

RTC Handout
October 13, 2016

The North Central Texas Council of Governments Emergency Preparedness Department cordially invites you to be our honored guest at the North Central Texas Regional Full-Scale (Big X) Exercise for November 11-13, 2016.

This exercise will take place at more than 30 different venues and emergency operations centers and is designed to assess the region's ability to successfully respond to and manage multiple terrorist events and other emergencies occurring simultaneously throughout the region. The primary goal for this exercise is to increase proficiency levels in identified target capabilities and enhance the regional response to large-scale incidents. The Big X Planning Team is designing dynamic and realistic exercise scenarios to provide training, as well as a unique opportunity to evaluate a variety of regional emergency response capabilities including Explosive Ordnance Disposal (EOD), Hazardous Materials (HazMat), Special Weapons and Tactics (SWAT), Urban Search and Rescue (USAR), Community Emergency Response Teams (CERT), Wildland Fire, Emergency Management, Communications, and ESF-8 (Public Health and Medical) participants.

Each group will have its own site, scenario, and length of "play," with the exception of the SWAT and EOD groups which will travel to multiple sites throughout the exercise. Currently, the specifics for each group are as follows. Please note that details could change as the date of the exercise approaches and more details are solidified.

Communications

- Date and length of play: November 11-13, 2016, 20 hours
- Scenario: will play and integrate with groups at various site locations to test operational communication capabilities

Community Emergency Response Teams (CERT)

- Date and length of play: November 11-12, 2016, 8-10 hours
- Scenario: tornado touchdown causes damage and leads to mass search and rescue operations

Emergency Management

- Date and length of play: November 11, 2016, 4 hours
- Scenario: tornado touchdown and improvised explosive device (IED) attacks trigger Emergency Operations Center (EOC) activation

ESF-8 (Public Health and Medical)

- Date and length of play: November 11, 2016, 4 hours
- Scenario: novel pandemic influenza resulting in mass fatalities

Explosive Ordnance Disposal (EOD)

- Date and length of play: November 11-13, 2016, 10 hours
- Multiple scenarios, including: homemade explosives lab (HME), and building search in active threat environment

Hazardous Materials (HazMat)

- Date and length of play: November 11-13, 2016, 10 hours
- Multiple scenarios, including: homemade explosives lab (HME), ammonia leak in an active threat environment, and radiological dispersal device

Special Weapons and Tactics (SWAT)

- Date and length of play: November 11-13, 2016, 20 hours
- Multiple scenarios, including: barricaded suspect, school bus hostage rescue, mass transit rescue operations, active threat incident (e.g. active shooter), open-area search for suspect, and hostage rescue in a HazMat environment with IEDs

Urban Search and Rescue (USAR)

- Date and length of play: November 11-13, 2016, 20 hours
- Scenario: tornado touchdown causes damage and leads to mass search and rescue operations

Wildland Fire

- Date and length of play: November 13, 2016, 4 hours
- Scenario: wildland fire breaks out in Palo Pinto County

**BigX Events
Elected Officials Participation Sign-Up Sheet**

I, _____, on behalf of _____ (city) wish to participate and reserve a spot for one or more of the following BigX events:

Metroplex Area	Day	Transit Provider	Bus Pick-up/Drop off	Discipline	VIP Arrival Times	Attend	Guests
West	Friday, November 11	FWTA	Chisolm Trail Football Field* 3100 NW College Drive, Fort Worth	USAR	10:00 AM	<input type="checkbox"/>	
				USAR	Noon	<input type="checkbox"/>	
				CERT	8:00 PM	<input type="checkbox"/>	
West	Saturday, November 12	FWTA	Chisolm Trail Football Field* 3100 NW College Drive, Fort Worth	CERT	10:00 AM	<input type="checkbox"/>	
				USAR	3:00 PM	<input type="checkbox"/>	
East	Saturday, November 12	DART	Collin College - Central Park Campus* 2200 W University Drive, McKinney	SWAT	10:30 AM	<input type="checkbox"/>	
				EMS	12:30 PM	<input type="checkbox"/>	
East	Saturday, November 12	DART	DART Lawnview Station 5900 Scyene Road, Dallas	SWAT	4:00 PM	<input type="checkbox"/>	
				SWAT	6:00 PM	<input type="checkbox"/>	
Central	Saturday, November 12	Grand Connection	Grand Connection Transit Center 1821 W Freeway Street, Grand Prairie	SWAT	6:00 PM	<input type="checkbox"/>	
				EMS	8:00 PM	<input type="checkbox"/>	

* Final confirmation on location pending

Transportation for elected officials and guests (please identify how many will be participating) must be reserved by checking the corresponding event(s) times. Buses will take VIPs to drill sites where they will be briefed and provided a tour of the ongoing simulations.

Additional information for event participants will be provided by the Emergency Preparedness and Transportation Departments closer to the event days. Due to possible exercise changes, locations and arrival times may vary slightly.

Email RSVP to Candice Forsyth, Emergency Preparedness Specialist, cforsyth@nctcog.org by October 31, 2016. Please provide VIP name(s), title(s), phone number and email address with RSVP.

The North Central Texas Stewardship Forum invites you to attend the

NORTH CENTRAL TEXAS ENERGY FORUM

OCTOBER 26, 2016

9:30 AM – 3:30 PM

West Irving Library – 4444 W. Rochelle Road, Irving TX 75062



Cities are projected to house approximately

60%
of the global
population
by 2030

Register for this Free Event at www.nctcog.org/envir/events

Space is limited so register today!

A great event for: Energy managers, facility managers, local governments, independent school districts, colleges, private industry, or anyone wanting to make a sustainable impact on energy in North Central Texas!

Local governments and regional entities in North Central Texas are working to reduce energy consumption in innovative ways, including leveraging community partnerships and implementing energy efficiency programs.

Please join the North Central Texas Stewardship Forum as we discuss planning for our energy future in North Central Texas.

Topics include:

- Legislative Update on Energy items prior to the 85th Legislative Session
- Energy on Campus
- LED Lighting Implementation
- Innovative City and Community Partnerships
- Funding Opportunities for Energy Efficiency

REGISTRATION
IS NOW OPEN

www.nctcog.org/envir/events

Free Event!

Free Lunch!

HOSTED BY THE NORTH
CENTRAL TEXAS
STEWARDSHIP FORUM
and NCTCOG

Hear From:

Sierra Club
University of Texas at Dallas
University of North Texas
North Lake College
Oncor Electric
General Services Administration
Texas PACE Authority
Dallas-Fort Worth Airport
Schneider Electric
City of Dallas
Fort Worth Better Buildings Challenge
Dallas 2030 District
State Energy Conservation Office
Community Action Partners
and many more!

Want to learn more about the North
Central Texas Stewardship Forum?

www.nctcog.org/stewardship



FORT WORTH DISTRICT PARTNERS



SH 121/360 Interchange Groundbreaking

OPTIMIZE system performance

TxDOT is working to expand its busiest metropolitan corridors.

Six of the state's 100 most congested highways are located in Tarrant County. Three of these highways will be expanded and open to traffic between now and 2021.

