TEXAS DEPARTMENT OF TRANSPORTATION

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Statewide Transportation Report

INTRODUCTION: THE TEXAS TRANSPORTATION SYSTEM AND ITS IMPORTANCE TO FUTURE MOBILITY

For most of us, transportation affects every aspect of our daily lives. People use the transportation system to attend school, go to work, shop, access medical care, and visit friends and family. However you choose to travel—by car, bus, train, plane, bicycle or on foot—a well-planned, well-maintained system is required to support the quality of life we all expect. The ability to acquire the goods we need depends on a healthy, multimodal transportation system, designed to efficiently move these consumables from the farm, factory, refinery, or warehouse to the local grocery, shopping center, or gas station. As the economy expands and population centers grow, transportation planners struggle to develop strategies to meet future demands. Though the challenges are great, visionary transportation planning helps the agency establish goals and strategies that will allow us to move forward, addressing mobility concerns and assuring that Texas citizens have access to the best and safest system. Though planning is key, it is not the only factor to be considered. Achieving a best-in-class transportation system, one that is safe, efficient, and effective, requires the joint effort of statewide transportation partners focused on developing programs and procedures that make wise use of limited funds, leverage opportunities for strategic partnerships, and successfully manage transportation assets.

The *Statewide Long Range Transportation Plan 2035* (*SLRTP-2035*) is the blueprint for the next 25 years. Based on expected growth in population, economic development, and future transportation demand, the plan revolves around six goals:

1. Develop an organizational structure and strategies designed to address the future multimodal transportation needs of all Texans
2. Enhance safety for all Texas transportation system users
3. Maintain the existing Texas transportation system
4. Promote congestion relief
5. Enhance system connectivity
6. Facilitate the development and exchange of comprehensive multimodal transportation funding strategies with transportation program and project partners

The Texas Department of Transportation (TxDOT) has accomplished much since the adoption of the *SLRTP-2035* in November of 2010. The agency has been recognized for having the lowest employee accident rate of any US Department of Transportation (DOT). It is the top DOT in leveraging TIFIA funding and has expanded use of the State Infrastructure Bank and Transportation Reinvestment Zone financing options. TxDOT has actively engaged stakeholders, both citizen and industry, with

the I-35 and I-69 steering committees to ensure the plans we make and the projects we build are those that provide the best benefit to the communities served.

TxDOT formed a task force to address unexpected maintenance and safety challenges as a result of the state's booming energy sector. The agency partnered with representatives of the Department of Public Safety, the Department of Motor Vehicles, the Railroad Commission, the Texas Commission on Environmental Quality, Texas cities and counties, and the energy and trucking industries to work cooperatively to find the best short- and long-term solutions to support this important economic sector without sacrificing safety or the quality of the state's transportation assets. And, to prepare Texas for economic opportunities arising from the expansion of the Panama Canal, TxDOT formed the Panama Canal Stakeholders Working Group, bringing together representatives from ports, industry, and government to develop short-, medium-, and long-term goals and plans to ensure the transportation system is prepared.

This report reviews the progress TxDOT has made toward meeting each of the goals outlined in the *SLRTP-2035*, providing information about the various strategies in use. Performance measures from among those proposed in the *SLRTP-35* are included in the discussion of each goal to illustrate the effectiveness of the various strategies TxDOT employs.

Goal: Develop an organizational structure and strategies designed to address the future multimodal transportation needs of all Texans

For the last two years, TxDOT has engaged in ongoing efforts to make positive changes to the organizational structure and its business processes. In early 2012 the department reorganized (figure 1) to more closely align related functions and provide for better oversight and accountability. This reorganization capped off a series of changes made through the fall and winter of 2011 into early 2012. These include:

- Separating government relations and communications functions
- Establishing a new IT organization, with the goal of conforming to industry standards that best fit the needs and mission of TxDOT
- Establishing an innovative finance office, and engaging external experts in transportation finance
- Improving inter-district lending tracking, providing districts the flexibility to work together to advance critical projects
- Standardizing best practices and governance across major metropolitan areas

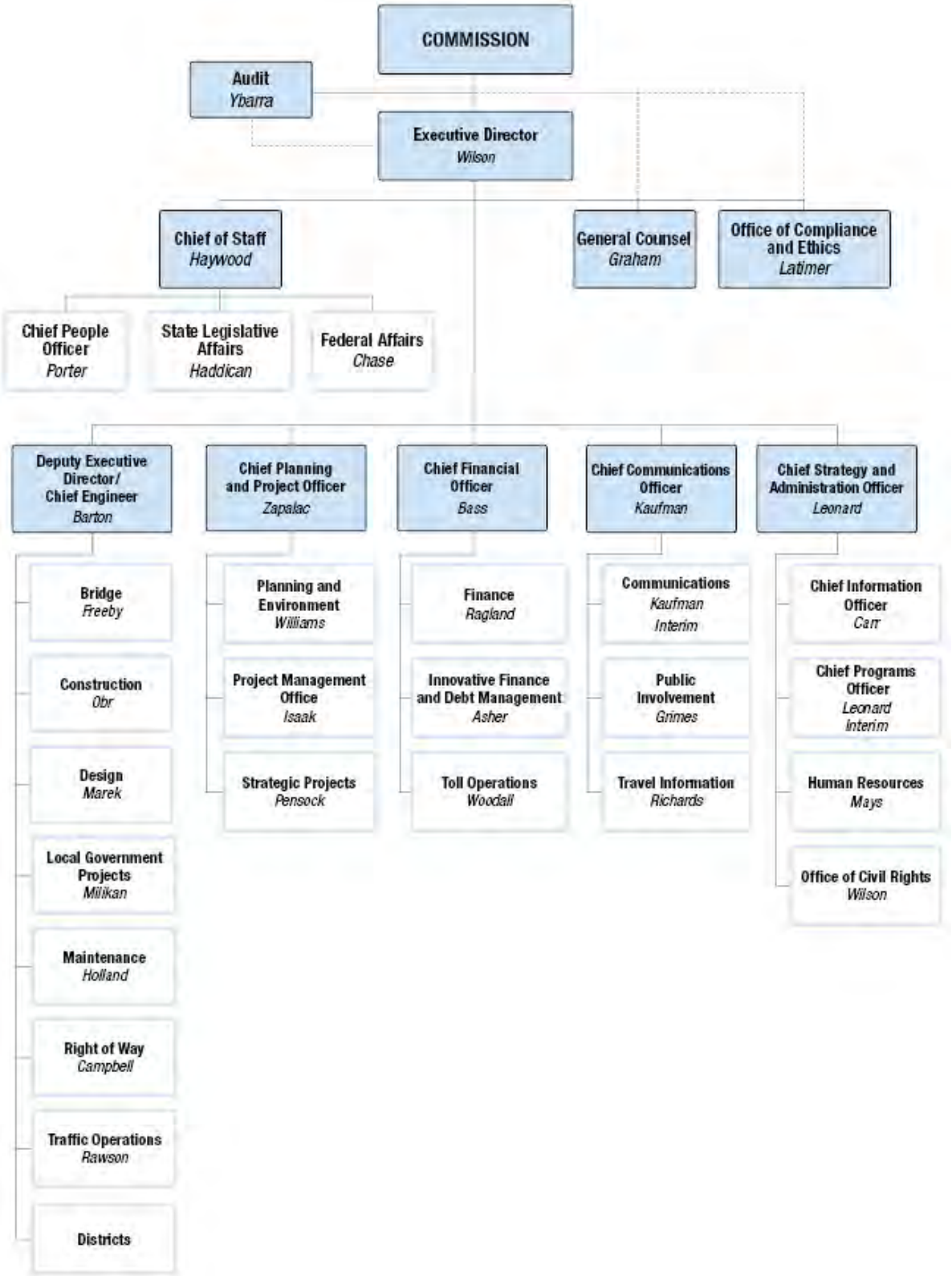


FIGURE 1. TXDOT ORGANIZATION CHART

This new organization also supports better coordination among the various modal divisions. Rail, Aviation, Public Transportation, Bicycle/Pedestrian coordination, and Ports and Waterways have all been moved under the Chief Strategy and Administration Officer.

Along with changes to the agency's organizational structure, a number of other strategies have been implemented recently to ensure that TxDOT is fully prepared to meet the future multimodal transportation needs of all Texans.

STRATEGY: STREAMLINE THE ENVIRONMENTAL REVIEW PROCESS FOR TRANSPORTATION PROJECTS

Based on input from stakeholders and the public, TxDOT developed a new, streamlined environmental review process and presented the new plan to the Transportation Commission for approval in February of this year. The new plan simplifies the environmental review process while still respecting the environmental impacts that proposed projects might bring.

The new process places limits on the types of projects for which an environmental review document may be prepared. A project must be: (1) in the State Transportation Improvement Program (STIP) or Unified Transportation Program (UTP); (2) approved for processing by a Commission order; or (3) a local government is the project sponsor and has paid a fee to TxDOT. Project scope must be agreed upon in the beginning before preparing the environmental document. Understanding the scope of any environmental review before the work starts and understanding the timelines associated with the environmental review process should lead to a more effective project development process with better use of staff resources.

STRATEGY: FORMALIZE MULTIMODAL AND INTERMODAL PLANNING AT TXDOT

The *SLRTP-35* projects that the total tonnage of freight shipped to, from, and within Texas will increase by approximately 82 percent by 2035, and that the value of the goods shipped will increase 166 percent. To prepare for this increase, TxDOT hired a freight and multi-modal coordinator—a new position in the Transportation Planning and Programming Division—to work with the various modal divisions (Rail, Aviation, Waterways/Ports, Bicycle and Pedestrian, and Public Transportation) to ensure that the state's long-range transportation planning activities reflect the needs and leverage the potential of all these modes. Working closely with representatives from TxDOT's Rail Division, Waterways Office, and Aviation Division, as well as stakeholders, the coordinator will develop a statewide freight plan and work to establish a statewide freight advisory committee.

