

LBJ EXPRESS

TxDOT PROJECT TRACKER

DALLAS DISTRICT



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

OVERVIEW

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



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



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

SOURCE: LBJ Express

PROJECT HISTORY

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

PROJECT PROGRESS

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

THE NEW LBJ EXPRESS ALSO INCLUDES:

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

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

PROJECT FACTS

LENGTH:

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

MANAGED TEXPRESS LANES (EACH DIRECTION)

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

RIGHT OF WAY (ROW) AND UTILITIES

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

CONSTRUCTION DATES

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

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

CONCESSION CDA:

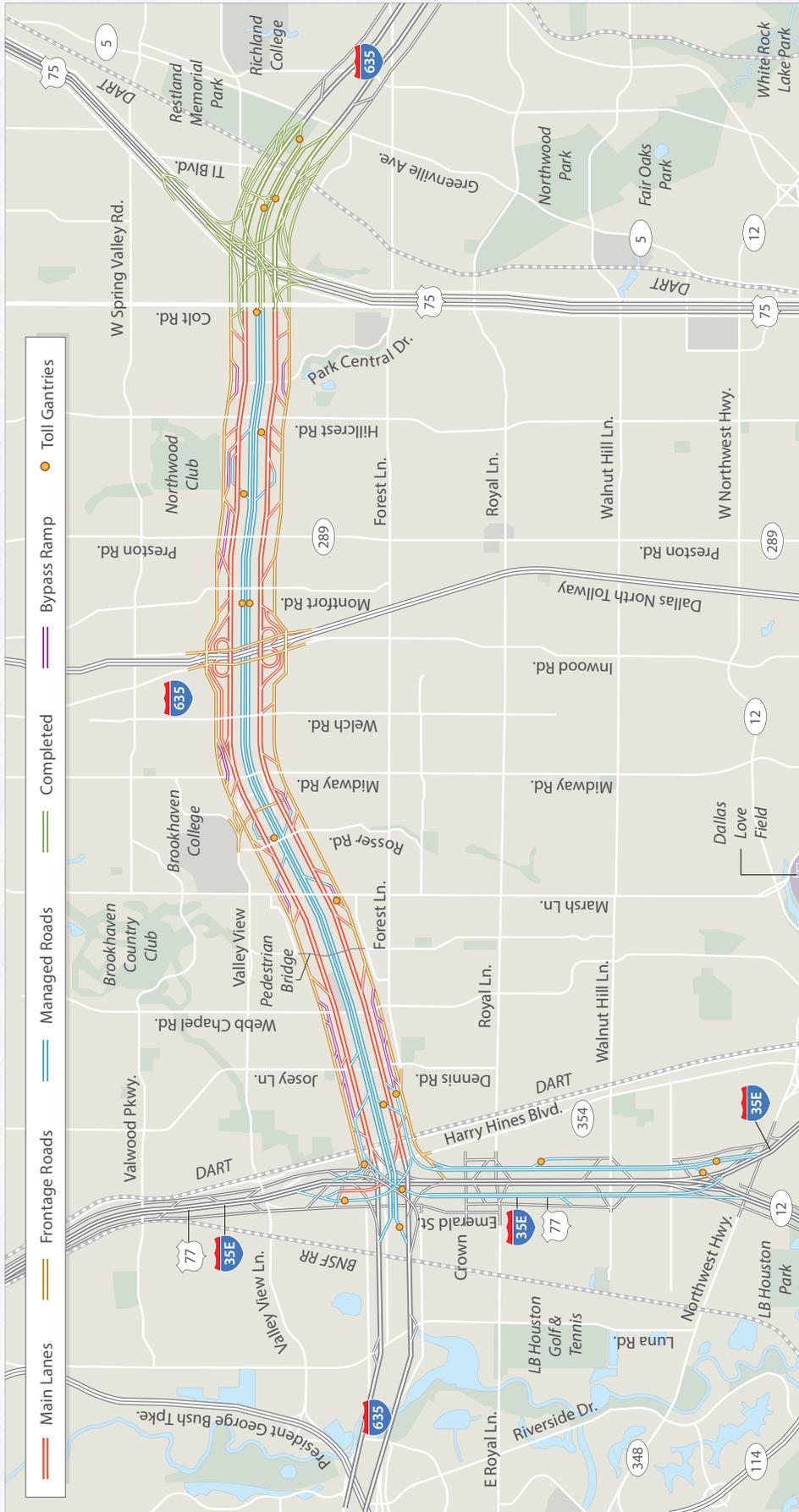
- TxDOT owns the project; LBJIG to build, finance, operate and maintain project for a term of 52 years

TOTAL PROJECT CONSTRUCTION COST:

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

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

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



Configuration as proposed in Regional Mobility 2030 Plan

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

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

TxDOT graphic

DFW STRATEGIC PROJECTS OFFICE

PROJECT CONTACTS

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