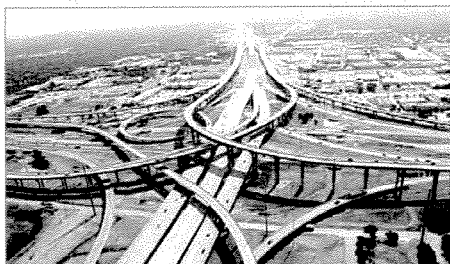


OVERVIEW

The LBJ Express project rebuilt one of the busiest and most congested highways in North Texas. Construction began in early 2011 and reached substantial completion almost four months early in September 2015. The project was designed and built concurrently, shaving several years from the project schedule. LBJ Express provides improved mobility by almost doubling the existing roadway capacity and features a combination of four main lanes in each direction and two to three lane continuous frontage roads in each direction, three managed toll lanes in each direction that will use fluctuating, congestion managed tolling with a goal of keeping traffic moving at a minimum of 50 mph. It is the first comprehensive development agreement (CDA) project signed in Dallas County. The joint project with LBJ Infrastructure Group (LBJIG) leveraged a \$490 million TxDOT investment into \$3.1 billion to build, operate and maintain the 16.5-mile project.



Pictured top left is an aerial photo of the completed interchange of the LBJ Express at the Dallas North Tollway looking northwest.



Pictured bottom left is an aerial photo of the LBJ Express/I-35E interchange looking east.

SOURCE: LBJ Express

PROJECT HISTORY

- **March 2006** – Texas Transportation Commission authorized request for CDA qualifications CDA executed: September 4, 2009
- **June 22, 2010** – Financial close
- **December 19, 2010** – Approval to begin detailed work
- **September 10, 2015** – Substantial Completion
- **December 8, 2015** – Final Acceptance

PROJECT PROGRESS

- The project is 100 percent complete and celebrated substantial completion four months early with an official ceremony on September 10, 2015.
- Final acceptance was achieved on December 8, 2015.
- All 13.3 miles of the TEXpress Lanes are now open. These include 9.7 miles of two to three managed toll lanes in each direction, mostly sub-surface lanes in center of the freeway on I-635 between Luna Rd and Greenville Ave., as well as 3.6 miles of two-lane elevated toll lanes above I-35E from Loop 12 to Valwood Parkway.

THE NEW LBJ EXPRESS ALSO INCLUDES:

- Four reconstructed mainlanes in each direction
- Continuous frontage roads the full length of the project from I-35E to US 75
- Eastbound bypass lanes at Josey, Webb Chapel, Park Central

- Westbound bypass lanes at Park Central, Preston, Midway, Webb Chapel and Josey
- A new Joe Ratcliff pedestrian walkway bridge and ramp
- Improvements to the White Rock Trail including soundwalls
- Improved cross-street bridges over the TEXpress Lanes at Midway, Webb Chapel and Valley View
- Improved cross-street bridges over the general purpose lanes at Preston, Montfort, Welch, Rosser and Marsh

PROJECT FACTS

LENGTH:

- I-635 from E of Luna Road to Greenville Ave.: Approx. 10.7 mi.
- I-35E from S of SL12 to S of Valwood Pkwy.: Approx. 5.8 mi.

MANAGED TEXPRESS LANES (EACH DIRECTION)

- Length: 13.3 miles (I-635: Three lanes below surface level in median area; I-35E: Two-lane elevated ramps from Loop 12 to I-635)

RIGHT OF WAY (ROW) AND UTILITIES

- All parcels were acquired and are held in the name of the State of Texas; utility relocations are 100 percent complete

CONSTRUCTION DATES

- Construction began in spring 2011 and reached final acceptance on December 8, 2015.

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

CONCESSION CDA:

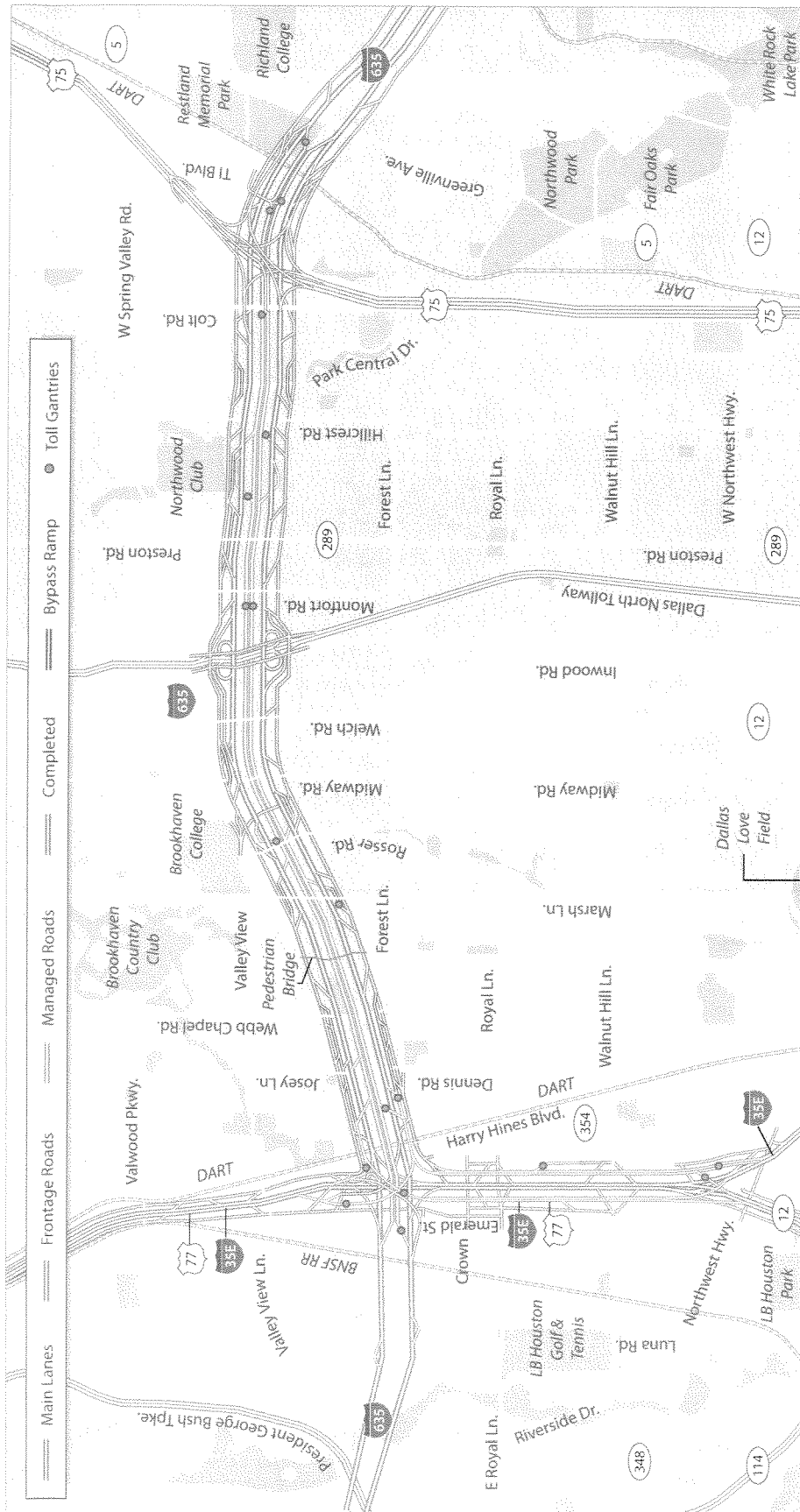
- TxDOT owns the project; LBJIG to build, finance, operate and maintain project for a term of 52 years

TOTAL PROJECT CONSTRUCTION COST:

- \$2.6 billion (\$490 million TxDOT/public funds; \$672 million equity from LBJIG; private activity bonds (PABs), \$615 million; federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, \$850 million

OPERATIONS AND MAINTENANCE: \$500 MILLION (2008 DOLLARS)

- Estimated annual routine maintenance costs (FY 2009) assumed by Developer are \$1.7 million.
- LBJIG partners include Cintra U.S., Meridiam Infrastructure Finance, and Dallas Police and Fire Pension System.
- NTTA provides toll collection services for the TEXpress Lanes. Toll policy set by the region. TxTag, TollTag and EZ TAG electronic transponders accepted in these lanes.