STRATEGY: ENGAGE PARTNERS AND STAKEHOLDERS TO ENSURE TRANSPORTATION NEEDS ARE FULLY MET

When TxDOT adopted its mission statement – "Work with others to provide safe and reliable transportation solutions for Texas" – it took this statement and its accompanying goals very seriously. One of the best examples of working together to maintain a safe system, address congestion, and connect Texas communities is found in two groups formed with community partners to examine specific transportation issues.

The Panama Canal Stakeholder Working Group is determining how Texas can take advantage of trade expansion and enhance the state's role in global trade. The Task Force on Texas' Energy Sector Roadway Needs is studying the impact heavy trucks have on the state's roads and developing strategies to address future infrastructure needs.

Both groups comprise executive-level representatives from state and local government, as well as industry partners and associations. Both are discussed in further detail below.

Panama Canal Stakeholder Working Group

The expansion of the Panama Canal—scheduled for completion in 2014 or 2015—means larger ships with more freight can pass through the waterway. Though the true impact may not be known for several years, it's a given that the expansion will increase the amount of goods shipped through ports on the Texas Gulf Coast. Some of the projected increase may come from shipping diverted to Texas ports from U.S. and Canadian ports on the West Coast, but some may result from the greater availability of smaller vessels that may take up the slack to serve the Gulf Coast ports now that the newer, larger ships can move through the canal.

TxDOT is working with government and industry leaders around the state to ensure that those ports and the transportation infrastructure that supports them, including highways and rail, can handle the increase in traffic. The agency will play a key role in ensuring that our state's transportation infrastructure is ready and that the state is well-positioned to capitalize on the opportunity to export more goods produced in Texas and other parts of the U.S.

The agency recently created a fifteen-member Panama Canal Stakeholder Working Group to make short, medium and long-term recommendations for transportation infrastructure improvements to address increased demand resulting from the canal's expansion. Harris County Judge Ed Emmett chairs the working group, and the department contracted with the Texas A&M Transportation Institute (TTI) to facilitate its activities. The working group's report will be presented to the Transportation Commission in December 2012.

Aside from the report the Panama Canal Stakeholder Working Group will produce, TxDOT has completed or is presently engaged in a variety of projects, studies and other activities that address the needs of Texas' Gulf Coast ports and the demands and opportunities associated with the canal's expansion. These include:

Port Authority Advisory Committee (PAAC): TxDOT's seven-member PAAC, appointed by the Texas Transportation Commission, is comprised of representatives of the Port of Houston Authority and other ports on the Upper and Lower Texas coasts. It helps the commission formulate department policy concerning Texas ports and related infrastructure.

Gulf Intracoastal Waterway (GIWW): In keeping with an agreement with the federal government, TxDOT serves as the non-federal sponsor of the GIWW, a 1,300-mile-long shallow draft, man-made protected waterway that connects ports along the Gulf of Mexico from St. Marks, Florida, to Brownsville, Texas. Traffic on the GIWW, the nation's third-busiest inland waterway, is expected to continue to increase due in part to the Panama Canal's expansion and continued growth in the state's waterborne commerce.

Freight Studies: TxDOT has conducted, underwritten or participated in numerous statewide or regional studies examining the flow of goods on our state's transportation infrastructure. The studies, including some that have specifically considered effects of the canal's expansion, help TxDOT and other transportation stakeholders identify and address bottlenecks and other issues that impede the efficient flow of freight.

Port-related Road and Rail Projects: Five of TxDOT's 25 districts are located along the Texas Gulf Coast: Beaumont, Houston, Yoakum, Corpus Christi and Pharr. These five districts work closely with the ports in their areas to provide and maintain the roadways that support those ports. Examples of some of the projects they've undertaken range from expanding the terminal road that serves the Port of Houston's Barbours Cut container facility to working with other transportation stakeholders to relocate the Union Pacific mainline and switching operations from downtown Brownsville.

Freight Transportation Corridors: TxDOT is working to improve or develop several key transportation corridors that serve multimodal hubs throughout the state, including I-10, I-37, I-35, I-45, US-69 and the I-69 corridor that will extend from the Rio Grande Valley to Texarkana.

My35 Advisory Committee

My35 is an award-winning approach to transportation planning that puts Texas citizens in the driver's seat. The concept, using citizen planning committees, was the first of its kind to be used in the nation and has served as a blueprint for other corridors, including I-69. Since 2008, hundreds of Texans have volunteered their time and expertise to develop a proposal for a safer, smarter and less congested I-35. Citizens, local officials and businesses are shaping the future of the I-35 corridor by providing vital input on what is important to their communities and economies. When completed, the My35 plan will result in:

- Thousands of new Texas jobs
- Billions of dollars added to the Texas economy
- Less time wasted in traffic
- Less money wasted on fuel
- Reduced air pollution

STRATEGY: DEVELOP A MATURE PROJECT MANAGEMENT OFFICE TO MONITOR AND IMPLEMENT IMPROVEMENTS TO TXDOT'S PROJECT DELIVERY PROCESS

As shown in Table 1, TxDOT has completed better than 90 percent of construction projects within budget over the last 3 fiscal years.

Table 1. Measuring Performance: Percentage of Construction Projects Completed within Budget

FY 2010	FY 2011	FY 2012
91.74%	96.69%	95%

Table 2 lists the percent of projects in the period 2010-2012 that met a key benchmark: Ready-to-let on time performance based on design, right of way, utility, and environmental elements being completed on time. The TxDOT Design-On-Time performance measure has been reported to the Legislature since 2009. Additionally, this information is posted on TxDOT Tracker, on the agency's web site.

Historical Perspective. In 2009, TxDOT administration implemented the Primavera 6 (P6) initiative. The key objectives included:

1. Provide an accurate status of the work on agency portfolio of projects;
2. Manage resources more effectively;
3. Ensure that most resources are allocated a fairly even share of the work;
4. Determine the cost of developing projects accurately;
5. Assess the sharing of resources across districts; and
6. Conduct various "what-if" analyses using the data from the P6 system.

Since that time the agency has measured its ability to meeting its performance goals, by measuring the Ready-To-Let on Time Performance. A project is Ready-to-Let when the Plans, Specifications, and Estimates (PS&E) are complete, and the Right-of-Way (ROW) has been acquired and/or coordinated, and Utility adjustments have been adjusted, relocated, or coordinated to the point where construction can proceed in the phases described in the engineering plans. Additionally, all necessary permits, including environmental clearance, must have been obtained.

Additionally, the Project Management Office (PMO) was established in September 2010. The goals and objectives of the PMO office were described as the following:

1. Develop, draft and recommend department scheduling policy;
2. Develop, draft and recommend executive reports to measure performance;
3. Support P6 integration into the project development business process;
4. Provide technical support and training, to include enhancement of current programs; and,
5. Communicate and support integration of project management best practices.

The PMO continues to mature in meeting these goals and objectives.

Design On Time Agency Performance Measure. The agency has continued to improve on this performance measure. Fluctuations in the reported data can be attributed to a growing maturity within TxDOT over the past 4 fiscal years in how projects are managed and reported. Practices have matured over the 4 years, such that current schedule-baseline practices better align with Project Management national best practices. Baselines are an important attribute of measuring schedule performance, because the baseline provides the reference of which actual performance is measured against.

Table 2. Measuring Performance: Ready-to-Let On-Time Performance		
FY 2010	FY 2011	FY 2012
76%	59%	68%

Once design is completed and a project is ready to let, it moves into construction. Table 3 illustrates recent trends in construction projects completed on time. Again, as project management methodologies mature across the agency we expect to see continued improvement in this area.

Table 3. Measuring Performance: Percentage of Construction Projects Completed On Time					
FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
52.9%	49.9%	47.3%	46.9%	50.6%	59.2%

Goal: Enhance safety for all Texas transportation system users

Safety is the top priority at TxDOT, for both the traveling public and TxDOT's workforce. The department takes safety seriously, and works daily to improve processes and infrastructure that will improve safety for all traveling Texans. Table 4 highlights progress in reducing the rate of fatal accidents across the state. Between fiscal year (FY) 2007 and FY 2012, the fatality rate dropped 14 percent.

Table 4. Measuring Performance: Fatality Rate per 100 Million Vehicle Miles Traveled					
FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
1.49	1.43	1.48	1.34	1.30	1.28

While we have made progress, in 2010 statistics still showed that a crash occurs every 81 seconds on Texas roads. Suffice it to say, there is still room for improvement. But, making Texas highways safer is not a one-size-fits-all endeavor. Improvements in safety require a multi-faceted approach that includes both engineering solutions and educational outreach. For example, an engineering solution as simple as adding a few feet of pavement to narrow two-lane roads has been shown to dramatically reduce the number of fatal crashes. Upgrading railroad crossings is another engineering solution with significant results. But, equally important are the agency's educational outreach programs aimed at changing human behaviors like driving without seatbelts, driving under the influence of intoxicants, and driving while distracted by cell phones have been enormously effective in changing driver behavior and saving lives.

Highways are not the only way of moving people and goods, and the department is continually researching and implementing innovative and cost-effective methods to improve roadway, ferry, rail, transit, and general aviation safety. Both the engineering solutions and the education programs go hand-in-hand in making Texas roads safer.

