

FORT WORTH DISTRICT PARTNERS



Tower 55 Signing

REDUCE *our congestion*

TxDOT is working to expand its busiest metropolitan corridors.

15 of the state's 100 most congested roadways are located in Tarrant County. Six of these roadways are expected to be under construction in 2012 as some phase of the DFW Connector and North Tarrant Express.

Expanding these six roadways will help address delays totaling:

8.5 million annual hours stuck in traffic

\$192 million annual cost to the Texas economy

October 2011

Tower 55

On Sept. 1, U.S. Transportation Secretary Ray LaHood joined state officials and railroad industry leaders in Fort Worth to sign the obligation of \$34 million in federal TIGER II grant funds for major rail improvements at the Tower 55 intersection. The public-private partnership between BNSF Railway, Union Pacific Railroad, the city of Fort Worth and TxDOT, coupled with the Federal Railroad Administration funding, will make a total of \$101 million in improvements. Transportation Commissioner Bill Meadows, Sen. Kay Bailey Hutchison, Sen. John Cornyn, Rep. Kay Granger, Rep. Michael Burgess, Judge Glen Whitley, Mayor Betsy Price and other officials participated in the event.

 corridorsofcommerce.com

100 Most Congested Roadways

TxDOT released its 2011 edition of its 100 most congested roadways, and the results are not surprising: congestion remains a daily challenge for motorists in Texas metropolitan areas. Two projects from Tarrant County made the top 20: Northeast Loop 820, currently under construction as Segment 1 of the North Tarrant Express (NTE), and I-35W north of downtown Fort Worth, which is

estimated to begin construction next year as Segment 3 of the NTE. The annual list pinpoints traffic hot spots in the state, a critical asset for transportation planners when prioritizing roadway and transit projects. To view the list, go to:

 txdot.gov • congested roadways

I-30 Emergency Contract

Work was completed Sept. 25 on an emergency contract that repaired the Spur 341/Lockheed Boulevard bridge over I-30 after it was damaged in an Aug. 4 truck collision. The project reconstructed the damaged bridge column and a portion of the bridge caps in record time for a total of \$150,000.

Chavez Receives Honor

Fort Worth District Engineer Maribel Chavez was recently honored with a Preservation Leadership Award by Historic Fort Worth, Inc. (HFW) for her work to preserve historic bridges. This fall, TxDOT will partner with HFW and the Texas Transportation Institute to inventory the city's historic bridges and identify a maintenance schedule for preserving these bridges.

 txdot.gov • Fort Worth news

PARTNERS *in construction*

AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
SEPTEMBER	Colonial Dr	At Woodard Ave and Harlin Dr Cleburne	Traffic signal	\$0.3	\$0.4	+14.7
	I-20	FM 2552 to I-30, Parker County	Pavement overlay and repairs	\$5.9	\$5.4	-7.7
	I-35W	I-20 to the Johnson County line	Pavement repairs and markings	\$3.1	\$2.5	-19.3
	SH 183	At SH 26, Richland Hills	Landscaping	\$0.1	\$0.1	-15.5
	I-30	At Chapel Creek Blvd	Slope repair	\$0.3	\$0.3	-14.0
	I-30	Linkcrest Dr to I-820 West Loop	Pavement overlay and repairs	\$2.5	\$2.2	-12.2
	I-20	Anglin Dr to FM 157 (Cooper St)	Pavement overlay and repairs	\$5.2	\$4.5	-13.1
	Park Rd 21	At Camp Creek, Johnson County	Bridge replacement	\$0.5	\$0.6	+10.1

PROJECTED PROJECTS

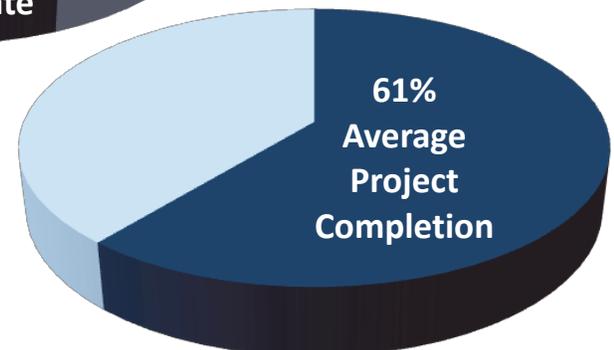
	Hwy	Limits	Type of Work	Estimate (millions)
NOV OCT	Various roadways	Districtwide	Seal coat	\$10.2
NOV	SH 171	FM 2331 to SH 174, Cleburne	Pavement overlay and repairs	\$3.0