Expanding these three highways will help address delays totaling:

6 million annual hours stuck in traffic

\$140 million annual cost to the Texas economy

October 2016

SH 121/360 Interchange

On Aug. 30 in Grapevine, Texas Transportation Commissioner J. Bruce Bugg, Jr. kicked off construction of the SH 121/360 interchange, the first Congestion Relief project in the state to go to construction. The new direct connecting ramps will further complete the DFW Connector improvements for this area. Estimated for completion in late 2018, the \$61 million project is part of a \$1.3 billion statewide plan to reduce gridlock in some of the state's most congested areas. North Texas leaders thanked TxDOT, Gov. Greg Abbott, the Texas Legislature and the voters of Texas for making congestion relief a priority.

 texasclearlanes.com

SH 199

Local and state officials will break ground Oct. 19 on the expansion of SH 199 from Nine Mile Bridge Road to the future Western Center Boulevard. The \$56.5 million project will complete the remaining freeway section by constructing mainlanes, bridges and ramps. It was selected earlier this year for Congestion Relief funding. The project is estimated for completion in 2019.

 texasclearlanes.com

Passenger Rail

Public hearings were held Aug. 9-11 in Arlington, Austin and Laredo to seek public input to include in the Texas-Oklahoma Passenger Rail Study's draft Environmental Impact Statement (EIS). The study is expected to end in 2017 with a Record of Decision (ROD) from the Federal Railroad Administration.

 txdot.gov • TOPRS

FM 1220

Construction began in September to add shoulders to FM 1220 (Boat Club Road) from Eagle Mountain Plant Road to Park Drive in northwest Tarrant County. The three-mile project will also provide a pavement overlay. The \$8 million project is estimated for completion in 2018.

U.S. 281

Construction begins early next year on the widening of U.S. 281 to a Super 2 highway from I-20 in Palo Pinto County to Hico at the Erath/Hamilton County Line. The 46-mile project will improve safety and mobility by adding periodic passing lanes to the existing two-lane roadway. The \$25 million project is estimated for completion in 2018.

PARTNERS *in construction*

AWARDED PROJECTS

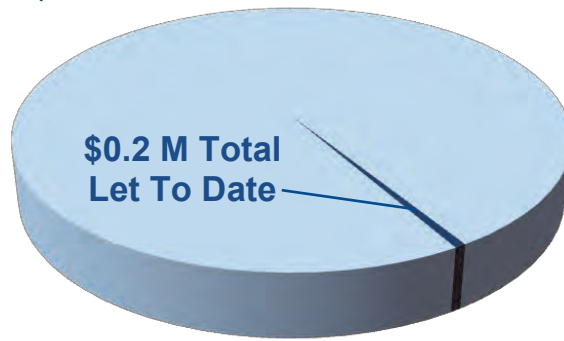
	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
SEP	I-35W	Cotter Ave to Chambers Creek, Alvarado	Cable median barrier	\$0.3	\$0.2	-17.4

PROJECTED PROJECTS

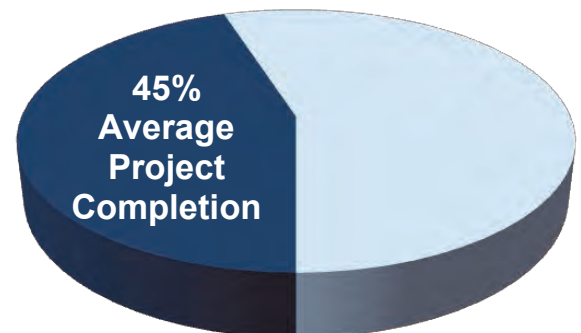
	Hwy	Limits	Type of Work	Estimate (millions)
OCT	Various roadways	Districtwide	Concrete pavement repairs	\$1.8
NOV	SH 199	Nine Mile Bridge Rd to Future Western Center Blvd	Reconstruct	\$56.5
	US 287	North of FM 157 to Walnut Creek Dr, Mansfield	Ramp improvements and turnaround bridge	\$4.6
	SH 144	At Service Rd, Granbury	Improve drainage	\$2.9
	I-30	At Chapel Creek Blvd	Widen bridge from 2 to 4 lanes	\$9.2
DEC	Various roadways	Districtwide	Seal coat	\$7.4
	US 377	SH 171 to FM 3210, Hood County	Pavement overlay and repairs	\$3.8
	Various roadways	Various locations, Bridgeport	Construct sidewalk	\$0.2



\$345 M PROPOSED LETTING



FY 2017 CONSTRUCTION*



TOTAL CONTRACTS \$3.6 B

*includes CDAs



2017 Unified Transportation Program

The Texas Transportation Commission has approved the 2017 Unified Transportation Program (UTP) with \$70 billion in total funding to help TxDOT meet the state's growing transportation demands. This is a \$38 billion increase from last year's UTP.

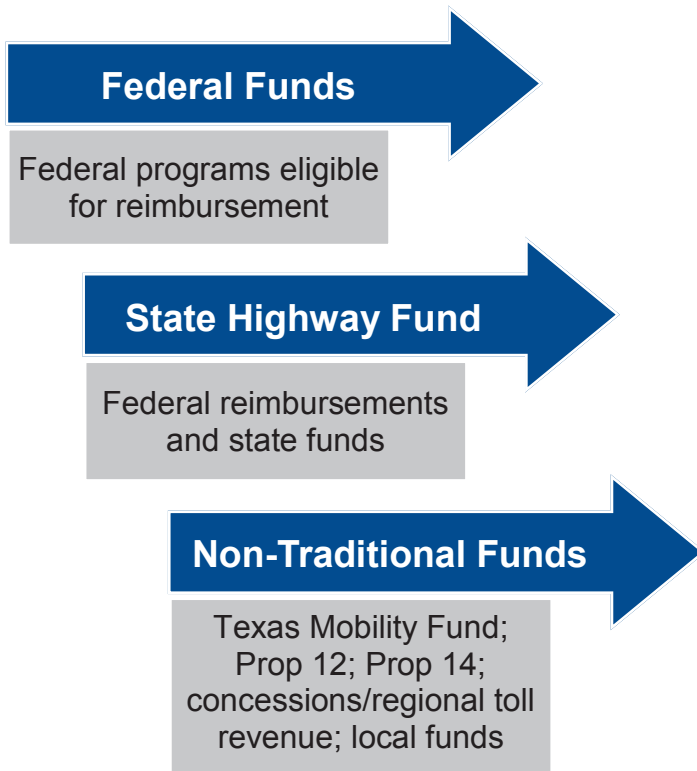
The plan is the largest of its kind in the agency's history that addresses capacity, maintenance and safety needs around the state. The 10-year plan, developed with extensive public input, targets congestion in

the state's most-populated areas and includes projects to better connect the major interstates in rural areas with local roads and highways.

