

FORT WORTH DISTRICT PARTNERS



SH 199 west of Lake Worth

Hood County Voters Approve Transportation Bond

By a nearly 3 to 1 margin in the May 8 bond election, Hood County voters approved a \$75 million transportation bond package to finance U.S. 377 in Granbury and potential improvements to U.S. 377 in Cresson. Under a pass-through financing agreement, TxDOT and Hood County will partner to widen the portion in Granbury. A public hearing will be scheduled on this project later this fall, with construction beginning as early as 2013 following right-of-way acquisition and utility relocation.

 txdot.gov • U.S. 377

North Tarrant Express

On May 1, NTE Mobility Partners (NTEMP) took over operations and maintenance of Northeast Loop I-820 and SH 121/183 "Airport Freeway" from I-35W to the SH 121 split. The team is now responsible for incident response, and has assumed all maintenance activities and operational agreements between TxDOT and the municipalities and entities in the corridor. NTEMP continues with geotechnical soil sample studies along the corridor that will help guide the design of the project's foundations, groundwork and retaining

walls. NTEMP is also in the final phases of determining the aesthetics standards for the corridor, and right-of-way acquisition is proceeding with the majority of property owners receiving offers between May and August. In addition, NTEMP submitted a ready for development letter on approximately 10 miles of I-35W. TxDOT will now begin the process of assessing that proposal.

 northtarrantexpress.com

SH 199

Construction is scheduled to begin this summer to upgrade the SH 199 main lanes from Denver Trail to Hanger Cut-Off. The project let in May for \$8.1 million. This summer, construction will be completed on the frontage roads from Denver Trail to FM 1886. Both these projects complement frontage roads constructed in Lake Worth in 2005. Also this summer, TxDOT will install median barrier on the Lake Worth bridge using an estimated \$322,000 in funding from the Highway Safety Improvement Program. Together, this totals nearly \$50 million dedicated to SH 199 since 2003.

PRESERVING

the value of our transportation assets

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

Estimated district funding for 2010:

\$72.8 million for preventative, routine and rehabilitative maintenance

PARTNERS *in construction*

AWARDED PROJECTS

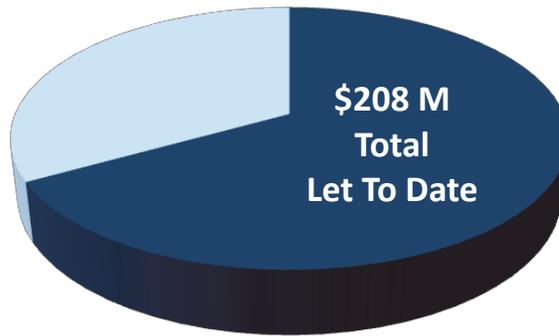
	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Underrun (%)
MAY	Business 287 (North Main St)	At the Trinity River	Bridge rehabilitation	\$4.2	\$2.8	-33.2
	SH 199	Denver Trail to Hanger Cut-Off	Upgrade main lanes	\$9.4	\$8.1	-13.4
	SH 199	SH 183 to White Settlement Rd	Pavement overlay and repairs	\$1.3	\$1.2	-11.0
	FM 1902	At County Rd 913	Traffic signal	\$0.1	\$0.1	-4.1
	FM 1187	At McCart Ave extension	Traffic signal	\$0.1	\$0.1	-21.2

PROJECTED PROJECTS

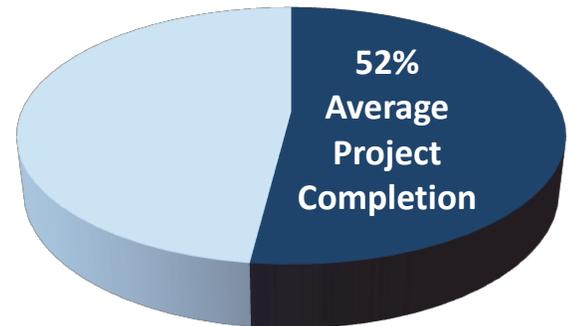
	Hwy	Limits	Type of Work	Estimate (millions)
JUNE	SH 199	At Lake Worth bridge	Median barrier	\$0.3
	Golden Triangle Blvd	I-35W to US 377	Widen from 2 to 4 lanes	\$20.4
	Various roadways	Tarrant County	School sidewalk and crosswalk improvements	\$0.9
	Various roadways	Erath, Hood, Johnson, Tarrant, and Wise Counties	Railroad replanking and signals	\$0.7



\$311 M PROPOSED LETTING



FY 2010 CONSTRUCTION*



TOTAL CONTRACTS \$661 M

**does not include CDAs*

With work complete on the Center Street bridge and nearing completion on the Baird Farm Road and Collins Street bridges, the \$165 million Interstate 30 project is on schedule for completion by fall 2010 prior to the Super Bowl.

