

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.

SAFETY CAMPAIGNS HIT HIGH GEAR FOR SUMMER 2015



STATEWIDE — The Texas Department of Transportation has long considered safety as its No. 1 priority, working constantly to make sure all TxDOT employees and motorists get home safely every single day. Because of this, there

are several safety campaigns created to highlight the importance of staying focused and alert while behind the wheel and using caution when driving through construction zones.

The 'Talk/Text CRASH' Distracted Driving Campaign is very important to the safety of all Texans. Distracted driving is defined as any activity that takes your attention away from driving. Distractions can include anything from texting and using a mobile phone to eating and drinking, and adjusting the radio.

Although more than 80 percent of Texas drivers believe it is dangerous to use a mobile device while driving, nearly 45 percent of them admit to doing this. Last year, there were more than 100,000 crashes involving some form of distracted driving. By reminding drivers of the dangers of distractions, this campaign plays a significant role in spreading awareness and maintaining safety on Texas roadways.

The annual 123 Safe Days of Summer Campaign is about maintaining safety during TxDOT's busiest months. This campaign seeks to heighten awareness related to roadway safety, office safety and safety after work hours.

Construction projects are more prevalent in the summer and highway usage increases, so the rates of collisions and



One of TxDOT's safety campaigns: Talk, Text, CRASH — uses a simple and direct image to convey its outdoor message.

SOURCE: www.txdot.gov

TxDOT graphic

injuries increase. Since TxDOT hires many new employees during this time period, the department takes advantage of this opportunity to mentor new hires on 24/7 safety practices. This campaign focuses on making employees aware of the best safety practices on the roadways and the best ways to avoid heat-related illnesses and injuries.

The slogan 'Click it or Ticket' has become very popular over the years. As catchy as it sounds, it represents a very serious aspect of safe driving practices. For two weeks each

year, law enforcement across the state kick into high gear, issuing tickets to both drivers and passengers who are not wearing seat belts.

Wearing a seat belt helps keep occupants from being ejected in a crash and increases the chances of surviving a violent crash by more than 45 percent in compact cars and SUVs, and by 60 percent in pickup trucks. Of the more than 3,500 motorists killed in traffic crashes in Texas last year, 44 percent were not wearing a seat belt at the time of the crash.

These popular safety campaigns have enjoyed great success in recent years, but the work continues, because one life lost in a preventable tragedy is simply too many. ■

Click It OR Ticket
TxDOT

JUNE 2015 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M) ***	CONTRACTOR	
0135-12-029	FM 3537	SH 289 to SH 2478	Landscape development	\$0.60	\$0.53	-11.16	\$0.63	Apex Landscape, LLC	1
0173-04-047	SH 34	SH 34: I-20 to US 80; SS 87: US 80 to Terrell State	Rehab. of existing roadway	\$1.25	\$0.99	-20.71	\$1.13	O. Trevino Constr., LLC	2
0196-03-256	I-35E	Spur 348 to Valley View	Mill & inlay mainlanes, pavement/concrete repair	\$6.64	\$7.34	10.45	\$8.73	Apac-Texas, Inc.	3
0596-02-039	FM 66	FM 66 at west of & east of Fort Greathouse Branch	Replace bridges/ approaches	\$3.51	\$3.42	-2.58	\$4.29	Massana Constr., Inc.	5
0619-01-023	FM 6	FM 6 at Sabine Ck to FM 1777	Replace bridges/ approaches	\$3.38	\$3.49	3.32	\$4.15	Haydon Bldg. Corp.	6
0918-45-791	CS	Red Oak Rd. at Ten Mile Creek in the City of Lancaster	Rehab bridge/ approaches	\$0.97	\$1.48	52.96	\$1.70	Rebcon, Inc.	7
1159-01-022	FM 875	At Waxahachie Creek and at Lone Elm Branch and tributary	Replace bridges/ approaches	\$3.47	\$3.72	7.40	\$4.52	Massana Constr., Inc.	8
1159-02-032	FM 879	W of Ike Rd. to W of FM 1722	Add'l. paved surface width	\$8.49	\$9.55	12.48	\$10.92	Ed Bell Constr. Co.	9
2374-03-077	I-20	W of US 175 to W of Haymarket Rd.	Construct FRs and ramps	\$5.84	\$7.38	26.23	\$9.50	Haydon Bldg. Corp.	10
1015-01-025*	FM 549	Various hwys./ Rockwall Co.	Rehab./ intersec. improvements	\$6.65	\$7.75	16.57	\$8.86	Ed Bell Constr. Co.	
JUNE 2015 TOTAL				\$40.80	\$45.65	11.90	\$54.43		
DISTRICT FY ACCUMULATIVE LETTINGS				\$1,162.92	\$1,300.86	11.86			
DALLAS DISTRICT LETTING CAP				\$1,046.87**					

*Unmapped.

**District FY 2015 Letting Vol. Cap includes the following:
1) The SH 183 Managed Lanes project for \$513 million.

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

JULY 2015 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0092-06-101	I-45	South of SH 14 to I-45 Business N in Corsicana	Widen from 4 to 6 lanes and install its	\$66.60	1
0093-01-098	I-45	0.4 mile south of FM 246 to 2.1 miles south of Business I-45F	Widen freeway from 4 to 6 lanes and install its	\$89.71	2
0162-11-001	SH 31	3.2 miles west of FM 2555 to 3.7 miles east of I-45	Construct new location relief route	\$109.70	3
0596-02-042	FM 66	0.475 mi. W of Greathouse Rd. to 0.375 mi. E of Greathouse Rd.	Add left turn lanes	\$1.60	4
0596-02-043	FM 66	FM 308 to FM 916	Widen, safety treat fixed obj & centerline texture	\$3.23	5
1785-01-035	FM 407	FM 1830 to Briarhill Blvd.	Landscape development	\$0.68	6
3146-01-006	FM 148	FM 148: FM 3094 S to FM 3094 N; SH 243: US 175 to FM 987	Milling, base repair, overlay, & pavement marking	\$3.42	7
0081-04-040*	US 377	Various highways in Denton	Landscape development	\$0.31	
0918-47-101*	CS	Various intersections in City of Dallas	Traffic signals	\$0.58	
TOTAL				\$275.83	

*Unmapped.