Configuration as proposed in Regional Mobility 2030 Plan

Roadway and Limits	Existing lanes (Each dir.)	HOV lanes (Each dir.)	Frontage lanes (Each dir.)	General purpose lanes (Each dir.)	Managed lanes (toll) (Each dir.)	Frontage lanes (Each dir.)
I-635 from Luna Road to east of U.S. 75	4	1	2*	4	2-3	2-3**
I-35E from Loop 12 to I-635	5	0	0	5	2-3	2-3***

NOTE: Project area is not drawn to scale in order to emphasize details. * Discontinuous. ** Continuous. *** Frontage roads not funded.

TxDOT graphic

DFW STRATEGIC PROJECTS OFFICE**PROJECT CONTACTS**

Texas Department of Transportation
4777 East Highway 80
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(214) 320-6100



Project websites: www.LBJEXPRESS.com
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(214) 320-4481

35EXPRESS

TxDOT PROJECT TRACKER

DALLAS DISTRICT



"Work with others to provide safe and reliable transportation solutions for Texas."

OVERVIEW

Interstate 35E (I-35E) serves the rapidly growing areas of southern and central Denton County, as well as the major Dallas suburbs immediately north of I-635. This corridor functions as a major artery for hundreds of thousands of commuters, as well as a primary link to major universities in the city of Denton, including the fourth-largest university in the state, the University of North Texas (UNT). In addition, I-35E is an important truck corridor and accommodates more than 12,000 trucks daily. The interstate also handles almost 200,000 total vehicles daily near I-635, and 128,000 vehicles a day across Lewisville Lake. Furthermore, due to the lack of continuous frontage roads across Lewisville Lake, there are no viable north-south commuting alternatives to I-35E at this crossing. Therefore, it is imperative to provide motorists reliable alternatives with a combination of continuous frontage roads and managed lanes.

The \$4.8 billion project, proposed to be constructed in phases, would rebuild the entire 30-mile corridor and provide managed lanes that feature dynamic pricing to keep traffic moving at 50 mph. Approximately \$1.4 billion in funding has been identified for Phase 1 of this project, which includes SH 121 regional toll revenue (RTR) funds dedicated to Denton County. Phase 2 of the project will occur when the additional funding becomes available.



Credit: AGL photo

Pictured above is a photo of crews setting beams on the new southbound Lewisville Lake Bridge.

PROJECT HISTORY

- **1950s and 1960s** – I-35E constructed
- **Began 1998** – Major Investment Study for future expansion
- **Sept. 30, 2009** – Express Lane Demonstration Program approval by Federal Highway Administration
- **March 2012** – The Senate Bill (SB) 1420 Committee determined that Phase 1 of the project should be delivered as a design-build project with public financing and utilizing the Regional Transportation Council managed lane policy.
- **Issued 1/23/12; Received 3/23/12** – Request for Qualifications (RFQs)
- **Issued 7/13/12; Received 11/12/12** – Request for Proposals (RFPs)
- **Dec. 13, 2012** – AGL Constructors, comprised of Archer Western, Granite and LANE Constructors, were selected and awarded the contract
- **May 17, 2013** – Contract Executed
- **May 2013** – TxDOT issued Notice to Proceed (NTP) 1 to AGL to begin design; **Sept. 2013** – NTP 2 for construction
- **Late October 2013** – Construction began

- 12/28/11 – south segment; 1/28/11 – middle segment 1/31/12 – north segment
- All public hearings have been completed
- Phase 1 FHWA environmental concurrence: 2/15/13 – south segment; 4/18/13 – middle segment; 3/11/13 – north segment

PROJECT FACTS

- South segment (I-635 to PGBT): 7.5 miles
- Middle segment (PGBT to FM2181): 12.1 miles
- North segment (FM 2181 to US 380): 10.5 miles
- Additional general purpose lane in each direction: N of SH 121 to US 380
- Two reversible managed toll lanes from I-635 to Turbeville/Hundley
- New southbound bridge over Lewisville Lake
- Belt Line Road intersection reconstruction
- Intersection improvements at Dickerson, FM 407, Garden Ridge, S. Denton/Oak, Turbeville/Hundley, Corinth, Post Oak, North Texas Blvd.
- Substantial completion: Mid 2017

will begin in January.

- One lane of traffic in each direction at FM 407 was opened December 2015. Work continues on the NB mainline I-35E bridge over FM 407.
- The northern half of the Garden Ridge bridge will be demolished in January.
- Beam placement for the new SB Lewisville Lake bridge is almost complete and deck panel placement will begin in January.
- The Corinth Parkway intersection will reopen on Jan. 15. The new at-grade roadway includes two Texas U-turn lanes, two through traffic and two dedicated turn lanes in each direction.
- The Post Oak Drive bridge over I-35E will be demolished on Jan. 15. Post Oak connectivity is expected to be restored by fall 2016.
- US 77 reopened in January 2016. The SB exit ramp to Loop 288 was relocated approximately 1,000 feet to the north.
- Work on the new North Texas Boulevard bridge is underway.