STRATEGY: REMAIN FLEXIBLE IN RESPONSES TO SAFETY CONCERNS

Energy Sector Task Force

FIGURE 2. DRAINAGE PROBLEMS CAUSED BY TRUCK TRAFFIC.
SOURCE: TEXAS A&M TRANSPORTATION INSTITUTE

The energy industry has helped Texas remain an economic force among states, but the impacts on roadways and bridges, traffic, safety, and the environment have been pronounced. TxDOT and its transportation partners have come together to find solutions, working with local communities to repair and upgrade infrastructure in areas critical to the energy trade. Just this year, the Texas Transportation Commission awarded $40 million for maintenance and safety improvement projects on highways in high-energy activity areas in the state. Long-term costs could be as high as $2 billion each year for the next 20 years. Taking its commitment one step further, TxDOT created the Task Force on Texas' Energy Sector Roadway Needs, made up of representatives from the Department of Public Safety, the Department of Motor Vehicles, the Railroad Commission, the Texas Commission on Environmental Quality, cities and counties, and the energy and trucking

sectors. This group is challenged with developing long-term funding strategies and plans to address infrastructure concerns well into the future.

FIGURE 3. PAVEMENT FAILURE CAUSED BY HEAVY TRUCKS AND MACHINERY. SOURCE: TEXAS A&M TRANSPORTATION INSTITUTE

The funding approved by the Commission has been characterized as a "down payment" on addressing a larger issue.

STRATEGY: ENGAGE THE TRAVELING PUBLIC THROUGH SAFETY-AWARENESS CAMPAIGNS

TxDOT's educational outreach programs have been enormously successful in changing driver behavior and saving lives. Through a combination of print, television, radio, internet, and live events, TxDOT works to improve public awareness of safe driving practices and dangers on the roadway. Some of the campaigns such as "click it or ticket" run year round, while others are targeted to seasonal activities such as football season or holiday parties.

Table 5, shown below, identifies several of TxDOT's recent safety awareness campaigns.

Table 5. TxDOT's Recent Safety Awareness Campaigns	
Child Safety Seat Awareness	TxDOT and SafeKids offered free safety seat check-ups throughout Texas during Child Passenger Safety Week, Sept. 16-22, 2012.
Click It or Ticket	Commercials presented on television, radio, in theaters, on billboards, and in a variety of press materials, including Op Ed pieces in local newspapers remind Texans to buckle up. "Safety

	belts save lives. That's why Texas is drawing the line for drivers and passengers: Buckle up or face a fine!"
The Faces of Drunk Driving	http://facesofdrunkdriving.com/, sponsored by TxDOT, shares stories of Texans whose lives were altered by the actions of drunk drivers.
Know When to Pass	Know When to Pass is another radio, television, and print campaign urging fans of the great sport of football not to drink and drive
Annual holiday "Don't Drink and Drive" campaigns	Each year during the holiday season, TxDOT sponsors radio, television, and print ads. FIGURE 4. TXDOT HOLIDAY CAMPAIGN -- DON'T DRIVE IF YOU'RE TIPSY

FIGURE 5. CLICK IT OR TICKET FACT CARD

STRATEGY: MAINTAIN PUBLIC AWARENESS THROUGH THE USE OF DYNAMIC MESSAGE SIGNS

TxDOT's 730 Dynamic Message Signs (DMS) extend the educational outreach efforts described above by conveying daily traffic messages that help citizens safely and efficiently navigate the highway system including travel times, information about highway closures and traffic incidents and weather-related events, particularly during hurricane season The advanced warning allows drivers enough time to change routes when needed.

This year, TxDOT started posting some more specific and timely traffic safety messages using the DMS system. Barring emergency conditions such as hurricane, wildfire, or Amber alert, TxDOT posts the state's year-to-date traffic fatality totals on the signs one day a month to make the public more aware of the need to practice safe driving habits at all times. Other common messages include reminders to the public to wear their safety belts, to not drink and drive, and to avoid distractions while driving (texting and mobile device use). This use of the DMS network leverages existing infrastructure to take the safety message directly to drivers.

FIGURE 6. DYNAMIC MESSAGE SIGN DISPLAYING YEAR-TO-DATE FATALITIES ON TEXAS ROADS

STRATEGY: WIDEN NARROW ROADS TO ENHANCE DRIVER SAFETY

For several years, TxDOT has been adding shoulders to narrow two-lane roads throughout the state with the goal of improving safety along these routes. The steady increase in percentage of two-lane highways with improved shoulders is shown in table 6. In 2012, a detailed analysis of 189 recent

TxDOT road projects showed that adding pavement width, including shoulders, does make highways safer and result in fewer crashes[i].

TxDOT asked TTI to analyze and review three years of pre-and post-improvement data on more than a thousand miles of narrow two-lane highways that had been widened. The numbers show that on 1,159 miles of recently added highway shoulders, there were 133 fewer fatalities and 895 fewer injuries compared to prior to widening. These projects were largely funded through the Proposition 12 and Proposition 14 bond programs.

TTI has estimated that these projects could save up to 44 lives each year or 880 lives over 20 years– and prevent 298 injuries annually or 5,960 injuries over the same time period.

Table 6. Measuring Performance: Percentage of two-lane highways with improved shoulders										
CY 2001	CY 2002	CY 2003	CY 2004	CY 2005	CY 2006	CY 2007	CY 2008	CY 2009	CY 2010	CY 2011
49.52%	50.31%	51.57%	51.98%	52.05%	53.25%	54.36%	55.94%	56.75%	59.73%	60.40%

STRATEGY: IMPROVE SAFETY WHERE TRAVEL MODES INTERACT

In 2010, approximately one-quarter of the 3,000 people killed on Texas roadways were motorcyclists, pedestrians, or bicyclists. Locations where travel modes interact have their own unique safety concerns. In addition to ongoing public awareness campaigns related to bicycle and motorcycle awareness for drivers, activities such as widening shoulders and installing curbs and sidewalks also improve safety in zones where pedestrians, bicyclists, and automobiles interact.

Another location that historically saw high numbers of fatalities is at-grade highway/railroad crossings. In the last 20 years (1992-2011), fatalities have decreased 74.58 percent (from 59 to 15).

As shown in table 7, TxDOT has made a significant investment in crossing signals such as flashers and "wig-wag" signs. 61 percent of grade crossings in Texas are now signalized. The remaining un-signalized crossings are typically on roads with low traffic volume that cross tracks with low train volumes. Rather than continue to upgrade rarely-utilized crossings, TxDOT is focusing its efforts on improving safety at signalized crossings. Upgrading signalized crossing does improve safety, and TxDOT will continue dedicating money toward upgrading rail crossings across the state. However, these improvements are not reflected in the present performance measure. TxDOT recommends adopting a new performance measure—zero fatalities at railroad/highway crossings.

Table 7. Measuring Performance: Percentage of railroad crossings with signalization					
FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012

53.11%	53.98%	56.96%	57.80%	61.40%	61.68%

Texas' general aviation airports, critical components of the transportation system, receive funds for safety improvements through TxDOT-administered programs. As shown in table 8, the number of general aviation airports with safety improvements increased by 6 percent in FY 2012 over the previous year.

Table 8. Measuring Performance: Percentage of general aviation airports with safety improvements	
FY 2011: 54.3	FY 2012: 60.4

Goal: Maintain the existing Texas transportation system

The foundation of a safe transportation system, and a key component to its being a best-in-class, is the ability to maintain the quality of our transportation infrastructure. Critical to economic development and quality of life, Texas' transportation network is also among the state's largest capital investments. As transportation infrastructure ages, routine and preventative maintenance extends the life of the system and reduces long-term replacement costs.

STRATEGY: ADOPT INNOVATIVE MAINTENANCE CONCEPTS TO YIELD EFFICIENCIES

A recent pilot project in Houston is saving the state about $10 million or nearly 30 percent of what this work was estimated to cost following the traditional approach. The Houston project was bid by a private contractor for approximately $26 million. Key to success around this opportunity includes delivering high quality service at the best value with the strongest performance metrics measuring the work.

TxDOT plans to open opportunities for the private sector to perform routine maintenance on parts of Interstates 35 and 45 between Dallas and Houston and Dallas and San Antonio. This work also includes highways inside metropolitan areas around Dallas and Harris counties.

> TxDOT, either directly or through grants, provides maintenance for 193,000 lane-miles of highways, more than 33,500 on-system bridges, more than 17,000 off-system bridges, more than 300 airports, and more than 2,700 rural and small urban public transportation vehicles.
>
> *TxDOT 2013-2017 Strategic Plan*

A Request for Information (RFI) will be issued in late this year to parties interested in performing routine maintenance on the state system. Estimates show that moving in this direction could result

in more than $90 million of maintenance contract work on these highways each year and save $120 million over five years. TxDOT would then invest those savings in other maintenance work.

Other opportunities for the private sector include roadside mowing, litter removal, sign replacement, pothole patching, and minor resurfacing. Meanwhile, TxDOT maintenance workers assigned to these areas of the state would concentrate efforts on other priority work in the region.

Comprehensive Development Agreements

While most of the discussion surrounding Comprehensive Development Agreements (CDAs) revolves around project delivery, these long-term contracts also provide a maintenance benefit to the state. By contracting with the developer to maintain facilities once they are built, TxDOT provides an incentive for quality construction as well as a cap on future maintenance costs.

STRATEGY: TARGET MAINTENANCE SPENDING TO REDUCE COSTS AND IMPROVE/PRESERVE TRANSPORTATION SYSTEM CONDITIONS

In FY 2012, TxDOT districts generally out-performed the spending-based projections in the 4-Year Pavement Management Plan, but only by a small amount (figure 7). Limited funding for ongoing preventative maintenance has had an effect on pavement condition across the state. TxDOT's districts are out-performing predictions, but are still seeing a gradual decrease in pavement quality.

