

Pass Through Toll
City of Weatherford, Texas

Ability to Move People and Goods is Critical to the City's Success

- TxDOT has Identified Key Challenges
 - TxDOT's Current Budget Projections Shows a \$86 B Gap (In 2005 Dollars) between the Cost of Infrastructure Needed by 2030 and the Level of Available Funds
 - Texas' Population Will Increase by 65% Over Next 25 Years
- TxDOT has Been Given Tools by the Legislature and the Governor
- The Public Was Informed the City of Weatherford Projects Would
 - Reduce Congestion
 - Enhance Safety
 - Improve Air Quality
 - Expand Economic Opportunity
 - Increase the Value of Transportation Assets within the City

The City of Weatherford Decided to Use the Tools Provided to Address the Key Challenges

Delivering the City of Weatherford's Vision and Mission

Strategic Plan Goals

Start Up

Project Identification, Prioritization and Feasibility

Financing and Delivery Options

Toll Feasibility Parameters

Leverage TxDOT and TTA Project Support Services

Excellent Agency/Stakeholder Coordination

Marketing, Education and Information Plan

Manage Expanding the City's Tax Base

Six-Step Project Development Plan

Project Identification

Step One

Project Status Review

Step Two

Project Toll Feasibility

Step Three

Project Financing

Step Four

Project Design

Step Five

Recommendations and Prioritization

Step Six



City of Weatherford Identified Projects

Weatherford Project	Project Limits
SH 171	IH 20 south approximately 0.4 miles
SH 171	At IH 20 – widen / replace bridge
SH 171	IH 20 north to FM 1884
IH 20	Westbound frontage road from SH 171 to FM 2552
IH 20	Eastbound frontage road from SH 171 to FM 2552
IH 20	Westbound frontage road from S. Bowie Drive to FM 1884
IH 20	Eastbound frontage road from S. Bowie Drive to FM 1884
IH 20	Ramp reconfiguration
IH 20 @ FM 2552	Turnaround bridge (eastbound to westbound)
IH 20 @ SH 171	Turnaround bridges
FM 2552	US 180 south approximately 0.7 miles
New Road	Extend existing Holland Lake Drive over IH 20



Legend

- ◊ Interchange (Existing)
- ◆ Interchange (Proposed)
- Directional Interchange (Existing)
- Directional Interchange (Proposed)

