



Texas Transportation Commission

125 EAST 11TH STREET • AUSTIN, TEXAS 78701-2483

January 31, 2018

The Honorable Rob Franke
Chair, Regional Transportation Council
Mayor, City of Cedar Hill
285 Uptown Blvd.
Cedar Hill, Texas 75104

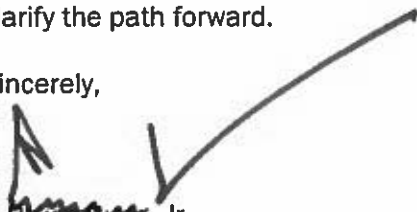
Dear Mayor Franke,

I would like to take this opportunity to thank you and the many members of the community from the Dallas-Fort Worth region who attended and spoke at our commission meeting last week on the I-635/LBJ East project. This is a much needed project for both TxDOT and the Dallas-Fort Worth region and it was impressive to see the show of support.

Yesterday, I had the opportunity to speak with Michael Morris on behalf of the Regional Transportation Council (RTC) and the North Central Council of Governments (NCTCOG) to follow up on my desire to establish a clear path forward to advance TxDOT's Request for Qualifications (RFQ) for the I-635/LBJ East project. Our desire is to ensure that TxDOT and the RTC are aligned in their vision for the future development of this corridor. In particular, we want to better understand the RTC's commitment toward filling a \$1 billion gap that currently remains on this project.

Our TxDOT and NCTCOG staff will be following up in the coming days to address the areas where we need to clarify the path forward.

Sincerely,



J. Bruce Eagg, Jr.

Chairman
Texas Transportation Commission

cc: Michael Morris, P.E., Director of Transportation, NCTCOG

RECEIVED

FEB 07 2018

TRANSPORTATION

OUR VALUES: People • Accountability • Trust • Honesty

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

An Equal Opportunity Employer

DRAFT



The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

February 8, 2018

The Honorable J. Bruce Bugg, Jr.
Chairman
Texas Transportation Commission
125 East 11th Street
Austin, Texas 78701-2483

Dear Chairman Bugg:

Thank you for your letter of January 31, 2018, and the hospitality shown to our delegation last month.

We accept your desire to develop "a clean path forward" on the IH 635/LBJ East project. We appreciate your financial support from your December 2017 meeting and accept your desire for a common vision on how to fund and construct this project.

We stand ready to close the financial gap with you on this project and have begun multiple steps to coordinate that with you and the TxDOT staff. We clearly understand that this is a partnership and stand ready to expedite this project.

Please feel free to contact me or Michael Morris at (817) 695-9241 should you have questions or comments regarding this partnership.

Sincerely,

Rob Franke, P.E., Chair
Regional Transportation Council
Mayor, City of Cedar Hill

MM:kad

cc: Marc Williams, P.E., Deputy Executive Director, TxDOT
Kelly Selman, P.E., District Engineer, TxDOT Dallas District



MARY HORN

Denton County Judge

February 8, 2018

The Honorable Greg Abbott,
Governor's Office
PO Box 12428
Austin, TX 78711

Dear Governor Abbott,

It was great hearing that you were recently in Denton County. On behalf of the citizens of Denton County, I want to thank you for your steadfast, conservative leadership.

My previous letter to you outlined the empirical evidence as to the value of tolled managed lanes to the North Texas region. I understand that few things operate in a vacuum. The discussion of tolled managed lanes is getting conflated with pure toll lanes and statewide politics. That is why I want to provide you with a different perspective on the matter.

Denton County is arguably one of the most conservative, Republican counties in the state of Texas as a Republican holds every county elected office. Denton County also has had four road bond programs passed by the voters over the past 20 years. Each passed with widespread support.

Each of our members of Commissioners Court have been serving its citizens for no less than 9 years, and in my case 16 years. Prior to that I served 9 years as the Denton County Tax Assessor-Collector. That does not make us "career politicians." That means we have stood before the voters countless times over the years asking them to grade our performance. They approved of our service by returning us to office.

During my 16 years as County Judge, Denton County voters passed two road bond programs totaling in excess of \$400 million. **We did that while managing our budget, keeping property taxes the second lowest of all 254 counties, and raising our bond rating in 2008 to AAA and it has been reaffirmed every year thereafter.**

The debt service that Denton County has incurred due to these programs has been managed by timing issuances to closely match project needs. However, this same debt service does have a cost to the taxpayer. That is why each time we asked the voters to approve a bond program, we gave them the potential impact to the tax rate.

However, to get the true cost/benefit picture of our bond programs, you can't just look at the debt. You have to look at what was received as a result of that debt. In our case, Denton County leveraged in excess of \$400 million in bond funds to garner more than \$3.6 billion in roadway construction projects throughout the county. As a conservative Republican, I am always looking

for a return on the taxpayer's investments. Very few investments any county can make can boast that level of return.

During my tenure as County Judge, the county has been asked to make many difficult decisions. Not the least of which was our decision to toll SH 121, now the Sam Rayburn Tollway. It would have been easy, at the time, to blame the Legislature for failing to provide the additional funding needed for transportation projects in Texas. Instead, the Legislature gave us "tools" to control our own destinies.

We analyzed this issue at great length, examining both the benefits and costs associated with using these tools. We understood that it might not have been a popular decision, at that time. However, we believed we needed to take a long-term perspective as to what would be best for the citizens of Denton County. One of the tools we used was tolling SH 121, which alone provided Denton County motorists with over \$1.56 billion in transportation funding. The voters agreed with the county's position and I was blessed when they reelected me to continue to work on their behalf.