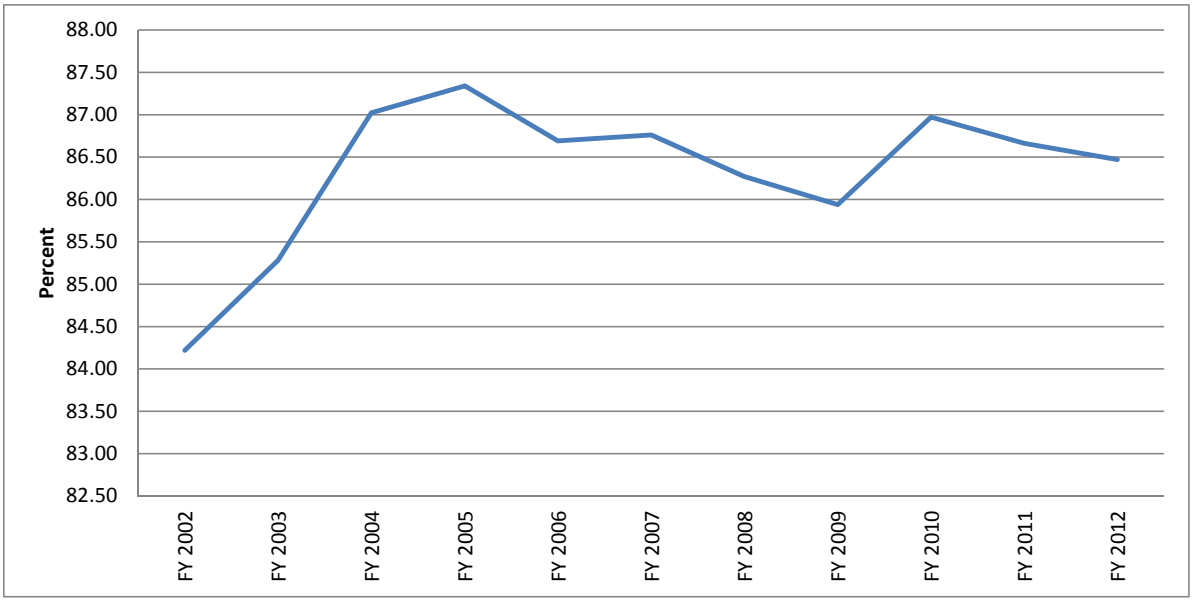
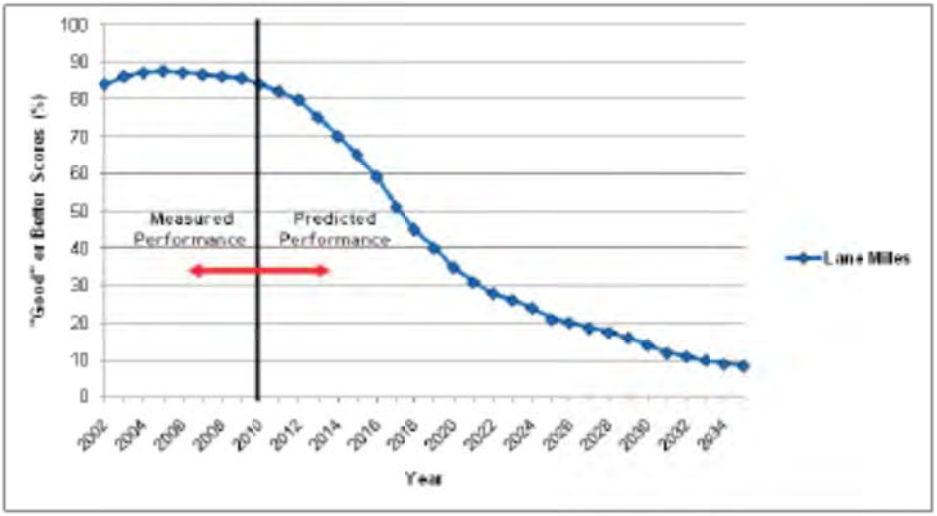


FIGURE 7. PERCENT OF LANE-MILES IN GOOD OR BETTER CONDITION.

As shown in table 9, the percentage of 4-year pavement plan targets met by TxDOT districts dropped dramatically from 2010 to 2012. This trend is expected to continue into the future due to limited funding for preventative maintenance.

Table 9. Measuring Performance: Percentage of targets met in 4-year pavement management plans			
FY 2009	FY 2010	FY 2011	FY 2012
72%	88%	80%	68%

Without additional investment in maintenance activities the department anticipates a steady decline in overall pavement quality as depicted in figure 8.



To maintain the quality of the highway system, TxDOT is working to implement more effective asset management systems, lower-cost materials, and needs-based maintenance schedules.

Asset Management System

A major challenge in managing a transportation network the size of Texas' (193,000+ lane-miles, 33,500+ bridges, fleet vehicles, real property and buildings) is the ability to maintain quality, up-to-date information about the extent and condition of each asset. TxDOT is working to modernize the systems it uses to manage information about each of its assets to maximize the efficiency of all maintenance activities. The agency is in the process of modernizing the many legacy systems where data is stored and implementing business intelligence tools to convert that data into information that will support cost-effective management of the state's transportation assets into the future.

Warm-Mix

One innovation TxDOT is studying is warm-mix asphalt. Compared to the traditional “hot-mix”, the paving material reduces emissions at the plant and at the worksite, lowers energy costs for the contractor, and reduces construction time. The net result is lower costs and increased efficiency. It also has the potential to be more durable, lengthening the amount of time a road can be used without the need for resurfacing.

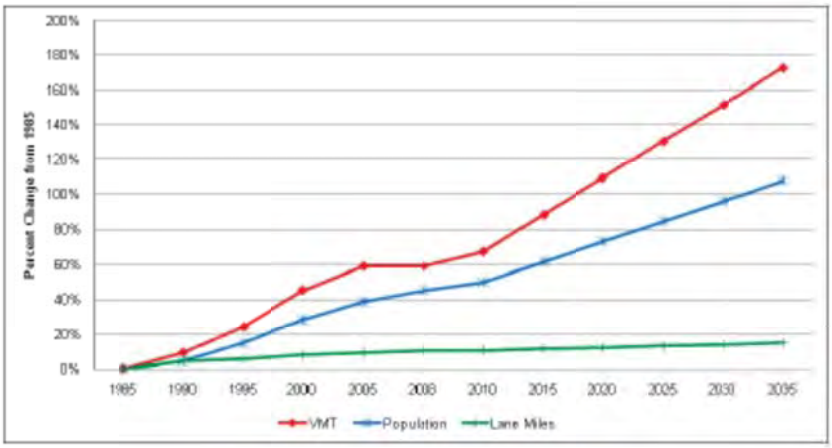
Table 10. Measuring Performance: Percentage of lane-miles in good or better condition

District	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	2012 Predicted Performance	2012 Actual Performance	2013 Predicted Performance	2014 Predicted Performance	2015 Predicted Performance	2016 Predicted Performance
Abilene	91.49	90.87	90.83	89.23	92.09	91.89	91.32	89.31	90.22	88.79	87.89	86.91	85.02	86.58	86.68	84.74
Amarillo	84.01	80.17	85.67	86.89	83.02	85.46	87.25	87.41	86.04	86.13	84.88	84.69	87.53	86.73	85.72	84.79
Atlanta	89.56	92.24	93.48	93.94	94.57	93.57	94.43	94.25	93.35	91.38	91.50	88.68	87.57	90.72	90.24	88.80
Austin	82.42	87.10	88.50	89.81	88.62	84.18	83.00	83.95	82.71	85.04	83.16	82.58	82.64	84.51	83.14	81.58
Beaumont	76.83	74.40	84.24	81.47	83.10	87.25	84.93	86.98	91.06	89.97	88.92	91.21	90.46	89.66	87.61	84.53
Brownwood	90.98	94.27	95.74	94.28	94.56	93.27	93.21	91.17	93.44	95.34	93.95	92.47	91.58	90.89	88.80	85.94
Bryan	83.36	86.09	84.42	84.50	81.85	86.80	86.10	87.57	86.38	87.49	83.93	83.80	80.10	78.30	77.89	75.33
Childress	92.95	90.63	90.62	92.17	91.33	92.59	91.69	91.48	89.53	87.67	85.90	91.12	92.40	92.42	91.07	89.43
Corpus Christi	80.01	81.14	82.24	78.15	81.48	80.68	82.02	83.58	81.58	83.15	82.23	78.15	76.04	76.50	74.20	72.33
Dallas	63.55	72.62	76.14	77.53	71.93	74.48	70.74	75.27	78.28	76.13	72.82	75.63	75.58	72.71	70.85	67.19
El Paso	84.66	85.03	87.99	83.36	83.76	90.17	87.12	87.35	89.01	90.54	87.61	90.34	89.00	87.75	87.16	85.13
Fort Worth	86.84	85.81	85.41	84.75	85.50	83.41	83.01	81.44	85.52	86.70	84.79	87.79	86.14	84.16	81.09	77.20
Houston	75.14	73.82	73.51	77.54	77.93	80.14	79.71	75.80	76.04	75.09	71.17	79.75	77.20	72.85	68.40	63.70
Laredo	82.73	80.42	83.43	83.30	84.60	86.89	85.37	85.37	85.69	74.64	80.48	81.78	84.38	83.26	84.85	83.68
Lubbock	84.18	86.13	88.68	89.82	90.03	91.39	88.83	86.40	87.36	86.40	87.05	87.90	87.90	89.36	89.23	89.24
Lufkin	83.12	85.99	86.21	87.25	88.65	88.26	88.94	87.87	89.30	88.62	86.65	88.96	88.05	86.86	84.24	82.44
Odessa	94.96	96.15	95.04	95.55	94.83	96.15	94.15	93.33	93.33	94.14	93.88	95.45	94.18	93.13	91.22	89.47
Paris	78.57	82.24	86.07	85.60	85.11	77.26	72.68	74.92	80.60	82.68	81.44	81.36	78.90	76.54	76.67	74.30
Pharr	89.44	90.66	90.26	88.43	87.93	83.77	80.95	80.38	84.07	82.64	84.17	86.55	87.26	86.58	83.94	80.47
San Angelo	92.35	94.10	95.27	95.93	96.42	94.89	94.63	94.58	95.23	95.11	93.37	95.15	94.25	92.47	90.57	86.81
San Antonio	83.69	84.94	83.64	82.98	85.08	81.76	87.27	83.03	84.82	86.51	83.56	84.67	82.26	79.38	77.54	74.69
Tyler	85.18	81.34	88.75	90.88	86.17	89.91	86.33	92.28	93.85	94.77	92.72	93.75	92.42	91.13	89.39	87.30
Waco	88.13	87.98	90.14	91.55	92.04	90.90	90.95	86.72	87.54	85.95	84.54	84.76	84.45	84.47	83.90	82.68
Wichita Falls	87.59	90.39	91.05	93.00	90.38	91.76	93.40	92.98	93.18	92.58	91.24	92.43	89.76	88.77	85.59	84.31
Yoakum	83.51	85.31	87.88	90.54	83.81	81.94	86.03	86.08	87.86	88.17	86.03	86.63	86.08	84.41	81.96	81.50
Statewide	84.22	85.28	87.02	87.34	86.69	86.76	86.27	85.94	86.97	86.66	85.76	86.47	86.05	85.21	83.68	81.50