Project Location

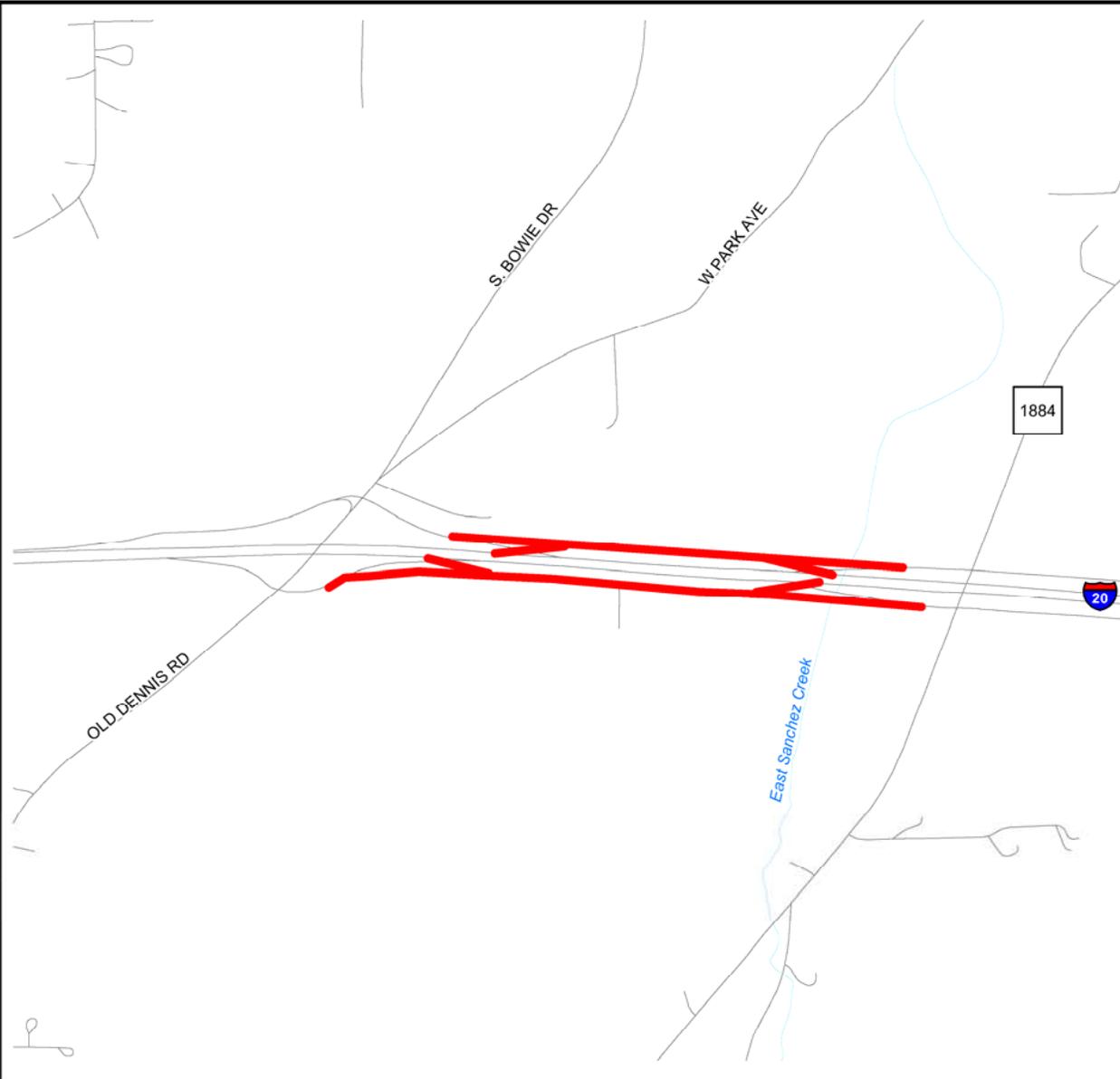
- Project Location



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PRELIMINARY
SUBJECT TO CHANGE

