



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION
819 TAYLOR STREET, ROOM 8A36 300 E. 8TH STREET, ROOM 826
FORT WORTH, TEXAS 76102-9003 AUSTIN, TEXAS 78701

September 28, 2017

Refer to: HPP-TX

Dallas-Fort Worth-Arlington, Denton-Lewisville
and McKinney Transportation Management Area
2017 FHWA/FTA Certification Action

Rob Franke, P.E., RTC Chair
Mayor, City of Cedar Hill
285 Uptown Blvd.
Cedar Hill, TX 75104

Dear Mayor Franke:

The Fixing America's Surface Transportation Act 'FAST Act' retained the requirements for the Federal Highway Administration and Federal Transit Administration (FHWA/FTA) to review and certify the planning processes for large Metropolitan Planning Organizations (MPOs) not less than once every four years. Past FHWA/FTA certification actions on the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney Transportation Management Area (TMA) were reflected in letters and/or reports dated 1996, 1999, 2002, 2005, 2009 and 2013.

The 2017 review of the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney TMA planning process relies on several FHWA/FTA methods to monitor and assess the outcomes of the metropolitan transportation planning process including, but not limited to:

- a site visit conducted by representatives from the FHWA/FTA on June 13 to 15 where time was spent with staff from the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT) and two transit organizations to discuss the status of the TMAs' metropolitan transportation planning process;
- review and approval of the MPO's 2016-2017 Unified Planning Work Program (UPWP);
- review of the 2040 metropolitan transportation plan (MTP);
- issuance of a finding that the MPO's 2017-2020 Transportation Improvement Program (TIP) resulted from the 3-C (continuing, cooperative, and comprehensive) process;
- issuance of a finding that the MTP meets all the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990; and
- periodic meeting participation/attendance (e.g., Regional Transportation Council (RTC), TxDOT/NCTCOG Coordination, Planning and Environmental Linkages).

In general, the 2017 review determined the continued existence of a '3-C' metropolitan transportation planning process that satisfies the provisions of 23 U.S.C. 134 and 49 U.S.C. 1607. Based on overall findings, FHWA/FTA hereby certify the Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney TMA planning process.

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The Certification Review report that documents the various components of the 2017 review will be provided separately to the Regional Transportation Council (RTC), TxDOT, transit organizations and the North Texas Transportation Authority. The report provides an overview of the metropolitan planning organization certification process; summarizes the various discussions from the site visit and notes commendations and recommendations.

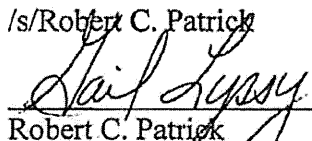
Representatives from our offices are available to formally present the review findings and the FHWA/FTA certification action at an agreed upon future RTC meeting.

If you have any questions regarding the Certification Review process and/or the Certification Review Report, please contact FTA Ronisha Hodge at (817) 978-0576 or FHWA Barbara Maley at (214) 224-2175.

Sincerely yours,

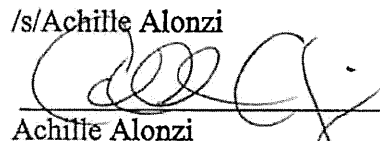
/s/Robert C. Patrick

for



Robert C. Patrick
Regional Administrator
Federal Transit Administration

/s/Achille Alonzi



Achille Alonzi
Division Administrator
Federal Highway Administration

Electronic copies:

Texas Department of Transportation (Administration, Divisions, Districts)

EXD (James Bass)

TPP (Peter Smith, Jack Foster, Peggy Thurin, Nick Page)

PTN (Eric Gleason, Kelly Kirkland)

DAL (Kelly Selman, Season Clemons)

FTW (Loyl Bussel, John Cordary)

PAR (Noel Paramanatham, Penny Sansom)

North Central Texas Council of Governments (Administration, Transportation)

Administration (Mike Eastland)

Transportation (Michael Morris, Dan Kessler)

Fort Worth Transportation Authority (Administration, Planning)

Administration (Paul Ballard)

Planning (Curvie Hawkins)

Dallas Area Rapid Transit (Administration, Planning)

Administration (Gary Thomas)

Planning (Steve Salin)

Denton County Transportation Authority (Administration, Planning)

Administration (Jim Cline)

Planning (Kristina Brevard)

North Texas Tollway Authority (Administration, Planning)

Administration (Gerry Carrigan)

Planning (Lori Shelton)

US EPA, Region 6

Air (Jeff Riley)

TCEQ, Austin

Air (Jamie Zeck)

FHWA, Florida Division

PDP (Losa Wilson)

FHWA, Headquarters

HEPP-10 (Jill Stark)

USDOT

VOLPE Center (Kevin McCoy)

FTA, Region 6

PPD (Don Koski, Ronisha Hodge, Lynn Hayes, Mellissa Foreman)

FHWA, Texas Division:

HPP-TX (Mike Leary, Jose Campos)

HDA-TX (Mark Arrington)

HA-TX (Anita Wilson, Ujval Patel, Brett Jackson)

HTA-TX (Georgi Jasenovc, Steve Ratke, Millie Hayes)

2017-2018 CMAQ/STBG Funding Program
Local Bond Program

Implementing Agency	Project	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding					Total Proposed Funding	Project Cost	Notes
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	State	Local*	Private/Other			
Hunt County	FM 1570 (Phase 2)	From IH 30 to SH 34	Widen 2 lane roadway to 4 lane divided	2019	ENG	\$0	\$0	\$1,472,000	\$0	\$0	\$1,472,000	\$22,886,140	Project priority may change depending upon final discussions with Hunt County and TxDOT
				2020	ROW/UTIL	\$0	\$0	\$0	\$1,284,140	\$0	\$1,284,140		
				2022	CON	\$0	\$16,104,000	\$4,026,000	\$0	\$0	\$20,130,000		
Hunt County/TxDOT	FM 2642	From FM 35 to SH 66	Widen 2 lane roadway to 4 lane divided urban	2018	ENG	\$0	\$0	\$0	\$1,701,000	\$0	\$1,701,000	\$19,036,840	Based on discussions with TxDOT and Hunt County, this project is the highest priority and should be funded first. The project has \$5.55 million of Category 2 funding in the 10-Year Plan.
				2018	ROW/UTIL	\$0	\$0	\$270,000	\$30,000	\$0	\$300,000		
				2020	CON	\$0	\$9,188,672	\$2,297,168	\$0	\$0	\$11,485,840		
Hunt County/TxDOT	IH 30	At FM 1570	Construct interchange	2020	CON	\$0	\$11,560,000	\$2,890,000	\$0	\$0	\$14,450,000	\$30,000,000	Based on discussions with TxDOT and Hunt County, this project is the second highest priority and should be funded next. The project has \$15.55 million of Category 2 funding in the 10-Year Plan.
Subtotal - Hunt County						\$0	\$20,748,672	\$5,457,168	\$1,731,000	\$0	\$27,936,840	\$49,036,840	
City of Dallas	Circuit Trail Connector/Katy Trail Extension	From Katy Trail to Trinity Strand Trail	Extend Katy Trail over IH 35E to the Trinity Strand Trail	2018	ENG	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000	\$21,000,000	RTC contribution to be used on the Katy Trail to Trinity Strand Trail segment as it will likely be federalized as a result of the work over IH 35E; City and private sector will build the other 3 connections; RTC contribution contingent upon receipt of 2017 bond and private sector commitments; Private sector committing additional \$13M for architectural upgrade and ongoing maintenance and operations; Local funding: \$20M is from the City of Dallas and \$5M is from Dallas County
				2021	CON	\$8,000,000	\$0	\$0	\$9,000,000	\$0	\$17,000,000		
	Dallas Circuit Trail	Various segments along the Dallas Circuit Trail	3 Veloweb gap closures: Trinity Forest Spine Trail (8.7 miles), Trinity Skyline Trail Link (0.5 miles), Link to Trinity Skyline Trail at Baker Pump Station (0.5 miles)	TBD	ENG, CON	\$0	\$0	\$0	\$12,000,000	\$10,000,000	\$22,000,000	\$22,000,000	
City of Dallas	Uptown McKinney/Cole Couplet	On Allen St. from Carlisle St. to McKinney Ave; On Carlisle St. from Cole Ave to Allen St.; On Cole Ave from Harvard Ave to Carlisle St; On McKinney Ave from Harvard Ave to Allen St	Conversion of one-way couplet to two-way; On Allen: Conversion of 4 lane one-way roadway to 4 lane, two-way roadway; On Carlisle: Conversion of 4 lane, one-way roadway to 4 lane, two-way roadway; On Cole: Conversion of 4 lane, one-way roadway to two-way roadway; On McKinney: Conversion of 3 lane, one-way roadway to two-way roadway and intersection, signal, and pedestrian improvements	2018	ENG	\$0	\$0	\$0	\$2,010,000	\$0	\$2,010,000	\$16,760,000	NCTCOG costs include: signalization, pedestrian improvements, trolley relocation; Contingent on keeping historic street car operational at least on the weekend; Contingent upon \$1M for state of the art signal timing/pedestrian timing
				2020	CON	\$6,700,000	\$5,100,000	\$0	\$2,950,000	\$0	\$14,750,000		
				TBD	ENG, CON	\$0	\$0	\$0	\$2,340,000	\$1,000,000	\$3,340,000		
City of Dallas	N. Prairie Creek/Sam Houston/Mesquite Yard Grade Separation	At UP RR	Grade separation of N. Prairie Creek over UP RR to avoid long vehicle wait times at intersection, and close crossing of Sam Houston at UP RR	2018	ENG	\$0	\$0	\$0	\$1,600,000	\$0	\$1,600,000	\$19,113,653	Private/Other Funding: Union Pacific; \$3,241,000 of local funding is committed from Dallas County; \$9.2M of local funding is from the City of Dallas
				2019	ROW	\$0	\$0	\$0	\$200,000	\$0	\$200,000		
				2019	UTIL	\$0	\$0	\$0	\$4,000,000	\$0	\$4,000,000		
				2020	CON	\$5,172,653	\$0	\$0	\$6,641,000	\$1,500,000	\$13,313,653		
City of Dallas	US 75 at Mockingbird Pedestrian Safety Enhancements	US 75 at Mockingbird	Pedestrian and bicycle enhancements including traffic signals, sidewalks, crosswalks, and lighting	2018	ENG	\$166,754	\$0	\$0	\$41,689	\$0	\$208,443	\$5,693,148	Project Costs: Dallas [\$4.4M], Highland Park [\$141.1K], University Park [\$72.9K], TxDOT [\$2.04M]; Cost Specifics: Signal retiming [\$94.1K], Bike/Ped [\$3.7M], Miscellaneous Roadway [\$2.9M]; Signal work to be funded with existing funding; NCTCOG will help get TxDOT funding commitment; Some work (\$969,621) has already been completed; Flexibility in making minor adjustments to State and Local match amounts is requested
				2020	ROW	\$1,809,967	\$0	\$1,125,000	\$911,283	\$0	\$3,846,250		
				2019, 2020	CON	\$588,113	\$0	\$903,314	\$147,028	\$0	\$1,638,455		
City of Dallas	Northwest Highway/Preston Parking/Transportation Interface	Northwest Highway at Preston Road	Parking garage with "Smart Garage" technology, Transportation Access improvements, and Texas U-turn	2019	ENG	\$0	\$0	\$0	\$3,840,000	\$0	\$3,840,000	\$48,000,000	NCTCOG funding commitment contingent upon \$10M from City and funding from additional partners; State match for NW Highway portion; Costs of each improvement type to be determined
				2021	CON	\$0	\$10,000,000	\$0	\$6,160,000	\$28,000,000	\$44,160,000		
City of Dallas	Harry Hines Improvements	Harry Hines near Southwest Medical District	Scope of work to be determined, but will involve implementation of context sensitive design elements	2018	ENG	\$0	\$0	\$0	\$3,145,120	\$0	\$3,145,120	\$32,556,322	RTC already approved \$1M for feasibility/preliminary engineering work; Portions of the project may qualify for a State match
				2020	CON	\$3,000,000	\$3,000,000	\$0	\$4,354,880	\$19,056,322	\$29,411,202		
Subtotal - City of Dallas						\$25,437,487	\$18,100,000	\$2,028,314	\$63,341,000	\$59,556,322	\$168,463,123	\$168,463,123	