Another difficult task Denton County faced during my tenure was how to tackle the widening of IH 35E. Regretfully, once again, the Legislature was only able to provide us "tools" because they were not able to provide any additional funding for this critical infrastructure project. Two of those tools were the ability to use a Design/Build procurement process, and the addition of tolled managed lanes along with additional tax supported main lanes.

During the development of IH 35E, many of the members of court, myself included, made scores of presentations on the concept of tolled managed lanes to countless service organizations, professional groups, and yes every republican organization in Denton County. We faced opposition among some party members. We even lost a vote of the County Republican Executive Committee. However, in listening to their arguments, it was clear they did not fully understand how managed lanes operated and how the Denton County taxpayer was being protected. The Commissioners Court worked with TxDOT and other local governments to procure the IH 35E project that included tolled managed lanes. However, when I again stood before the voters and asked them to grade my job performance, they responded by sending me back to continue to serve the citizens of Denton County.

Today, IH 35Express is open for business. Most of those same "naysayers" I referenced previously have admitted they were wrong. All, and I mean all, of the feedback and comments I've received on IH 35Express have either been to thank the county for standing firm and making the right decision or expressing how much nicer IH 35Express is to drive now. The overwhelming sentiment I hear consistently is how much our citizens appreciate the predictability they now enjoy during their daily commute.

For me, the recurring message is the difference in being a politician vs. being a statesman. Another famous Texan once said that one should "do right and risk the consequences."

Ironically, many of the state elected politicians that were pushing regions to use the tools they provided, tools that included tolled managed lanes, are now the same politicians decrying their

use. Many of the politicians opposing the will of the people haven't even been in office for a full term. One even lamented that the federal government allows local elected officials to have a say in their transportation futures. That shows an appalling lack of historical perspective, and it's not very Republican. The Republican Party that I belong to has always held that he who governs best is he who governs closest to the voter.

Some in the party say that the voters spoke loud and clear that they did not want any more toll roads. That is simply not true in my experience. The voters are desperate for congestion relief. They voted for more money for roads. If they were told that voting for the various propositions that included a ban on tolls would result in countless lane miles being delayed for decades, the vote would have been very different.

Governor, today, you face another transportation decision no different in many ways from the decisions that my colleagues on Commissioners Court and I have addressed historically.

Every community along IH 635 has expressed its support for the project as developed by the Regional Transportation Council, which includes tolled managed lanes. Now, because some have chosen to make this project a "political football," real damage is occurring. Based on statements made by Senators Hall and Huffines regarding this issue, the Texas Transportation Commission has placed the North Texas region in the position of having to "cannibalize" much needed roadway improvements in order to move forward on IH 635, projects that have an impact on Denton, Dallas, Rockwall and Kaufman Counties. This is unacceptable.

Given this, it is inconceivable that even if TxDOT and the Legislature could fund 100% of the \$1.8 billion cost to construct IH 635 that it would give up on the ability to leverage those precious tax dollars to construct other much needed facilities in the region. Facilities like IH 35, IH 35W, US 80, IH 30, SH 183, SH 114. All are in jeopardy. That is where we are today.

We ask that you allow the North Texas Region to move forward on IH 635 with tolled managed lanes that are proven to work. The region supports this concept. The elected officials closest to the issue support it and drivers are showing their support by using the managed lanes.

Respectfully, it's time to govern.

Sincerely,

Mary Horn
Denton County Judge

cc: Denton County Commissioners Court
Denton County Legislative Delegation
Rob Franke, Chair of the Regional Transportation Council



MARY HORN

Denton County Judge

Dear Governor, Lt. Governor, and Denton County Legislative Delegation:

I am writing today to outline my position on the current political issues surrounding transportation choices. Choices that were provided by the Legislature in past sessions.

Much has been made about the outrage over the use of tolls on Texas highways. The reality is it simply isn't true. This is a highly exaggerated position from a very small minority of the state, that do not live in the DFW area. I represent one of the reddest counties in Texas and it is campaign season. At every event, all I hear from my constituents and primary voters is that they love having the choice to take a tolled managed lane, rather than sit in traffic.

One of the founding principles of the Republican Party is a free market system. There is nothing more free market than giving citizens a choice to take a tolled managed lane or a tax-supported main lane. Currently on the LBJ Express project, over 700,000 people are currently choosing with their pocketbook every month to take the managed lanes. By limiting TxDOT's ability to move forward on critical projects in DFW that have a tolled managed lane component, you are taking away the liberty of North Texas citizens and forcing them to sit in traffic.

Because that is the choice we are faced with due to lack of funds, either build managed lanes or sit in traffic. The DFW region received \$7 B in tax funding over the past 10 years and leveraged that into \$21 B with the use of managed lanes. After the passage of Prop 1 and Prop 7 and at the same time the limitation of no tolls, the DFW region will again receive \$7 B over the next 10 years. This is unacceptable. The expectation of the voters who passed Prop 1 and Prop 7 was to reduce congestion, not keep funding levels stagnant.

Managed lanes are working in North Texas and benefit everyone. The empirical evidence shows that motorists who never use the managed lanes have seen their rush hour commute speed on the tax supported main lanes rise from 30 mph to 55 mph.

The North Texas Region isn't demanding more funding for certain roads, we are asking you to let us continue to do what we know works. We've seen the relief. The three worst facilities in North Texas, IH 635, IH 35E, IH 35W/Loop 820 have all seen dramatic improvements in congestion relief and an increase in the quality of life of those commuters. Before the improvements, these facilities were poster children for urban congestion. Now, they are a pleasure to drive, even if you never enter a single managed lane.