COMPLETED CONSTRUCTION PROJECTS (FROM JUNE 1 – 30, 2015)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0549-03-018	SH 121	SH 5 to FM 455	Widen to four lanes divided	06/22/2015	\$38.28	1
0442-02-156	I-35E	Ellis County Line to 8th Street	Installation of signs for truck lane restrictions	06/04/2015	\$0.33	2
0918-45-368	CS	On Montfort Dr. from Peterson Ln. to Alpha Rd.	Widen roadway to five lanes	06/03/2015	\$0.74	3
0135-10-053	US 377	At Fishtrap Rd. / Moseley Rd.	Traffic signal installation	06/04/2015	\$0.26	4
0918-00-163*	VA	Districtwide non-site specific	Specific traffic signal installation	06/04/2015	\$1.56	
0918-46-263*	VA	On State Highways	Curb ramp improvement	06/26/2015	\$1.93	
TOTAL					\$43.1	

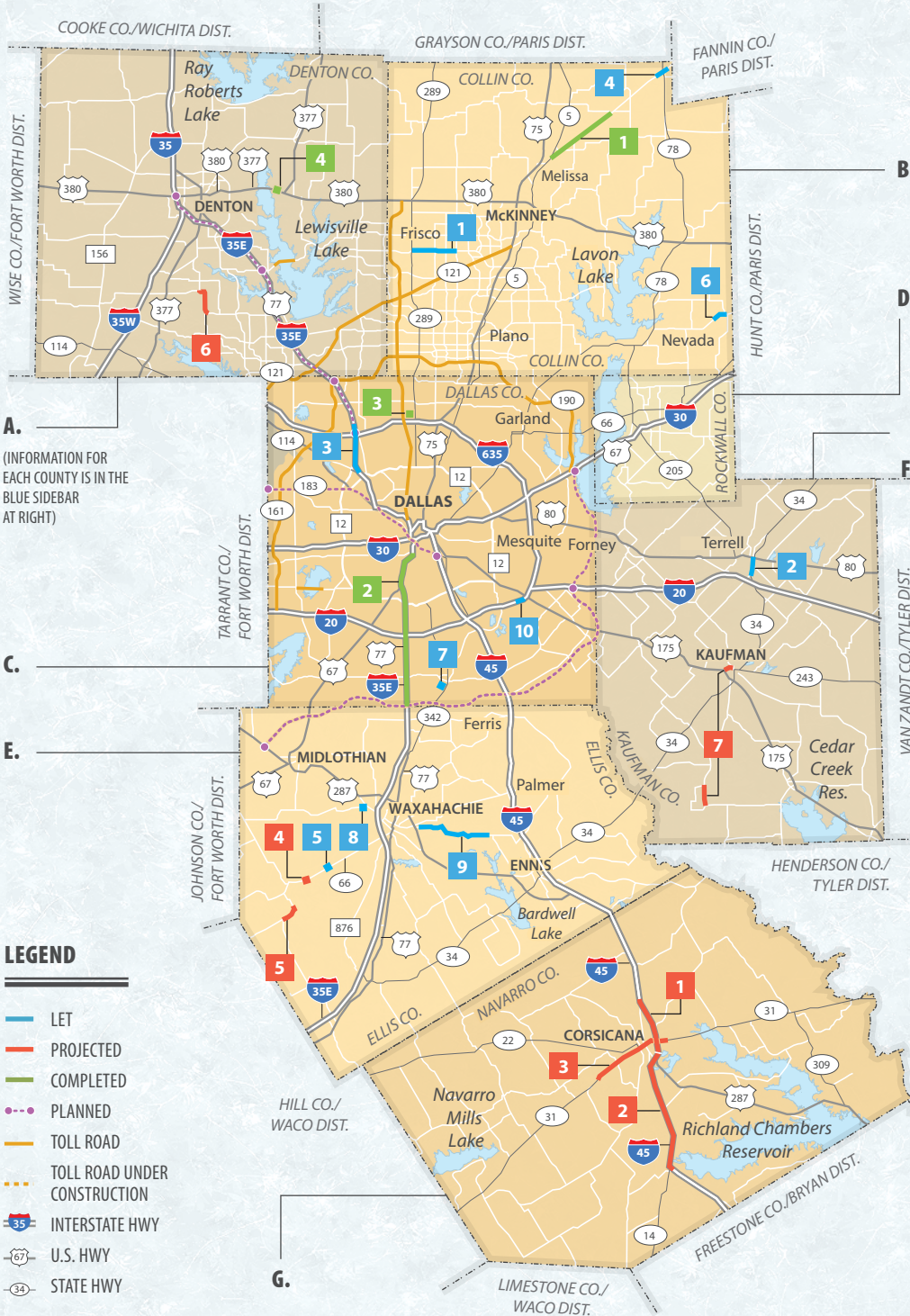
*Unmapped.

SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

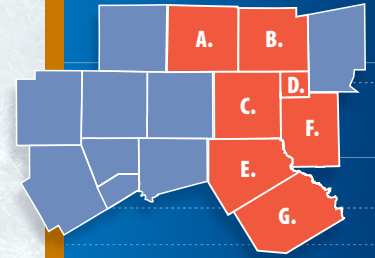
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in June, are projected to let in July or have recently been completed.



LEGEND

- LET
- PROJECTED
- COMPLETED
- PLANNED
- TOLL ROAD
- TOLL ROAD UNDER CONSTRUCTION
- INTERSTATE HWY
- U.S. HWY
- STATE HWY

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



DALLAS DISTRICT TOTALS

VEHICLE REGISTRATION | 3,591,178
*POPULATION ESTIMATE | 4,259,090
LANE MILES | 10,847.34

A. | DENTON COUNTY

VEHICLE REGISTRATION: 559,501
*POPULATION ESTIMATE: 683,010
LANE MILES: 1,597.47

B. | COLLIN COUNTY

VEHICLE REGISTRATION: 680,383
*POPULATION ESTIMATE: 804,390
LANE MILES: 1,563.69

C. | DALLAS COUNTY

VEHICLE REGISTRATION: 1,952,662
*POPULATION ESTIMATE: 2,385,990
LANE MILES: 3,440.13

D. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 79,075
*POPULATION ESTIMATE: 80,270
LANE MILES: 346.35

E. | ELLIS COUNTY

VEHICLE REGISTRATION: 165,360
*POPULATION ESTIMATE: 152,580
LANE MILES: 1,516.77

F. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 103,929
*POPULATION ESTIMATE: 104,600
LANE MILES: 1,191.95

G. | NAVARRO COUNTY

VEHICLE REGISTRATION: 50,268
*POPULATION ESTIMATE: 48,250
LANE MILES: 1,190.98



10 miles



From Ms. Judy M. of Dallas, Texas:
"Thank you for filling the potholes!!
Now we just need to pray that you
resurface 183 someday to really fix the
problem."
— Thanks, Judy."

From Ms. M. Bourland of Corinth, Texas:
"Frank (a former building contractor)
and I have commented often on the
GREAT job the I-35 crews are doing.
We live in Corinth, so we use the
northern section often. It's amazing

how much they do — especially with
bad weather, horrific traffic, night-time
work, etc. We are excited about the
finished project — and we THANK YOU
very much."