*Local funding includes match to federal funds as well as any local funds in excess of the required match

**2017-2018 CMAQ/STBG Funding Program
Local Bond Program**

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Implementing Agency	Project	Limits	Scope/Description	Fiscal Year	Phase	Proposed Funding					Total Proposed Funding	Project Cost	Notes
						NCTCOG CMAQ (CAT 5) Federal Amount	NCTCOG STBG (CAT 7) Federal Amount	State	Local*	Private/Other			
City of Cedar Hill	Signal Installation	New Clark Road and Wintergreen	New signal improvements, including retiming	2018	ENG	\$28,000	\$0	\$0	\$7,000	\$0	\$35,000	\$350,000	
				2019	CON	\$252,000	\$0	\$0	\$63,000	\$0	\$315,000		
Subtotal - City of Cedar Hill						\$280,000	\$0	\$0	\$70,000	\$0	\$350,000	\$350,000	
Parker County	US 180 - East Loop (Intersection)	US 180 at East Loop	Intersection improvements, including turn lanes and signal improvements	2017	ENG	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$1,630,000	TxDOT committed to paying a state match; County is paying for engineering
				2019	CON	\$980,000	\$0	\$245,000	\$155,000	\$0	\$1,380,000		
Parker County	FM 730 - East Loop (Intersection)	FM 730 at East Loop	Intersection improvements, including additional left turn lanes and dedicated right turn lanes and signal improvements	2017	ENG	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$1,630,000	TxDOT committed to paying a state match; County is paying for engineering
				2019	CON	\$980,000	\$0	\$245,000	\$155,000	\$0	\$1,380,000		
Parker County	FM 51 (Phase 2) Springtown Project	From Pojo Road to 5th Street	Widen 2 lane roadway to 3 lanes urban; Intersection improvements including turn lanes and signal improvements	2017	ENG	\$0	\$0	\$0	\$1,218,000	\$0	\$1,218,000	\$8,268,000	Part of a larger project (Pojo to Roberson) in the 10-Year Plan; \$16.55M is the entire construction cost (\$12M is already in the 10-Year Plan); TxDOT committed to paying a state match; Right-of-way to be paid for by TxDOT as this is part of a 10-Year Plan project
				2018	ROW	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000		
				2018	UTIL	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000		
				2019	CON	\$2,920,000	\$720,000	\$910,000	\$0	\$0	\$4,550,000		
Parker County	FM 730/SH 199	FM 730 at SH 199	Signal improvements including corridor retiming	2017	ENG	\$0	\$0	\$0	\$56,900	\$0	\$56,900	\$1,116,900	TxDOT committed to paying a state match; County is paying for engineering
				2019	CON	\$848,000	\$0	\$212,000	\$0	\$0	\$1,060,000		
Parker County	FM 113 (Downtown Millsap)	From Old Millsap Road to North of Old Millsap Road	Realign FM 113 (2 to 2 lanes)	2017	ENG	\$0	\$0	\$0	\$128,225	\$0	\$128,225	\$1,873,225	TxDOT committed to paying a state match; County is paying for engineering and utilities
				2018	ROW	\$0	\$0	\$500,000	\$0	\$0	\$500,000		
				2018	UTIL	\$0	\$0	\$0	\$145,000	\$0	\$145,000		
				2019	CON	\$0	\$480,000	\$120,000	\$500,000	\$0	\$1,100,000		
Parker County	FM 5/E. Bankhead Highway	FM 5 at E. Bankhead Drive	Realign the intersection, pavement resurfacing, drainage improvements	2018	ENG	\$0	\$0	\$0	\$105,900	\$0	\$105,900	\$696,900	TxDOT committed to paying a state match; County is paying for engineering
				2019	CON	\$0	\$448,000	\$112,000	\$31,000	\$0	\$591,000		
Parker County	FM 1187	From Maverick Street to FM 5	Widen from a 2/3 lane to a 5 lane urban section; Intersection improvements including a roundabout	2018	ENG	\$0	\$0	\$0	\$519,060	\$0	\$519,060	\$7,362,070	TxDOT committed to paying a state match; County is paying for engineering, right-of-way, and utilities
				2019	ROW	\$0	\$0	\$0	\$153,010	\$0	\$153,010		
				2019	UTIL	\$0	\$0	\$0	\$250,000	\$0	\$250,000		
				2020	CON	\$1,032,000	\$4,120,000	\$1,288,000	\$0	\$0	\$6,440,000		
Subtotal - Parker County						\$6,760,000	\$5,768,000	\$4,632,000	\$5,417,095	\$0	\$22,577,095	\$22,577,095	
Total						\$32,477,487	\$44,616,672	\$12,117,482	\$70,559,095	\$59,556,322	\$219,327,058	\$240,427,058	

*Local funding includes match to federal funds as well as any local funds in excess of the required match

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Policy Support to Define Improvements on SH 183/~~IH 35W~~-IH 35E/IH 30/IH 45/US 175
and to Identify Resources
(P17-03)

The Regional Transportation Council (RTC) reaffirms support for formula allocations from the Texas Department of Transportation (TxDOT) and between the western and eastern subregions. New revenues from "Big Projects" will be placed on this project.

TxDOT will take the lead with North Central Texas Council of Governments (NCTCOG) assistance. It is requested that TxDOT initiate efforts in these corridors with the assistance of the City of Dallas, as well as NCTCOG.

The RTC requests that the North Texas Tollway Authority waive primacy in the corridor.

The RTC wishes to see the completion of current TxDOT contracts on SH 183 and US 175 with the center section being the product of this effort.

This effort is responding to the City of Dallas request from August 9, 2017, to reject the Trinity Parkway Alternative Alignment 3C and remove this facility in the Mobility 2045 plan. The RTC requests that NCTCOG staff place this project as a corridor need in the Mobility 2045 plan and commence with public involvement.