FUNDING

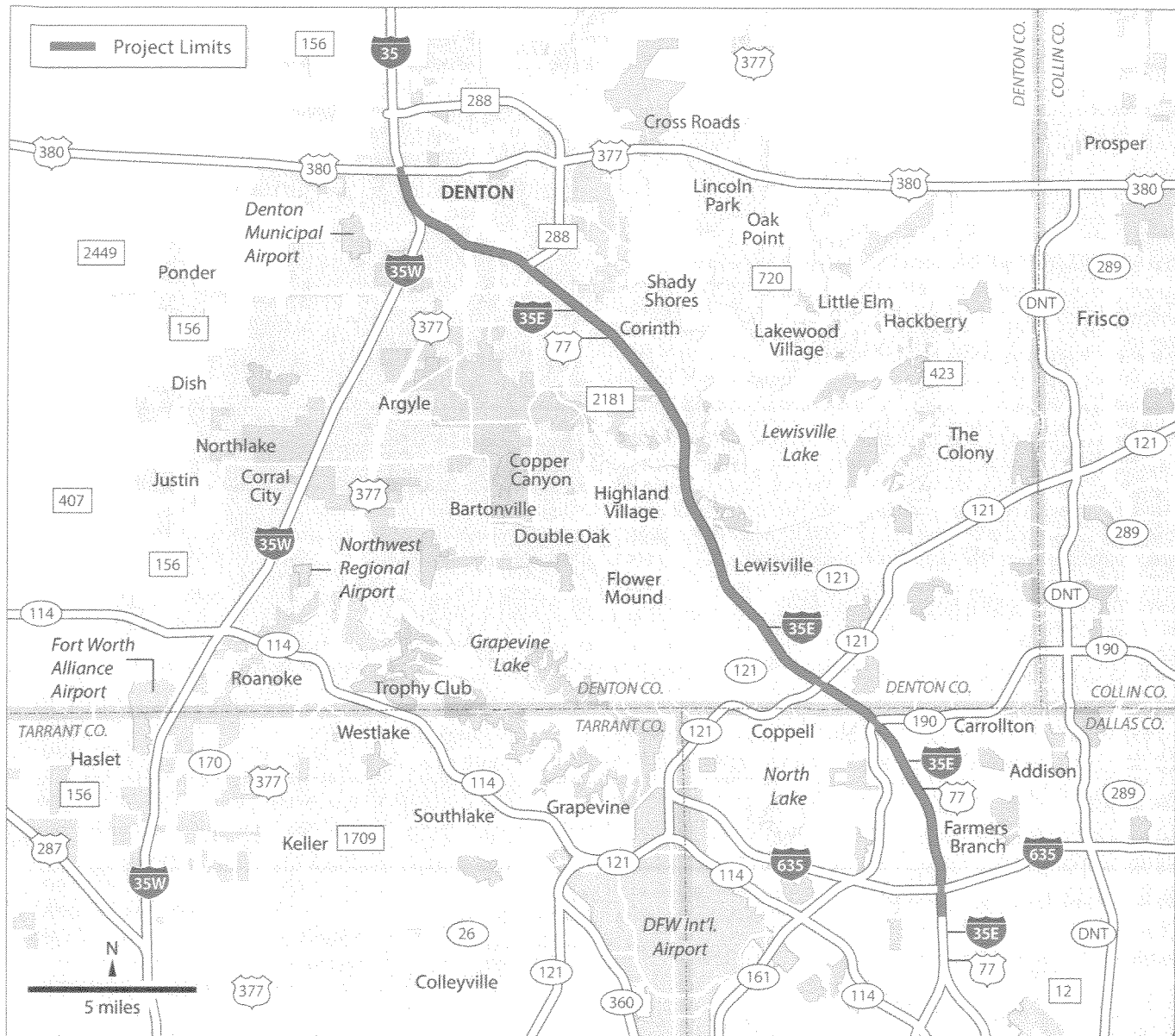
- Base scope and seven additional options = \$1.4 billion for Phase 1
- Federal - \$460 million; State - \$979 million (includes \$534 million in RTR funds, and \$285 million in RTR backstop funds for options, totaling \$819 million from RTR funds). Pending Transportation Infrastructure Finance and Innovation Act (TIFIA) loan approval, the Federal amount will increase and the State amount will decrease; Local - \$14 million

ENVIRONMENTAL REVIEW STATUS

- Environmental Assessment public meetings: 2008
- Environmental Assessment process: 2003-2012 (complete)
- Finding of No Significant Impact by FHWA:

PROJECT PROGRESS

- All mainline I-35E traffic will shift onto the new SB bridge over Belt Line in early 2016. Crews will then demolish the existing NB mainline bridge. The NB exit ramp to Belt Line will close for approximately 10 months.
- Dickerson Parkway bridge beam placement



NOTE: Highlighted areas are not to scale.

TxDOT graphic

Roadway and Limits	Existing frontage road (FR) lanes (Each dir.)	Existing main lanes (Each dir.)	Existing HOV lanes (Each dir.)	Interim*** FR lanes (Each dir., 2016)	Interim*** general purpose lanes (Each dir., 2016)	Interim*** reversible managed lanes (2016)	Proposed frontage road lanes (Each dir., 2030)	Proposed general purpose lanes (Each dir., 2030)	Proposed managed lanes (Each dir., 2030)
South: North of I-635 to President George Bush Turnpike	2 - 3*	3	1	2 - 3	3	2	2 - 3	4	2
Middle: President George Bush Turnpike to Turbeville Rd.	2 - 3*	3	0	2 - 3	3** - 4	2	2 - 3	4	2
North: Turbeville Rd. to U.S. 380	2 - 3	2	0	2 - 3	3	0	2 - 3	3	1 - 2

* Discontinuous. ** PG&T to SH 121. *** Interim configuration relies primarily on use of existing pavement for expansion. Final configuration involves reconstruction of remainder of the corridor.

TxDOT graphic

PROJECT CONTACTS



Texas Department of Transportation
4777 East Highway 80
Mesquite, TX 75150
214-320-6100



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AGL Constructors
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Coordinator
2420 S. Stemmons Frwy
Lewisville, TX 75067

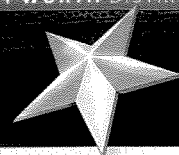
Tony Hartzel
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INTERSTATE 35W

TxDOT PROJECT TRACKER

FORT WORTH DISTRICT

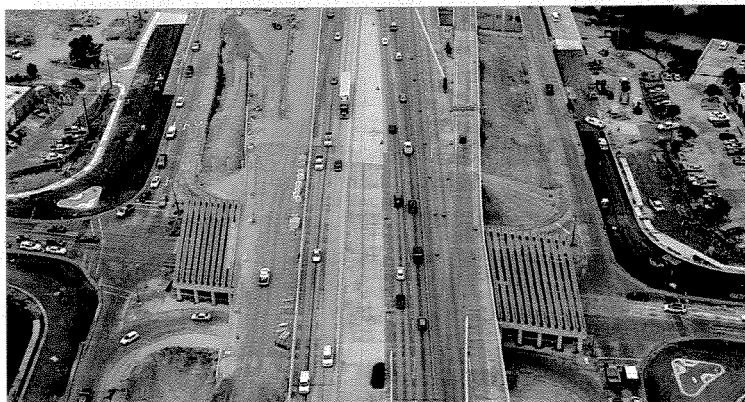
"Work with others to provide safe and reliable transportation solutions for Texas."



OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number six on the state's most congested roadway list. Plans to reduce the congestion by doubling capacity include interim projects to reconstruct the existing lanes and add TEXpress (managed toll) lanes in each direction.

The project will be built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) will construct Segment 3A, from north of I-30 to north of I-820 including the I-35W/I-820 interchange. The Texas Department of Transportation (TxDOT) will construct Segment 3B, from north of I-820 to north of US 81/287. Segment 3C, from north of US 81/287 to Eagle Parkway, is expected to reach financial close in late 2016. I-35W carries 140,000 vehicles daily near downtown Fort Worth and 146,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



TxDOT photo archive

Oct. 2015 - I-35W and Western Center Blvd.

PROJECT HISTORY

- **January 29, 2009** – CDA conditionally awarded to NTEMP
- **July 6, 2011** – NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B
- **April 24, 2012** – The U.S. Department of Transportation announced that TxDOT has entered the final stage in the process for a \$531 million Transportation and Infrastructure Finance and Innovation Act (TIFIA) loan to help construct Segment 3A
- **Sept. 2012** – TxDOT awarded a contract for 3B to Lane Construction
- **March 1, 2013** – A facility agreement between TxDOT and NTEMP3 was signed
- **Sept. 19, 2013** – 3A financial close

- Moved traffic to new SB main lanes between North Tarrant Pkwy. and Basswood Blvd.
- Reconstructed intersections of Western Center Blvd. and frontage roads
- Placed concrete bridge deck for future TEXpress exit to Basswood Blvd.

THE 3C PORTION: (US 81/287 to Eagle Parkway) TxDOT has received a proposal from NTEMP3 to build portion 3C. Financial close is estimated in late 2016.