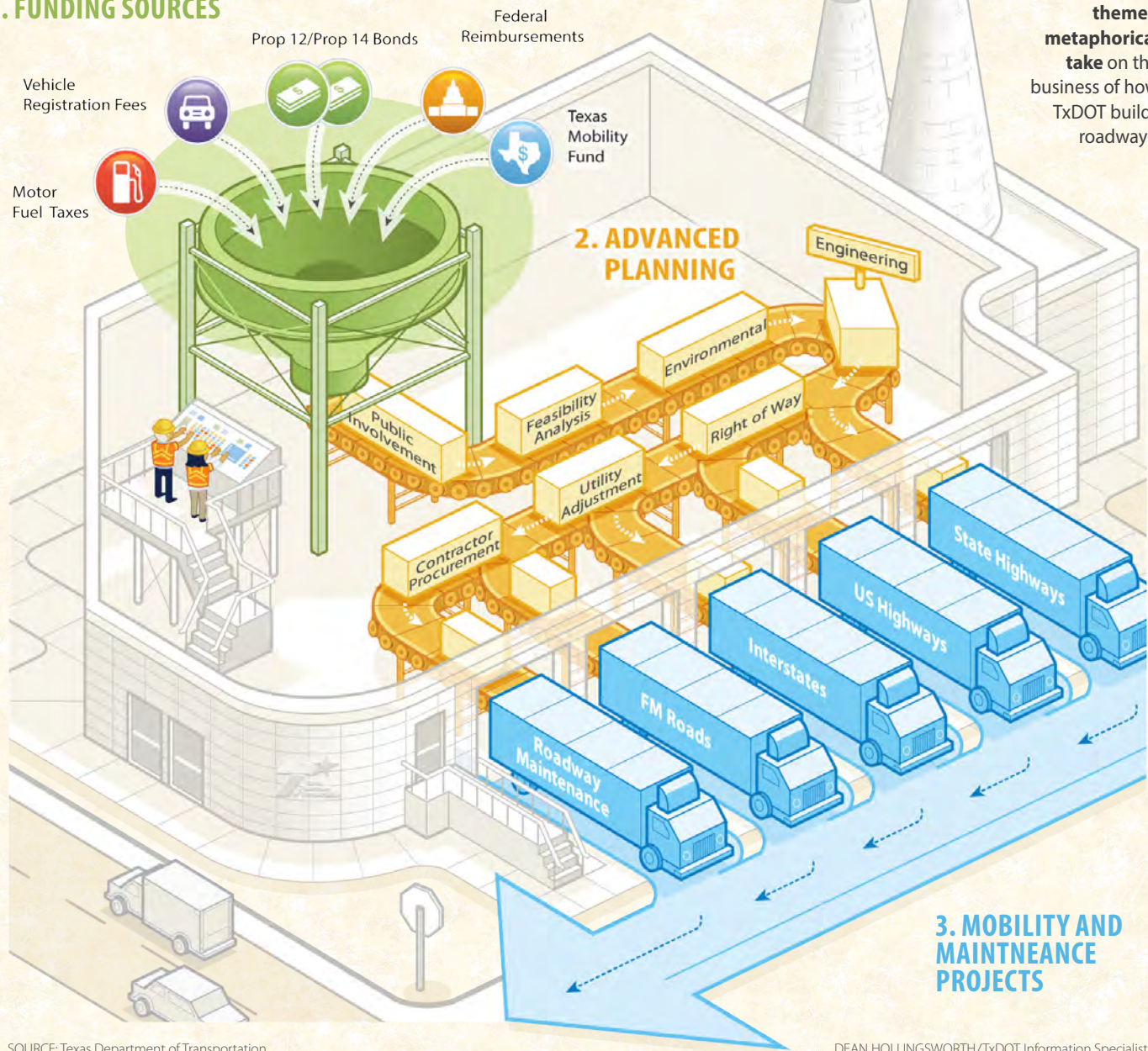


TxDOT graphic

SOURCE: Texas Department of Transportation

A VISIONARY LOOK AT THE BUSINESS OF BUILDING ROADWAYS

1. FUNDING SOURCES



SOURCE: Texas Department of Transportation

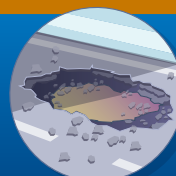
DEAN HOLLINGSWORTH/TxDOT Information Specialist

DALLAS DISTRICT | PROGRESS



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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>

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 mainlanes, 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 mainlanes 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 ramp project will construct new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360 at the south end of the DFW Connector Project.



April 2015 -- SH121/360 ramp progress

NorthGate Constructors photo archives

PROJECT HISTORY/TIMELINE

- Texas Transportation Commission authorized request for CDA proposals: March 2006
- CDA conditionally awarded to NorthGate Constructors: March 26, 2009
- CDA executed: October 6, 2009
- TxDOT identified \$90 million in funding for FM 2499 in January 2013
- TxDOT signs \$17 million contract for the SH 121/360 ramp project
- FM 2499 construction began in August 2013

FM 2499 PROJECT PROGRESS

- Opened the new Stars and Stripes Way bridge three weeks ahead schedule
- Finished the south side of Grapevine Mills Blvd. bridge and opened it to traffic
- Started work on the north side of Grapevine Mills Blvd. bridge
- Performing drainage, grading and wall work on the new, lowered mainlanes

SH 121/360 RAMP PROGRESS

- Graded and asphalt paved a portion of the new ramp to southbound SH 360
- Performing drainage and wall work
- Constructing two new bridges near William D. Tate Avenue: a bridge over the exit ramp to Hall-Johnson Road and a bridge over Stone Myers Parkway

FM 2499 PROJECT FACTS (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 MILLION (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 started: August 2013
- FM 2499 substantial completion: 2017

SH 121/360 PROJECT FACTS (IMPROVEMENTS BY 2017)

COST

- \$17 million

CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: 2017

ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

LENGTH: 8.4 miles

NUMBER OF NON-TOLL LANES (WIDEST POINTS):

- Six to eight westbound, six eastbound between William D. Tate Avenue and International Parkway
- Four to seven northbound and three to six southbound lanes at SH 121 near DFW Airport's north entrance

MANAGED LANES

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

COST: \$1 BILLION (FUNDED ENTIRELY BY TXDOT)

- TxDOT: \$696 million; American Recovery and Reinvestment Act funds: \$261 million; Proposition 14 bonds: \$17.2 million; Proposition 12 bonds: \$32 million
- ROW: \$127 million (Prop 14 funds)