FORT WORTH DISTRICT
SH 171 / FM 51
LOCATION MAP

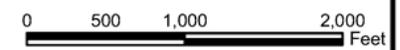


Legend

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Project Location

— Project Location



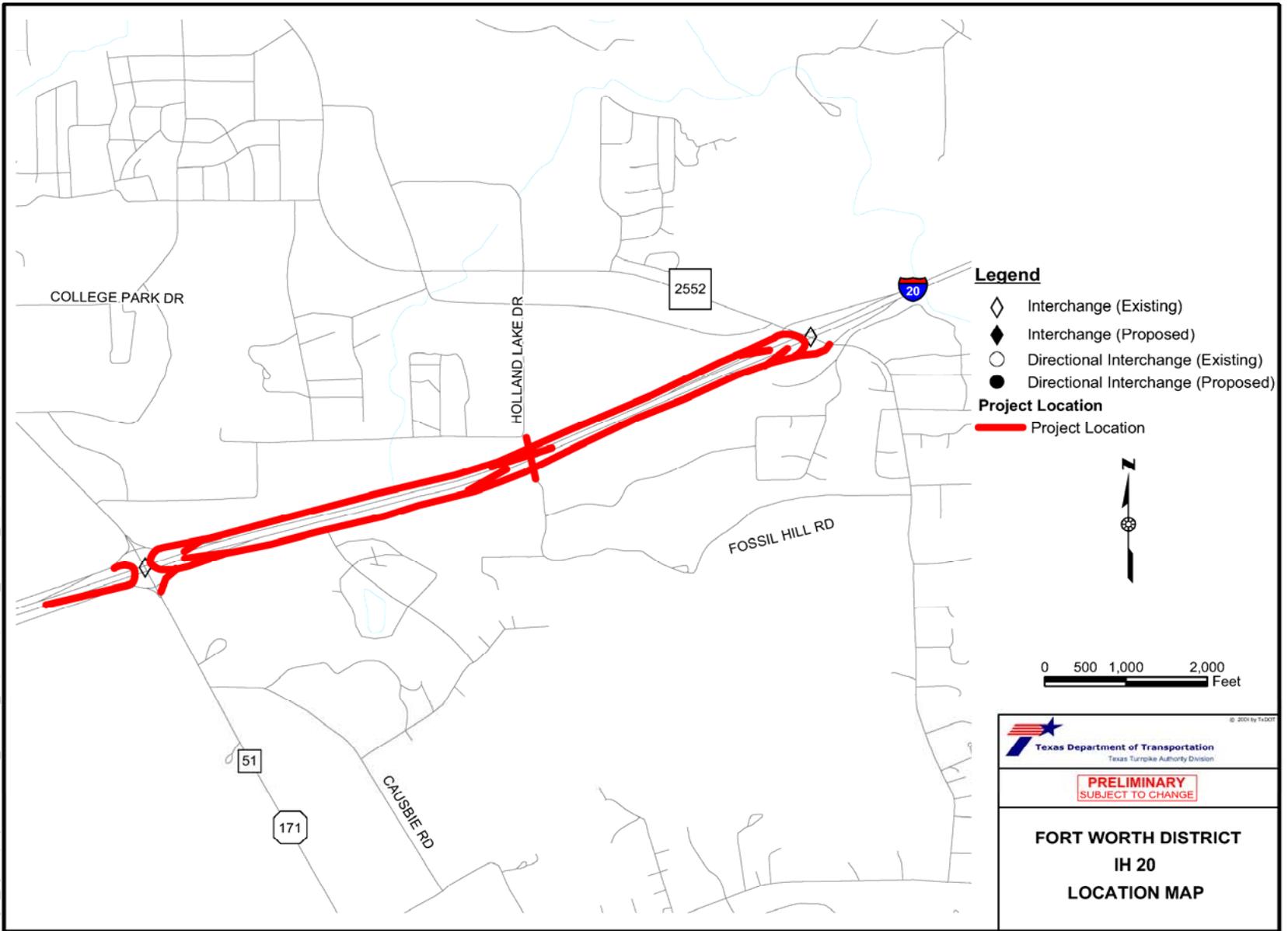
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Texas Department of Transportation
Texas Turnpike Authority Division