The UTP is a long-term planning tool in guiding transportation project development. Over the coming months, TxDOT and local communities will work together to identify and select projects using this additional funding.

 txdot.gov • Unified Transportation Program

UTP connects anticipated funding to projects



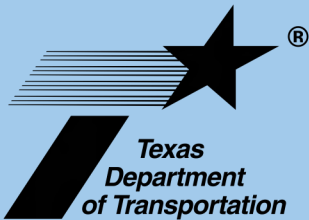
Funding Category	2017-2026 UTP Funding
1 Preventative Maintenance/Rehab	\$13.8
2 Metro and Urban Area Corridor	\$12.5
3 Non-Traditional Transportation	\$4.6
4 Statewide Rural Connectivity Corridor	\$11.6
5 Congestion Mitigation/Air Quality Improvement	\$2.2
6 Structures Replacement/Rehab	\$3.2
7 Metropolitan Mobility/Rehab	\$4.2
8 Safety	\$3.2
9 Transportation Alternatives	\$0.5
10 Supplemental Transportation	\$0.6
11 District Discretionary	\$4.0
12 Strategic Priority	\$9.8
Total UTP Funding: Categories 1-12	\$70.2 B

PARTNERS

October 2016



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



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

 txdot.gov • Fort Worth



PLAN WHILE YOU CAN. DRINK. DRIVE. GO TO JAIL.



Drinking slows your reaction time, impairs your judgement and makes driving dangerous. That's why, even if you're just buzzed, you're still getting busted.

So, **before you go out**, make a plan to get home safe or law enforcement across Texas will make one for you.



BIG FINES UP TO \$17,000



JAIL TIME



LOSE YOUR LICENSE

GET A CAB • CALL A FRIEND • DON'T DRINK AND DRIVE

**Make your plan to get home safe at soberrides.org
#planwhileyoucan**

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.

PAVING A PATHWAY TO SUCCESS IN THE DALLAS DISTRICT

DALLAS — Thanks to aggressive pavement management strategies in recent years, the Dallas District has enjoyed a steady climb in the statewide ranking of road surfaces, making the ride much smoother for the 3.5 million registered vehicles in the District.

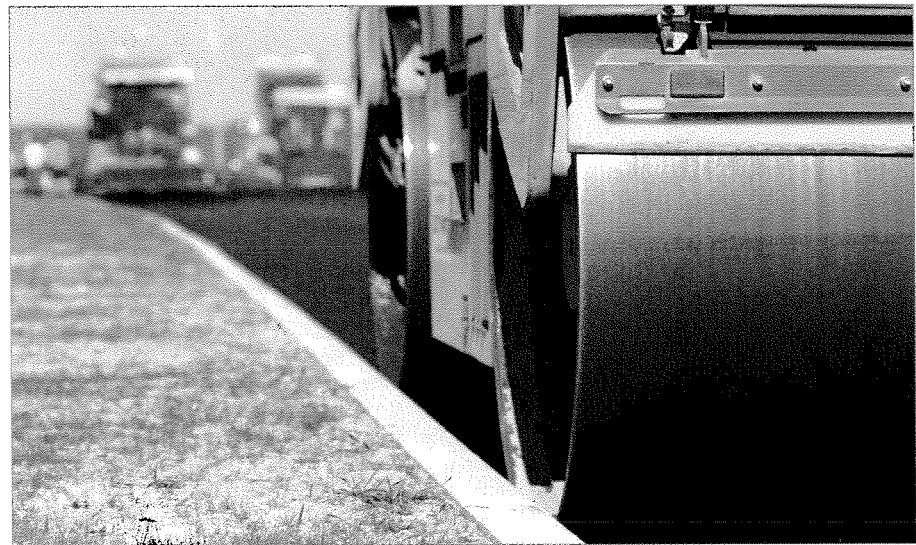


Every year all TxDOT-maintained roads — more than 80,000 miles — are analyzed in half-mile increments. The half-mile scores in each county are averaged together to give an overall grade for the county. The average of each county score is how the districts get their overall pavement score.

Since 2008, when the Dallas District received a score of 70.74, pavement conditions have improved by almost 10 percent. Aside from a slight drop of 0.17 percent from last year, scores have increased every year since 2012. For 2016, the district received an overall score of 78.03, well above of the statewide condition target score of 70.

“Seeing improvement year after year and consistently receiving some of the highest scores in the state shows the commitment from each of our area offices at maintaining the quality of our roads,” said Kelly Selman, the Dallas District’s chief engineer.

The Texas Pavement Management Information System was created in the 1970s as a tool to monitor the performance of every TxDOT road in the state. The pilot program was tested in Dallas, and at the time, Texas was one of the first states to implement such a program.



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The plan was to provide district engineers with the information needed to make good pavement decisions on design, construction, maintenance and rehabilitation, while also providing vital information to help in decisions on allocating funds.

Today, PMIS is a state-of-the-art online database using complex algorithms to produce up-to-date information on the condition of every state-run road in Texas. The database received a comprehensive software upgrade earlier this year, making it one of the most advanced pavement management systems in the country.

PMIS measures pavement performance using several factors, including ride quality, structural adequacy, skid resistance and distress.

“So many things can have an effect on your final score,” said Danny Murphy, TxDOT’s director of maintenance in Collin County, which saw its roads increase in 2016 by 2.27 points. “One of the biggest factors is weather; drought, heavy rains, snow and ice.”

Extreme weather will almost certainly cause a drop in scores. For example, freezing rain can quickly turn a small surface crack into a large pothole, requiring an immediate patch.

In order to not see a deduction of PMIS points, a repair must be the full width of the road and at least 500 feet long. Otherwise, the PMIS survey will consider it a “patch,” which is an instant deduction of points.

However, rain or shine, the steady climb in pavement scores is evidence the Dallas District is committed to a smoother ride. ■

SEPTEMBER 2016 LET PROJECTS

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)**	CONTRACTOR	
0009-12-216	I-30	Dallas County Line to Hunt County Line	Installation of wireless ITS	\$1.36	\$1.11	-18.43	\$1.28	Florida Traffic Control Devices, Inc.	1
0047-07-231	US 75	SP 366 to I-635	Install guide signs	\$0.63	\$0.75	19.89	\$0.89	American Lighting and Signalization, Inc.	2
0196-01-106	I-35E	State School Rd./Mayhill Rd. (FM 2499) to SL 288	Grade separation improvements	\$31.41	\$27.50	-12.43	\$34.40	OHL USA, Inc.	3
0918-18-126	CR	NW CR 2310 at Rush Creek	Replace bridge and approaches	\$1.11	\$1.12	0.92	\$1.29	Pierce R & B, LLC	4
0918-00-263*	VA	Various locations in district at diamond interchanges	Wrong way driving implementation	\$1.70	\$1.79	5.08	\$2.11	American Lighting and Signalization, Inc.	
SEPTEMBER 2016 TOTAL				\$36.20	\$32.27	-10.86	\$39.98		
DISTRICT FY ACCUMULATIVE LETTINGS				\$36.20	\$32.27	-10.86			
DALLAS DISTRICT FY LETTING VOLUME CAP							\$594.42		

*Not mapped.