CONSTRUCTION DATES

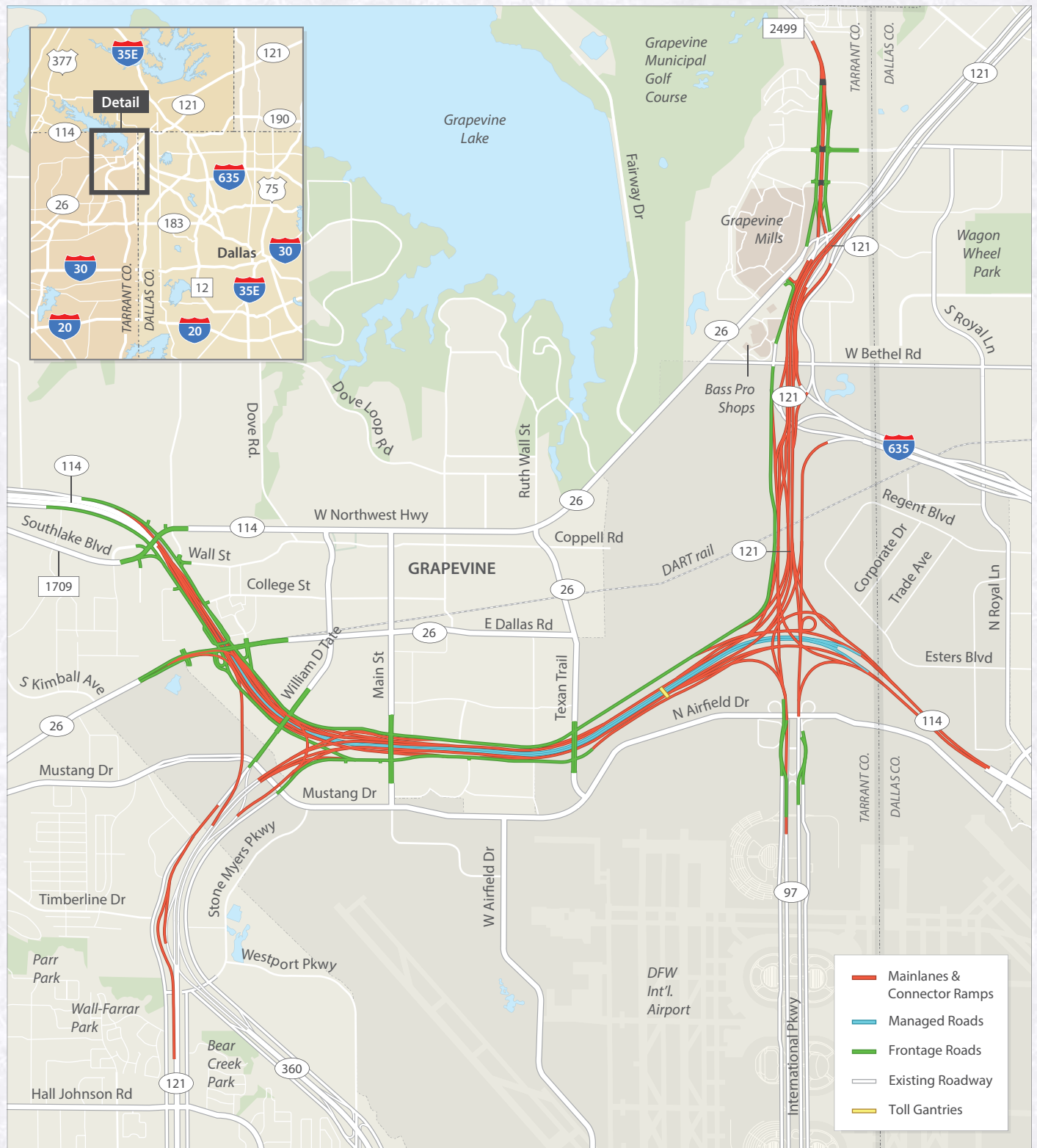
- Original phase construction started: February 2010
- Original phase final acceptance: March 2014

ULTIMATE PROJECT DETAILS (CONFIGURATION 3, UNFUNDED)

- Length: 14.4 miles (five miles of additional construction)
- Total project cost: \$2.1 billion (\$1 billion unfunded; cost includes right of way, utilities, construction, etc.)

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.

TxDOT graphic

DFW STRATEGIC PROJECTS OFFICE

PROJECT CONTACTS



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 Fort Worth, TX 76133
 (817) 370-6846



Project website:
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www.txdot.gov
 Keyword: "DFW Connector"
 Toll-free project hotline:
 877-411-4212

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LBJ EXPRESS

TxDOT PROJECT TRACKER

DALLASDISTRICT



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

OVERVIEW

The LBJ Express project will rebuild one of the busiest and most congested highways in North Texas by 2016. Construction began in early 2011. The project is being designed and built concurrently, shaving several years from the project schedule. When complete, it will provide improved mobility by almost doubling the existing roadway capacity. LBJ Express feature a combination of four main lanes and two to three continuous frontage roads in each direction, along with three managed toll lanes in each direction that will use fluctuating, congestion managed tolling to keep traffic moving at a goal of 50 mph. It is the first comprehensive development agreement (CDA) project signed in Dallas County. The joint project with LBJ Infrastructure Group (LBIG) will leverage a \$490 million TxDOT investment into \$3.1 billion to build, operate and maintain the 16.5-mile project.



A view of the LBJ Express Project from high above Webb Chapel looking east toward Midway Road.

PROJECT HISTORY TIMELINE

- Texas Transportation Commission authorized request for CDA qualifications: March 2006
- CDA executed: September 4, 2009
- Financial close: June 22, 2010
- Approval to begin detailed work: December 19, 2010

PROJECT PROGRESS

- The project is 98 percent complete. Expected to reach substantial completion before the end of 2015
- Two segments of the TEXpress managed lanes are open: 3.6 miles from Loop 12 to Valwood Parkway along I-35E; and 3.16 miles from west of Greenville Avenue to east of Preston Road
- All frontage roads complete from I-35E to US 75 providing continuous frontage roads the full length of the project
- All general purpose lanes to be in final configuration by end of summer 2015
- All bridge beam and deck work project-wide completed in April 2015
- New westbound Preston on-ramp opened in June 2015
- All cross-street bridges over the TEXpress Lanes at Midway Road, Webb Chapel and Valley View Lane complete
- All cross-street bridges over the general purpose lanes at Preston, Montfort, Welch, Marsh, Rosser and the Joe Ratcliff Pedestrian Walkway complete
- Westbound Midway Road bypass to open July 2015
- Westbound Preston Road bypass to open by end of 2015
- Bypass lanes eastbound and westbound are open at Park Central, Webb Chapel and Josey Lanes
- White Rock Creek Trail and all soundwalls completed

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 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 are acquired and are held in the name of the State of Texas and utility relocations are 100 percent complete.

CONSTRUCTION DATES

- Construction began in spring 2011 with an anticipated substantial completion date of late 2015.