\$442 million developer equity; \$277 million Private Activity Bonds (PABs); \$145 million provided by Metropolitan Planning Organization; \$45.7 million interest income

- Segment 3B: \$135 million Category 12; \$65 million Fund 6

RIGHT OF WAY

- Segment 3A: Acquisition is 95% complete
- Segment 3B: Acquisition complete

CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; anticipated substantial completion - 2018
- Segment 3B: Construction start - April 2013; anticipated substantial completion - 2016
- Segment 3C: Financial close - Late 2016

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

- Segment 3A: Concession CDA – TxDOT owns the project; NTEMP3 to build, finance, operate and maintain project
- Segment 3B: TxDOT owns the project and will design, build and finance; NTEMP3 to operate and maintain following construction
- NTEMP3 Partners: Cintra U.S., Meridiam Infrastructure Finance, Dallas Police and Fire Pension System
- North Texas Tollway Authority to provide toll collection services; TxTag, TollTag and EZ TAG permitted

PROJECT PROGRESS

THE 3A PORTION: (I-30 to I-820)

- Approximately 33% complete
- Closed the off-ramp from SB I-35W to Papert Dr. and the on-ramp to NB I-35W from 28th St. for an extended period of time
- Opening of new direct connectors at the I-35W/I-820 interchange expected early 2016.
- Direct connectors from WB I-820 to SB I-35W and EB I-820 to NB I-35W will become a right-hand exit

THE 3B PORTION: (I-820 to US 81/287)

- Opened new NB exit to Western Center Blvd.

PROJECT FACTS

LENGTH

- Segment 3A (I-35W from N of I-30 to N of I-820 including the I-35W/I-820 interchange) 6.5 miles
- Segment 3B (I-35W from N of I-820 to N of US 81/287) 3.6 miles
- Segment 3C (I-35W from N of US 81/287 to Eagle Pkwy.) 8 miles

MANAGED LANES

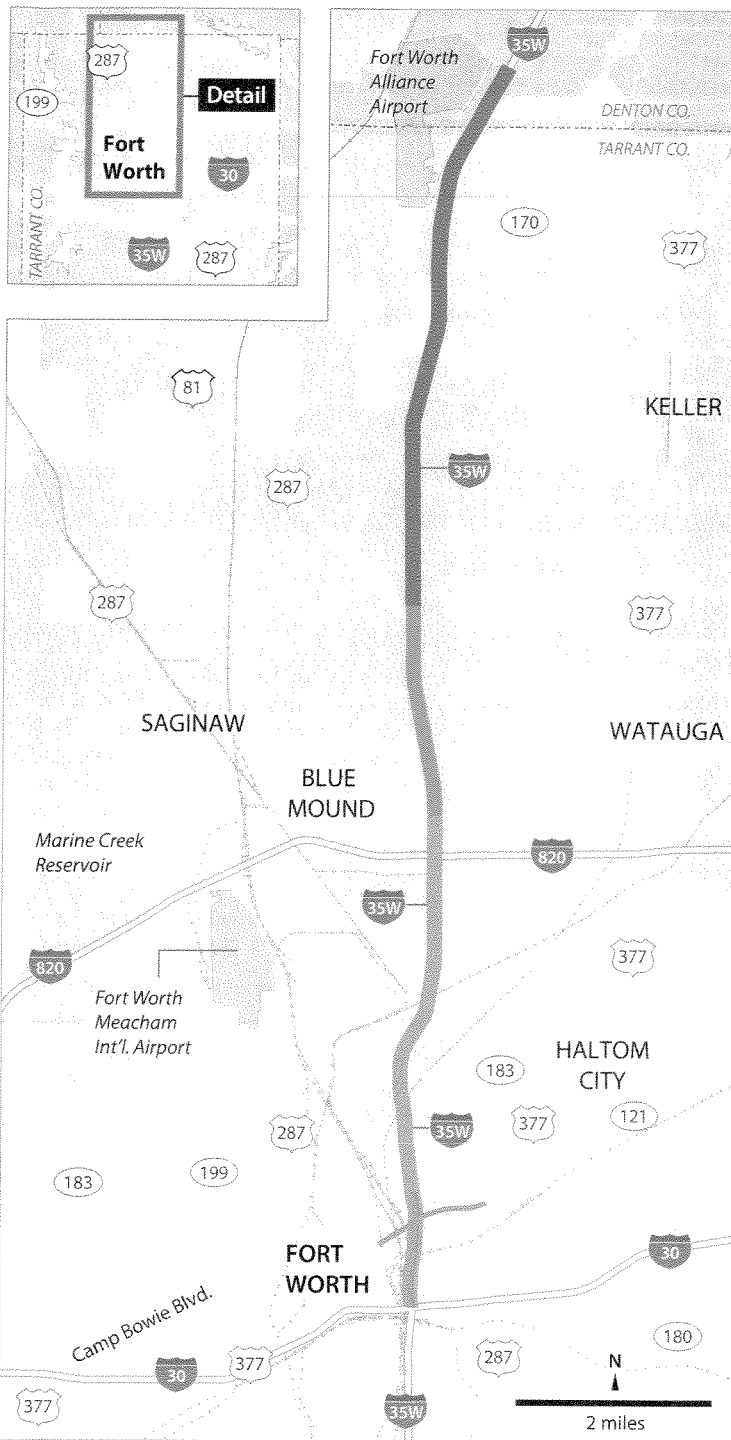
- Segments 3A, 3B & 3C: Two NB and two SB lanes (3C Proposed)
- Max. initial travel cost: 75 cents per mile

COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$244 million
- Segment 3C: \$600 million (proposed)

FUNDING

- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan;



NOTE: Highlighted areas are not to scale.

SEG* Roadway and Limits

3C I-35W from US 81/287 to Eagle Parkway

Existing lanes (Each dir.)	2
Frontage lanes (Each dir.) **	2 - 3

Interim Configuration**

General purpose lanes (Each dir.)	2
Managed lanes (toll) (Each dir.)	2
Frontage lanes (Each dir.)	2 - 3

SEG* Roadway and Limits

3B I-35W from north of I-820 to north of US 81/287

Existing lanes (Each dir.)	2
Frontage lanes (Each dir.)	2

Interim Configuration

General purpose lanes (Each dir.)	2
Managed lanes (toll) (Each dir.)	2
Frontage lanes (Each dir.)	2

Ultimate Config. as Proposed in Regional Mobility 2030 Plan**

General purpose lanes (Each dir.) ***	4
Managed lanes (toll) (Each dir.)	2 - 3
Frontage lanes (Each dir.)	2 - 3

SEG* Roadway and Limits

3A I-35W from north of I-30 to north of I-820

Existing lanes (Each dir.)	2 - 3
Frontage lanes (Each dir.) **	2

Interim Configuration

General purpose lanes (Each dir.)	2 - 3
Managed lanes (toll) (Each dir.)	2
Frontage lanes (Each dir.) **	2

Ultimate Config. as Proposed in Regional Mobility 2030 Plan**

General purpose lanes (Each dir.) ***	4
Managed lanes (toll) (Each dir.)	2
Frontage lanes (Each dir.)	2 - 3

SEG* Roadway and Limits

3A II SH 121 Interchange ****

TxDOT graphic

* Segments identified by number do not denote priority or sequence. ** All segments will include one-way frontage roads at identified locations and connections to all existing and proposed improvements. *** Discontinuous. **** Potential deferment of additional general purpose lanes. ***** Currently not funded. Ultimate capacity remains a priority to the region.

PROJECT CONTACTS



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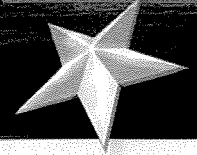
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(214) 320-4481

HORSESHOE PROJECT

TxDOT PROJECT TRACKER

DALLAS DISTRICT



"Work with others to provide safe and reliable transportation solutions for Texas."

OVERVIEW

The Horseshoe Project will improve traffic flow in the heart of downtown Dallas. The \$798 million project will replace the I-30 and I-35E bridges that cross the Trinity River, as well as reconstruct the interchange. The project will also feature the construction of the Margaret McDermott Bridge, Dallas' second signature bridge designed by Santiago Calatrava. The project was aptly dubbed the "Horseshoe Project" due to its U-shape (see map) and has been given the highest priority due to the increasing bridge maintenance costs.