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

OCTOBER 2016 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0998-02-008	FM 246	I-45 to Navarro County Line	Seal coat	\$0.04	1
0196-03-272	I-35E	North of Oak Lawn Ave. to north of Harry Hines Blvd. ramps	Full depth repair concrete pavement, mill & overlay on the frontage road	\$4.78	2
1785-01-032	FM 1830	FM 1830 from FM 407 to US 377 and at Fincher Branch; FM 544 from Parker Road to Plano Parkway	Shoulder widening, base repair and culvert widening	\$7.36	3
2555-01-011	FM 2578	US 175 to FM 987	Restore existing pavement and add shoulders	\$7.19	4
0008-08-075*	VA	Various locations in Dallas County	Seal coat of shoulders	\$1.75	
0048-03-093*	SH 342	Various locations in Dallas District	Seal coat, pavement markings	\$13.14	
TOTAL				\$34.26	

* Not mapped. NOTE: Subject to Change.

COMPLETED CONSTRUCTION PROJECTS (FROM SEPTEMBER 1 – 30, 2016)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0091-06-058	SH 289	LP 12 to Elderwood Dr.	Mill, full depth repair, overlay & pavement markings	9/7/2016	\$2.36	1
0047-04-024	SH 5	SH 121 to CR 422	Mill, base repair & overlay	9/22/2016	\$3.44	2
1013-01-028	FM 546	West of The Crossings Dr. to FM 982	Provide additional paved surface width	9/9/2016	\$6.00	3
2056-01-048	FM 2551	FM 544 to FM 2514 (Parker Rd.)	Landscape development	9/8/2016	\$0.37	4
0092-03-048	I-45	South of LP 561 to Dallas County Line	Install guide signs	9/9/2016	\$0.81	5
0918-00-162*	VA	District-wide	Non-site specific guide signs	9/27/2016	\$0.34	
0918-00-186*	VA	Various locations	Non-site specific signal	9/27/2016	\$1.60	
0918-00-234*	VA	Various locations	Pavement markings, signs & signals	9/22/2016	\$0.71	
TOTAL					\$15.63	

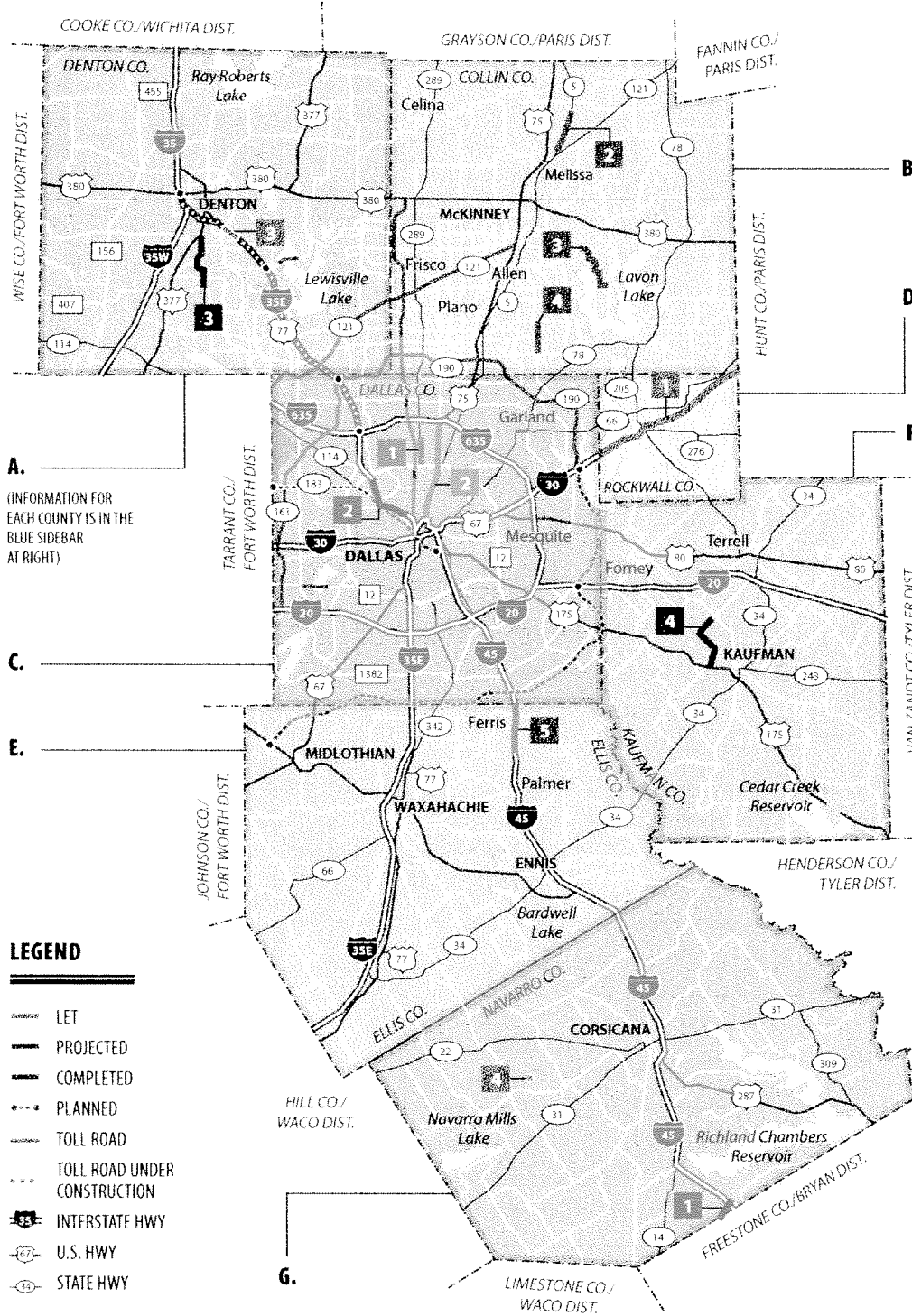
* Not mapped.

SOURCE: Texas Department of Transportation.

TxDOT graphic

DALLAS DISTRICT PROJECTS MAP

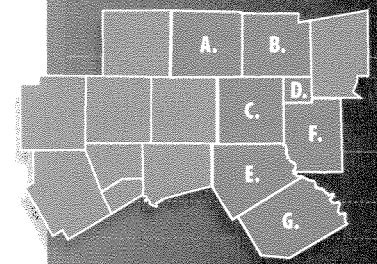
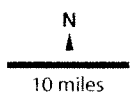
Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in September, are projected to let in October or have recently been completed.



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

County	Vehicle Registration	*Population Estimate	Lane Miles
A. DENTON COUNTY	603,332	758,370	1,488,733
B. COLLIN COUNTY	729,624	897,510	1,373,829
C. DALLAS COUNTY	2,064,783	2,478,740	3,366,158
D. ROCKWALL COUNTY	82,515	89,660	346,368
E. ELLIS COUNTY	165,813	164,960	1,523,910
F. KAUFMAN COUNTY	109,180	113,530	1,201,810
G. NAVARRO COUNTY	51,056	48,900	1,192,820

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.





MAINTENANCE
MINUTE

DALLAS DISTRICT—TxDOT employees from all seven counties competed in the annual Dallas District Truck Roadeo last month at the Hutchins yard. The competition began earlier this year, when more than 250 drivers competed at the county level in hopes of earning a spot in the District finals.

Of the 28 drivers in the District finals, Floyd “Tony” Russell from the Signal Shop and Michael Thomas from Dallas County Maintenance finished in first and second place, respectively, each earning a spot at the state finals in Austin later this month.