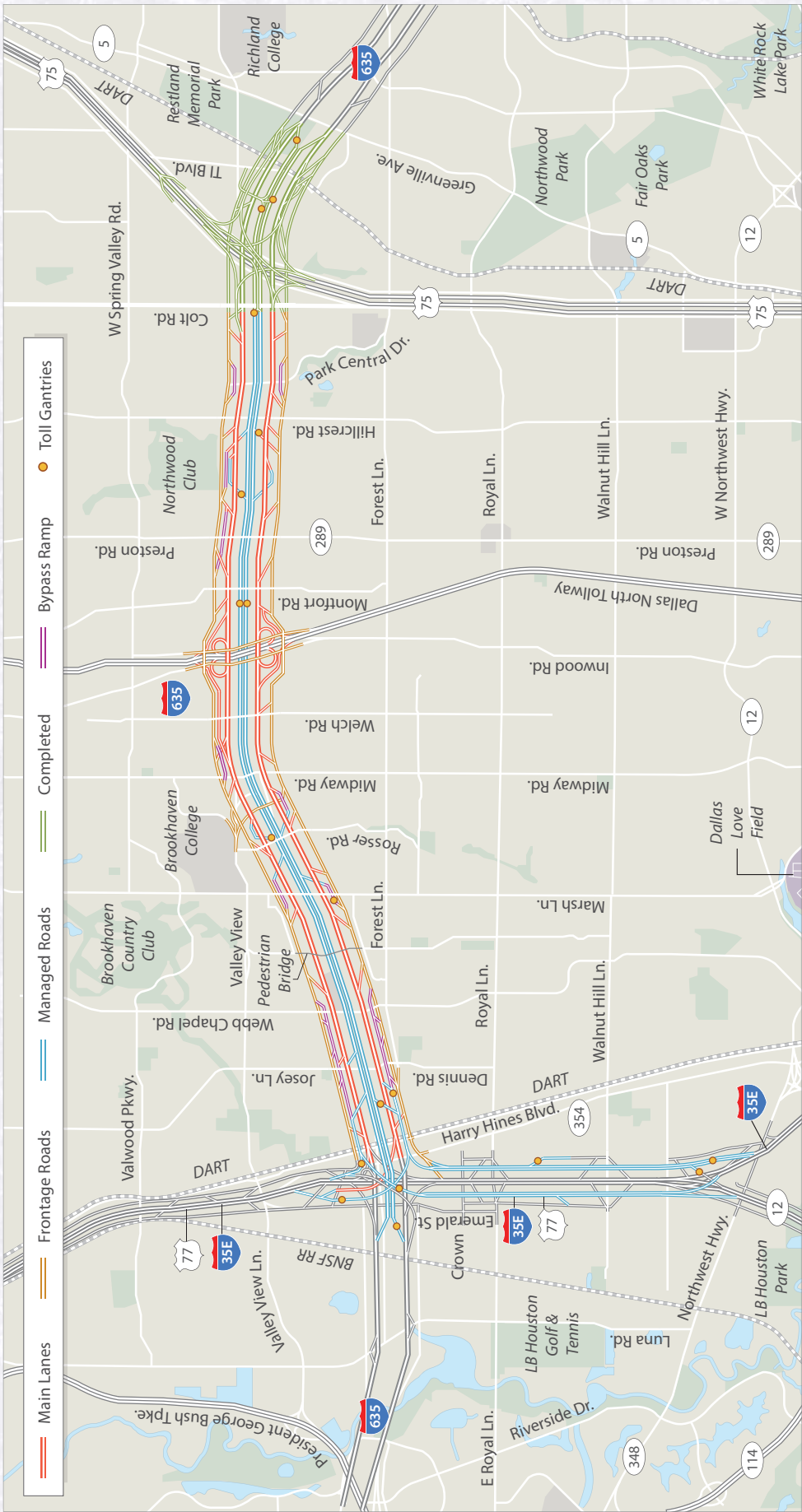
COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

CONCESSION CDA: TxDOT owns the project; LBIG 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; \$664 million equity from LBIG; 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: \$1.7 million
- LBIG partners: 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. *** I-35E frontage roads not funded.

TxDOT graphic

DFW STRATEGIC PROJECTS OFFICE



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Project websites: www.LBJExpress.com;
TEXpress Customer Care: 877-LBJ-EXPY (877 525-3979)
Project Hotline: 214-960-5711

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 eight 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 two 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, and will add two TEXpress Lanes on Segment 3C, from north of US 81/287 to Eagle Parkway. I-35W carries 141,000 vehicles daily near downtown Fort Worth and 145,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



April 2015 -- Expansion work on I-35W at 28th Street.

TxDOT photo archive

PROJECT HISTORY/TIMELINE

- CDA conditionally awarded to NTEMP: January 29, 2009
- NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B on July 6, 2011
- The U.S. Department of Transportation announced on April 24, 2012 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
- TxDOT awarded a contract for 3B to Lane Construction in Sept. 2012
- A facility agreement between TxDOT and NTEMP3 was signed on March 1, 2013 and financial close occurred on Sept. 19, 2013
- Texas Transportation Commission allocates \$130 million to Segment 3C in June 26, 2014

PROGRESS

- The 3A portion (I-30 to I-820) started utility relocation in early 2014. Major construction started in fall 2014.
 - Design is 97 percent complete
 - Reopened one lane of the northbound I-35W frontage road north of Meacham Blvd.
 - Continued construction of 28th St. bridge over I-35W
 - Setting beams and deck panels on the Spur 280 bridge over I-35W
- Construction on the 3B portion of the project (I-820 to North Tarrant Parkway) started in April 2013.
 - New southbound exit to Western Center Blvd opening
 - Intersection with Fossil Creek Blvd restored
 - Placed beams for new frontage road bridges over Big Fossil Creek
 - Reconstructing Western Center Blvd
 - Constructing new northbound main lanes south of Western Center Blvd and the new northbound exit to Western Center Blvd
- TxDOT is developing construction plans for 3C (I-35W from north of US 81/287 to north of Eagle Pkwy) and taking bids in late 2015.

PROJECT FACTS

LENGTH

- Segment 3A (I-35W from north of I-30 to north 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: Two northbound and two southbound lanes
- Segment 3C: One northbound and one southbound lane
- Maximum initial travel cost: 75 cents per mile

COST

- Segment 3A: \$1.4 billion
 - Segment 3B: \$200 million
 - Segment 3C: \$130 million (Construction cost only)
- (Costs include design/construction, right of way, utilities, tolling/ITS and financing)

FUNDING

- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$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
- Segment 3C: \$130 million Category 12

RIGHT OF WAY

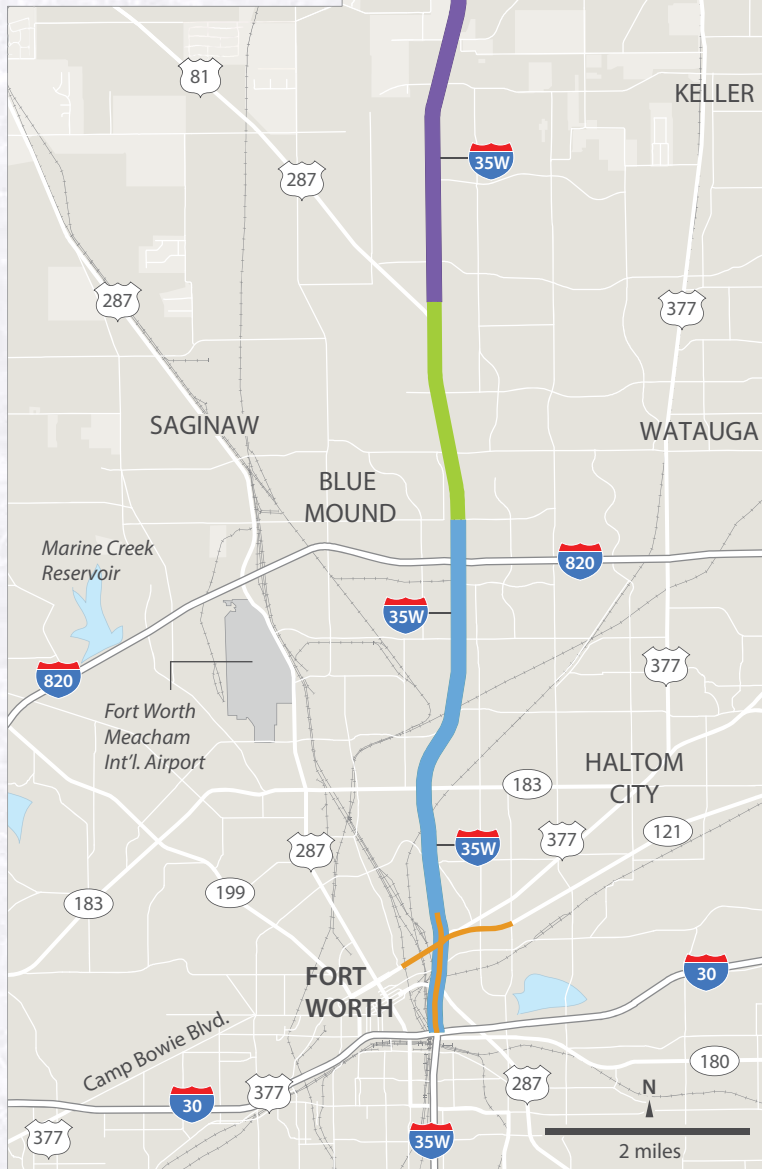
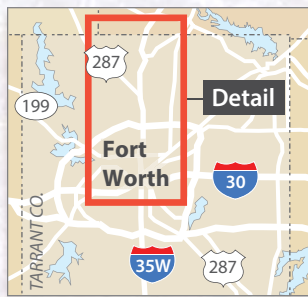
- Segment 3A: Acquisition is 95 percent complete
- Segment 3B: Acquisition complete

CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; anticipated substantial completion - 2018
- Segment 3B: Construction start - April 2013; anticipated substantial completion - 2016
- Segment 3C: Est. letting - Late 2015

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 electronic transponders will work on this project



NOTE: Highlighted areas are not to scale.

* 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.

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

Skinny Configuration

General purpose lanes (Each dir.)		2
Managed lanes (toll) (Each dir.)		1
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 ^^^^	
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DFW STRATEGIC PROJECTS OFFICE

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HORSESHOE PROJECT

TxDOT PROJECT TRACKER

DALLASDISTRICT

"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.

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 2017.



Pictured at right are Santiago Calatrava, the bridge designer, and Mrs. Margaret McDermott, for whom the bridge is named. Both dignitaries spoke at a June 11 bridge signing ceremony at the base of the first arch.



PROJECT HISTORY

- December 2011 – Issue Request for Qualifications
- February 2012 – Receive Qualifications
- March 2012 – Short List
- April 2012 – Draft Request for Proposals
- May/June 2012 – One-on-One Meetings
- July 2012 – Issue Final RFP/One-on-One Meetings
- August 2012 – Public Hearing
- September 2012 – Federal Environmental Clearance
- October 2012 – Receive Final Proposals
- November 2012 – Conditional Award/Selection
- February 2013 - Contract Execution
- Groundbreaking ceremony on April 27, 2013 in downtown Dallas

THE ENVIRONMENTAL

- Study was 100 percent complete as of September 2012. Finding of No Significant Impact (FONSI) issued September 18, 2012

PURPOSE AND NEED

- Within the project limits, I-30 and I-35E carry more than 460,000 vehicles per week day
- Ranked in the 20 most congested roadways in Texas
- Rapid deterioration of bridges built in the 1930s and 1950s
- 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

PROJECT FACTS

- Replace I-30 and I-35E bridges over the Trinity River
- Length: Five miles

- Cost: \$798 million (\$715 million Design-Build Contract; \$83 million, other project costs)
- Completion Date: Early 2017

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 continue to install steel segments for the eastbound arch.
- Work continues on the new eastbound and westbound I-30 frontage road and bridges between Sylvan Avenue and Riverfront Boulevard
- Traffic from northbound I-35E to eastbound I-30 was shifted onto the new northbound frontage road bridge on March 7. Northbound I-35E thru traffic was shifted on to the same bridge on June 27, 2015.
- Work continues on the new southbound I-35E frontage road bridge from Colorado Boulevard to Riverfront Boulevard.
- Construction of various bridges is well-underway throughout the Mixmaster, including the westbound I-30 direct connector to southbound I-35E and the eastbound I-30 direct connector to Commerce Street.
- Commuters can connect with the project on the project website at: www.dallashorseshoe.com; Facebook: at www.facebook.com/dallashorseshoe; Twitter: www.twitter.com/dallashorseshoe; or text "dallashorseshoe" to 31996 for text alerts.

FUNDING

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

0446_062315



Preliminary Horseshoe Schematic (April 2012)



TxDOT graphic

PROJECT CONTACTS



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35EXPRESS

TxDOT PROJECT TRACKER

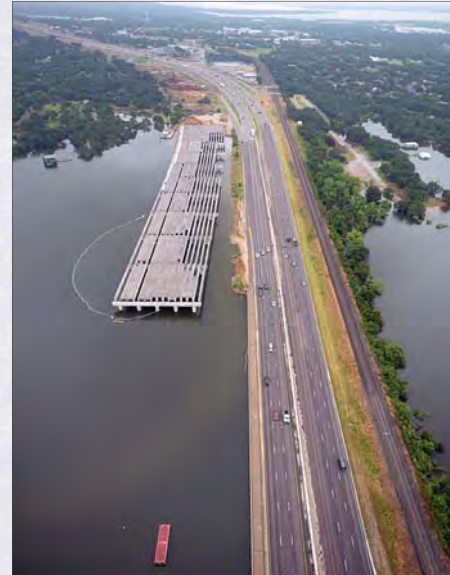
DALLASDISTRICT



"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.



Looking north at the progress of the new southbound Lewisville Lake Bridge.

AGL photo

PROJECT HISTORY

- I-35E constructed: 1950s and 1960s
- Major Investment Study for future expansion: Began 1998
- Express Lane Demonstration Program approval by Federal Highway Administration: Sept. 30, 2009
- The Senate Bill (SB) 1420 Committee determined in March 2012 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.
- Request for Qualifications (RFQs) issued 1/23/12; received 3/23/12
- Request for Proposals (RFPs) issued July 13, 2012; received Nov. 12, 2012
- AGL Constructors, comprised of Archer Western, Granite and LANE Constructors, were selected and awarded the contract on Dec. 13, 2012
- Contract Executed: May 17, 2013
- TxDOT issued Notice to Proceed (NTP) 1 to AGL to begin design in May 2013 and NTP 2 for construction in Sept. 2013
- Construction began in late October 2013

ENVIRONMENTAL REVIEW STATUS

- Environmental Assessment public meetings: 2008
- Environmental Assessment process: 2003-2012 (complete)
- Finding of No Significant Impact by FHWA: Dec. 28, 2011 - south segment; Jan. 28, 2011 - middle segment Jan. 31, 2012 - north segment
- All public hearings have been completed
- Phase 1 FHWA environmental concurrence: Feb. 15, 2013 - south segment; April 18, 2013 - middle segment; March 11, 2013 - north segment

PROJECT FACTS

- South segment (I-635 to President George Bush Turnpike, PGBT): 7.5 miles
- Middle segment (PGBT to FM 2181): 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