Additionally, the economic growth of these corridors cannot be matched anywhere else in the State. Congestion kills economic growth, plain and simple.

These are just a few of the reasons I am writing to encourage you to allow TxDOT to move forward on two critical projects in North Texas that have a managed lane component and give citizens a choice: IH 635 East and IH 35W 3C.



MARY HORN

Denton County Judge

IH 635 East is a critical facility in the Region's fight against congestion. Currently this section of IH 635 comes to a standstill twice a day in the AM and PM peaks. Not only is this not good for the commuting public, this section of IH 635 provides access to critical east west facilities such as US 80, IH 30 and SH 175. All of which suffer due to the congestion on IH 635.

I also urge you to clear the way for the I-35W expansion project to move forward under the already approved North Tarrant Express agreement for Section 3c (U.S. 287 to Eagle Parkway), without delay.

In 2009, when the agreement for the North Tarrant Express was authorized, we were promised the completion of IH-35W going from downtown Fort Worth to Eagle Parkway. I implore you to support our community by moving this project forward without delay.

The entire country's business community is watching what you do. Will you kill what has proven to work so successfully? Or, will you stand on the principle of choice for the travelling public which gives them what they desperately want, predictability?

I appreciate your consideration of my position, and I sincerely hope you will act now to clear the way for both of these critical facilities to move forward as proposed by the North Texas Region. Both of these projects are not only critical for our region, but the state of Texas as well.

Sincerely,

Mary Horn
Denton County Judge



Bruce Wood
COUNTY JUDGE
(972)-932-0218

KAUFMAN COUNTY
KAUFMAN, TEXAS 75142

February 7, 2018

Honorable Greg Abbott
Governor of Texas
P.O. Box 12428
Austin, Texas 78711-2428

Dear Governor Abbott:

I am writing you regarding my concerns over how transportation issues are being handled in North Texas in general and Kaufman County in particular.

We in Kaufman County have had to deal with the poor level of representation we've received from Senator Bob Hall for three very long years. He approaches our issues with his mind already made up on his position with no open mind to even attempt to understand the issues. Additionally, he and others accuse anyone who doesn't agree with them as being a "bureaucrat" or "entrenched politician," and in my case, an "educrat." I am proud to say that I have given 40 years of my life teaching and educating our children in Texas public schools. His behavior is junior high style bullying and quite frankly I am fed up with this type of insulting behavior from our Senator and others like him.

Initially it was just irritating to be lectured by a person who has so little time in office and no historical perspective.

Letter to Governor Abbott

February 7, 2018

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However, his actions have now potentially caused great harm to the residents of Kaufman County. Because of Senator Hall's and Senator Don Huffines' bullying tactics and political showmanship, the Texas Transportation Commission has derailed the region's plans for IH 635 from US 75 to IH 30. Now, in an effort to 'backfill' the funding gap caused by elimination of the tolled managed lanes, the North Texas Region is now proposing to delay indefinitely the \$263 million in transportation improvements to US 80, a major transportation artery for Kaufman County. This is unacceptable. It is also absolutely unnecessary.

Senator Hall and all those who traffic in political gamesmanship and peddle misinformation over tolled managed lane facilities are hurting their residents and wasting taxpayers' dollars. It's the equivalent of taking your "talent" and burying it in the ground. That is not the definition of good stewardship. Leveraging precious resources are what we as public servants are called to do.

Kaufman County has recently seen the need to take control of part of its own transportation destiny. Kaufman County is not a wealthy county but we are one of the fastest growing counties in Texas with an estimated population of 125,000. However, we know the need to work hard and do our part. In 2013, the voters overwhelmingly approved a \$56 million road bond program, by over 65 percent. Of that amount, \$52 million was earmarked for state highway facilities that are not directly our responsibility, but do directly impact our residents' quality of life.

However, for too many years, the Legislature has either ignored the funding problems with transportation or provided "one time" revenue infusions to buy them another election cycle where they can brag that they passed a budget that balanced and didn't raise taxes. They didn't fix the problem. They simply pushed the problem down to the County and City level as an unfunded mandate.

It reminds me of the story of the 16 year old boy that lived at home with his parents. When his parents would talk to him about their financial difficulties, he would continually brag about how little of his allowance he spent and how much

Letter to Governor Abbott

February 7, 2018

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he was able to save. Of course it never dawned on him that all of that was made possible because the adults in the situation took care of the necessities.

That is what we have here. Senator Hall can campaign saying “promises made, promises kept” not to spend his allowance but the roads still need to be constructed, the water still needs to flow, the toilets still need to flush, the police still need to patrol, the fire and ambulances still need to save lives, the judges still need to adjudicate and prisoners still need to be held. Senator Hall’s promises of sending more unfunded mandates to the local level are hurting the residents of Kaufman County.

Local government elected officials at the City and County level do not survive long when they implement bad policy. We know the needs and will of our residents must be addressed or they will be replaced. At the Texas Transportation Commission, local, unelected residents throughout the IH 635 corridor told the Commissioners that they wanted the same type of facility that North Dallas has along IH 635, including tolled managed lanes. There is no formidable opposition to tolled managed lanes in North Texas. We’ve seen them work. Drivers are using them at rates higher than projected. It’s their choice!

I am adding my name to the list of County Judges you are hearing from that are asking you to allow us to continue to do what we’ve seen work.