*** A condition score of 70 or higher is considered "Good or better".**

Goal: Promote congestion relief

With each passing year, the most congested metropolitan highways in Texas are becoming more crowded, resulting in wasted time, wasted fuel, reduced quality of life, and disincentives to economic growth. As shown in figure 9, the growth of congestion on Texas roadways is driven by significant growth in population and vehicle miles of travel (VMT), combined with very little growth in highway capacity, measured here by added lane miles. TTI estimates that the value of lost time and wasted fuel tops $10 billion per year in Texas. Further, two-thirds of Texas residents live in urban areas that are ranked by TTI in the 40 most congested U.S. metropolitan areas, and three areas (Houston, Dallas-Fort Worth and Austin) are in the top 15. There is generally consensus among decision-makers that building more highways is not the only or best solution to the congestion problem in Texas. TxDOT is tackling the goal of promoting congestion relief with a number of different strategies.



STRATEGY: PROVIDE DRIVERS THE INFORMATION THEY NEED, WHEN THEY NEED IT

In June 2012 TxDOT launched an online map application, Drive Texas™, that provides travelers with real-time traffic conditions, traffic and weather feeds, as well as links to other useful travel information. Drive Texas™ displays statewide conditions affecting travel—construction, closures, accidents—as well as a live weather feed that allows drivers to check conditions along their route. Travelers can plot a course by entering their start and end cities to view highway conditions, and they can also locate TxDOT Safety Rest Areas or Texas Travel Information Centers. In select cities, travelers can also view images from traffic cameras, messages posted on dynamic message signs, and other detailed information.

This new site features a user-friendly interface, making it easy for the traveling public to access real-time conditions affecting travel across Texas. The application can be found at www.DriveTexas.org, or by clicking on the "Highway Conditions" link on the TxDOT homepage at www.TxDOT.gov. For those on the go, a mobile-friendly version is available

Although highway condition information has been available to the public for years on www.TxDOT.gov, Drive Texas™ is a more robust, user-friendly interface that puts information right at the user's fingertips in an easy-to-find format.

Dynamic Message Signs

Discussed above as an effective strategy for enhancing safety, DMS are also a tool in the congestion-reduction toolbox.

FIGURE 10. DFW REAL-TIME TRAVELER INFORMATION

DMS are routinely used to advise travelers of drive-times, accidents, lane closures, and other events so that they may re-route to avoid the most congested segments of roadway. Figure 10 is a screen-capture of a TxDOT website where travelers can access real-time information from the DMS network before leaving home.

STRATEGY: ENGAGE THE TRAVELING PUBLIC IN DISCUSSIONS ABOUT ALTERNATE TRAVEL MODES

On many of the state's most congested roads, traffic occurs in a distinctive pattern. There is a sharp decrease in travel speeds during the morning and evening rush hours (in reality, this period is 6-8 hours). HOV and HOT lanes, carpooling, vanpooling, mass transit including buses and rail, and telecommuting, all strategies that commuters can employ to reduce congestion. Nevertheless, as is shown in table 11, the fraction of work trips that use single occupancy vehicles continues to increase. To help reverse this trend, TxDOT is making significant investments in the Houston and Dallas-Fort Worth areas to improve HOV/HOT facilities. Further, we are working with local partners to ensure that highway improvements are planned within the larger context of non-highway mode choices (commuter and light-rail, bus-rapid-transit, and park-and-ride facilities).

Table 11. Measuring Performance: Fraction of work trips that use single occupancy vehicles

FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
78.88%	78.35%	79.58%	79.81%	not reported

STRATEGY: ENSURE THAT HIGH-QUALITY, CONGESTION-RELIEVING PROJECTS ARE DEVELOPED

In September 2011, TxDOT entered into an InterAgency Contract (IAC) with TTI to undertake the Mobility Investment Priorities (MIP) Project. The project has several goals, including documenting best practices in public engagement, traffic management strategies, and optimizing the use of

existing capacity. The primary goal, however, is to advance the development of high-impact projects on the state's most congested road segments. Three hundred million was allocated to fund engineering and design work, environmental studies, and right of way acquisition to prepare high-impact projects in Houston, Dallas, Austin, and San Antonio. The results of this work range from accelerating construction on already-planned projects to developing completely new concepts for congestion relief. Detailed information about the MIP activities are on-line at http://mobility.tamu.edu/mip/.

The projects selected for development under MIP are among the most congested in the state, based on TxDOT's annual listing of the 100 most congested roadways. Since the list was first published, TxDOT has dedicated significant funds to improvements on roads that appear on the list. Table 12 details TxDOT's increasing investment on the state's most congested roadways.

Table 12. Measuring Performance: Dollar volume of construction contracts executed improving the state's most congested roadway segments

FY 2011-FY 2012	FY 2013 (projected)
$485,744 million	$628,906 million

In addition to TxDOT's funding of congestion-relieving projects along the most congested roadways in the state, many of the Comprehensive Development Agreements (CDAs) authorized under Senate Bill 1420 (82nd Legislature) leverage additional funding for much-needed improvements. These additional funds are not reflected in the numbers shown in table 12.

STRATEGY: IMPLEMENT ALTERNATIVE, LOW-COST CONGESTION-REDUCTION STRATEGIES TO MITIGATE THE IMPACT OF CONGESTION AND MAXIMIZE THE BENEFITS OF ADDED CAPACITY PROJECTS

Dynamic Rerouting

Dynamic rerouting is being examined under the MIP project as a way to alleviate severe congestion on I-45 in Houston. It consists of dynamic messaging signs that present drivers with viable alternate highway routes when their normal route is severely congested as a result of a traffic incident, special events, construction, or other abnormal traffic conditions. The alternate route is determined based on prevailing traffic conditions along nearby highways. This method benefits drivers by shortening their travel time while keeping the congested corridor from becoming even more so. It has a short implementation timeline compared with building additional capacity and is relatively inexpensive. TxDOT has successfully deployed this strategy as a short-term solution for work-zone

management using portable solar-powered monitors, signs, and cameras in a smart rural work zone system on I-35 in Hillsboro.

Demand-based pricing

The concept behind demand-based pricing is that the cost of tolled (managed) lanes should vary depending on levels of traffic congestion on the highway with the goal of maintaining a minimum travel speed for managed-lane users. For instance, the heavier the traffic, the higher the toll. TxDOT and its partners are considering this concept for the DFW Connector project and the MOPAC Managed Lanes in Austin.

Traffic Management

Traffic management is essential to relieving congestion. It can improve the efficiency of the existing highway system by more effectively managing how traffic moves through the system. For example, staging tow trucks so that collisions and stalled vehicles can be rapidly cleared, or improving signal coordination so drivers experience green lights as they move in the peak travel direction are among low-cost, high-impact traffic management strategies. TxDOT has recently worked to expand the scope of rapid-response wrecker programs in the largest metropolitan areas.

Travel Options

Reducing single occupant vehicle trips by encouraging practices such as ridesharing or vanpooling can reduce roadway congestion. Private companies play a key role in offering employee options, such as flexible work hours, compressed work weeks, and telecommuting. Shipping companies may also participate by, for example, choosing to transport goods overnight in an effort to meet deadlines, while also reducing roadway congestion during peak travel periods. It is worth noting that these efforts do not always result in a reduction in trips, but they may spread them out throughout the day so that the transportation system is used more efficiently.

Bottleneck Removal

Bottlenecks are “spot” problems where traffic demand exceeds capacity, resulting in extremely slow travel speeds (and driver frustration). Bottlenecks are typically found at locations where the number of lanes suddenly decreases, where large numbers of cars enter roads, and at sharp turns. Simple, low-cost fixes, such as re-striping to add lanes for short distances or modifying interchanges and entrance ramps can yield dramatic improvements at these locations.

Goal: Enhance system connectivity

Connectivity is critical to the efficient movement of people and goods. In rural Texas, maintaining connection between Texas communities means maintaining access to medical care, education, and commerce. In urban Texas, it means a reliable trip to and from work and school.

STRATEGY: FOCUS INVESTMENTS ON HIGH-PRIORITY CORRIDOR DEVELOPMENT

In June 2012, the Texas Transportation Commission adopted a revised 2012 UTP, which allocated additional funding for construction and project development. In selecting projects for this funding, TxDOT partnered with Metropolitan Planning Organizations (MPOs), regional transportation organizations, and districts to identify projects that focus on safety, congestion, maintenance, and statewide connectivity in the coming months.

Communities selected projects that meet important local needs, while leveraging the state's limited resources with other available funds or opportunities to achieve the greatest benefit possible for each community. $9 million was awarded to fund new construction and design of Loop 574, a connector to I-35 in Waco. East Texas received $12 million for the planning work required to develop Interstate 69 in the Lufkin and Nacogdoches areas. The funds are dedicated to conducting the necessary environmental review and right of way identification for developing portions of I-69 in that area.