TxDOT photo

Spotting was one of seven events the 28 district finalists competed in.

SOURCE: Texas Department of Transportation



TxDOT photo

District Engineer Kelly Selman stands with 1st place prize winner Tony Russell.



TxDOT photo

The Dallas District 2016 Truck Roadeo finalists.

TxDOT graphics



From Gary P. of Highland Village, TX: “Hi, Just drove over the newly open I-35 bridge crossing Lake Lewisville, then took my exit, Highland Village Road, also new. Pretty sweet. Nice job folks!”

SOURCE: Texas Department of Transportation

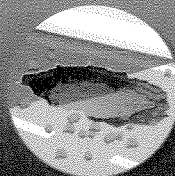
TxDOT graphics

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/form.html?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>

INTERSTATE 35W

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

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) 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) is constructing Segment 3B, from north of I-820 to north of US 81/287. Segment 3C, from north of US 81/287 to Eagle Parkway, is expected to reach commercial close in late 2016. I-35W carries 140,000 vehicles daily near downtown Fort Worth and 146,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



NTEMP3 photo archive

Aug. 2016 - I-35W looking south to downtown Fort Worth

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)

- 52% complete
- Opened new direct connectors from northbound I-35W to eastbound and westbound I-820
- Shifted traffic to new pavement on southbound I-35W over the Trinity River
- Upcoming construction/progress
 - Opening new direct connector from southbound I-35W to eastbound I-820
 - Reopen direct connector from downtown Fort Worth (eastbound Spur 280) to northbound I-35W
 - Reopen direct connector from northbound I-35W to westbound Sour 280

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

- Moved northbound mainline traffic to permanent location between Fossil Creek Blvd. and Basswood Blvd. in July 2016. All northbound mainlanes are in their permanent location.
- Restored service on I-35W to Basswood Blvd. northbound exit ramp
- Began final pavement surface placement in September 2016
- To restore service to U-turns at Western Center Blvd., install permanent traffic signals, and restore turning movements to frontage roads this fall
- Completing frontage road bridge sidewalks over Big Fossil Creek
- Constructing TExpress Lanes on I-35W and completing the direct connectors to and from US 287

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

PROJECT FACTS

LENGTH

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

- Segment 3C (I-35W from N of US 81/287 to Eagle Pkwy.) 8 miles

TEXPRESS LANES

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

COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$244 million
- Segment 3C: \$700 million (proposed)

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

RIGHT OF WAY

- Segment 3A: 95% complete
- Segment 3B: 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: Commercial close - Late 2016



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 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

Interim Configuration**

General purpose lanes (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 north of US 81/287	
Existing lanes (Each dir.)		2
Frontage lanes (Each dir.)		2

Interim Configuration

General purpose lanes (Each dir.)		2
TEXpress Lanes (Each dir.)		2
Frontage lanes (Each dir.)		2

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

General purpose lanes (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

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

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

General purpose lanes (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



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DFW CONNECTOR

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

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, in early 2013, TxDOT was able to identify funding for the FM 2499 section, in Sept. 2014, funding for new SH 121 and SH 360 ramps and in Feb. 2016, funding for the SH 121/360 interchange.

FM 2499 work included rebuilding the mainlanes of FM 2499 from SH 121 to Denton Creek. The lanes were built below grade level allowing commuters to bypass two intersections.

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.

The SH 121 project from SH 114 to Hall Johnson Road will reconstruct the SH 121/360 interchange.



TxDOT photo

SH 121/360 Interchange groundbreaking

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 congestion relief funding.
- **Aug. 30, 2016** – SH 121/360 interchange groundbreaking held.

FM 2499 PROGRESS

- All lanes of traffic were opened and in its final pattern 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

SH 114 TO HALL JOHNSON RD.

- New drainage is being installed.

- The initial detours for northbound SH 121 and SH 360 will be built.
- Substructure work begins on the following bridges:
 - Northbound SH 360 to Northbound SH 121
 - Northbound SH 360 to Westbound SH 114
 - Eastbound SH 114 to Southbound SH 121

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 (VEHICLES PER DAY, 2014)

- SH 114/121 north of SH 360: 172,000
- SH 360 south of SH 114/121: 63,000

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 Int'l. 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
- Dynamic pricing began Jan. 3, 2015

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

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

CONSTRUCTION DATES

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



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

DFW STRATEGIC PROJECTS OFFICE

PROJECT CONTACTS



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Project website:
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www.txdot.gov
 Keyword: "DFW Connector"
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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 will be built using the design-build construction method, which typically cuts construction time in half.



September 2016 - Construction on Webb Lynn Road bridge at SH 360

PROJECT HISTORY

- **1994** – First frontage road project south of I-20 (I-20 to New York Ave.)
- **1997** – Frontage road project (New York Avenue to East Broad Street)
- **2003** – Frontage road project (East Broad Street to US 287)
- **2006** – Interchange project at Green Oaks Blvd. including mainlanes from I-20 to Sublett Road
- **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, 2015** – The contract between TxDOT and Lane-Abrams Joint Venture was executed
- **Oct. 21, 2015** – Groundbreaking held

PROGRESS

- Clearing and grading continues from Camp Wisdom Road to US 287.
- Work has begun on the new US 287 frontage roads at SH 360. Westbound US 287 traffic is scheduled to be switched to the new frontage road in late September to allow work to progress on new US 287 mainlane bridges.
- Detours are in place for bridge construction at: Webb Lynn Road/Lynn Creek Parkway; Debbie Lane/Ragland Road; Broad Street; and Heritage Parkway.
- Bridge beams are set at the Webb Lynn Road/Lynn Parkway crossover with bridge completion scheduled for this fall for both Webb Lynn Road/Lynn Creek Parkway and Debbie/Ragland Road.
- This fall, detours for bridge construction will occur at Sublett Road/Camp Wisdom Road.

PROJECT FACTS

LENGTH

- Green Oaks Blvd. to US 287: 9.7 miles

COST

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

INITIAL PHASE

- Sublett Road/Camp Wisdom Road to US 287: Two toll lanes each direction
- Continuous non-tolled frontage roads
- US 287 NB and SB mainlane bridges over SH 360 frontage 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, 2014)

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

ANTICIPATED SCHEDULE (INITIAL)

- Start of construction: November 2015
- Substantial completion: Late 2017/ Early 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, late 2017)	Initial toll lanes (Each direction, late 2017)	Ultimate toll lanes (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

PROJECT CONTACTS



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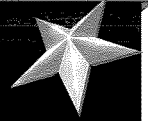
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I-30/SH 360 INTERCHANGE PROJECT

TxDOT PROJECT TRACKER

<http://www.keep30360moving.org/>

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



OVERVIEW

Recognizing the growing transportation needs of the Metroplex, the Texas Department of Transportation (TxDOT) started construction on the \$233 million Interstate 30/State Highway 360 Interchange Project in Spring 2016. The improvements to the area will increase safety, connectivity and mobility for motorists. The project will transition the original 1950s Dallas-Fort Worth Turnpike cloverleaf design into a modern, fully-directional interchange with connection ramps for all movements between I-30 and SH 360.