Fear drove the servant to bury his “talent.” I urge you to not let fear drive your thinking or actions on this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Bruce Wood". The signature is fluid and cursive, with a large, stylized "B" and "W".

Bruce Wood

Kaufman County Judge

FORT WORTH DISTRICT PARTNERS



SH 360 South Nears Substantial Completion

PRESERVE *our assets*

As one of its goals, TxDOT is maintaining our existing infrastructure.

Estimated district funding for FY 2018:

\$120 million for preventative, routine and rehabilitative maintenance

Milestone Events

Several high priority projects totaling over \$3.4 billion will have milestone events this year in the Tarrant County area. This includes ribbon cuttings for Interstate 35W, the SH 121/360 interchange, SH 360 South and the Midtown Express. Groundbreakings will be held for the Interstate 820 East Loop and the SH 121 interchanges at FM 2499 and Interstate 635. More information will be forthcoming as event dates are set.



txdot.gov • fort worth projects

Safety Projects

Fifteen projects in the Fort Worth District were selected this year for \$4 million in federal funding from the Highway Safety Improvement Program. For Tarrant County, this includes intersection improvements on Business 287 and SH 170; rumble strips on the I-820 West Loop; and other various safety improvements on Business 114, SH 121, Glade Road, Hulen Street, Meacham Boulevard and William D. Tate Avenue.

Winter Weather Preparedness

On multiple occasions in December and January, TxDOT maintenance crews treated the bridges and overpasses as winter weather

threatened driving conditions. Icy conditions have been brief so far this season, but the TxDOT Fort Worth District continues to be prepared with 140 vehicles equipped and ready and 167 drivers on standby. TxDOT reminds drivers to check weather forecasts and visit DriveTexas.org or call 1-800-452-9292 to check highway conditions and notices for road closures due to snow or ice.

NE Tarrant Transportation Summit

The 9th annual Northeast Tarrant Transportation Summit will be held at the Hurst Conference Center on Feb. 16 from 8:30 a.m. to 1:30 p.m. This year's summit will focus on how emerging technologies including Smart City initiatives, Uber Elevate, Hyperloop and autonomous vehicles are impacting North Texas today.

Texas Transportation Forum

TxDOT has elected to hold the Texas Transportation Forum every other year. The next forum will be held at the JW Marriott in Austin on Jan. 6-8, 2019.

PARTNERS *in construction*

PROJECTED PROJECTS

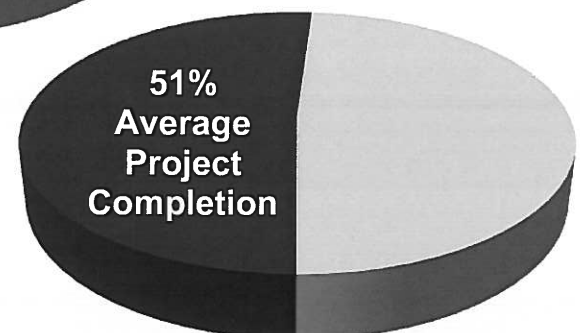
	Hwy	Limits	Type of Work	Estimate (millions)
FEB	SH 360	Abram St to I-20, Arlington	Widen from 6 to 8 lanes	\$60.1
	US 287	At Miller Ave	Intersection improvements	\$0.9
	US 380	US 281 to the Wise County Line, Jack County	Pavement overlay & repairs	\$4.1
	I-20/30 frontage rd	Linkcrest Dr to FM 1187	Pavement overlay & repairs	\$2.8
MAR	SH 108	Huckabay to the Palo Pinto County Line, Erath County	Add shoulders	\$8.0
	Lynn Creek Trail	Buttercup Ln to New York Ave, Arlington	Hike & bike trail	\$1.6
	FM 1187	US 377 to FM 1902	Pavement overlay & repairs	\$2.5
	FM 1938	Rumfield Rd to Birchwood Dr, North Richland Hills	Pavement overlay & repairs	\$2.7
	SH 360	Ave K to the Trinity River Bridge, Grand Prairie	Concrete pavement repairs	\$2.1
APR	SH 199	FM 51 to the Wise County Line, Parker County	Pavement overlay & repairs	\$4.4
	US 180	Jack Borden Way to Lakeshore Dr Hudson Oaks & Weatherford	Pavement overlay & repairs	\$4.5
	FM 2552	US 180 to I-20, Weatherford	Pavement overlay & repairs	\$1.7
	FM 51/SH 171	FM 1884 to Water St, Weatherford	Pavement overlay & repairs	\$1.5



\$830 M PROPOSED LETTING



FY 2018 CONSTRUCTION*



TOTAL CONTRACTS \$3.7 B

*includes CDAs

DISTRICT *statistics*

Construction begins this summer on an approximately \$60 million project to widen SH 360 from Abram Street to south of Interstate 20 from six to eight lanes.

The five-mile project will add one mainlane each direction by widening to the center median. Over 170,000 vehicles a day travel this segment of SH 360. This project will improve safety and mobility along this corridor.

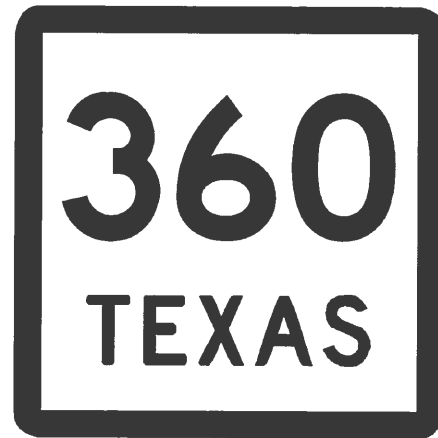
To accommodate the expansion of this corridor, the Abram Street bridge will be replaced and five other bridges will be widened. Some ramp improvements will also be made to provide better access to the Arlington central business district.