October 10, 2017

Mr. Victor Vandergriff
Commissioner
Texas Transportation Commission
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Mr. Rob Franke, P.E.
Chair
Regional Transportation Council
North Central Texas Council of Governments
P.O. Box 5888
Arlington, Texas 76005-5888

RE: City of Dallas Support for the Next “Big Projects” in the Dallas-Fort Worth Region and the Fair Share Allocation of Highway Funds Among Urban Areas

Dear Commissioner Vandergriff and Mayor Franke:

Michael Morris, Director of Transportation at NCTCOG, briefed the Dallas City Council’s Mobility Solutions, Infrastructure, and Sustainability (MSIS) Committee on October 9, 2017 regarding the Texas Transportation Commission’s initiative to fund several critically-needed big projects in the metropolitan areas of the state. In advance of the Regional Transportation Council meeting on October 12th, the City of Dallas would like to communicate its support for the two Dallas-Fort Worth area projects that are largely within the City of Dallas:

1. IH 635 LBJ Freeway East from US 75 to and including the IH 30 Interchange
2. Dallas CBD Interstate Freeways – SH 183 / IH 35E / IH 45 / US 175

The IH 635 LBJ Freeway East project has long been identified as the next highest priority now that the Southern Gateway (IH 35E / US 67) and the Lowest Stemmons projects are moving forward to construction. The community strongly supports the IH 635 LBJ Freeway East project, and it is imperative that it, including the Skillman/Audelia bridge replacement project, move as quickly as possible to construction.

The Dallas City Council took action on August 9, 2017 to reject the Trinity Parkway as a reliever route around downtown Dallas. The CBD Interstates project will address mobility needs along highways feeding into and around the Dallas Central Business District. TxDOT, NCTCOG, and the City of Dallas need to work cooperatively to define this project and build community consensus on improvements that will provide needed capacity and enhance the urban neighborhoods through which they pass.

Finally, the City understands and agrees that the DFW region has invested heavily for many years in highway projects that support state and regional mobility priorities using toll roads, tolled managed lanes, and local bond funds. This investment was predicated on an understanding that federal and state highway

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funds would be formula allocated so that our region would not be in a disadvantage for future project selections.

The City of Dallas MSIS Committee voted unanimously to support the RTC policy positions for the projects identified in the DFW region, and to reaffirm support for formula allocation of federal and state highway funding from the Texas Department of Transportation.

The City of Dallas appreciates the efforts of the Texas Transportation Commission and the Regional Transportation Council to identify and commit funding to large highway projects. We look forward to working with TxDOT on the design and implementation of these projects.

Sincerely,



Lee M. Kleinman, Chair
Mobility Solutions, Infrastructure, and Sustainability Committee

c: J. Bruce Bugg, Jr., Chairman, TTC
Jeff Austin III, Commissioner, TTC
Tryon Lewis, Commissioner, TTC
Laura Ryan, Commissioner, TTC
James M. Bass, Executive Director, TxDOT
Kelly Selman, Dallas District Engineer, TxDOT
Michael Morris, Director of Transportation, NCTCOG
Dallas City Council
T.C. Broadnax, City Manager, City of Dallas
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Biliera Johnson, City Secretary (Interim)
Daniel F. Solis, Administrative Judge
Kimberly Bizer Tolbert, Chief of Staff to the City Manager
Majed A. Al-Ghafry, Assistant City Manager
Jo M. (Jody) Puckett, P.E., Assistant City Manager (Interim)

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.

TxDOT BEGINS WORK ON TWO MAJOR PROJECTS

DALLAS — The stretch of highway just north of downtown Dallas where Woodall Rodgers Freeway and the Dallas North Tollway flow into Interstate 35E is getting much needed relief.



As part of TxDOT's Texas Clear Lanes initiative, the Lowest Stemmons project will build two direct connector lanes along either side of I-35, dramatically easing

congestion on that 2-mile stretch of highway.

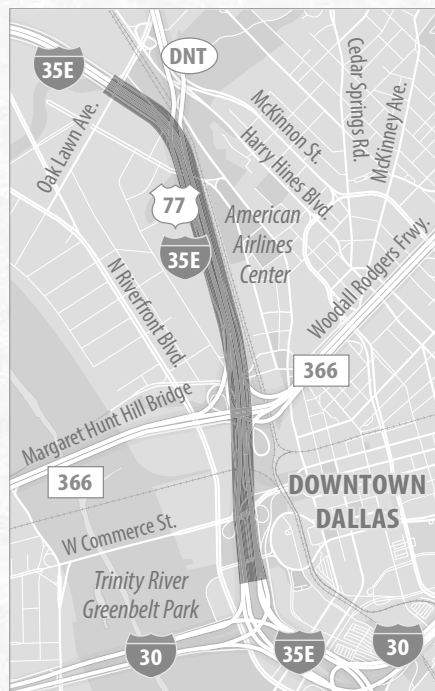
"The Texas Clear Lanes initiative is intended to ease congestion on roads across the state," said Kelly Selman, chief engineer of the Dallas District. "The Lowest Stemmons project is vital to North Texas, because this stretch of I-35 is one of the state's most congested."

About 240,000 cars use Lowest Stemmons daily. The stretch of I-35E ranked as the eighth most congested highway in Texas this year. The \$79 million project runs from I-30 to just north of Oak Lawn Avenue and will be substantially complete in early 2019.

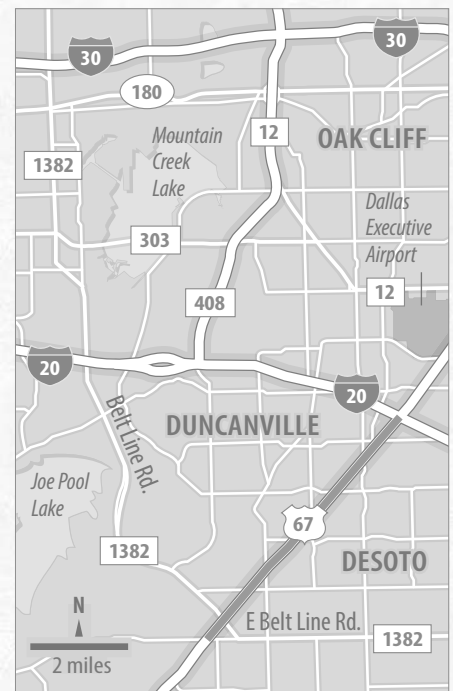
Also in Dallas County, TxDOT recently started the US 67 widening project—a breakout project from the Southern Gateway. It also began last month through coordination between TxDOT and the cities of Duncanville and Cedar Hill.

The goal of the \$59 million US 67

LOWEST STEMMONS PROJECT



US 67 WIDENING PROJECT



The Lowest Stemmons project on I-35E and the US 67 widening project begin construction, each promising to ease congestion and travel times, as well as commuter frustrations.

widening project is to increase capacity, manage traffic congestion, and improve operations and local access. The project will widen US 67 from two lanes to three in each direction.

Various intersection improvements are also part of the project. In addition, some entrance and exit ramp locations will be swapped and frontage road sections will be widened to provide auxiliary lanes for smoother merging near intersections.

Part of the project is the construction of two U-turn lanes, one at Belt Line Road and one at FM 1382, and a new traffic signal at Wintergreen Road.

Construction began with the establishment of the work zone in September and the project is expected to be substantially complete in mid-2019.

Funding includes contributions from the cities as well as funds from Proposition 1 and the state. ■

TxDOT graphics

SEPTEMBER 2017 LET PROJECTS* (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)***	CONTRACTOR
ESTIMATED SEPTEMBER 2017 TOTALS				\$0.00	\$0.00	0.00	\$0.00	
DISTRICT FY ACCUMULATIVE LETTINGS				\$0.00	\$0.00	0.00		
DALLAS DISTRICT FY LETTING VOLUME CAP				\$287.84**				

*Not mapped.

**District FY 2018 Letting Volume Cap does not include the following:

- 1) Southern Gateway (\$565M)
- 2) Previous Prop 1 commitments that have been funded through NCTCOG 10 year plan swap (\$103.2M)

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

OCTOBER 2017 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)
0048-01-064*	SH 342	Various roadways in dallas district	Seal coat and pavement markings	\$10.64
0918-46-291*	CS	Various locations in the city of dallas	Improve traffic signals	\$1.46
ESTIMATED TOTAL				\$12.10

*Not mapped.

COMPLETED CONSTRUCTION PROJECTS (FROM SEPTEMBER 1 – 30, 2017)