The I-30 and SH 360 mainlanes will also be built with additional auxiliary lanes added to I-30, one lane in each direction added on SH 360 within the project limits, and the Six Flags Drive bridge over I-30 will be rebuilt from two lanes to five lanes (three southbound and two northbound lanes), extending Six Flags Drive north to Avenue H. The construction project limits are on I-30 between Ballpark Way and Great Southwest Parkway and SH 360 between Brown Boulevard/Avenue K and Road to Six Flags Street.

PROJECT HISTORY TIMELINE

1957 – The Dallas-Fort Worth Turnpike (later to become I-30) completed from Fort Worth to Dallas.

1959 – SH 360 (formerly Watson Road) was constructed from SH 183 to SH 180, crossing the then Dallas-Fort Worth Turnpike.

2007 – TxDOT completed the original schematic and received environmental clearance for improvements to SH 360 from Brown Boulevard/Avenue K to Green Oaks Boulevard (including the I-30/SH 360 interchange).

2010 – Cooper Street to Ballpark Way (2.8 miles) in Arlington - reconstruction of the I-30 main lanes and construction of I-30 frontage roads, collector-distributor roads, ramps, and cross street bridges at Center Street, Collins Street and Baird Farm Road/AT&T Way.

2010 – Center Street to the Dallas County line - construction of two HOV lanes on I-30 (one lane in each direction).

2015 – TxDOT issued environmental clearance on the re-evaluation for the ultimate improvements to I-30.

March 2, 2016 – I-30/SH 360 Interchange Project groundbreaking Event.



Bridge column construction on the I-30/SH 360 Interchange Project in Arlington. The \$233 million project will increase safety, connectivity and mobility for motorists.

PROJECT FACTS

LENGTH

- I-30 - Approx. 2 miles
- SH 360 - Approx 1.5 miles

PROGRESS

- Construction started in the Spring of 2016.
- Conducting utility relocation and right-of-way acquisition.
- Right-of-way preparation and the bridge column construction is currently underway.
- Conversion of the eastbound Copeland Road to one way.
- This October, closing of the HOV lane for construction in the I-30 median area.
- Maintaining access to the "T" ramp at Baird Farm Road/AT&T Way for Arlington Entertainment District events.

Cost

- \$233 million

FINAL CONFIGURATION

- Fully-directional interchange with connection ramps for all movements between I-30 and SH 360
- I-30 and SH 360 mainlanes will be rebuilt with additional auxiliary lanes added to I-30 and an additional lane in each direction on SH 360 within the project limits.
- Rebuilding the Six Flags Drive bridge over I-30 from two lanes to five lanes extending Six Flags Drive north to Avenue H.

2014 TRAFFIC COUNTS (project area)

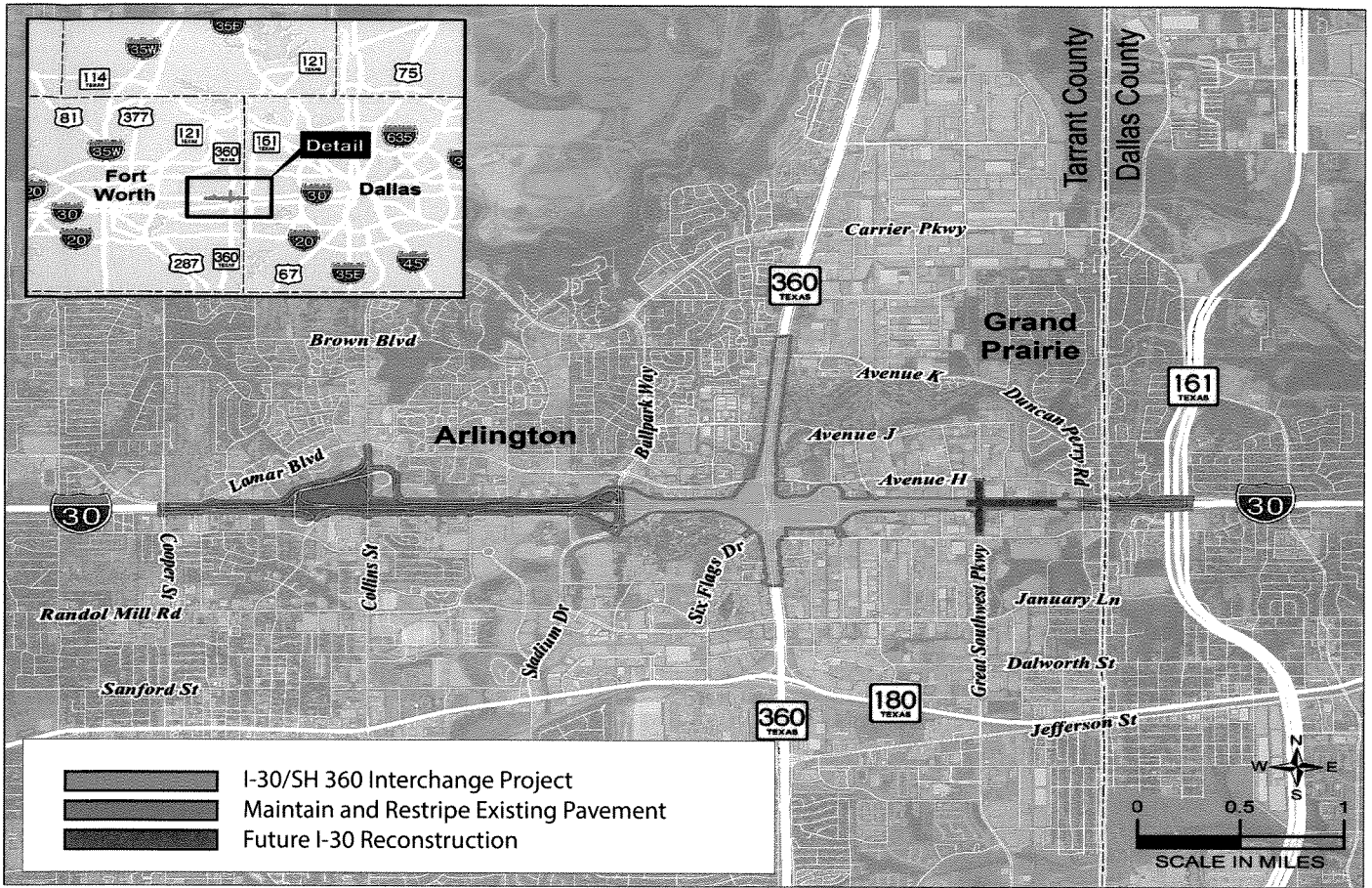
- I-30 - 140,000 vehicles per day
- SH 360 - 170,000 vehicles per day

ANTICIPATED COMPLETION

- 2020

2035 PROJECTED TRAFFIC

- I-30 is 234,000 vehicles per day
- SH 360 is 235,000 vehicles per day



Roadway and Limits	Existing Facility	Proposed Facility
I-30 from Cooper Street to SH 161		
General Purpose Lanes in Each Direction	3 lanes	3 lanes (plus aux. lanes)
Frontage Road/Collector-Distributor Lanes in Each Direction		
– from Cooper St. to Ballpark Way	2 to 3 lanes discontinuous	2 to 3 lanes discontinuous
– from Ballpark Way to SH 161	2 to 3 lanes discontinuous	2 to 3 lanes discontinuous
Managed Toll/HOV Lanes in Each Direction	1 concurrent lane	1 concurrent lane interim / 2 reversible lanes in ultimate
SH 360 from Brown Blvd./Ave. K to Road to Six Flags St.		
General Purpose Lanes in Each Direction	3 (plus aux. lanes)	3 to 4 (plus aux. lanes)
Frontage Road Lanes in Each Direction	2 to 3 lanes	3 lanes

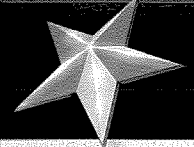
PROJECT CONTACTS



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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

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

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



Credit: AGL photo

State and local elected officials turned out on Wednesday, September 7, 2016 to celebrate the milestone of having live traffic placed on the new Lewisville Lake Bridge. All traffic was moved up onto the new bridge in September to allow rehab to take place on the original bridge.