Right-of-way acquisition is complete for the project with some utilities that must be relocated before construction starts. During construction, traffic will be maintained on the same number of lanes during peak travel times. Lane closures should be minimal with much of the work occurring in the median.

TxDOT will coordinate with the I-30/SH 360 interchange project, which is located at the north end of the SH 360 widening project. To the south, the SH 360 South toll road is estimated to be open to traffic by this spring.

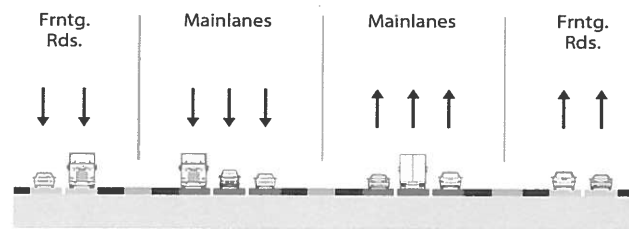
The widening of SH 360 is a partnership between TxDOT, the city of Arlington, the city of Grand Prairie and the North Central Texas Council of Governments. The project is estimated for completion in 2021.

 txdot.gov • SH 360

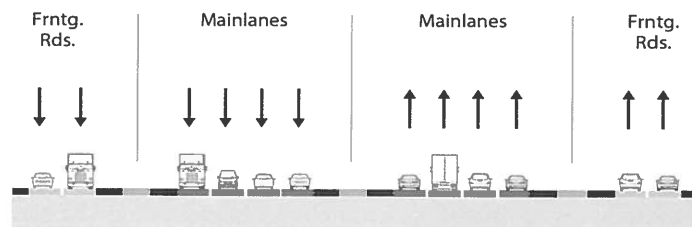


SH 360 from Abram St to I-20

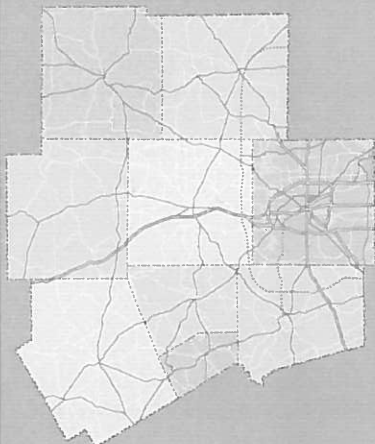
Existing



Post Construction



SH 360 in Arlington



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

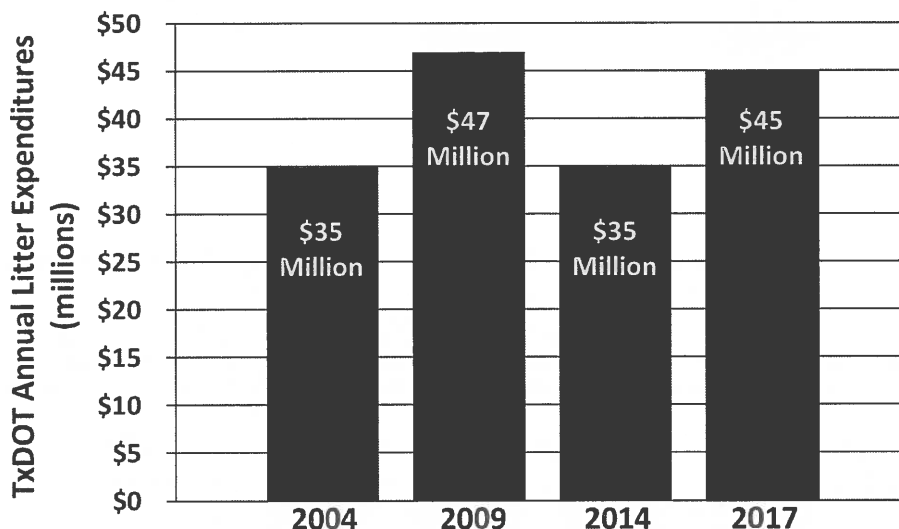


Small trash adds up to big mess on Texas highways

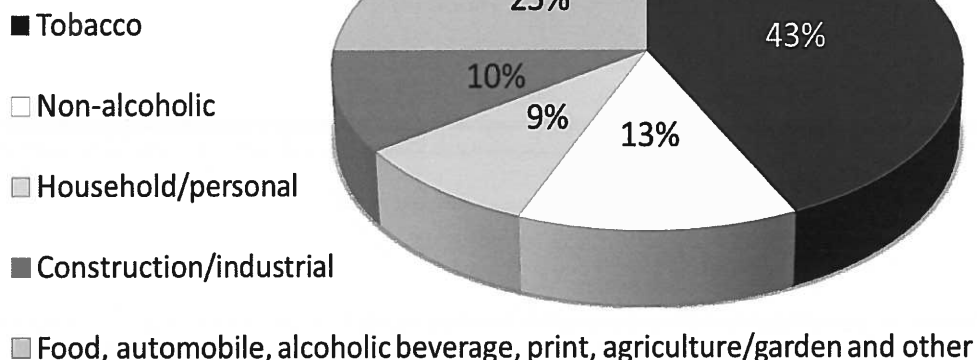
In 2017, nearly a half-billion pieces of visible litter piled up along state-maintained highways, costing taxpayers \$45 million to clean up. Small trash, including napkins, fast food wrappers and cigarette butts make up 71 percent of the litter found along Texas roads.