STRATEGY: WORK WITH OTHERS TO CONNECT TEXAS COMMUNITIES

Grand Parkway

Another example of TxDOT partnerships is the Grand Parkway (State Highway 99). Given limited federal funding and the decreasing purchasing power of the state gas tax, it is critical that TxDOT forge partnerships to advance major transportation projects. A recent successful example of such a partnership is the next phase of the Grand Parkway. This is part of the ongoing effort to complete the 184-mile long outer beltway.

Working with a legislatively-enabled committee of local stakeholders, TxDOT published a Request for Proposals (RFP) on May 3, 2012 to solicit proposals from a short list of teams interested in entering into a design-build contract and capital maintenance agreement. This RFP develops approximately 37 miles of new toll road for segments F1, F2 and G in Harris and Montgomery counties. The cooperation of state, local, and private partners accelerated development of Houston's outer beltway by decades, and provides better connectivity to rapidly growing communities.

STRATEGY: ENCOURAGE, FOSTER, AND ASSIST IN DEVELOPING INTRACITY AND INTERCITY PUBLIC AND MASS TRANSPORTATION

The Public Transportation Division of TxDOT provides administration and oversight of federal and state public transportation grant programs, as well as guidance related to public transportation asset management and replacement, training, and technical assistance to transit providers throughout the state. One of their key duties is fostering access to rural public transportation services by administering federal grant programs. Table 13 details the percentage of rural Texans with access to public transportation services.

Table 13. Measuring Performance: Percent of Texas population with access to rural public transportation services					
FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
95.10%	95.10%	95.10%	95.10%	95.10%	96.06%

STRATEGY: PLAN FOR RURAL TRANSPORTATION NEEDS

On June 28, 2012 the Texas Transportation Commission adopted the Texas Rural Transportation Plan 2035 (TRTP), putting in place a rural component of the state's broader long-range planning efforts and providing a blueprint for the development of a safer, more efficient and less congested transportation network between population centers. This is the first plan TxDOT has prepared that specifically addresses transportation issues in rural areas.

The TRTP is a component of the agency's 2035 Statewide Long-Range Transportation Plan, a much broader planning effort that received Commission approval in November of 2010. Like the *SLRTP-2035*, the rural version examines all modes of transportation including highways, inter-city buses, rural aviation, rural port access, freight movement and bicycle and pedestrian facilities. The TRTP identifies planned improvements for highways by focusing on rural added capacity projects that address statewide mobility and connectivity goals. Also included is a ranked list of district highway projects to be used as a guide to shape the future of rural transportation.

In January, the agency adopted new rules that better define requirements for developing the *SLRTP-2035* and the UTP as well as specify coordination with Rural Planning Organizations (RPOs) to develop long-range plans. RPOs generally make recommendations to the department concerning transportation projects, systems or programs that impact the rural area.

TxDOT conducted a series of public meetings earlier this year in each of the agency's 25 districts to present the project selection process and the findings and to solicit customer feedback. Stakeholder meetings with RPO representatives, county judges, business leaders, and other transportation partners were also held to develop a consensus on the project selection process and the projects actually chosen. The rural plan builds on the work done previously in the *SLRTP-2035*.

> "Rural transportation planning in Texas is a collaborative process that brings TxDOT together with public and private transportation stakeholders, local elected officials and the public. The TRTP focuses on rural areas of the state and transportation projects that connect users in rural areas to urban markets, jobs and services."
> Fred Underwood, Commissioner of Transportation

Table 14. Measuring Performance: Percentage of Texas population within a 30 minute drive of an airport supporting business jet aircraft	
FY 2011: 92.5%	FY 2012: 92.56%

Goal: Facilitate the development and exchange of comprehensive multimodal transportation funding strategies with transportation program and project partners.

Traditional transportation funding methods in Texas have left a large gap between what is available and what is necessary to address the transportation challenges for the future. Over the years, the Texas Legislature enacted laws that provide opportunities for TxDOT to fill that gap, and the agency has been diligent in pursuing these options to address the safety and mobility goals of the state. These alternative project development and financing methods range from bonding and pass through financing to Comprehensive Development Agreements (CDAs).

CDAs are entered into using a procurement process that allows TxDOT to select the proposal that provides the best value to the state. The agency uses two types of CDAs: design-build and concession (public-private partnerships).

Design-build contracts are essentially "turnkey" contracts; they provide for a single point of responsibility for property acquisition, design, and construction. They do not, however, include private-sector financial participation or the long-term lease of the facility to a private partner. One major benefit of this type of contract is that project delivery is expedited because stages of the project may occur concurrently.
A concession CDA (public-private partnership) gives the developer the authority to perform the development, design, construction, financing, operation and maintenance of the facility for a set period of time, not to exceed 52 years. In exchange, the developer receives some type of ongoing revenue stream, typically from tolls collected from facility users.

The major benefits in utilizing a concession CDA:

- The developer assumes the risk for cost, schedule, traffic and revenue, financing, and quality control/assurance; and
- The project may be built years before it would have otherwise been built using traditional funding.

Other funding options, aside from the traditional pay-as-you-go model, include state-backed bonds, tax-exempt municipal bonds, pass-through financing, and other types of public-private partnerships.

Senate Bill 1420 (82nd Legislature) authorized TxDOT to procure the following CDAs:

- NTE Segments 2E-4
- The Grand Parkway in Dallas
- I-35E in Dallas from 635 to US 380 in Denton County
- SH 183 in Irving
- SH 249 near Houston from Spring Cypress Road to FM 1774
- SH 290 in west Houston from 610 to the Grand Parkway
- SH 288 in Brazoria and Harris counties

STRATEGY: CREATE AN OFFICE WITH EXPERTISE IN PROCURING COMPREHENSIVE DEVELOPMENT AGREEMENTS. PROVIDE EXTERNAL EXPERTISE WHEN NECESSARY.

TxDOT recently established the Strategic Projects Division (SPD) under the Chief Planning and Projects Officer (CPPO). The functions of the SPD is charged with developing and promoting opportunities to implement innovative project delivery methods using private-sector partners and financing options in order to help meet transportation needs across the State. The division is charged with working collaboratively with the districts and regions to strategically implement corridor program initiatives and bring top priority projects to construction in a timelier manner. SPD provides customer service to internal and external customers in innovative program areas including presentations and training to TxDOT employees and to potential stakeholders throughout the country. Prior to the creation of the division, procurement activities were combined with back-office toll collection and financial functions in the Texas Turnpike Authority Division. The establishment of a separate division under the CPPO allows SPD to focus more on strategic project development.

STRATEGY: ESTABLISH A PROJECT PROGRAMMING TOOL THAT FULLY TRACKS NON-TRADITIONAL REVENUE SOURCES

With the increasing importance of non-traditional funding mechanisms, the 2012 UTP was the first to use a re-defined program categorization that specifically identifies the availability and utilization of non-traditional funding sources, such as bonds and regional toll revenues (RTR). Funding from these sources is shown under Category 3 of the UTP, which can be accessed online at http://www.txdot.gov/government/programs/utp.html.

STATUS OF EACH PROJECT IDENTIFIED AS A MAJOR PRIORITY

STRATEGY: FOCUS RESOURCES ON THE STATE'S MAJOR TRANSPORTATION PRIORITIES

In response to Senate Bill 1420, TxDOT is embracing the Texas Administrative Code Chapter 16 Rule Changes to address 'Major Transportation Projects'. The proposed rules were advertised for public comment this summer, and we are working through the final revision with anticipated adoption later this fall.

Current priority projects address congestion, improve safety, and improve mobility for traveling Texans.

The project descriptions that follow are grouped into five categories: Currently authorized CDA projects, possible future CDA projects, other strategic partnerships, high-priority corridors, major congestion-relieving projects (non-CDA), and long-term possible local partnerships.

The title bar of project update sheet contains icons that describe how the project fits into TxDOT's strategic long-range plans:

Supports Port and Border Trade

Connects Texas communities

Improves the I-35 corridor

Develops the I-69 corridor

Ports to Plains Corridor

Develops another high-priority corridor not identified in this list

Texas Rural Transportation Plan priority

Leverages Strategic Partnerships

Preserves transportation assets

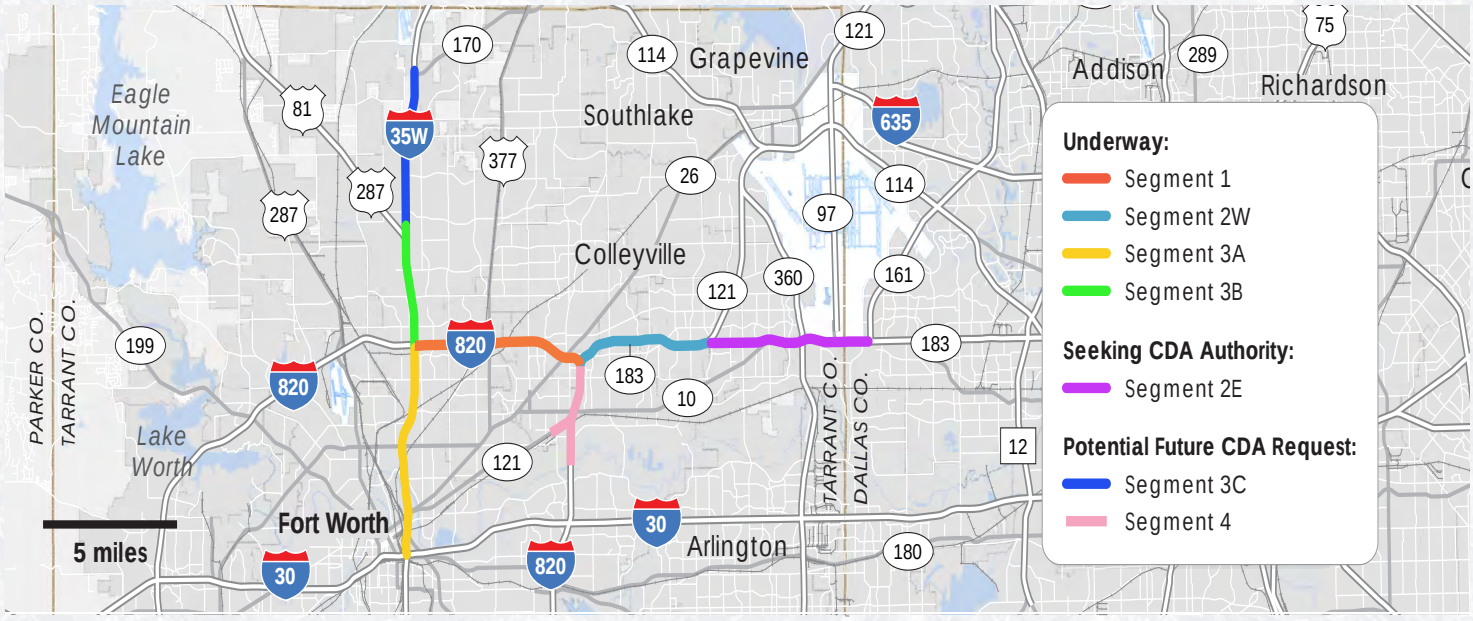
Improves a top-100 congested roadways segment