Within the project limits, I-30 and I-35E carry more than 460,000 vehicles per week day ranking it the 20 most congested roadways in Texas. There is rapid deterioration of bridges built in the 1930s and 1950s which has led to increasing maintenance and repair costs in recent years. Local stakeholders raised the priority to develop a financially attainable solution that addressed the safety and congestion concerns.



Pictured above is an aerial view looking east toward the new bridge carrying westbound I-30 traffic to southbound I-35E. This traffic switch occurred on October 26, 2015.

PROJECT HISTORY

- **Sept. 2012** – Federal Environmental Clearance
- **Oct. 2012** – Receive Final Proposals
- **Nov. 2012** – Conditional Award/Selection
- **Feb. 2013** – Contract Execution
- **Apr. 27, 2013** – Groundbreaking ceremony in downtown Dallas

PROJECT PROGRESS

- Construction continues for Dallas' second signature bridge, the Margaret McDermott Bridge on I-30 over the Trinity River. All four abutment pedestals are complete. Crews completed installation of the eastbound arch on August 23, 2015 and are currently working on installing the superstructure
- Work continues on the westbound I-30 mainlanes and frontage road bridge across the Trinity River
- The southbound I-35E thru movement and the traffic from westbound I-30 to southbound I-35E was shifted onto the new southbound frontage road bridge on October 26, 2015
- Construction of various bridges continues

throughout the Mixmaster

- The new northbound I-35E bridge in the Mixmaster is complete

PROJECT FACTS

This project is made possible by legislation passed in 2011, which provided TxDOT with additional tools in the form of "design-build" authorization as well as additional Proposition 12 funding.

The new tools provide the opportunity to close the project funding gap and construct the project at least four years sooner than conventional project development methods could. Utilizing design-build allowed the project to get underway by late-2013 and be completed as early as summer 2017.

LENGTH: 5 miles

LIMITS

- I-30 from Hotel Street west to Sylvan Avenue
- I-35E from Eighth Street north to Commerce Street

RIGHT OF WAY

- All parcels are acquired and are held in the name of the State of Texas

CONSTRUCTION DATES

- Construction began in October 2013 and is scheduled for completion in summer 2017

FUNDING

Prop 12 (P2 PE/ROW; P2 TMA; P2 Bridge; P1 Anticipated)	\$604.7 M
Prop 14	\$7 M
SH 121 RTR	\$21.4 M
Cat 10 HPS/DEMO Earmarks	\$106.3 M
Cat 6 Federal Bridge	\$75 M
Cat 7 STP-MM	\$4.45 M

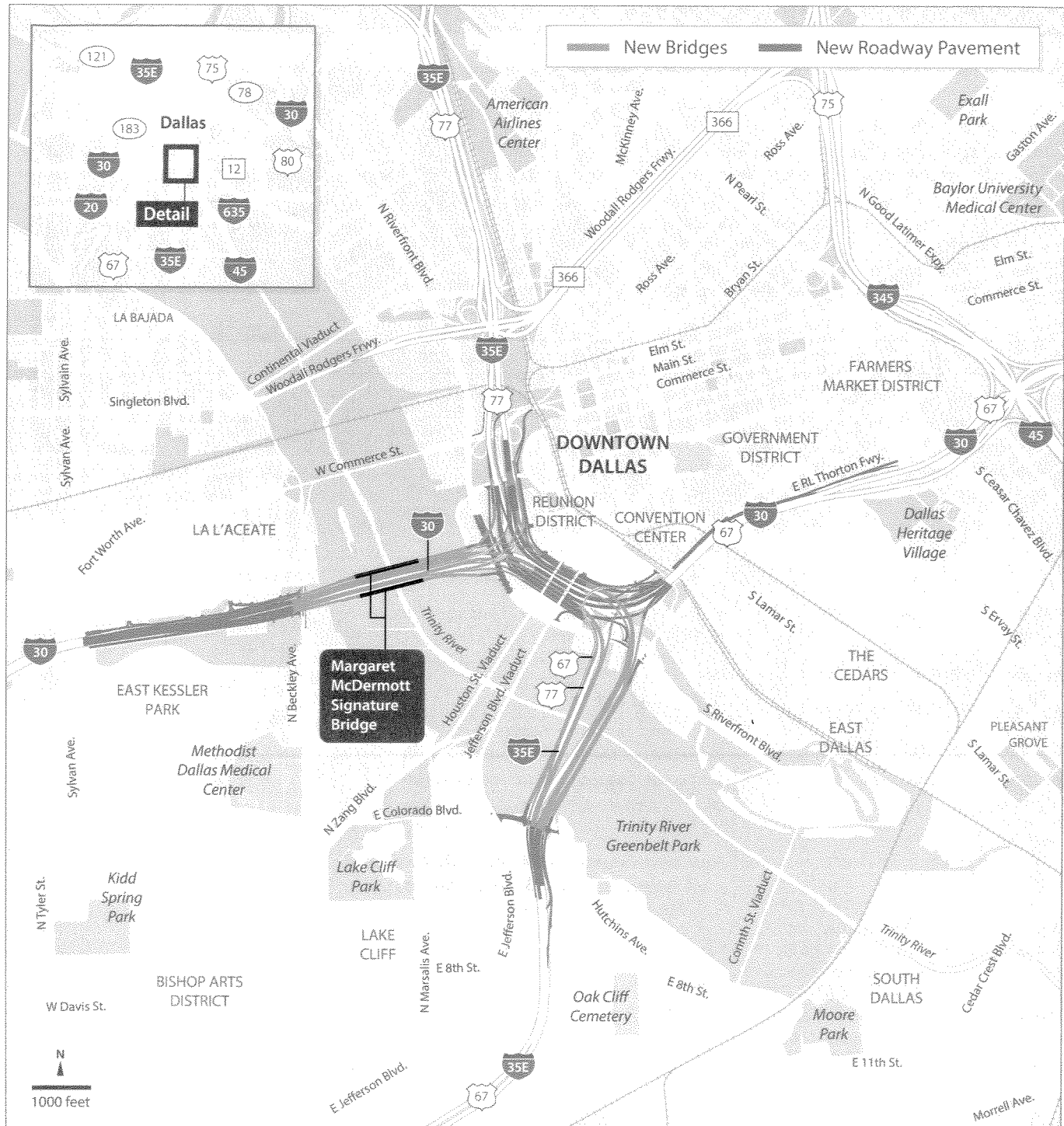
SOURCE: TxDOT

TxDOT graphic



PRELIMINARY HORSESHOE SCHEMATIC (APRIL 2012)

DALLAS DISTRICT



SOURCE: Texas Department of Transportation.

TxDOTgraphic

PROJECT CONTACTS



Texas Department of Transportation
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Project website: www.dallashorseshoe.com
Facebook: www.facebook.com/dallashorseshoe
Twitter: www.twitter.com/dallashorseshoe
Text alerts: send "dallashorseshoe" to 31996

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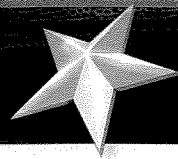
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MIDTOWN EXPRESS

TxDOT PROJECT TRACKER

DALLAS & FORT WORTH DISTRICTS

"Work with others to provide safe and reliable transportation solutions for Texas."



OVERVIEW

The Midtown Express (SH 183 Managed Lanes Project) is an interim project that will increase the capacity and reconstruct portions of State Highway (SH) 183, SH 114 and Loop 12. SH 183 has served North Texas' growing transportation needs since the 1940s. The current roadway dates back to 1959, and has remained relatively unchanged since 1973 when an additional mainlane in each direction was added. Today, the highway serves as a primary artery between Dallas and Fort Worth, but it can no longer adequately meet the demand of 150,000 to 170,000 vehicles a day. Plans include increasing the capacity of SH 183 and portions of SH 114 and Loop 12, with the addition of TExpress (toll managed) Lanes. The TExpress Lanes will feature dynamic tolling designed to keep traffic moving at 50 mph. The ultimate project for these roadways is not currently funded.