\$161 M PROPOSED LETTING



FY 2012 CONSTRUCTION*



TOTAL CONTRACTS \$685 M

**does not include CDAs, Chisholm Trail or pass-throughs*

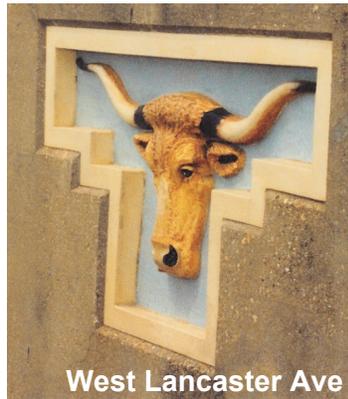
Construction will begin off-site in 2012 to replace the West 7th Street bridge over the Trinity River with a \$24 million concrete “thru-arch” signature bridge that will improve safety, improve pedestrian access and add to the architectural redevelopment under way in this corridor.

Estimated for completion by fall 2013, it will complement other signature bridges at Henderson Street and White Settlement Road as part of the Trinity River Vision.

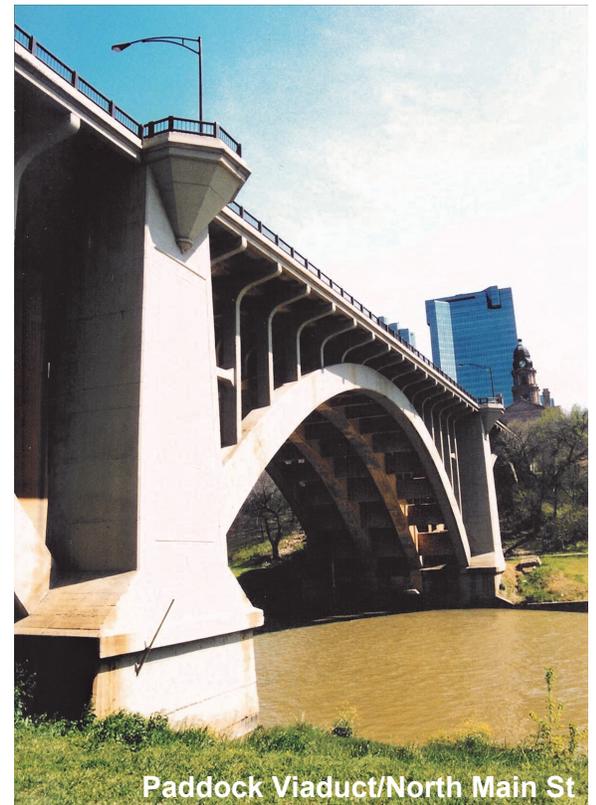
TxDOT works closely with the city of Fort Worth and Historic Fort Worth to preserve the area’s historic bridges where possible. In the case of West 7th Street, the original structure was in such disrepair that it had to be replaced, but the partners worked to restore it with something even grander.

This fall, TxDOT will partner with Historic Fort Worth and the Texas Transportation Institute in a new effort to inventory the area’s historic bridges. They will identify maintenance needs so a plan and schedule can be developed to keep these bridges grand for years to come.

Over the years, TxDOT has restored many of the area’s historic bridges including the West Lancaster Avenue bridge in 1998 which kept its original design, pier towers and ornamental details. The Belknap Street Viaduct was replaced in 2000, but TxDOT design engineers were again able to retain some of the character of the old bridge such as decorative railings and period lighting.