With the state's population rapidly growing, the *Don't Mess with Texas* campaign reminds new and long-time Texans that littering not only is unsightly, but also is unlawful. **Fines for littering range from \$500 to \$2,000.**

As Texas grows every day, the *Don't Mess with Texas* campaign is letting new Texans know about the importance of litter prevention, to keep the amount of litter pickup costs down and save taxpayer dollars.



Litter Items Found on Texas Roadways



 dontmesswithtexas.org

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.

KEY CORRIDOR STUDY NEARS COMPLETION

I-30 THROUGH ROCKWALL TO ENTER INTO A NEW ERA SOON

Rockwall, Texas — The I-30 corridor study from Bass Pro Drive to the Hunt County Line just west of FM 2642 is nearing its final planning stages for the first phase of construction. A public hearing is expected Spring 2018 with construction beginning on the Phase I frontage roads as early as Fall 2021.

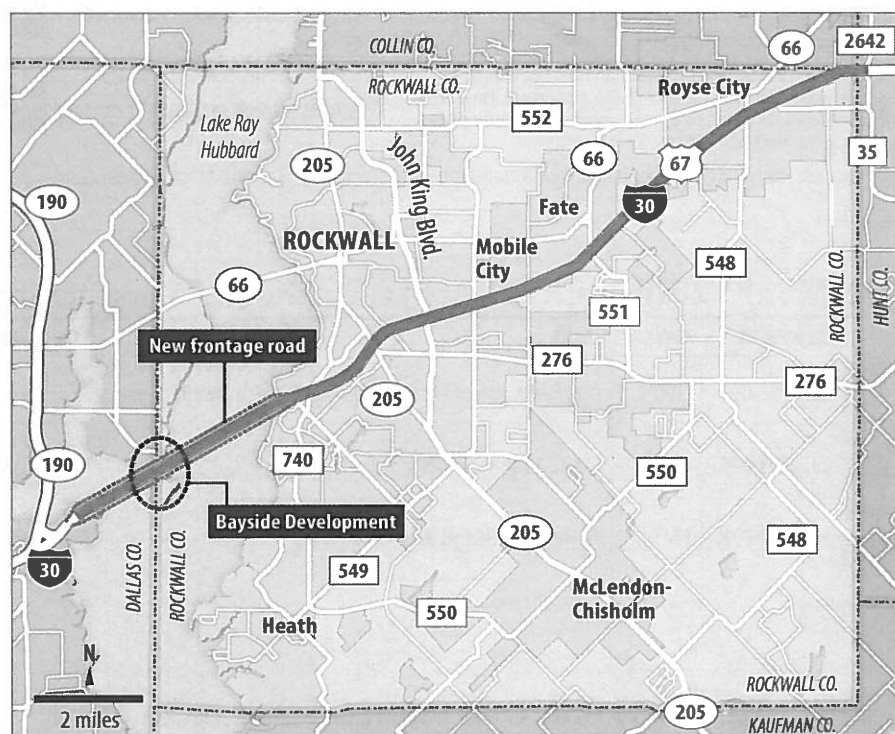


The study examines widening I-30 to eight lanes from Bass Pro Drive to SH 205 and widening to six lanes from SH 205 to west of FM 2642. That is the ultimate design and the schematic approval is expected this March.

The first phase will include constructing three-lane frontage road bridges over Lake Ray Hubbard from Bass Pro Drive to Dalrock Road. The existing interchange at Dalrock Road will be reconstructed along with the frontage roads and ramps. This phase will also address the construction of the new Bayside Drive interchange for the Bayside development.

The environmental clearance is expected to be received in Fall 2018.

The project ultimately is an added capacity project with significant importance placed on improving safety and emergency access. At this time there is no alternate route across the Lake. With new frontage roads it will be possible



SOURCE: Texas Department of Transportation.

TxDOT graphic

to exit traffic in the occurrence of an accident or medical emergency as well as better direct emergency responders to the site within this location.

With added mainlane capacity, the new lanes and shoulders will be constructed to help reduce traffic congestion, improve access, and improve mobility throughout the region.

The project will cross Rockwall and

eastern Dallas Counties through the City of Garland, City of Rockwall, Mobile City, City of Fate and Royse City.

The preliminary project cost for the ultimate buildout is estimated to be \$742 million which includes estimated Right Of Way, construction, and utility relocation costs. The preliminary Phase 1 breakout project construction cost is estimated at \$314 million. ■

JANUARY 2018 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M) ^o	CONTRACTOR	
1	0047-14-084**	US 75	North of FM 455 to CR 370	Reconstruct freeway and construct interchange	\$21.94	\$20.11	-8.35	\$23.79	Austin Bridge & Road Services, LP
2	0197-11-013	FM 1390	US 175 to FM 148	Restore existing pavement and add shoulders	\$5.22	\$4.72	-9.59	\$5.95	D. L. Lennon Incorporated – Contractor
3	1567-02-031	FM 423	SH 121 to Stewarts Creek Road	Landscape highway	\$0.86	\$0.74	-12.71	\$0.89	Central North Construction, LLC
4	0081-13-063	I-35W	Tarrant County Line to I-35E	Full depth pavement repair, overlay, and pavement markings	\$13.28	\$11.36	-14.44	\$15.62	Jagoe-Public Company
	0918-00-283*	VA	Various locations in the Dallas District	Installation of traffic signals	\$1.49	\$1.47	-1.85	\$2.06	Durable Specialties, Inc.
ESTIMATED JANUARY 2018 TOTALS					\$42.79	\$38.40	-10.25	\$48.31	
DISTRICT FY ACCUMULATIVE LETTINGS					\$75.57	\$68.23	-9.72		
DALLAS DISTRICT FY LETTING VOLUME CAP					\$287.84***				

*Not mapped.