TxDOT photo archive

Oct. 2015 - Bridge work at SH 114 and O'Connor Road.

PROJECT HISTORY

- **1998-2000** – Major Investment Study for future expansion
- **2002** – Unsolicited proposal received for SH 183/I-820 corridor redevelopment between Interstate 35W (I-35W) and I-35E
- **February 20, 2013** – A Request for Qualifications (RFQ) issued
- **November 7, 2013** – TxDOT issued a final Request for Proposals (RFP)
- **May 29, 2014** – Southgate Mobility Partners given conditional award
- **June 24, 2014** – Financial Public Hearings held simultaneously in Dallas County and in Tarrant County
- **November 20, 2014** – The contract between TxDOT and SouthGate executed
- **December 2, 2014** – The project reached Notice to Proceed 1 (NTP1) and **February 5, 2015** – Notice to Proceed 2 (NTP2)

ENVIRONMENTAL REVIEW STATUS

- SH 183, SH 114 and Loop 12 re-evaluations for the interim project were approved in March and April of 2014
- Subsequent re-evaluations for minor configuration changes to SH 183 were approved in April and May 2015

PROJECT PROGRESS

- Construction is underway on all roadways: SH 114, SH 183 and Loop 12; check the website for closures
- Utility work continues on the east and west-bound SH 183 frontage roads in Irving
- Structure work is underway on SH 183 at the Trinity River Bridge
- Bridge construction is underway on several structures throughout the project
- Preliminary work on SH 183 in Euless will begin in early 2016
- The project's first aerial photos were taken in October 2015 and are available on the website

MIDTOWN EXPRESS PROJECT (EST. OPERATION 2018)

LENGTH

- SH 183 from SH 121 to I-35E: 14.8 miles
- SH 114 from SH 183 to International Parkway: 10.5 miles
- Loop 12 from SH 183 to I-35E: 2.5 miles

COST

- \$847.6 million (Design and Construction)

PROJECT

- Obtain ROW
- Reconstruct portions of frontage roads
- Reconstruct portions of general purpose lanes
- Construct one managed toll lane in

each direction

- Construct one managed lane WB on SH 114 from SH 161 to International Parkway

ULTIMATE PROJECT (EST. OPERATION TBD)

COST

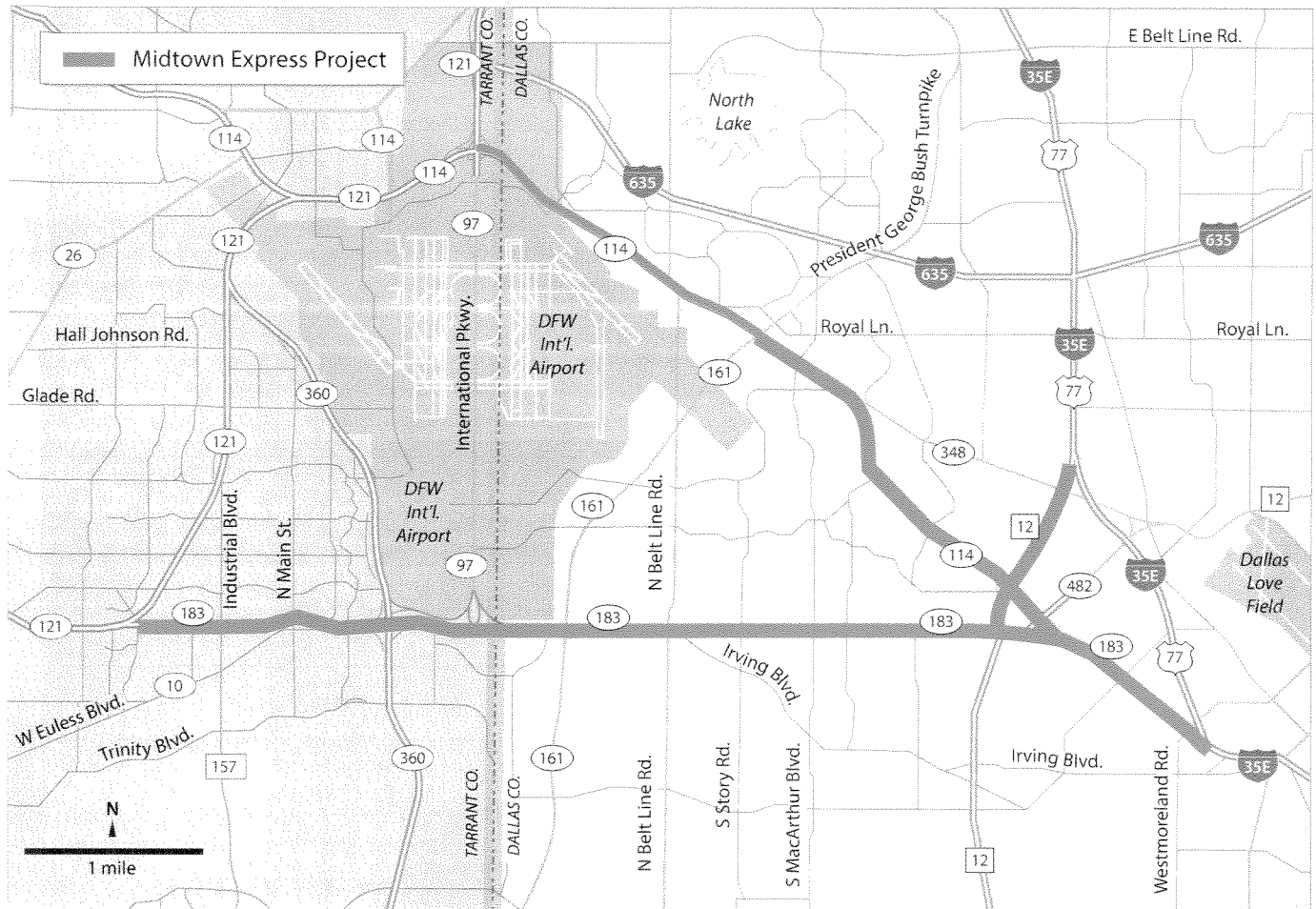
- \$3.8 billion (funding not identified)

PROJECT

- Add one general purpose lane in each direction in some locations
- Up to three managed toll lanes in each direction in some locations
- Continuous frontage roads where applicable
- Diamond Interchange completion

SCHEDULE

- Midtown Express Construction Start: April 2015
- Midtown Express Substantial Completion (Anticipated): 2018
- Ultimate construction to begin when funds become available



NOTE: Not to scale.

TxDOT graphic

SH 183 BETWEEN SH 121
AND I-35E

	Managed Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	2 - 3
Midtown Express (Interim)	1	3	2 - 3
Ultimate Project Configuration	2 - 3	4	2 - 4

SH 114 BETWEEN
INTERNATIONAL PKWY
AND ROCHELLE BLVD

	Managed Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	2 - 4	0 - 4
Midtown Express (Interim)	1*	2 - 4	0 - 4
Ultimate Project Configuration	2	4	2 - 4

LOOP 12 BETWEEN SH 183
AND I-35E

	Managed Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	0 - 3
Midtown Express (Interim)	1	3	0 - 3
Ultimate Project Configuration	2R	4	2 - 3

* Managed lane in WB direction only from International Pkwy. to SH 161.