PROJECT HISTORY

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

- 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 segment (I-635 to 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

to traffic and includes one lane in each direction until spring 2017 when the bridge is completed.

- North- and southbound traffic temporarily moved onto the new SB Lewisville Lake bridge in early Sept. Reconfiguration of the original bridges is underway. NB traffic is expected to shift back to the original bridges in 2017.
- Additional capacity was added to the FM 407 intersection in October. The U-turn lanes remain closed through the end of 2016.
- Work on the four new direct connector ramps at the Sam Rayburn Tollway/Interstate 35E interchange is underway.
- Work to elevate Belt Line Road continues. All traffic on Belt Line has been shifted south.
- Construction is underway for the I-35E TEXpress managed toll lane system at the I-635/I-35E interchange.

ENVIRONMENTAL REVIEW STATUS

- Environmental Assessment public meetings: 2008
- Environmental Assessment process: 2003-2012 (complete)

PROJECT PROGRESS

- The new southbound exit ramp to Loop 288 is now open to traffic.
- The Post Oak Drive bridge has reopened

FUNDING

- 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 TIFIA loan approval, the Federal amount will increase and the State amount will decrease; 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



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Project Website: www.35Express.org

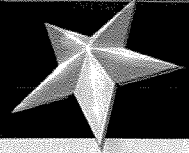
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HORSESHOE PROJECT

TxDOT PROJECT TRACKER

DALLAS DISTRICT



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

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.



PLC photo

Pictured above is an aerial view of I-35E construction heading north into downtown Dallas.

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 are currently working on the superstructure and installing cables.
- Work has begun on the second phase of the EB mainlane bridge over the Trinity River.
- Permanent concrete paving will begin in October 2016 in the mixmaster under the Houston and Jefferson viaducts.
- The new ramp connecting EB I-30 to NB I-35E opened on October 1, 2016.
- The new northbound I-35E bridge in the

Mixmaster is complete

PROJECT FACTS

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

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

LENGTH: 5 miles

LIMITS

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

RIGHT OF WAY

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

CONSTRUCTION DATES

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

FUNDING

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

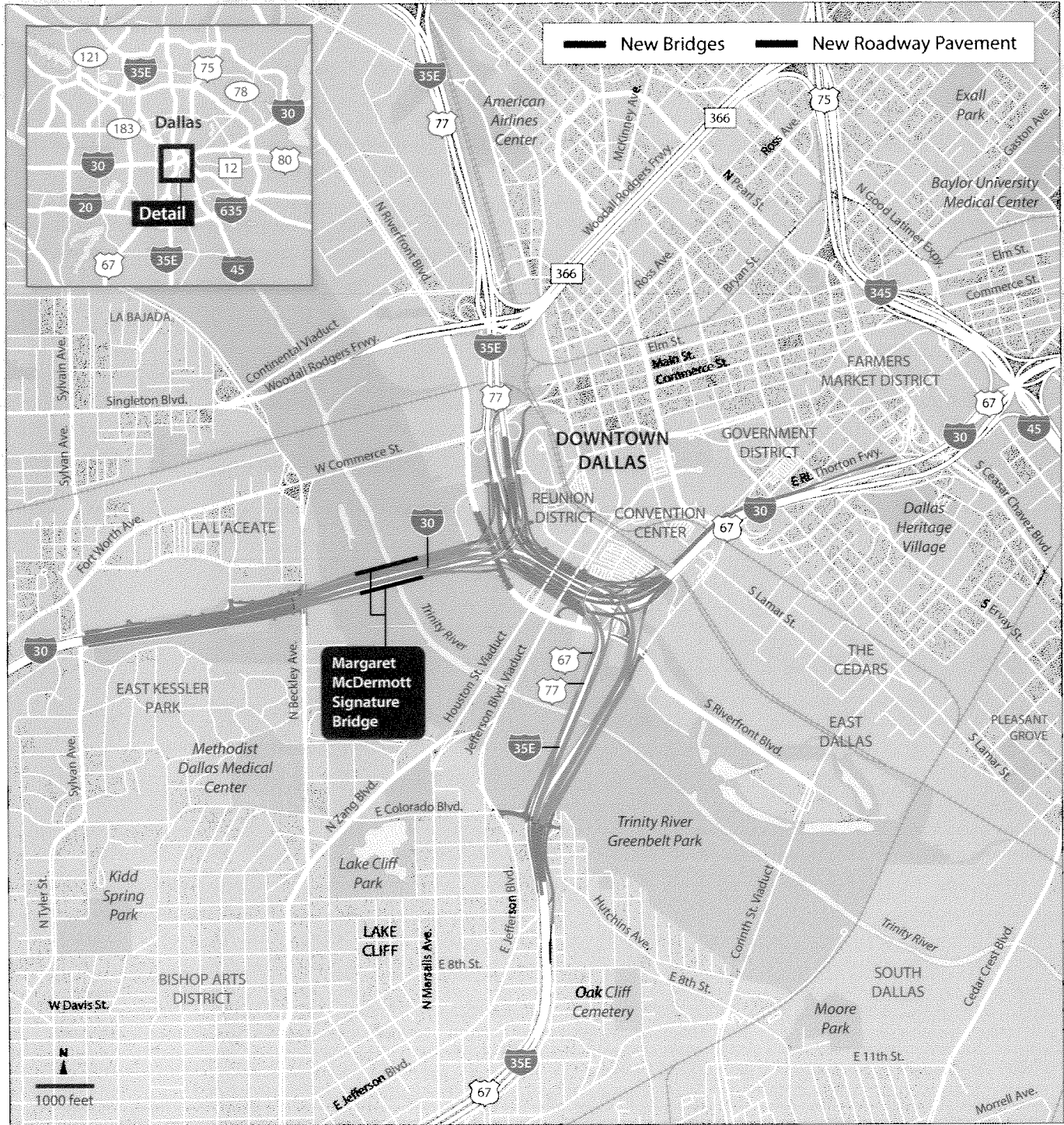
SOURCE: TxDOT

TxDOT graphic



PRELIMINARY HORSESHOE SCHEMATIC (APRIL 2012)

DALLAS DISTRICT



SOURCE: Texas Department of Transportation.