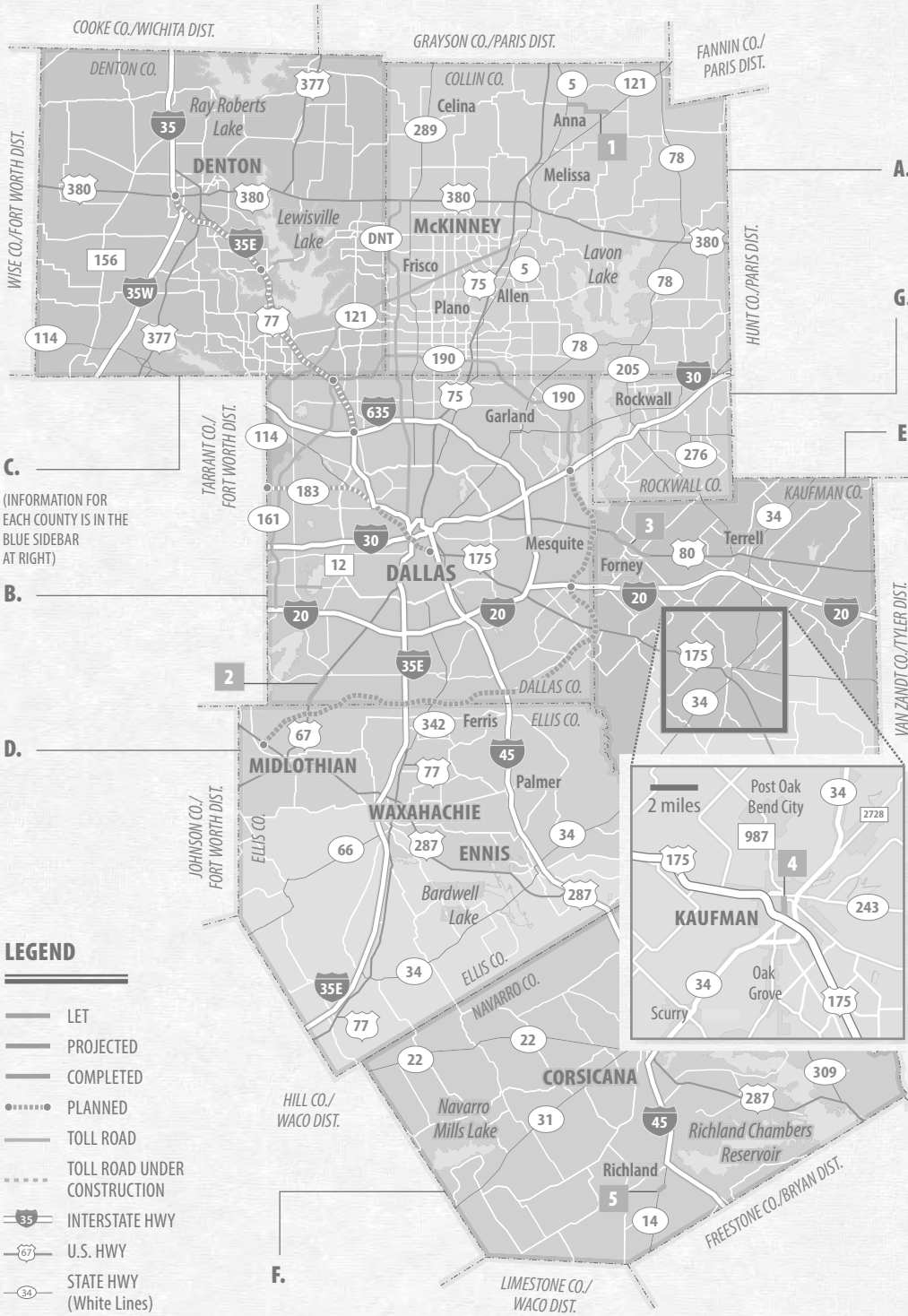
CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
1	2845-01-019	FM 455	SH 5 to SH 121	Base repair and seal coat	09/08/2017	\$0.61
2	0261-02-076	US 67	Ellis County Line to FM 1382 Beltline Rd. (3.430 miles)	Install safety lighting	09/22/2017	\$1.08
3	0095-03-088	US 80	West of FM 460 to east of FM 548 (3.844 miles)	Rehabilitate frontage roads and ramps	09/28/2017	\$9.63
4	0173-03-015	SH 34	US 175 Interchange to SH 243(Mulberry St.) in City of Kaufman	Construct 4 lane roadway interchange	09/22/2017	\$23.01
5	0093-02-015	SH 14	At UP RR south of Richland	Replace railroad underpass	09/18/2017	\$6.57
ESTIMATED TOTAL					\$40.90	

SOURCE: Texas Department of Transportation.

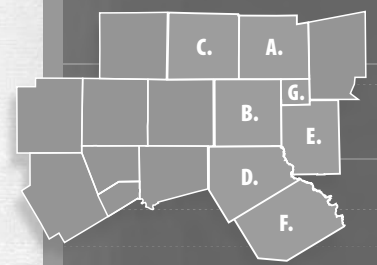
TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

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



(INFORMATION FOR EACH COUNTY IS IN THE BLUE SIDEBAR AT RIGHT)



2017 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 3,806,303
 *POPULATION ESTIMATE | 4,681,210
 LANE MILES | 10,493.628

A. | COLLIN COUNTY
 VEHICLE REGISTRATION: 729,624
 *POPULATION ESTIMATE: 932,530
 LANE MILES: 1,373.829

B. | DALLAS COUNTY
 VEHICLE REGISTRATION: 2,064,783
 *POPULATION ESTIMATE: 2,502,270
 LANE MILES: 3,366.158

C. | DENTON COUNTY
 VEHICLE REGISTRATION: 603,332
 *POPULATION ESTIMATE: 814,560
 LANE MILES: 1,488.733

D. | ELLIS COUNTY
 VEHICLE REGISTRATION: 165,813
 *POPULATION ESTIMATE: 173,410
 LANE MILES: 1,523.910

E. | KAUFMAN COUNTY
 VEHICLE REGISTRATION: 109,180
 *POPULATION ESTIMATE: 116,140
 LANE MILES: 1,201.810

F. | NAVARRO COUNTY
 VEHICLE REGISTRATION: 51,056
 *POPULATION ESTIMATE: 49,170
 LANE MILES: 1,192.820

G. | ROCKWALL COUNTY
 VEHICLE REGISTRATION: 82,515
 *POPULATION ESTIMATE: 93,130
 LANE MILES: 346.368

SOURCE: TxDOT research.
 *POPULATION ESTIMATE: NCTCOG.

★ MAINTENANCE MINUTE ★

2017 TRUCK ROADEO HAS ITS WINNERS; OTHER EVENTS GET HELP FROM ELLIS COUNTY



William Laird (Kauf/Rockwall Maint.) finished second at the Roadeo with a score of 340.



Congratulations to this year's District Roadeo winner Anthony Skellen (District sign crew) with a score of 345.



Ellis County maintenance personnel help out at the county's Emergency Preparedness Fair

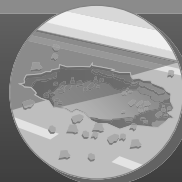
TxDOT photos

DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF
TRANSPORTATION
4777 E. Highway 80
Mesquite, TX
75150-6643

FOR MORE INFORMATION:
214-320-4480
dalinfo@txdot.gov
www.txdot.gov



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>

FORT WORTH DISTRICT PARTNERS



TxDOT Responds to Hurricane Harvey

FOCUS

on the customer

As one of its goals, TxDOT works to keep the highways passable during inclement weather.

At the height of TxDOT's response to Hurricane Harvey:

Over 2,500 employees

Over 2,000 pieces of equipment

Over 2.4 million cubic feet of debris removed (equal to 45 football fields covered 1 foot deep in garbage)

as of Sept. 2017

Hurricane Harvey

TxDOT employees from across the state were prepared prior to the arrival of Hurricane Harvey and quickly moved into the affected areas to begin the arduous task of cleanup, repair and restoration of impacted roadways throughout Southeast Texas. At the storm's peak, 539 highways were closed or flooded. A week later, TxDOT had inspected over 700 bridges and reopened over 90 percent of the highways, but over \$50 million in infrastructure repairs will be needed. During the catastrophic flooding, TxDOT crews also conducted high water rescues saving nine people. During Hurricane Harvey, the toll-free TxDOT Travel Information Line (800-452-9292) received 163,000 calls with 5 million hits to TxDOT's DriveTexas.org website. All 25 TxDOT districts have participated with the hurricane response. TxDOT will continue to assist with the cleanup effort as long as it takes.

I-820 East Loop

A public hearing will be held for the I-820 East Loop Oct. 5 at 7 p.m. at The Link in Richland Hills. The proposed improvements would reconstruct I-820 from SH 121/183 to Randol Mill Road, and SH 121 from Handley Ederville Road to the south interchange with I-820. The first phase is scheduled to begin in 2018. The

\$200 million Congestion Relief project will add one mainlane each direction on I-820 and provide new bridges and direct connections.

 texasclearlanes.com

PAVED

On Oct. 13, TxDOT will host an event at its district office in Fort Worth highlighting upcoming subcontracting opportunities for construction and maintenance projects in the Fort Worth area. Projects Adding Value by Expanding Diversity (PAVED) is an initiative to increase disadvantaged business enterprise (DBE) participation in heavy highway construction projects. The TxDOT projects will include the I-820 East Loop.

 txdot.gov • [paved](#)

I-35W

An open house for I-35W will be held Oct. 3 in Fort Worth at the Alliance Town Center. The public will learn about upcoming milestones on current construction and plans for extending the project north. The next phase from U.S. 81/287 to Eagle Parkway is estimated to be underway in 2018. The project from north of I-30 to U.S. 81/287 is on track for completion in fall 2018.