** Project is an A+B bidding project.

***District FY 2018 Letting Volume Cap does not include the following: 1) Southern Gateway (\$565 million); 2) Previous Prop 1 commitments that have been funded through

*Not mapped.

** Project is an A+B bidding project.

***District FY 2018 Letting Volume Cap does not include the following: 1) Southern Gateway (\$565 million); 2) Previous Prop 1 commitments that have been funded through NCTCOG 10 year plan swap (\$103.2 million).

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

FEBRUARY 2018 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
1	0048-03-091	US 77	0.1 mile north of FM 55 to US Bus 287-R in Waxahachie	Base repair and overlay	\$1.27
2	0173-03-040	SH 34	FM 1388 to 1.2 miles north of SH 243	Spot base repair, level up mill and inlay	\$1.82
3	1012-03-018	FM 981	At Bear Creek and Bear Creek Relief	Replace bridge and approaches	\$2.71
*Not mapped.					
ESTIMATED TOTAL					\$5.80

*Not mapped.

COMPLETED CONSTRUCTION PROJECTS (FROM JANUARY 1 – 31, 2018)

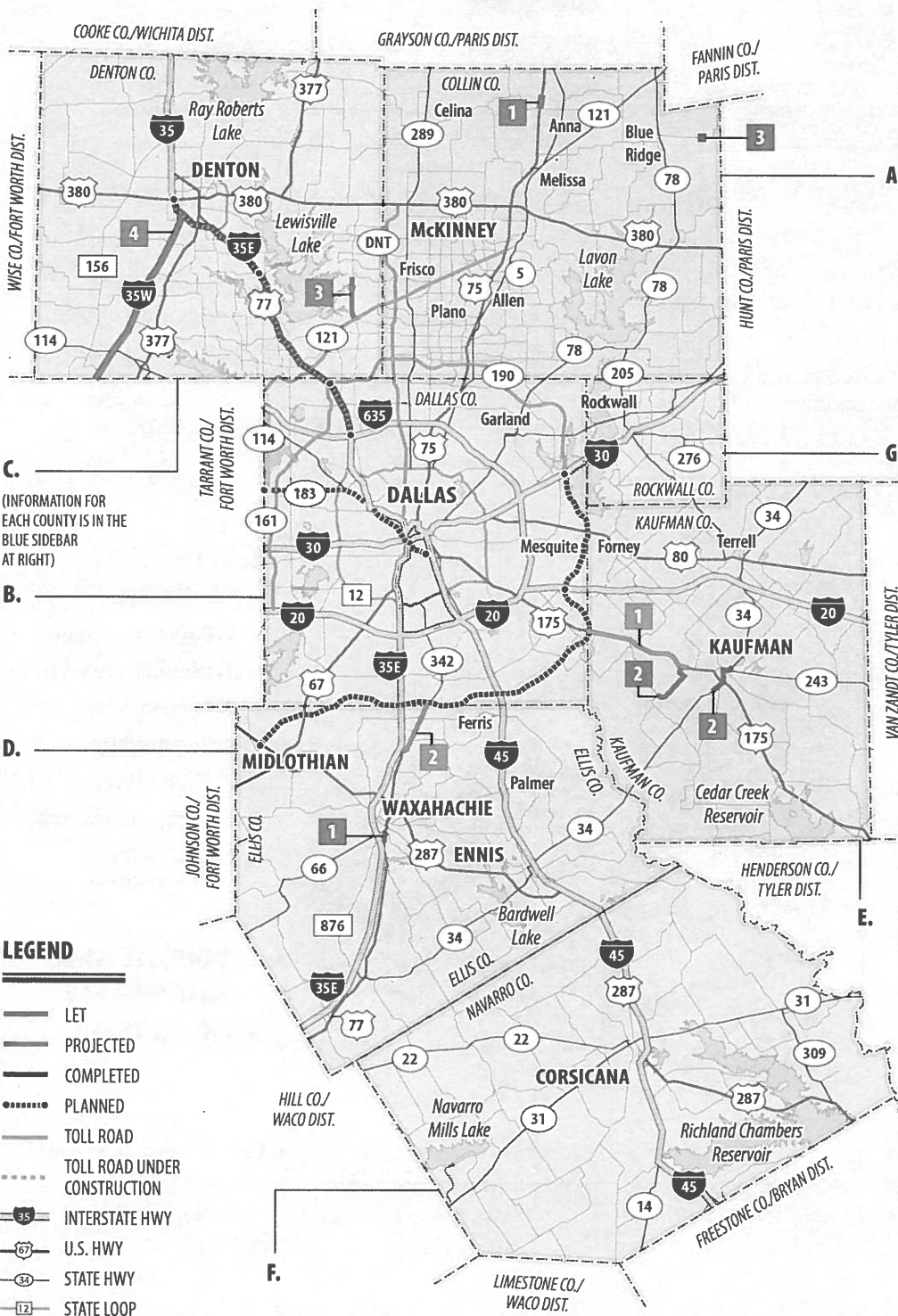
CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	COST (M)	COMPLETION DATE	
1	0197-03-075	US 175	Dallas C/L to Brushy Creek Relief	Rehab Existing Mainlanes	\$4.05	1/3/2018
2	0048-03-093	SH 342	District Wide: US 77 to Dallas C/L	Seal Coat	\$11.36	1/30/2018
				ESTIMATED TOTAL	\$15.41	

SOURCE: Texas Department of Transportation.