TxDOT graphic

PROJECT CONTACTS



Texas Department of Transportation
4777 East Highway 80
Mesquite, TX 75150
214-320-6100



Project Website: www.drivemidtown.com

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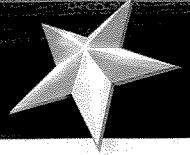
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STATE HIGHWAY 360 SOUTH

TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS

"Work with others to provide safe and reliable transportation solutions for Texas."



OVERVIEW

State Highway 360 has mirrored the growth of southern Tarrant County for decades. The Texas Department of Transportation (TxDOT) first developed and opened portions of SH 360 in 1958, and the department has regularly improved and expanded one of the region's major north-south arteries ever since. South of Interstate 20, TxDOT has completed four projects since 1994 that extend mainlanes to Green Oaks Boulevard SE and extend frontage roads to US 287. Construction on the SH 360 toll lanes south of I-20 to US 287 began in November 2015 as part of a public-public partnership between TxDOT, the North Texas Tollway Authority (NTTA), and the North Central Texas Council of Governments (NCTCOG). The initial SH 360 project will add two toll lanes in each direction from approximately two miles south of I-20 near East Sublett Road to US 287. The project will be built using the design-build construction method, which typically cuts construction time in half.



TxDOTphotoarchives

Oct. 2015 - SH 360 South Groundbreaking Celebration.

PROJECT HISTORY

- **1994** – First frontage road project south of I-20 (I-20 to New York Ave.)
- **1997** – Frontage road project (New York Avenue to East Broad Street)
- **2003** – Frontage road project (East Broad Street to US 287)
- **2006** – Interchange project at Green Oaks Blvd. including mainlanes from I-20 to Sublett Road
- **Jan. 16, 2014** – Environmental clearance received

PROGRESS

- The Regional Transportation Council (RTC) approved a resolution to financially backstop TxDOT's \$300 million loan to develop, finance and construct SH 360 on Dec. 5, 2013. NTTA will operate the toll road and will use revenue collected to repay the loan. NTTA's Executive Board approved the TxDOT/NTTA Project Development Agreement (PDA) on Feb. 19, 2014; the Texas Transportation Commission (TTC) approved the PDA and authorized TxDOT to issue a Request for Qualifications (RFQ) on Feb. 27, 2014.
- TxDOT issued an RFQ on March 11, 2014.
- TxDOT received nine Qualification Statements (QSs) on May 30, 2014 in response to the RFQ.

- On June 26, 2014, TxDOT announced the five most qualified teams to compete for the SH 360 Project. These teams were invited to submit a detailed proposal.
- TxDOT released the final Request for Proposals (RFP) on Sept. 8, 2014.
- The Texas Transportation Commission conditionally awarded the development contract to Lane-Abrams Joint Venture at its Feb. 26, 2015 meeting.
- Financial Public Hearings were held in Ellis and Johnson counties on April 21 and in Tarrant County on April 23.
- The contract between TxDOT and Lane-Abrams Joint Venture was executed and design began in August and construction began in November 2015.

PROJECT FACTS

LENGTH

- Green Oaks Blvd. to US 287: 9.7 miles

COST

- Initial project cost: \$330 million with the partnerships

INITIAL PHASE

- Sublett Road/Camp Wisdom Road to US 287: Two toll lanes each direction
- Continuous non-tolled frontage roads
- US 287 NB and SB mainlane bridges over SH 360 frontage roads

- A portion of US 287 NB frontage road and ramps
- Cross street improvements

ULTIMATE PHASE

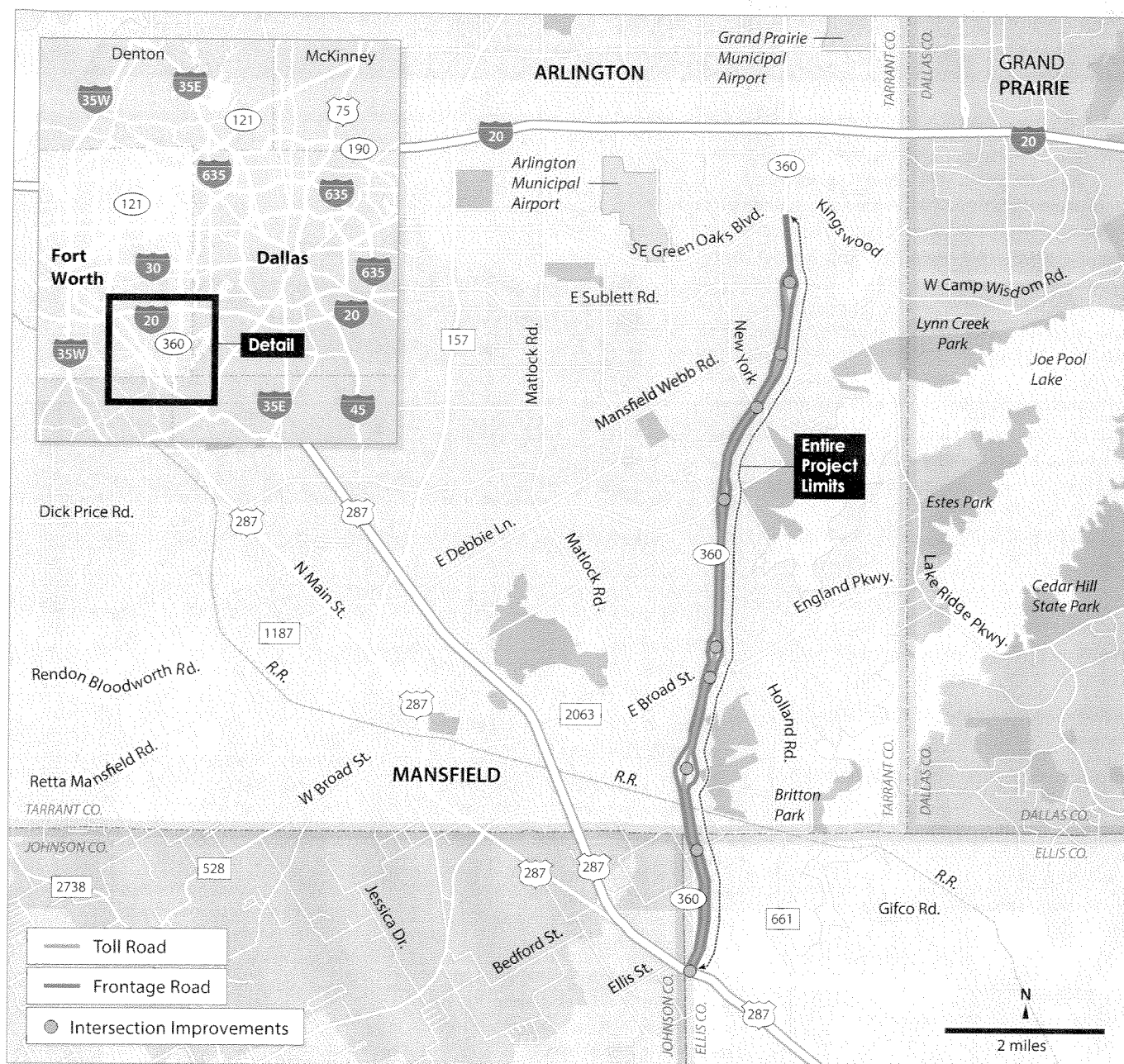
- Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road: Four toll lanes each direction
- Debbie Lane/Ragland Road to US 287: Three toll lanes each direction
- US 287 interchange improvements, will include direct connectors to and from SH 360 northbound.
- Funds for the ultimate phase have not been identified

TRAFFIC COUNTS (VEHICLES PER DAY, 2014)

- At Bardin Road: 98,000
- At Southeast Parkway: 52,000
- At Holland Road: 25,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

ANTICIPATED SCHEDULE (INITIAL)

- Start of construction: November 2015
- Substantial completion: Late 2017



NOTE: Project area is not drawn to scale in order to emphasize details.