In May, the newly-constructed I-30 westbound main lanes and ramps between Ballpark Way and Cooper Street were opened to traffic about one year after the I-30 eastbound main lanes were completed.

The I-30 reconstruction project will also extend managed lanes from the Tarrant/Dallas County line to Baird Farm Road. When completed, the Regional Transportation Council's plan for the I-30 managed lane system will span nearly 20 miles from Center Street into the heart of Dallas County near downtown Dallas. The added lanes can be used by all motorists willing to pay a toll for a faster, more reliable trip, while relieving traffic on the I-30 main lanes.

The purpose for this project is to improve mobility and reduce congestion. Significant changes in mobility through the I-30 corridor are transforming this old portion of the Dallas-Fort Worth Turnpike landscape into a modern Texas highway with continuous, one-way frontage roads and improved design to improve highway operations.

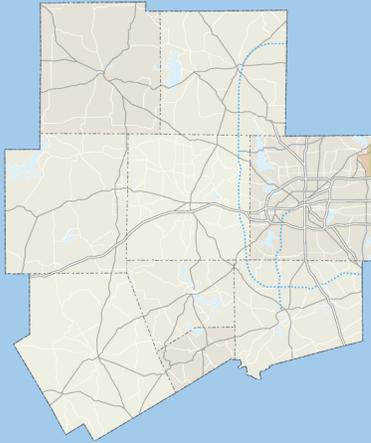
This partnership with the city of Arlington began in June 2007 after the city provided the design, right of way and utility relocation. The project is part of the ultimate improvements to the I-30 corridor from Oakland Boulevard to the Dallas County line. As funding is identified by the region, I-30 will eventually be widened to a total of eight to 10 lanes throughout the length of the corridor.

 keep30moving.org



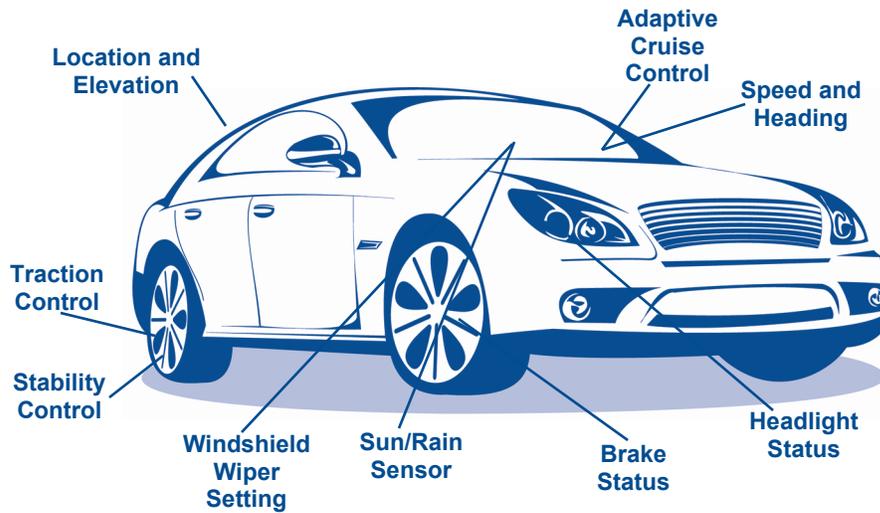
PARTNERS

June 2010



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

IntelliDriveSM Crash Prevention



\$230 BILLION

Direct economic cost from car crashes per year

Source: U.S. DOT

Highway crashes, the leading cause of death for ages 3 to 34, take a terrible toll on individuals, families, and society as a whole. IntelliDriveSM technology uses wireless communication to provide connectivity with and between vehicles, and between vehicles and infrastructure, to significantly reduce the number of lives lost each year due to crashes. In 2010, the U.S. Department of Transportation will invest \$49 million (half of its total intelligent transportation systems budget) to advance IntelliDriveSM technology in vehicles by 2013.



Safety Benefits

- Your vehicle can "see" vehicles you cannot see.
- Your vehicle informs you of roadway conditions and hazards that you cannot see.
- Your vehicle knows the speed and location of approaching vehicles.

FEDERAL *update*

The SAFETEA-LU bill, which expired on Sept. 30, 2009, is currently operating under an extension through Dec. 31, 2010. The extension funded FY 2010 and the first quarter of FY 2011 under the original bill's apportionment and refunded the Sept. 30, 2009 rescission that took over \$720 million off of the planning books in Texas.

To keep up with the status of the federal transportation bill, visit these sites regularly.

 transportation.org

 transportation.nationaljournal.com

 trans2group.com

 innobriefs.com



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

 txdot.gov • Fort Worth