Improves safety

NORTH TARRANT EXPRESS

TOP 100

ESTIMATED COMPLETION DATE: Mid 2015



OVERVIEW

The North Tarrant Express (NTE) is a multi-phased project that rebuilds several of Tarrant County's most congested highways. It will provide six to 10 lanes on I-35W, I-820, SH 121, and SH 183. The contract with NTE Mobility Partners (NTEMP) is the first project in Tarrant County built under a comprehensive development agreement (CDA). Segments 1 and 2 W will leverage a $573 million state investment into $2.1 billion in public-private funds for the project that reaches from Fort Worth to the Dallas/Fort Worth (DFW) International Airport. Through this CDA, the state owns the project, and NTEMP will finance, design and build the NTE, in addition to operating and maintaining it for 52 years.

STATUS

WHAT WE'VE DONE

Master Development Plan approved in December 2010. Segments 1, 2W, 2E, 3B, and 3C have environmental approval.

Configuration as proposed in Regional Mobility 2030 Plan

Segment	Existing Lanes (each dir)	Frontage Lanes (each dir)	General Purpose Lane (each dir)	Managed Lane (toll) (each dir)	Frontage Lanes (each dir)
1	2	2*	4	2	2**
2W	3	2*	3	2	2**
2E	3	2*	3-4	3	2**
3A	2-3	2*	2	2	2*
3B	2	2	2	2-3	2
3C	2	2	3	2	2
4	2-4	0	5	1	3

*Discontinuous **Continuous

THE PROJECT

- **Segment 1**
  (I-820 from I-35W to the SH 121): 6.4 miles
- **Segment 2W**
  (SH 121/SH 183 to FM 157/Industrial Boulevard): 6.9 miles
- **Segment 2E**
  (SH 183 from SH 121 to SH 161): 4.5 miles
- **Segment 3A**
  (I-35W from north of I-30 to south of I-820): 6.5 miles
- **Segment 3B**
  (I-35W from north of I-820 to U.S. 81/287): 3.3 miles
- **Segment 3C**
  (I-35W from U.S. 81/287 to SH 170 SH 183): 5.0 miles
- **Segment 4**
  (1-820 from SH 183 to Randol Mill Road): 3.7 miles

PROJECT CONTACTS

Project website: www.txdot.gov Keyword "North Tarrant Express"

Texas Department of Transportation
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NORTH TARRANT EXPRESS

TOP 100

WHAT WE'RE DOING

Construction is ongoing on Segments 1 and 2W and is on track to be complete in 2015. Segment 4 is under environmental review.

WHAT'S PLANNED

Construction on Segments 3A and 3B will begin in 2013. These segments have a planned completion date of 2017/2018. Pending funding, Segments 2E and 3C will begin construction in 2016 with an estimated completion date of 2020. Segment 4, pending future funding, is not expected to begin construction until 2021.

WHY?

- Reduce congestion on the highest congested roads in Texas, segments rank from #1 to #79 on TxDOT's Top 100 Most Congested Roadways in Texas.
- Add capacity to address the high traffic volume, especially high truck volumes.
- Enhance economic vitality by increasing mobility in not only the DFW region but also north central Texas.
- Provide reliable trips for travelers destined for major traffic generators along the project, e.g. the DFW International Airport.
- Update outdated highway design.

SEG 1 AND 2W

PROJECTED COSTS

Total project delivery (Construction, Design, Right-of-Way, Finance)	**$2.1 billion**

OPERATIONS/ MAINTENANCE COSTS

Net present value (52-year term)	**$450.0 million**

FUNDING SOURCES

TxDOT (Public Funds)	$573 million
NTEMP equity (Private Funds)	$428 million
Private Activity Bonds	$400 million
Transportation Infrastructure Finance and Innovation Act (TIFIA) loan	$650 million
TOTAL	**$2.1 billion**

SEG 2E

COST ESTIMATE (INTERIM):

Design/Construction	$501.2 million
Right of Way	$38.0 million
Utilities	$11.0 million
Tolling/ITS	$20.5 million
TOTAL CAPITAL COSTS	**$570.7 million**
ULTIMATE PROJECT	**$722.1 million**

(Master Development Plan Estimates)

ESTIMATED FUNDING SOURCES

TBD	Total Funding

SEG 3A

COST ESTIMATE (INTERIM):

Design/Construction	$1.365 billion
ROW Cost	$111.0 million
Tolling/ITS	$28.5 million
Utilities	$15.0 million
TOTAL CAPITAL COSTS	**$1.520 billion**

ESTIMATED FUNDING SOURCES:

Present TIFIA Loan	$415 million
Private Activity Bonds	$273 million
Interest Income	$39 million
Developer Equity	$468 million
TxDOT ROW Acquisition	$65 million
Subsidy Provided by MPO	$65 million
State Infrastructure Bank Support	$115 million
ULTIMATE PROJECT	**$1.440 billion**

SEG 3B

COST ESTIMATE (INTERIM):

Design/Construction	$132.0 million
ROW	$25.0 million
Utilities	$11.0 million
Tolling/ITS	$28.5 million
TOTAL CAPITAL COSTS	**$197.5 million**

ESTIMATED FUNDING SOURCES:

Proposition 14 (Construction)	$135 million
Proposition 12 (Des, ROW, & Utilities)	$109 million
ULTIMATE PROJECT	**$244 million**

SEG 3C

COST ESTIMATE (INTERIM):

Design/Construction	$505.3 million
Right of Way	$41.7 million
Utilities	$23.7 million
Tolling/ITS	$24.0 million
TOTAL CAPITAL COSTS	**$594.7 million**
ULTIMATE PROJECT	**$681.5 million**

ESTIMATED FUNDING SOURCES

TBD	Total Funding

SEG 4

COST ESTIMATE (INTERIM):

Design/Construction	$361.3 million
Right of Way	$32.3 million
Utilities	$6.1 million
Tolling/ITS	$18.2 million
TOTAL CAPITAL COSTS	**$417.9 million**
ULTIMATE PROJECT	**$507.9 million**

ESTIMATED FUNDING SOURCES

TBD	Total Funding

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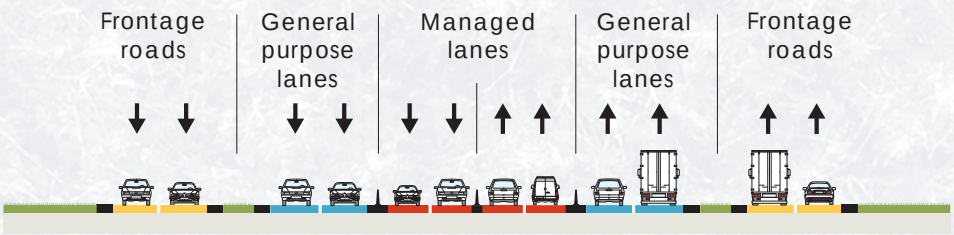
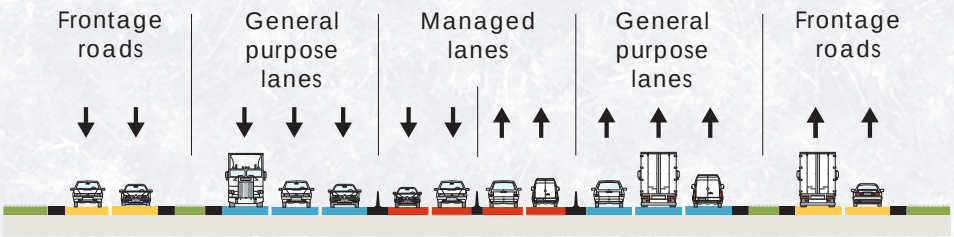
SEGMENTS 1 & 2W

I-820



SH 183/SH 121



NOTE: Illustration depicts example managed lane design only.