PROJECTED PROJECTS

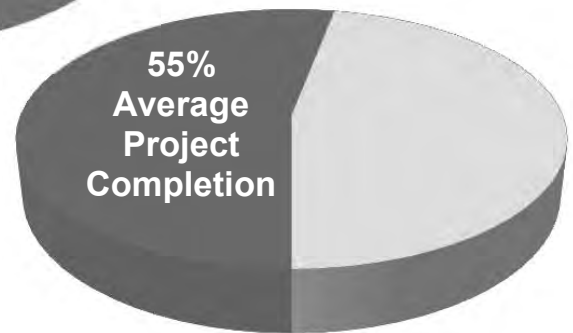
	Hwy	Limits	Type of Work	Estimate (millions)
OCT	FM 4	FM 1189 to FM 1543 Hood County	Add shoulders	\$2.7
	US 287	At Sublett Rd, Arlington	Relocate exit ramp	\$2.2
	I-20	At Bowen Rd, Arlington	Construct turnaround	\$1.0
DEC	Various roadways	Districtwide	Seal coat	\$9.6
	Town Creek Trail	Weatherford	Hike & bike trail	\$1.1
	I-820 East Loop	North of SH 121 to Randol Mill Rd	Rebuild & widen	\$200.0
	FM 156	Haslet	Hike & bike trail	\$1.2
	FM 157	At Snooty Fox Circle, Arlington	Traffic signal	\$0.3
JAN	I-820	Westpoint Blvd to Quebec St	Texture on mainlanes; pavement overlay on bridges	\$4.8
	SH 360	Abram St to I-20, Arlington	Widen from 6 to 8 lanes	\$56.3
	Arlington Trail	Abram St to Fielder Rd	Hike & bike trail	\$0.7
	Various roadways	Districtwide	Traffic signal installation	\$1.7



\$479 M PROPOSED LETTING



FY 2018 CONSTRUCTION*



TOTAL CONTRACTS \$3.6 B

**includes CDAs*



HARVEY *response*

Hurricane Harvey made landfall on Aug. 24 as a Category 4 hurricane, flattening structures along our Texas coast and flooding some cities with an unprecedented 50 inches of rain. TxDOT assisted in 24-hour recovery operations to remove debris, inspect bridges, repair traffic signals, and repair and reopen damaged roads.



PARTNERS

October 2017



Tarrant . Johnson
Parker . Wise . Hood
Erath . Palo Pinto
Jack . Somervell

TxDOT uses new technology to be more efficient

The Fort Worth District has been at the forefront of several new research methods that have resulted in a better infrastructure and environment. Working closely with researchers at the University of Texas, the district is using engineered materials such as geocells and geofoam to bolster the earth, and slow down the settling of roadways and bridges.

The district is currently working with industry partners to evaluate Intelligent Compaction as a safer alternative to nuclear density gauges for measuring soil and aggregate density. Tests show that this method provides better quality and quicker, more accurate results.

Using these new technologies is making TxDOT more efficient and will have positive

impacts on the industry for years to come. Research has been the foundation for the department and will continue to take us into the future.

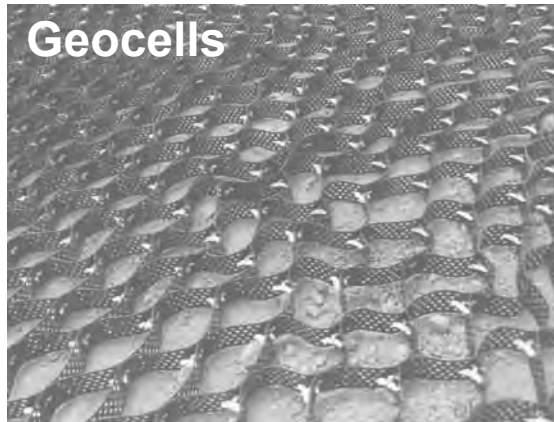


On a statewide effort, TxDOT will join research teams from Fort Worth, Dallas, Arlington and other Texas cities at the Texas Mobility Summit 2.0 in Houston on Oct. 15-17. Hosted by the Texas Innovation Alliance, the summit

is an effort to generate collaborative solutions to the state's mobility challenges and to discuss the role emerging technologies will play in improving safety and enhancing mobility. For more information, go to www.ctr.utexas.edu.

 txdot.gov • RTI

Geocells



Geofoam



Intelligent Compaction

TxDOT is implementing new research methods. **UPPER LEFT:** Shaped like honeycomb and filled with granular material, geocells create a stiff layer below the pavement. **UPPER RIGHT:** TxDOT uses geofoam under bridge approach slabs on U.S. 67 in Cleburne to prevent soil settlement. Similar to Styrofoam coffee cups, the engineered material helps keep bridge approaches smoother. **LOWER LEFT:** Intelligent Compaction occurs when a computer is used on a compaction roller to measure vibrations for more uniform and longer-lasting pavements.



Fort Worth District Office
2501 SW Loop 820
Fort Worth, TX 76133
817-370-6500

 txdot.gov • Fort Worth





"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

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.

Funding constraints required some original DFW Connector segments to be deferred. However, since 2013, TxDOT has been able to identify funding for FM 2499, new SH 121/360 ramps, the SH 121/360 interchange, and SH 121 interchanges at I-635 and FM 2499.

FM 2499 work included rebuilding the mainlanes from SH 121 to Denton Creek. The SH 121/360 ramps project constructed new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360.

Currently under construction is the SH 121/360 interchange, and construction is estimated to begin in 2019 on the SH 121 interchanges at I-635 and FM 2499.



SH 121/360 interchange construction

NorthGate Constructors photo archives

PROJECT HISTORY

- **March 2006** – Texas Transportation Comm. authorized request for CDA proposals.
- **March 26, 2009** – CDA conditionally awarded to North Gate Constructors.
- **Oct. 6, 2009** – CDA executed.
- **Jan. 2013** – TxDOT identified \$90 million in funding for FM 2499.
- **Aug. 2013** – FM 2499 construction began.
- **Sept. 2014** – TxDOT signs \$17 million contract for the SH 121/360 ramp project.
- **Feb. 2016** – SH 121/360 interchange project approved for Texas Clear Lanes (TCL) congestion relief funding.
- **Aug. 30, 2016** – SH 121/360 interchange groundbreaking held.
- **March 2017** – SH 121 interchanges at I-635 and FM 2499 approved for TCL congestion relief funding.

FM 2499 PROGRESS

- All lanes of traffic were opened in summer 2016, six months ahead of schedule.

SH 121/360 RAMP PROGRESS FROM WILLIAM D. TATE AVE.

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

SH 121/360 INTERCHANGE PROGRESS

- The old northbound SH 360 bridge over Stone Myers Parkway was recently demolished, and all the new bridge decks have been poured on the project.

- Crews continue to work on the deck for the new eastbound SH 114 flyover to southbound SH 121 in order to open the new bridge to traffic this fall.
- Crews continue to work on the new northbound SH 121/360 connectors to westbound SH 114 with bridge, dirt and paving work. These bridges are also scheduled to open in the fall.

FM 2499 PROJECT FACTS

LENGTH: 1 mile

NUMBER OF LANES

- Two mainlanes in each direction built below the existing grade level, allowing commuters 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)

CONSTRUCTION DATES

- Construction start: Aug. 2013
- Substantial completion: Summer 2016

SH 121/360 RAMPS FACTS

COST: \$17 MILLION

CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: Nov. 2015

SH 121/360 PROJECT FACTS

LENGTH: 1.6 miles

SCOPE: New direct connectors for SH 114, SH 121 and SH 360

COST: \$61 MILLION

CONSTRUCTION DATES

- Construction start: Aug. 2016
- Substantial completion: 2018

TRAFFIC COUNTS (VEH PER DAY, 2015)

- SH 114/121 north of SH 360: 184,000
- SH 360 south of SH 114/121: 71,000

ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

LENGTH: 8.4 miles

NON-TOLL LANES (WIDEST POINTS)

- 6 to 8 WB, 6 EB between William D. Tate Avenue and International. Pkwy.
- 4 to 7 NB and 3 to 6 SB at SH 121 near DFW Airport's north entrance

TEXPRESS LANES

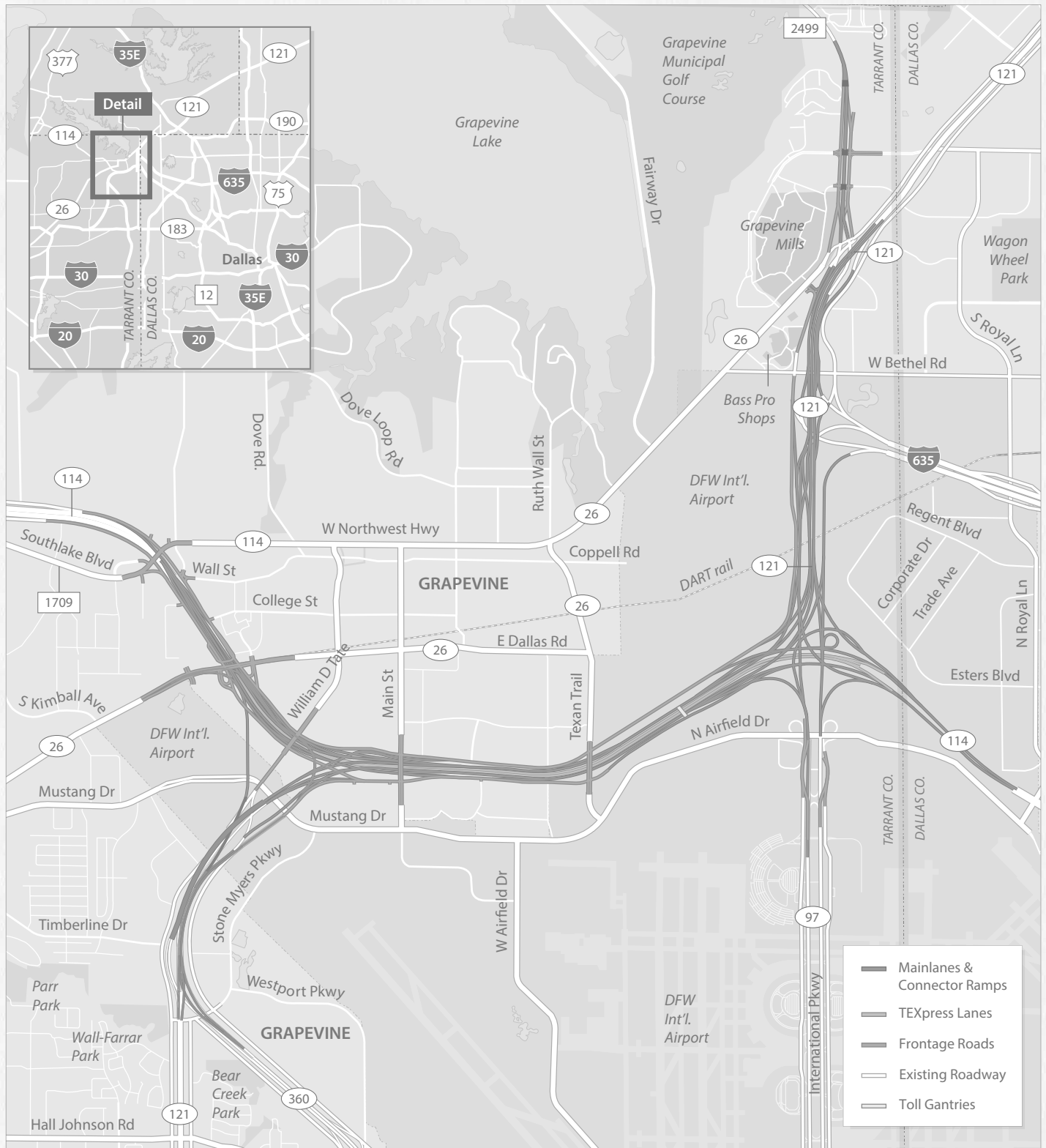
- Four miles, two in each dir. on SH 114