TxDOT graphic

PROJECT CONTACTS



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Project website: www.dallashorseshoe.com

Facebook: www.facebook.com/dallashorseshoe

Twitter: www.twitter.com/dallashorseshoe

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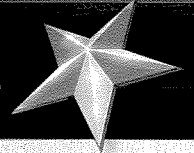
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MIDTOWN EXPRESS

TxDOT PROJECT TRACKER

DALLAS & FORT WORTH DISTRICTS

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



SouthGate Constructors photo archive

July 2016 - SH 183 Bridge Over The Trinity River.

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

- The Main St. and pedestrian bridges in Euless were removed in June 2016.
 - Alternative pedestrian access was provided for those that used the pedestrian bridge.
 - The Main St. bridge is expected to be rebuilt and opened within 18 months.
- Substructure work (bent caps, columns and abutments) for the Industrial, Ector & Main Street bridges is well underway in Euless.

- Westbound SH 183 bridge over the Elm Fork of the Trinity River is about 50% complete.
- Utility relocations in Irving are expected to be complete in early 2017.
- Substructure work for the direct connections between SH 183 and Loop 12 are nearing completion. Painting these structures will commence soon.
- The following SH 183 frontage roads are on new permanent pavement in Irving:
 - Eastbound in front of Baylor Hospital
 - Westbound from William Brewster Dr. to Belt Line Rd.

MIDTOWN EXPRESS PROJECT (EST. OPERATION 2018)

LENGTH

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

COST

- \$847.6 million (Design and Construction)

FUNDING

- Funding sources include CAT 2, 7, 10 and 12 as well as a pending Transportation Infrastructure Finance and Innovation Act (TIFIA) loan

RIGHT OF WAY

- Acquisition is 94% 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, Loop 12 and a portion of SH 114
- Construct one TEXpress Lane WB on SH 114 from SH 161 to Int'l. Pkwy.

ULTIMATE PROJECT (EST. OPERATION TBD)

COST

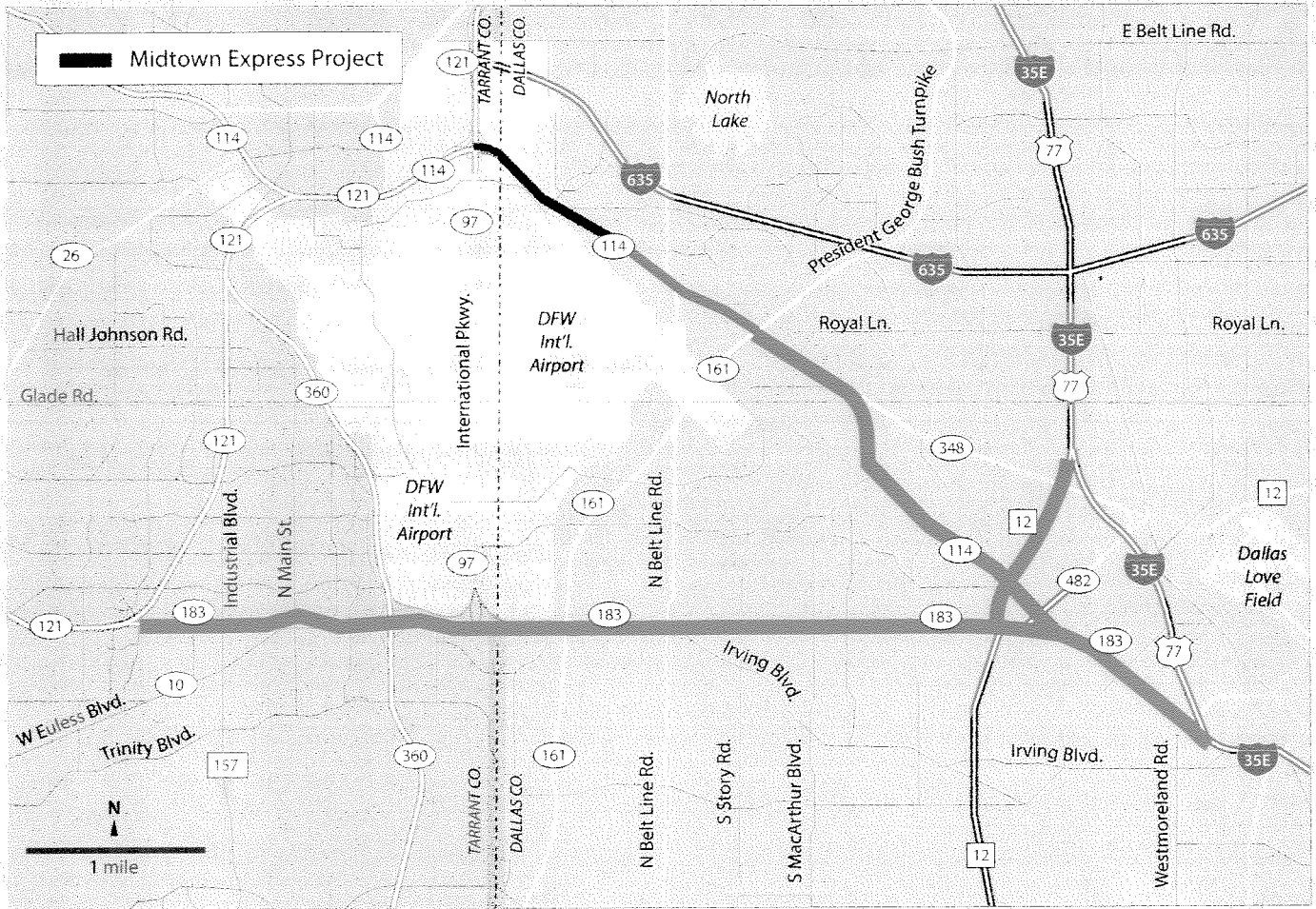
- \$2.5 billion (funding not identified)

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

SH 114 BETWEEN INTERNATIONAL PKWY AND ROCHELLE BLVD

LOOP 12 BETWEEN SH 183 AND I-35E

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

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

TxDOT graphic

PROJECT CONTACTS



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



Project Website: www.drivemidtown.com

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 TxDOT Dallas District
 Public Information Supervisor
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 Mesquite, TX 75150
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Interested in saving money? Switching to alternative fuels? Replacing old vehicles or equipment?

If so, consider applying for State financial incentives through the Texas Emissions Reduction Plan (TERP).

details

TERP provides assistance to vehicle and equipment owners to reduce air pollution from older engines. Grant money is available at different times through nine different grant programs.

The North Central Texas Council of Governments (NCTCOG) works to improve air quality in North Texas. As a FREE service to the region, NCTCOG offers application assistance and can help guide through the TERP application process.

contact us

Contact NCTCOG with the details below and staff will identify the appropriate program(s) and provide an estimate of possible grand awards:

- Current Engine Model Year
- Current GVWR/Horsepower
- Annual Miles Driven or Hours Operated
- Percent Operation of Vehicle in the DFW Area

OR

- Send the entire fleet inventory and staff can identify possible projects.

 (817) 695-9249

 AQgrants@nctcog.org

 www.terpgrants.org

www.nctcog.org/AQfunding