Roadway and Limits

	Existing frontage road lanes (Each direction)	Initial frontage road lanes (Each direction, late 2017)	Initial toll lanes (Each direction, late 2017)	Ultimate toll lane (Each direction)
SH 360 from Sublett Road/Camp Wisdom to East Broad Street	2	2	2	4
SH 360 from East Broad Street to US 287	1-2	2	2	3

SOURCE: Texas Department of Transportation.

TxDOTgraphic

PROJECT CONTACTS



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Project website: www.drive360south.com

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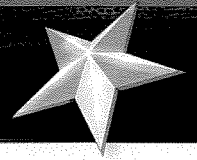
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MIDTOWN EXPRESS

TxDOT PROJECT TRACKER

DALLAS & FORT WORTH DISTRICTS

"Work with others to provide safe and reliable transportation solutions for Texas."



OVERVIEW

The Midtown Express (SH 183 Managed Lanes Project) is an interim project that will increase the capacity and reconstruct portions of State Highway (SH) 183, SH 114 and Loop 12. SH 183 has served North Texas' growing transportation needs since the 1940s. The current roadway dates back to 1959, and has remained relatively unchanged since 1973 when an additional mainlane in each direction was added. Today, the highway serves as a primary artery between Dallas and Fort Worth, but it can no longer adequately meet the demand of 150,000 to 170,000 vehicles a day. Plans include increasing the capacity of SH 183 and portions of SH 114 and Loop 12, with the addition of TExpress (toll managed) Lanes. The TExpress Lanes will feature dynamic tolling designed to keep traffic moving at 50 mph. The ultimate project for these roadways is not currently funded.



TxDOT photo archive

Oct. 2015 - Bridge work at SH 114 and O'Connor Road.

PROJECT HISTORY

- **1998-2000** – Major Investment Study for future expansion
- **2002** – Unsolicited proposal received for SH 183/I-820 corridor redevelopment between Interstate 35W (I-35W) and I-35E
- **February 20, 2013** – A Request for Qualifications (RFQ) issued
- **November 7, 2013** – TxDOT issued a final Request for Proposals (RFP)
- **May 29, 2014** – Southgate Mobility Partners given conditional award
- **June 24, 2014** – Financial Public Hearings held simultaneously in Dallas County and in Tarrant County
- **November 20, 2014** – The contract between TxDOT and SouthGate executed
- **December 2, 2014** – The project reached Notice to Proceed 1 (NTP1) and **February 5, 2015** – Notice to Proceed 2 (NTP2)

ENVIRONMENTAL REVIEW STATUS

- SH 183, SH 114 and Loop 12 re-evaluations for the interim project were approved in March and April of 2014
- Subsequent re-evaluations for minor configuration changes to SH 183 were approved in April and May 2015

PROJECT PROGRESS

- Construction is underway on all roadways: SH 114, SH 183 and Loop 12; check the website for closures
- Utility work continues on the east and west-bound SH 183 frontage roads in Irving
- Structure work is underway on SH 183 at the Trinity River Bridge
- Bridge construction is underway on several structures throughout the project
- Preliminary work on SH 183 in Euless will begin in early 2016
- The project's first aerial photos were taken in October 2015 and are available on the website

MIDTOWN EXPRESS PROJECT (EST. OPERATION 2018)

LENGTH

- SH 183 from SH 121 to I-35E: 14.8 miles
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COST

- \$847.6 million (Design and Construction)

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ULTIMATE PROJECT (EST. OPERATION TBD)

COST

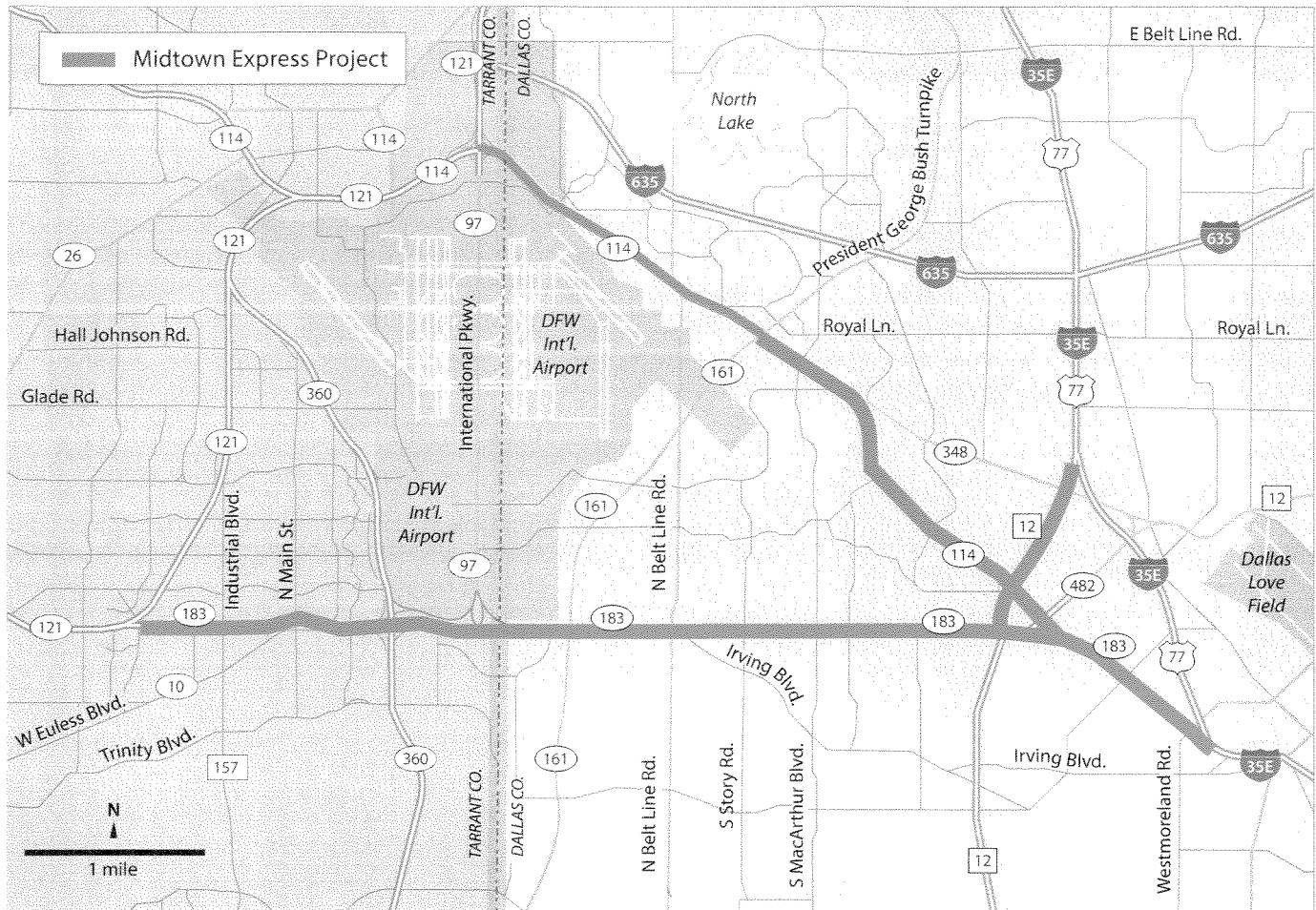
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SH 114 BETWEEN
INTERNATIONAL PKWY
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* Managed lane in WB direction only from International Pkwy. to SH 161.

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TxDOT graphic

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