PROJECT PROGRESS

- Work at Harry Hines continues with crews widening the existing bridges by installing drilled shafts, columns and bridge decking.
- Main Street in Carrollton is temporarily closed underneath I-35E and is expected to reopen Tuesday, September 1.
- Belt Line Road has been shifted to the south and reduced to two lanes in each direction in preparation for construction of the interchange.
- Construction has begun on the columns for the direct connectors from the Sam Rayburn Tollway to northbound I-35E.
- The existing FM 407 bridge over I-35E was demolished in May 2015 and construction of the I-35E bridges over FM 407 is progressing.
- Beams have been set for the Garden Ridge Blvd bridge over I-35E.
- Work continues on the new southbound Lewisville Lake bridge. The bridge will have additional mainlanes, continuous frontage roads, TExpress managed lanes and hike-bike trails.
- The Corinth Parkway bridge was demolished in February 2015 and cross traffic was severed to begin construction of the new elevated I-35E mainlane bridge which will go over a widened Corinth Parkway.
- With the increase in traffic from the Corinth Parkway closure, the Post Oak Drive bridge over I-35E has been closed to truck traffic.
- This summer in Denton, Collier and Knight will close at the NB I-35E frontage road and Knight and Ave. C will close at the SB I-35E frontage road through spring 2016. Kendolph will close permanently at both frontage roads and; Underwood will close permanently at the SB frontage road.

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



NOTE: Highlighted areas are not to scale.

Roadway and Limits	Existing frontage road lanes (Each dir.)	Existing main lanes (Each dir.)	Existing HOV lanes (Each dir.)	Interim*** frontage road 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



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OVERVIEW

The Midtown Express (SH 183 Managed Lanes Project) 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 for the interim project will increase 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. Construction of the interim improvements has begun.



April 2015 -- Groundbreaking ceremony for the Midtown Express project.

TxDOT photo archives

PROJECT HISTORY/TIMELINE

- Major Investment Study for future expansion: 1998-2000
- Unsolicited proposal received for SH 183/I-820 corridor redevelopment between Interstate 35W (I-35W) and I-35E: 2002
- A Request for Qualifications (RFQ) was issued on February 20, 2013
- TxDOT issued a final Request for Proposals (RFP) on November 7, 2013
- Southgate Mobility Partners was given conditional award on May 29, 2014
- Financial Public Hearings were held simultaneously on June 24, 2014 in Dallas County and in Tarrant County
- The contract between TxDOT and SouthGate was executed on November 20, 2014, the project reached Notice to Proceed 1 (NTP1) on December 2, 2014 and Notice to Proceed 2 (NTP2) on March 31, 2015

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

- A groundbreaking celebration was held on April 27, 2015
- A pre-construction open house was held on May 7, 2015
- The team hosted its first Business Owner Task Force meeting in mid-June in partnership with the Greater Irving Las Colinas Chamber of Commerce.
- Construction has started along SH 114, Spur 482 and SH 183 over the Trinity River

- Website was launched (www.drivemidtown.com) and the hotline was activated (844-4-183-114) for the project

PROJECT FACTS (INTERIM)

LENGTH

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

COST (Shown in 2014 dollars)

- Interim: \$847.6 million (Design and Construction)
- Ultimate: \$3.8 billion

MIDTOWN EXPRESS PROPOSED PROJECT PHASES

INTERIM – Estimated substantial completion 2018

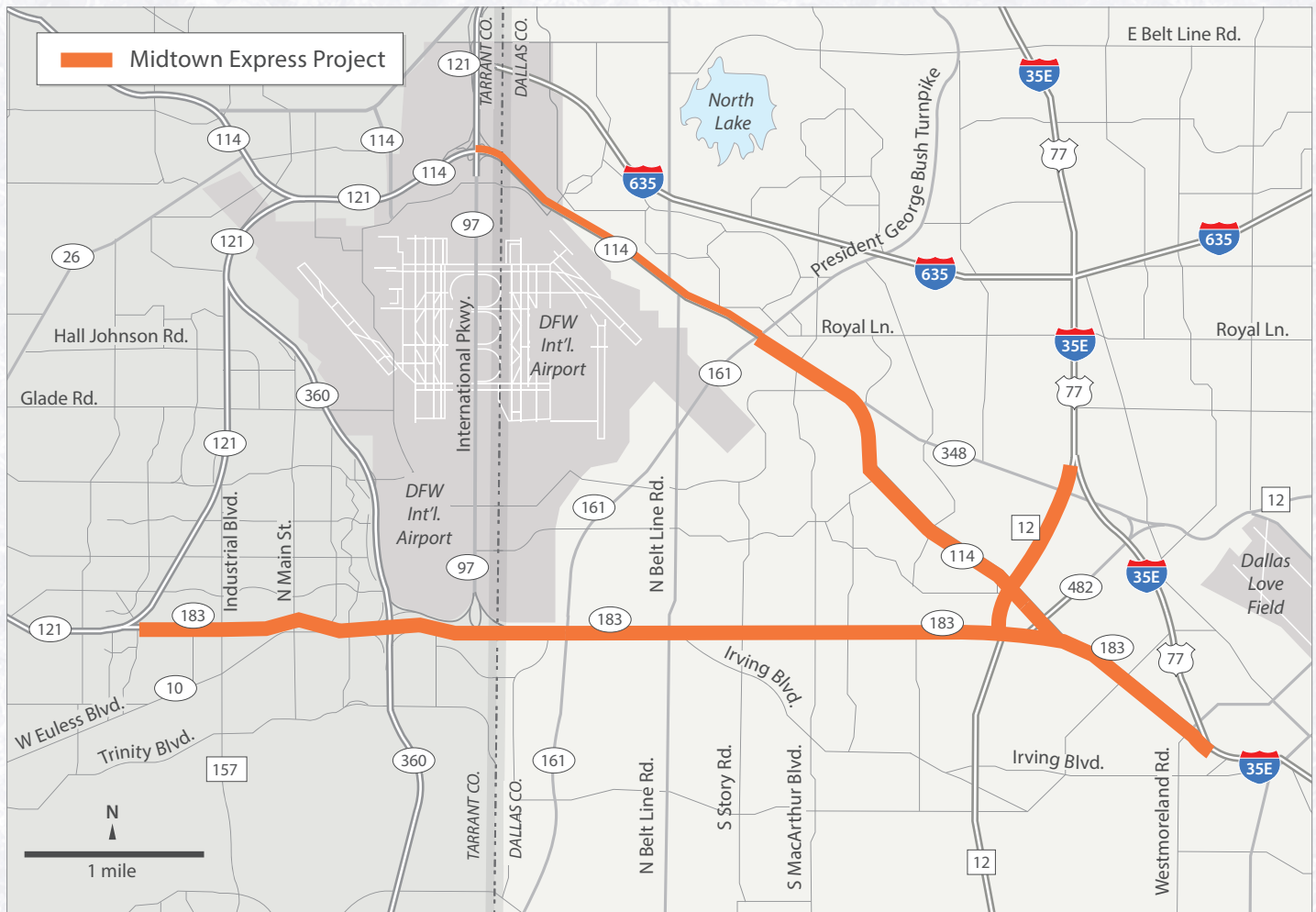
- Obtain ROW
- Reconstruct portions of frontage roads
- Reconstruct portions of general purpose lanes
- Construct one managed toll lane in each direction
- Construct one managed lane westbound on SH 114 from SH 161 to International Parkway

ULTIMATE – Estimated operation TBD

- 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

- Interim Construction Start: April 2015



NOTE: Not to scale.