COST: \$1 B (FUNDED 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

- Construction started: Feb. 2010
- Final acceptance: March 2014



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

PROJECT CONTACTS



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



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

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 Public Information Supervisor
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 Fort Worth, TX 76133
 817-370-6737



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

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 TEXpress managed lanes.

The \$4.8 billion project, proposed to be constructed in phases, would rebuild the entire 30-mile corridor and provide reversible 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: An aerial view of the new 35Express direct connector ramps from the Sam Rayburn Tollway to northbound I-35E.

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

ENVIRONMENTAL REVIEW STATUS

- **Environmental Assessment Public Meetings:** 2008
- **Environmental Assessment Process:** 2003-2012 (complete)
- **Finding of No Significant Impact by FHWA:**
 - **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 seg. (I-635 to PGBT):** 7.5 miles
- **Middle seg. (PGBT to FM 2181):** 12.1 miles
- **North seg. (FM 2181 to US 380):** 10.5 miles
- **Additional general purpose lane in each direction:** North of SH 121 to US 380
- **Two reversible TEXpress Lanes** (toll lanes) from I-635 to Turbeville/Hundley

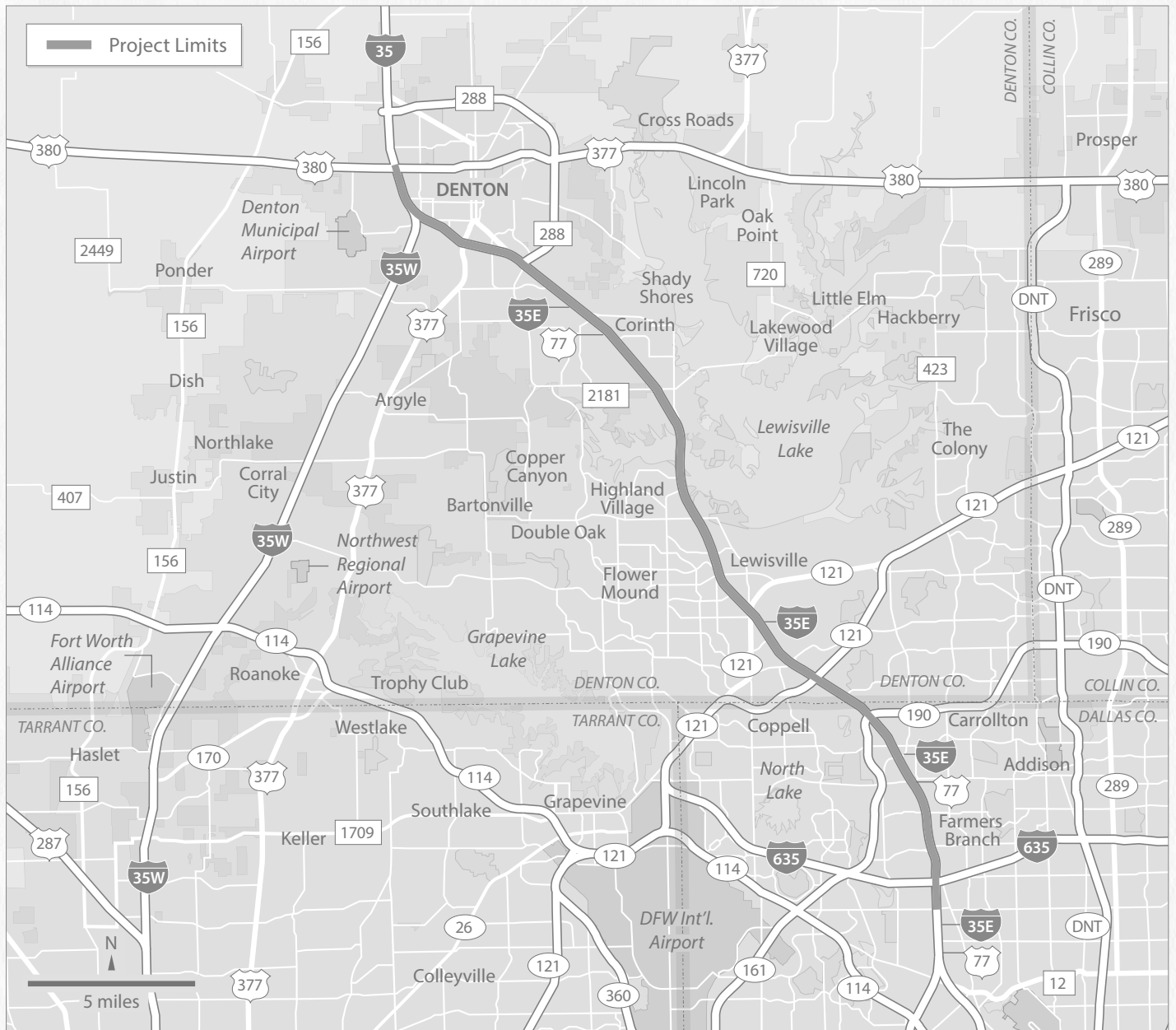
- **New SB bridge** over Lewisville Lake
- **Belt Line Road** intersection reconstruction
- **Intersection/bridge improvements** at Dickerson, FM 407, Garden Ridge, S. Denton/Oak, Turbeville/Hundley, Corinth, Post Oak, North Texas Blvd.
- **Substantial completion:** Fall 2017

PROJECT PROGRESS

- **I-35E TEXpress Lanes** opened to the public May 20, 2017.
- **Mainlanes, frontage roads and entry/exit ramps are in their final configuration.**
- Park improvements continue at Copperas Branch Park in Highland Village.
- **Final paving and striping will be completed by the end of Fall 2017.**

FUNDING

- **Federal** – \$460 million
- **State** – \$979 million (including \$534 million in Denton County RTR funds and \$285 million TIFIA loan funds),
- **Local** – \$14 million



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. ** PGBT 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



Project Website: www.35Express.org

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Lewisville, TX 75067
(214) 483-7778

Tony Hartzel – TxDOT Dallas Dist.
Public Information Supervisor
4777 E. Highway 80
Mesquite, TX 75150
(214) 320-4481



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number 23 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 Lanes in each direction.

The project will be built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) is constructing Segment 3A, from north of I-30 to north of I-820 including the I-35W/820 interchange. The Texas Department of Transportation (TxDOT) constructed Segment 3B, from north of I-820 to US 81/287. Segment 3C, from US 81/287 to Eagle Parkway, is estimated to begin construction in 2018. I-35W currently carries 119,000 vehicles daily near downtown Fort Worth and 141,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



I-35W/820 interchange

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

PROJECT PROGRESS

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

- 82% complete
- Over 5.6 million man hours worked
- Finished sound wall installation just south of the Trinity River
- In the upcoming months:
 - Traffic switch on northbound I-35W south of the Trinity River
 - Reopening on-ramp to northbound I-35W from Northside Drive

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

- This segment is substantially complete with all lanes in their final location. The contractor is currently completing finish work on corridor aesthetics.
- A section of the TEXpress Lanes north of I-820 opened to traffic in July 2017.

THE 3C PORTION: (US 81/287 to Eagle Parkway) This project is estimated to begin construction in 2018.