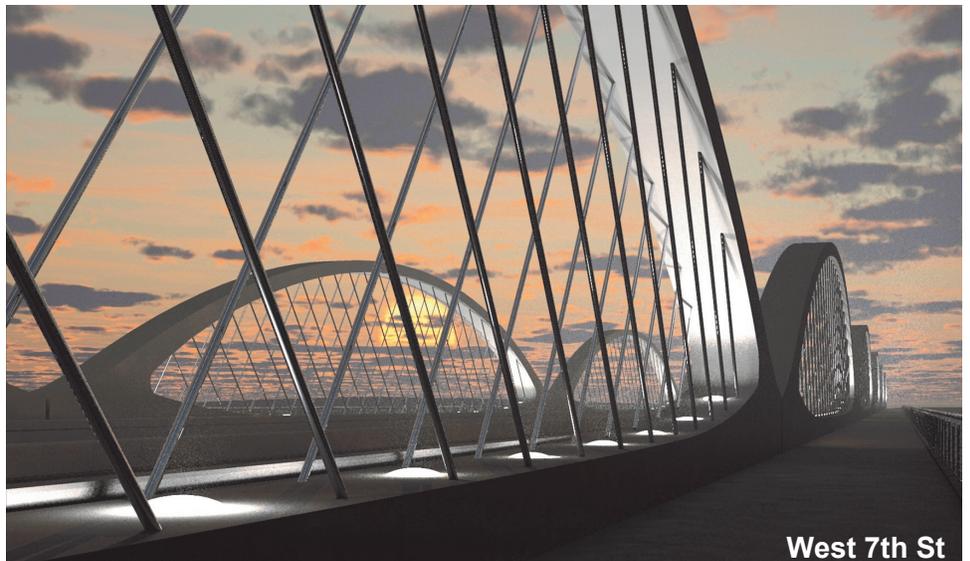
West Lancaster Ave



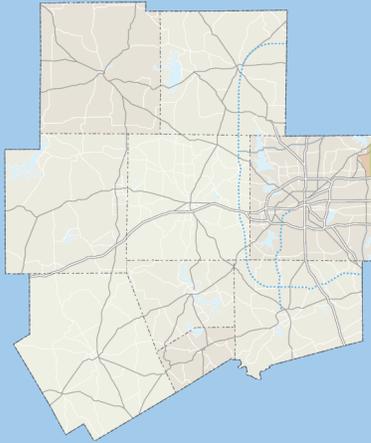
Paddock Viaduct/North Main St

The most recognized historic bridge in Fort Worth, the Paddock Viaduct was the country’s first concrete arch bridge to use self-supporting reinforcing steel. Repairs in 1965, 1988 and a current rehabilitation project have totaled approximately \$7 million, much cheaper than replacing the whole bridge.

TxDOT will continue to work with its partners to preserve the rich history of our region's historic bridges.



West 7th St



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

TxDOT's Bridge Program

Texas leads the nation in the number of bridges. In fact, the 51,557 bridges in Texas is about equal to the total number of bridges in the four states that border Texas. To keep our bridges safe, TxDOT has an aggressive bridge inspection program with each structure inspected at least every 24 months.

Since 2001, the Fort Worth District has replaced or rehabilitated 210 of its structurally deficient bridges for approximately \$178 million. Of the over 3,600 bridges in the nine-county district, there are currently only 95 structurally deficient bridges (33 on-system, 62 off-system), and the majority of those are scheduled to be replaced in the next five years.

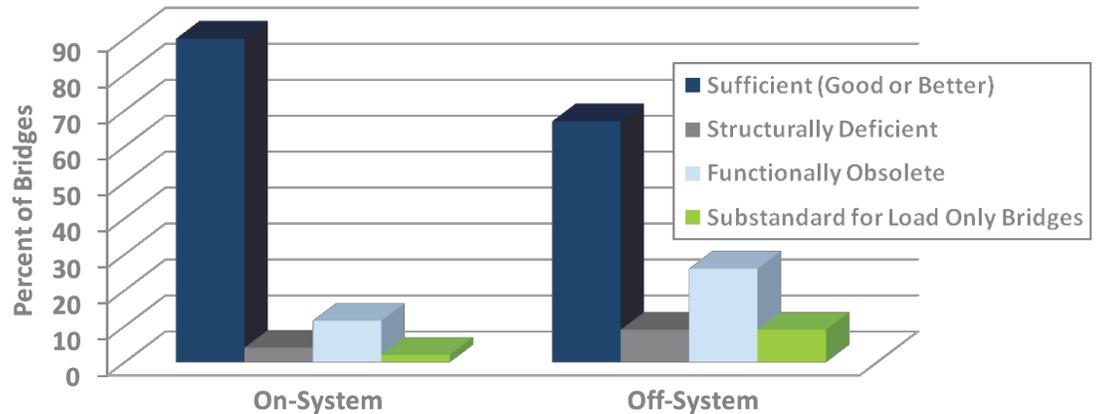
TxDOT has consistently eliminated structurally deficient bridges. As the bridge inventory in Texas grows, the percentage of sufficient bridges has increased from 70 percent in 2001 to over 80 percent in 2010.

4,359

Number of bridges replaced or rehabilitated in Texas since 2001 at a cost of over

\$4B

Condition of Texas Bridges



Summary of Bridge Terms

Structurally Deficient — Term used by the Federal Highway Administration to designate bridges eligible for federal funding. These bridges typically require significant maintenance and repair to remain in service and eventual rehabilitation or replacement to address deficiencies. A structurally deficient bridge should not be confused with an unsafe bridge.

Functionally Obsolete — Bridges whose design are outdated due to deck geometry, load-carrying capacity, vertical or horizontal clearances, and/or approach roadway alignment.

Substandard for Load Only Bridges — Meets original as-built load capacity, but less than the maximum load permitted by current state law.

 txdot.gov • Texas bridges



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

 txdot.gov • Fort Worth



FEDERAL *update*

The SAFETEA-LU bill, which expired on Sept. 30, 2009, is currently operating under an extension through March 31, 2012. The extension funds the first six months of FY 2012 under the original bill's apportionment.

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

 transportation.org

 transportation.nationaljournal.com

 trans2group.com

 innobriefs.com