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
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
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
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



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OVERVIEW

State Highway (SH) 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 county's major north-south arteries ever since. South of Interstate Highway 20 (I-20), TxDOT has completed four projects since 1994 that extend mainlanes to Green Oaks Boulevard SE and extend frontage roads to US 287. Currently designated as a toll road in regional road plans, the North Texas Tollway Authority (NTTA), the North Central Texas Council of Governments (NCTCOG) and TxDOT have continued to advance plans for future expansion of this southern extension. The latest step forward came in early 2014 when TxDOT, NTTA and NCTCOG agreed on terms to enter into a public-public partnership to deliver the extension in phases from south of I-20 to US 287. The project will be built using the design-build construction method, which typically cuts construction time in half.



PROJECT HISTORY/TIMELINE

- First frontage road project south of I-20 (I-20 to New York Ave.): 1994
- Additional frontage road projects (New York Avenue to East Broad Street; East Broad Street to US 287): 1997 and 2003, respectively
- Interchange project at Green Oaks Blvd. including mainlanes from I-20 to Sublett Road: 2006
- Environmental clearance received January 16, 2014

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 December 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 February 19, 2014; the Texas Transportation Commission (TTC) approved the PDA and authorized TxDOT to issue a Request for Qualifications (RFQ) on February 27, 2014.
- TxDOT issued an RFQ on March 11, 2014.
- TxDOT received nine Qualification Statements (Qs) 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 will be 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 final contract was signed on May 15, 2015.

PROJECT FACTS

LENGTH

- Green Oaks Blvd. to US 287: 9.7 miles

COST

- Estimated initial project cost: \$300 million*
- Estimated ultimate project cost: \$625 million

* In 2013 dollars

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
- 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, 2013)

- At Bardin Road: 90,000
- At Southeast Parkway: 52,000
- At Holland Road: 24,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

ANTICIPATED SCHEDULE (INITIAL)

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



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

TxDOT graphic

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

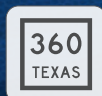
SOURCE: Texas Department of Transportation.

TxDOT graphic

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NORTH TEXAS TOLLWAY AUTHORITY

On he Move

July 2015

TollPerks - Drive. Earn. Win. Repeat



NTTA is preparing to launch an exciting new TollTag customer loyalty program, TollPerks, this fall, and we want to hear from you.

TollPerks is NTTA's way of saying thank you to the millions of drivers who share the road with us day after day. The miles you drive with

us matter. And, for those who enroll in TollPerks, there will be prizes, surprises, rewards and value discounts from multiple companies and brands at every turn. With TollPerks, you're never far from your next reward. All you have to do is drive.

We want to hear from you, the customers. Have a suggestion or business you'd like to see join the rewards program? Where would you like to receive special offers, discounts and freebies just for doing what you already do driving on our toll roads? Send your

suggestions and ideas to TollPerks@NTTA.org.

Businesses:

Would your business be interested in an opportunity to connect with the NTTA's three million TollTag customers? We want to hear from you. Send us an email to

TollPerks@NTTA.org.

Your Tolls Buy Mobility, Safety and More

When you see NTTA crews repairing a guardrail or our Roadway Customer Service crews directing traffic at a fender bender, you're watching your toll dollars at work. Your tolls support high-quality road maintenance and NTTA's customer service programs.

Let's assume you drive from Frisco to downtown Dallas on the Dallas North Tollway and pay \$5 with a TollTag. The \$5 in tolls is put to good use:

- \$2.40 repays the bonds sold to build the road.
- \$1.10 goes toward operational costs and maintenance, such as the 24-hour patrols to help stranded drivers at no additional cost and the smooth pavement to reduce wear and tear on your car.

•Another \$1.50 pays for major road improvements, such as upcoming projects on Dallas North Tollway and President George Bush Turnpike that will increase traffic capacity with additional lanes and an enhanced interchange.

ZipCash customers pay more for that same trip – at least 50 percent more.

Tolls collected by NTTA are dedicated to North Texas toll roads. Because NTTA is a public organization authorized by the state of Texas, every toll collected is reinvested in the region. When you drive with NTTA, you drive future mobility and motorist safety.

Toll Rates Increase

NTTA's toll rates were adjusted to 17.06 cents per mile on July 1, 2015 per the toll rate schedule adopted by the NTTA Board of Directors in 2009.

"Frequently Asked Questions" (FAQs) can be found on NTTA's website NTTA.org to help you address questions from constituents in your communities. Additional information, including toll rate charts and trip calculators, will be available on NTTA.org. As with previous rate adjustments, NTTA is making extensive effort to notify customers, including communications such as TollTag customer newsletters, ZipCash bill inserts, social media, news releases and additional outreach.

PROJECT UPDATES

Area Business Owners Stay Informed About DNT and PGBT Improvement Projects



NTTA hosted the first of many Business Information Group, or B.I.G., meetings for improvement projects currently under construction on both the Dallas North Tollway and President George Bush Turnpike. The B.I.G.s are designed to keep business owners and managers informed on construction activities and progress in the area.

Attendees gathered on June 23 to hear from the project engineers on the Bush Turnpike and Dallas North Tollway/President George Bush Turnpike interchange area. A second group from the Legacy Drive area met the next day to discuss improvements on the Tollway.

In addition to learning about the projects, NTTA is distributing a business resource kit to help companies inform patrons and suppliers about the improvements in the area.

The next round of B.I.G. meetings will occur in September.

PGBT Work Continues: Safety Barriers In Place, Dirt Moving Soon



Customers will soon see more than just concrete safety barriers being placed along the President George Bush Turnpike between Dallas North Tollway and Renner Road. The PGBT Fourth Lane Project is widening PGBT to four lanes in each direction from Interstate 35E to State Highway 78.

While current work has been primarily establishing a safe work zone, there has been other work underway including constructing a retaining wall under the Independence Parkway bridge.

Once the barrier is in place, the contractor will begin removing guardrails. Crews will then remove and store the existing topsoil in preparation for the construction

Speed Limits Lowered on Dallas North Tollway during Construction

Speed limits on the Dallas North Tollway have been lowered to 60 mph now that construction work on the Tollway is underway between the President George Bush Turnpike and Sam Rayburn Tollway.

The lowered, enforced speed limit is in place to ensure safety for both drivers and workers for the duration of construction work. This work includes building an additional travel lane in each direction of the Tollway from the Sam Rayburn Tollway to the Bush Turnpike. Crews recently set concrete barriers, and as of late June were restriping lanes to create work zones.

of the new fourth lane to begin. This earthwork is expected to start mid-summer.

Want to know where to find lane closure information? Look no further than here. You can also learn more about the President George Bush Turnpike Fourth Lane project and view a map of the project area at

ProgressNTTA.org.

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