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 US 81/287) 3.6 miles
- Segment 3C (I-35W from US 81/287 to Eagle Parkway) 8 miles

TEXPRESS LANES

- Segments 3A, 3B, & 3C: 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: \$700 million (proposed)

FUNDING

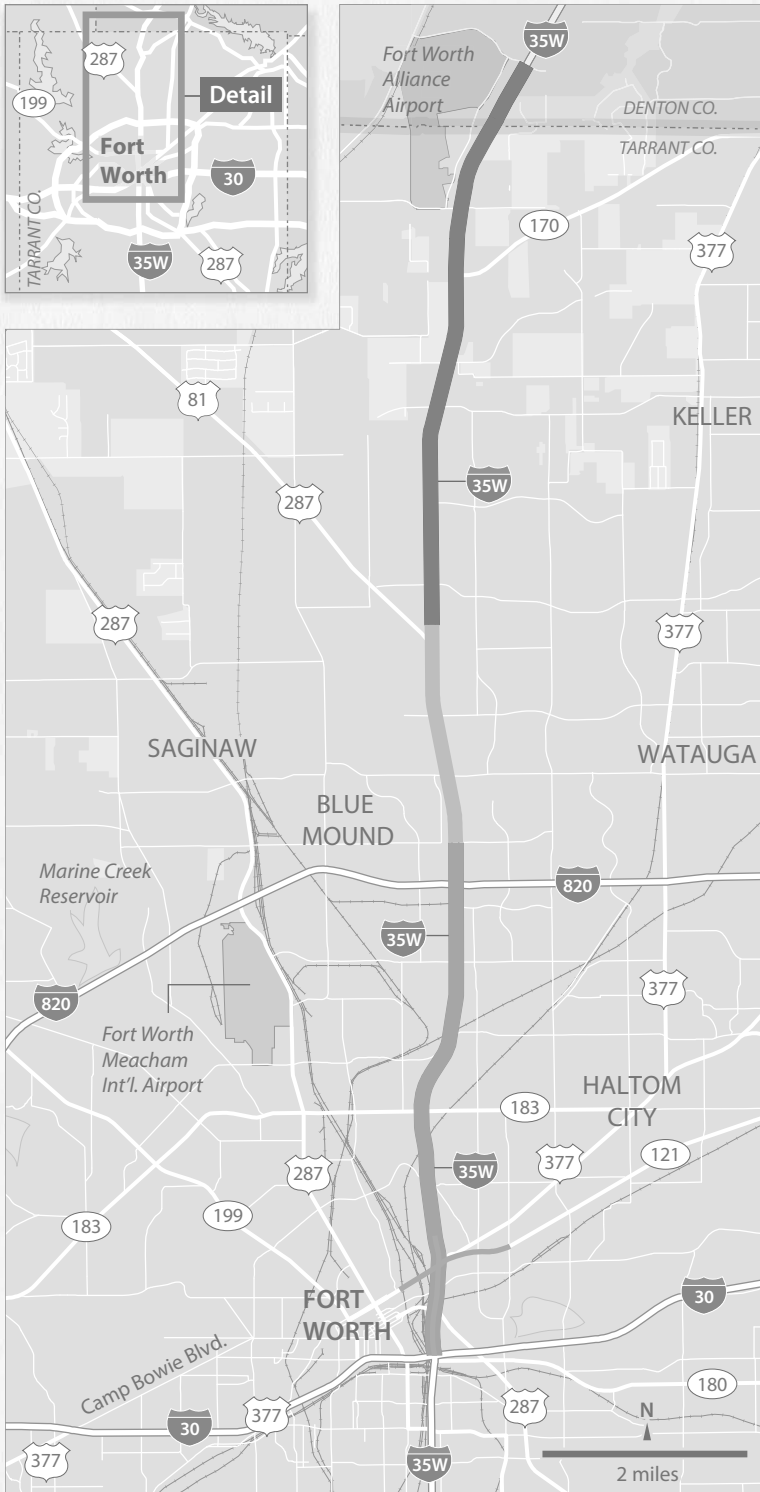
- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$442 million developer equity; \$274 million Private Activity Bonds (PABs); \$145 million provided by Metropolitan Planning Organization; \$46.5 million interest income
- Segment 3B: \$135 million Category 12; \$65 million Fund 6

RIGHT OF WAY

- Segment 3A: Complete
- Segment 3B: Complete

CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; estimated completion - 2018
- Segment 3B: Construction start - April 2013; substantial completion - Dec. 2016
- Segment 3C: Estimated construction start - 2018



NOTE: Highlighted areas are not to scale.

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 mainlanes. ^^^^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

Interim Configuration**

Mainlanes (Each dir.)		2
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.)		2 - 3

SEG* Roadway and Limits

3B	I-35W from north of I-820 to US 81/287	
Existing lanes (Each dir.)		2
Frontage lanes (Each dir.)		2

Interim Configuration

Mainlanes (Each dir.)		2
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.)		2

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

Mainlanes (Each dir.) ^^^		4
TEXpress Lanes (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

Mainlanes (Each dir.)		2 - 3
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.) ^^		2

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

Mainlanes (Each dir.) ^^^		4
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.)		2 - 3

SEG* Roadway and Limits

3A II	SH 121 Interchange ^^^^	
--------------	-------------------------	--

PROJECT CONTACTS



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



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Jodi Hodges
 TxDOT Fort Worth District
 Public Information Supervisor
 2501 SW Loop 820
 Fort Worth, TX 76133
 (817) 370-6737



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: An aerial view of the Horseshoe Project looking east toward downtown Dallas of the new I-30/I-35E interchange.

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** on Dallas' second signature bridge, the Margaret McDermott Bridge on I-30 over the Trinity River. Both the EB and WB arches are complete. Crews have started placing the deck.
- **The I-35E and I-30** mainlanes are substantially complete.
- **The eastbound I-30** and northbound I-35E direct connector to Woodall Rodgers opened in June 2017.

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 substantially complete as early as summer 2017.

PROJECT DETAILS

- **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	\$7.0 M
SH 121 RTR	\$21.4 M
Cat 10 HPS/DEMO Earmarks	\$106.3 M
Cat 6 Federal Bridge	\$75.0 M
Cat 7 STP-MM	\$4.5 M

SOURCE: TxDOT

TxDOT graphic



PRELIMINARY HORSESHOE SCHEMATIC (APRIL 2012)



SOURCE: Texas Department of Transportation.

TxDOT graphic

PROJECT CONTACTS



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



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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"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

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 per 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 managed to keep traffic moving at 50 mph. The ultimate project for these roadways is not currently funded.



September 2017: Looking west on SH 183 at the Loop 12 direct connections TxDOT photo archive

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)

PROJECT PROGRESS

- **SH 114**
 - Construction is scheduled to complete and the TEXpress Lanes are scheduled to open in late 2017.
 - Final paving is 50% complete.
- **SH 183 – Recent milestones include:**
 - Traffic on westbound SH 183 in Euless switched into its permanent alignment from Ector Dr. to SH 121.

- All bridge beams are set on Esters Rd. bridge over SH 183.
- Construction is 70% complete.
- **SH 183 - Current construction:**
 - Constructing bridges and walls at all major intersections along SH 183 in Dallas, Irving and Euless.
 - Switching traffic onto the new Trinity River bridge this fall.
- **Loop 12**
 - Major traffic switches implemented on north and southbound Loop 12 between I-35E and SH 183 to accommodate bridge work.

MIDTOWN EXPRESS PROJECT

(ESTIMATED 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)
- **Funding**
 - Funding sources include CAT 2, 7, 10 and 12. TxDOT has applied for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan

Right Of Way

- Acquisition is 99% complete

Project

- Obtain right of way/ relocate utilities
- Reconstruct portions of frontage roads
- Reconstruct portions of mainlanes
- Construct one TEXpress Lane in each direction on SH 183 and Loop 12.
- Construct one TEXpress Lane in each direction on SH 114 from SH 183 to SH 161 and one WB TEXpress Lane on SH 114 from SH 161 to Int'l. Pkwy.

ULTIMATE PROJECT

(ESTIMATED OPERATION: TBD)