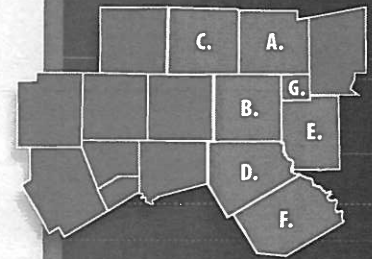
TxDOT graphics

DALLAS DISTRICT PROJECTS MAP

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



SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



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

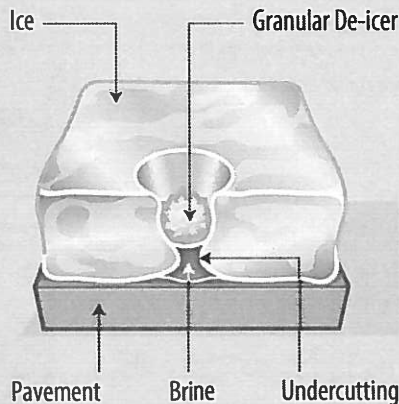
VEHICLE REGISTRATION: 82,515
*POPULATION ESTIMATE: 93,130
LANE MILES: 346,368

TxDOT PREPARED FOR WINTER WEATHER

HOW DO THE CHEMICALS WORK?

Granular De-icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use). When salt makes contact with ice – melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.



Melting Ice Takes Time

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

WHAT MATERIALS ARE USED ON THE ROADS?

Before an ice/Snow Event

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



During an ice/Snow Event

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



AFTER SNOW/ICE EVENT

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

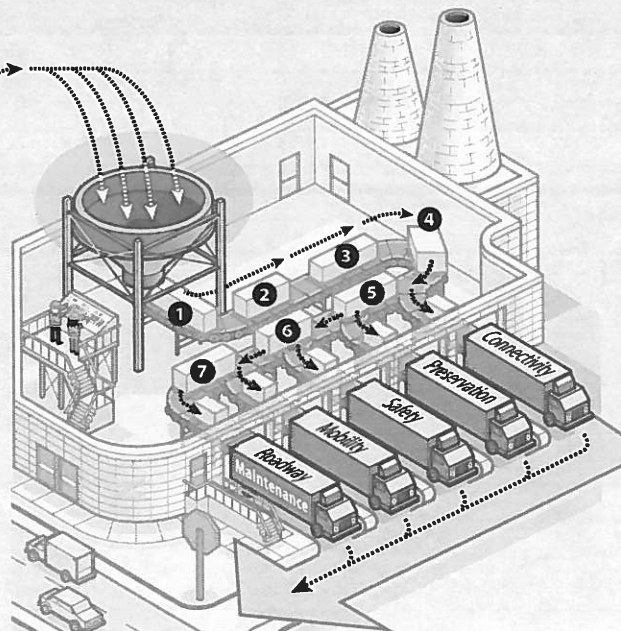
1. FUNDING SOURCES



2. ADVANCED PLANNING

1. Public Involvement
2. Feasibility Analysis
3. Environmental
4. Engineering
5. Right of Way
6. Utility Adjustment
7. Contractor Procurement

3. MOBILITY AND MAINTENANCE PROJECTS



KAREN V. OF FRISCO, TX: "Thank you for the bright stripes between the lanes of SH 121 between FM 423 (in the Colony) and I-35E. This is such a fantastic safety feature especially when wet."

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/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>



9th Annual Northeast Tarrant Transportation Summit



Commissioner Gary Fickes • Tarrant County • Precinct 3

Friday, February 16, 2018 | 8:00 a.m. – 1:30 p.m.
Hurst Conference Center | 1600 Campus Drive, Hurst, Texas

The Future of Transportation is Looking Up ↑



Robert T. Hastings, Jr., Keynote Speaker
Executive Vice President, Strategic Communications and Chief of Staff, Bell Helicopter

Nathan Roth, Special Guest Speaker
Assistant General Counsel, Virgin Hyperloop One

This annual summit has become one of the largest transportation events in Texas and showcases a variety of speakers discussing the future of transportation in Tarrant County, the state of Texas and the United States as a whole. The event features presenters from architecture, planning and development firms, as well as transportation visionaries. They will discuss how innovative technologies including, autonomous vehicles, Uber Elevate and Hyperloop, are impacting North Texas today. Also hear progress updates from local leaders about important transportation projects in the area. This summit promises to be the can't-miss transportation event of the year!

Sessions

- The Future of Smart Cities in America
- The Sky's the Limit... or is it?
A discussion about Uber Elevate
- Nobody's killed the electric car... and now it's driving itself!

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North Richland Hills Richland Hills Southlake Watauga Westlake

RESERVATION REQUIRED: \$50 PER PERSON

Please register with the following chambers

(You are not required to be a member)

Colleyville Area (817) 488-7148 colleyvillechamber.org	Grapevine (817) 481-1522 grapevinechamber.org	Hurst-Euless-Bedford (817) 283-1521 heb.org	Greater Keller (817) 431-2169 kellerchamber.org	Northeast Tarrant (817) 281-9376 netarrant.org	Northwest Metroport (817) 837-1000 nwmetroportchamber.org	Southlake (817) 481-8200 southlakechamber.com
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For Information: www.NETransportationSummit.com or call 817-581-3600