PRELIMINARY
SUBJECT TO CHANGE

FORT WORTH DISTRICT
IH 20
LOCATION MAP

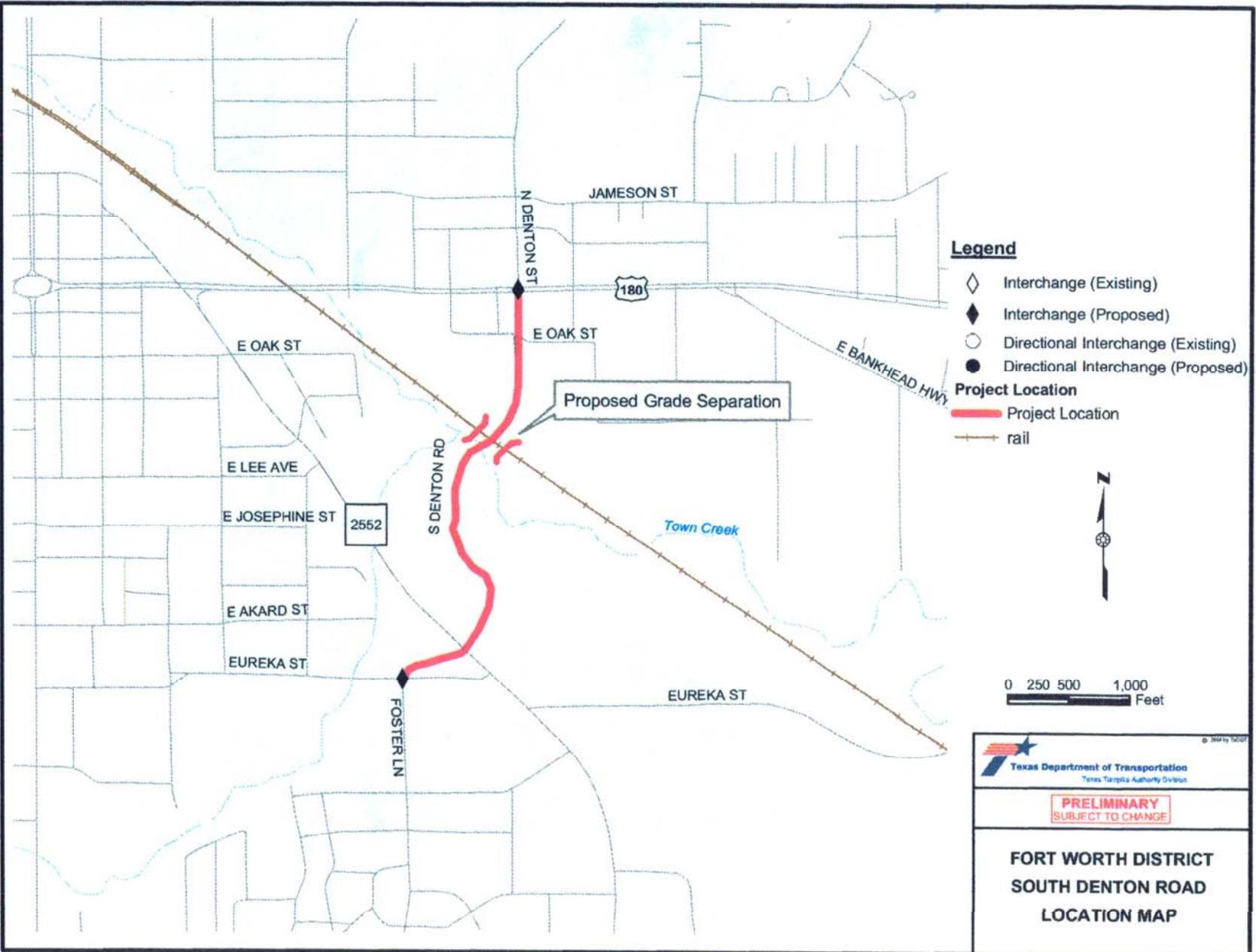


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PRELIMINARY
SUBJECT TO CHANGE

FORT WORTH DISTRICT
IH 20
LOCATION MAP



City of Weatherford Risk Assessment

- Economic Forecasts for City of Weatherford
 - Extensive development creating congestion
 - Major new developments planned
 - SH 171 (Main Street) at IH 20 (SE Quadrant)
 - IH 20 – east of SH 171
 - Difficult to attract new development if no congestion mitigation plan available
 - Extension of Frontage Roads
 - Heavy congestion near Weatherford High School
 - Increased traffic on existing two-way frontage roads
 - Provision of continuous frontage roads would allow conversion to one-way traffic, reducing accident potential

City of Weatherford Risk Assessment

■ Financing Contingencies

– Wait for tax \$'s to become available

- Projects not competitive
- Conventional project funding not available for 10 to 15 years
- Developments were beginning construction in 2004 that would increase congestion on existing roadways

– TIFIA

- Apply for funding – no guarantees

– 3rd Party finance contributions

- Developers willing to contribute to design / construction costs

■ City Tax \$'s Availability

– Working with TxDOT to expedite improvements

- Available bond funds could be used to construct improvements today
- Repayment funds used for future projects / expansions

City of Weatherford Risk Assessment

- **Cost Escalation of Construction**
 - The longer projects were delayed, the less competitive they were for tax dollars
 - Increasing concrete and steel prices could make projects economically infeasible if delayed.
- **Environmental Issues/Right-of-Way Purchases/Utilities**
 - Few environmental consequences
 - No relocations
 - Minor acquisitions
 - Most work done within existing ROW, so few, if any utility conflicts
 - No actual tolls collected so public was supportive