Cost

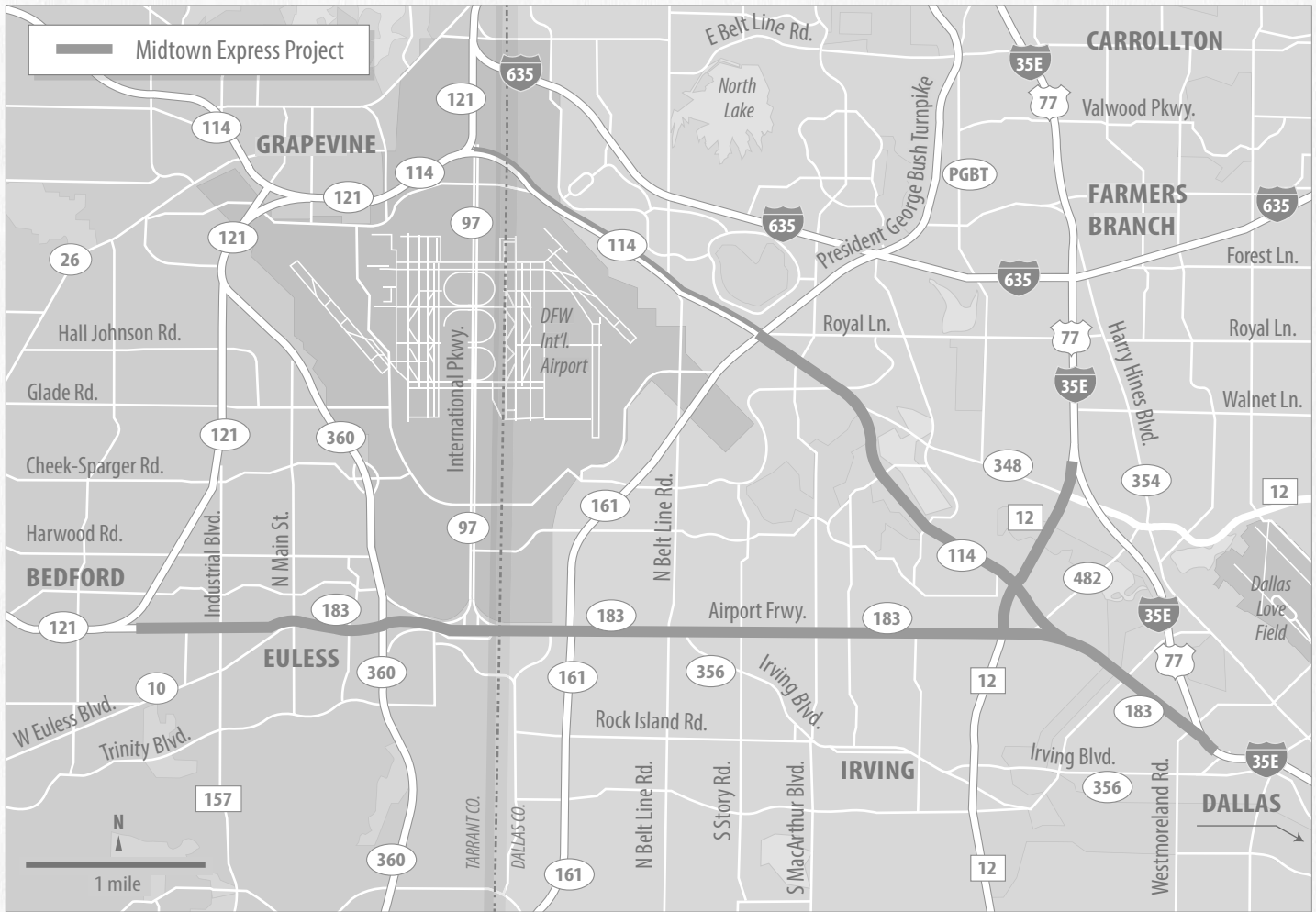
- \$2.5 billion (funding not identified)

Project

- Add one mainlane in each direction in some locations
- Up to three TEXpress Lanes in each direction in some locations
- Continuous frontage roads where applicable
- Diamond Interchange completion

SCHEDULE

- Construction Start: April 2015
- Substantial Completion (Est.): 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 Config.	2 - 3	4	2 - 4

SH 114: (BETWEEN INT'L. PARKWAY AND ROCHELLE BOULEVARD)

	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 Config.	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 Config.	2R	4	2 - 3

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

TxDOT graphic

PROJECT CONTACTS



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SH 360 SOUTH

TxDOT PROJECT TRACKER

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



OVERVIEW

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 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 is being built using the design-build construction method, which typically cuts construction time in half.



Future SH 360 bridge at Camp Wisdom Road

PROJECT HISTORY

- **1994** – First frontage road project south of I-20 (I-20 to New York Avenue)
- **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 Boulevard including mainlanes from I-20 to Sublett Road
- **Dec. 5, 2013** – The Regional Transportation Council (RTC) approved a resolution to financially backstop TxDOT's \$300 million loan to develop, finance and construct SH 360
- **Jan. 16, 2014** – Environmental clearance received
- **Feb. 19, 2014** – NTTA's Executive Board approved the TxDOT/NTTA Project Development Agreement (PDA)
- **Feb. 27, 2014** – The Texas Transportation Commission (TTC) approved the PDA and authorized TxDOT to issue a Request for Qualifications (RFQ)
- **Mar. 11, 2014** – TxDOT issued an RFQ
- **Sept. 8, 2014** – TxDOT released the final Request for Proposals (RFP)
- **Feb. 26, 2015** – The Texas Transportation Commission conditionally awarded the development contract to Lane-Abrams Joint Venture
- **May 15, 2015** – The contract between TxDOT and Lane-Abrams Joint Venture was executed
- **Oct. 21, 2015** – Groundbreaking held

PROGRESS

BRIDGE OPENINGS

- Lynn Creek Parkway/Webb Lynn Road: Opened May 2017
- Broad Street: Opened June 2017
- Heritage Parkway: Opened July 2017
- Debbie Lane/Ragland Road: Opened Sept. 2017
- Sublett Road/Camp Wisdom Road: est. early 2018
- Holland Road: est. early 2018
- US 287 over SH 360: Spring 2018
- Lone Star Road: Spring 2018
- New York Avenue: Spring 2018

PROJECT FACTS

LENGTH

- Green Oaks Boulevard to US 287: 9.7 miles

COST

- Initial project cost: \$340 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 road
- A portion of US 287 NB frontage road and ramps
- Cross street improvements

ULTIMATE PHASE

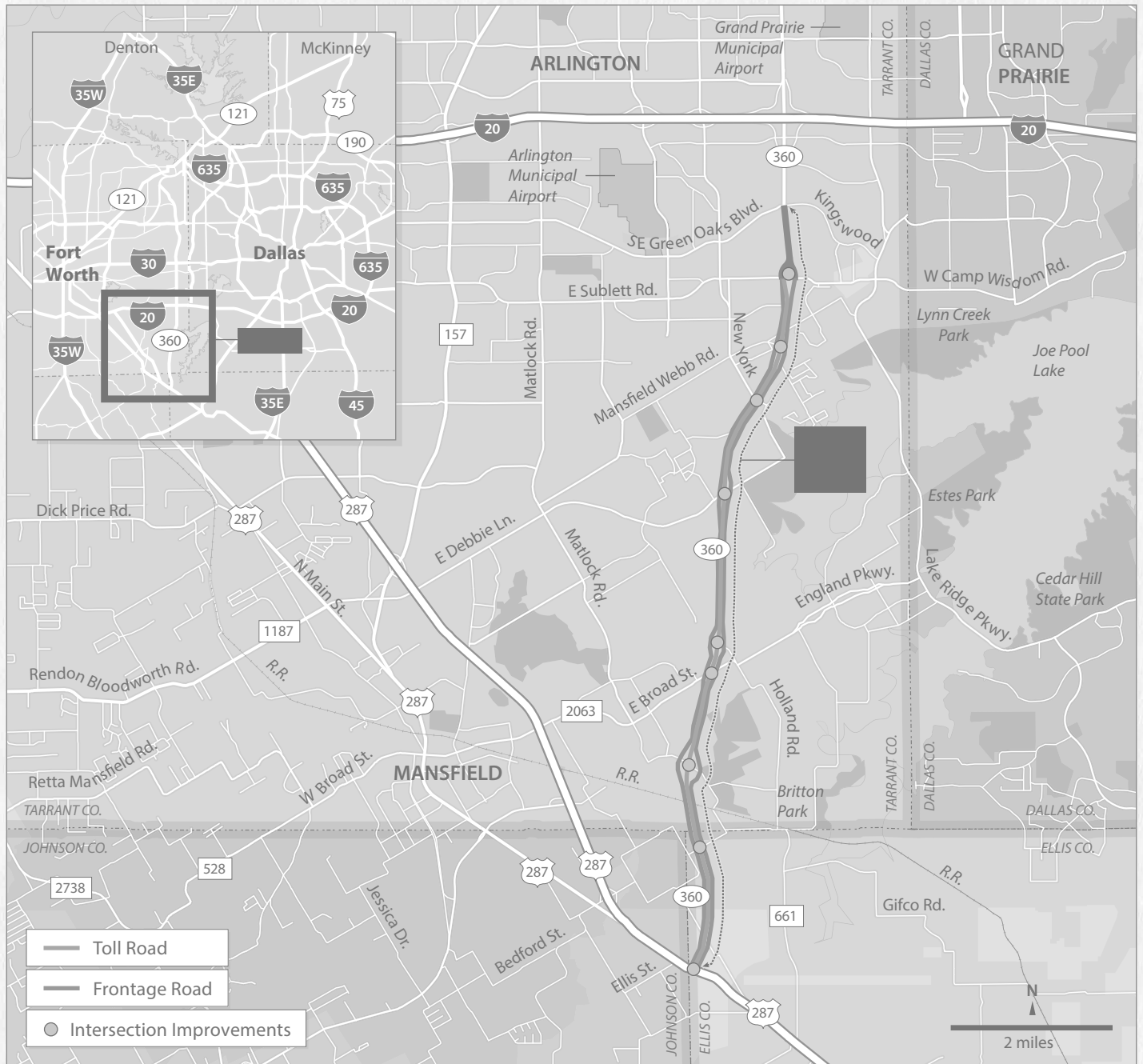
- Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road: four toll lanes each direction
- Debbie Lane/Ragland Road to US 287: three toll lanes each direction
- US 287 interchange improvements, will include direct connectors to and from SH 360 northbound.
- Funds for the ultimate phase have not been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

TRAFFIC COUNTS (VEHICLES PER DAY, 2016)

- At Bardin Road: 94,000
- At Southeast Parkway: 56,000
- At Holland Road: 32,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

ANTICIPATED SCHEDULE (INITIAL)

- Start of construction: November 2015
- Substantial completion: Spring 2018



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, spring 2018)	Initial toll lanes (Each direction, spring 2018)	Ultimate toll lanes (Each direction)
SH 360 from Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road	2	2	2	4
SH 360 from Debbie Lane/Ragland Road to US 287	1-2	2	2	3

SOURCE: Texas Department of Transportation.

TxDOT graphic

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