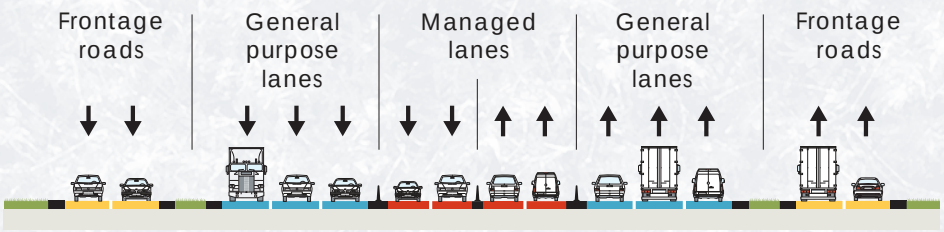
TxDOT graphic

NORTH TARRANT EXPRESS

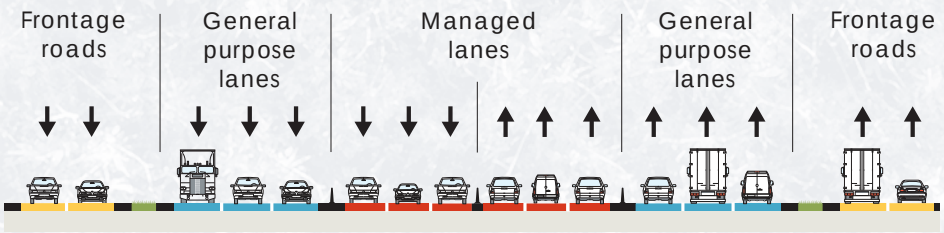
SEGMENT 2E

(SH 121 TO SH 360)

INTERIM



ULTIMATE

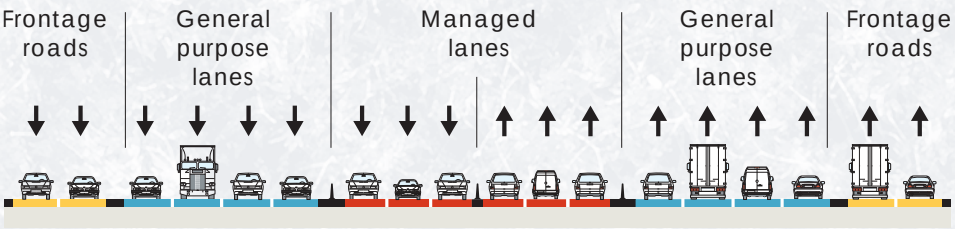


NOTE: Illustration depicts example managed lane design only.

TxDOT graphi

(SH 360 TO SH 161)

ULTIMATE



NOTE: Illustration depicts example managed lane design only.

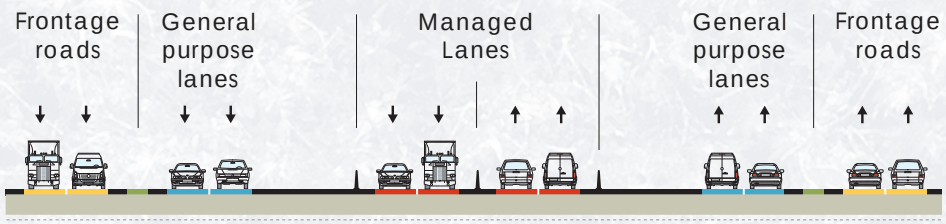
TxDOT graphic

NORTH TARRANT EXPRESS

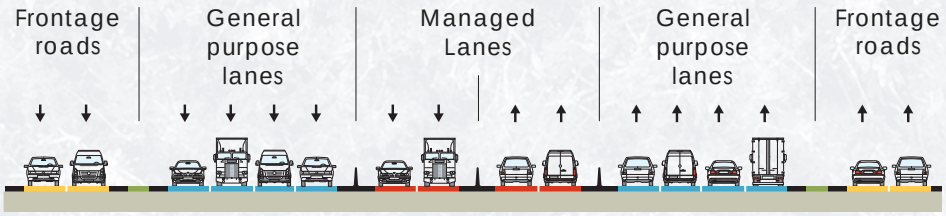
SEGMENT 3A

I-35W FROM SH 183 TO I-820

PROPOSED (2017)



ULTIMATE

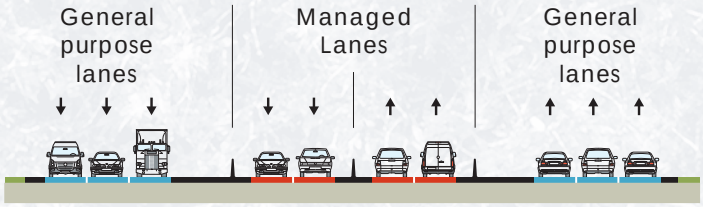


NOTE: Illustration depicts example managed lane design only.

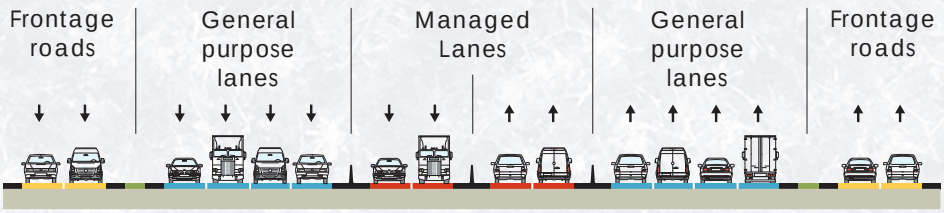
TxDOT graphic

I-35W FROM I-30 TO SH 183

PROPOSED (2017)



ULTIMATE



NOTE: Illustration depicts example managed lane design only.

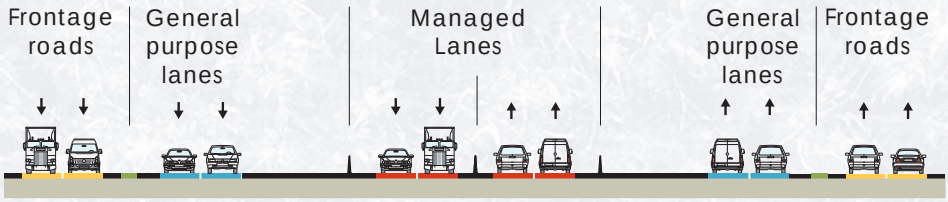
TxDOT graphic

NORTH TARRANT EXPRESS

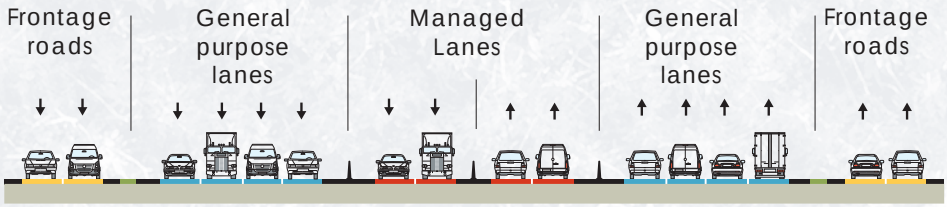
SEGMENT 3B

I-35W NORTH OF NE 28th STREET

PROPOSED (2018)



ULTIMATE

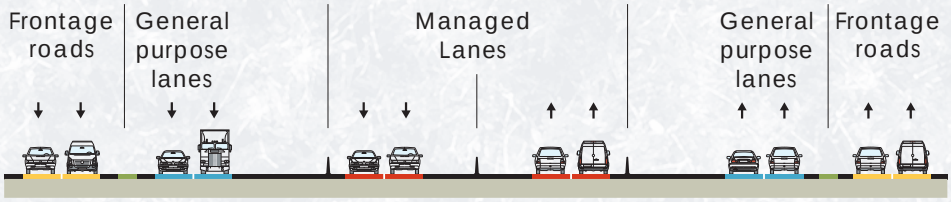


NOTE: Illustration depicts example managed lane design only.

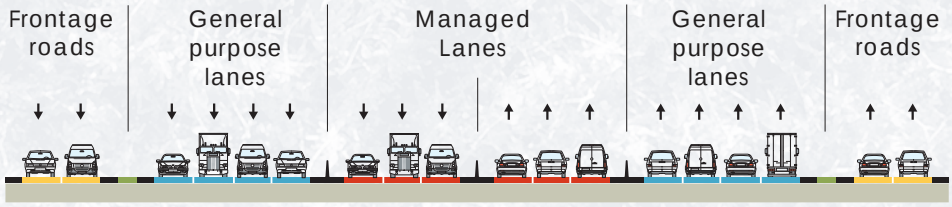
TxDOT graphic

I-35W FROM I-820 TO BASSWOOD

PROPOSED (2017)



ULTIMATE



NOTE: Illustration depicts example managed lane design only.

TxDOT graphic

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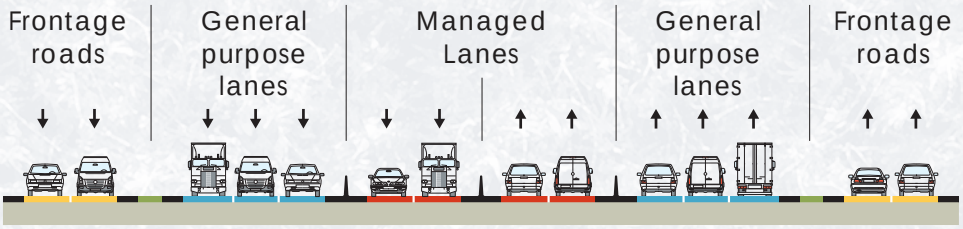
NORTH TARRANT EXPRESS

SEGMENT 3C

I-35W FROM U.S. 287 TO EAGLE PARKWAY

ULTIMATE



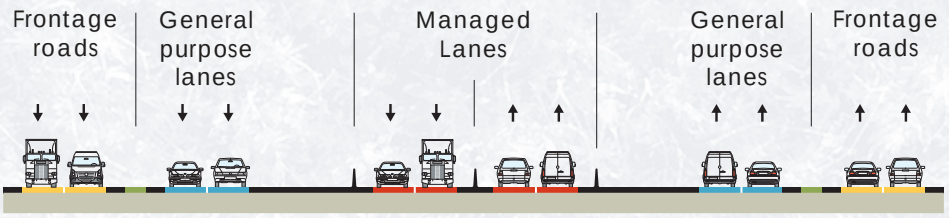
NOTE: Illustration depicts example managed lane design only.

TxDOT graphic

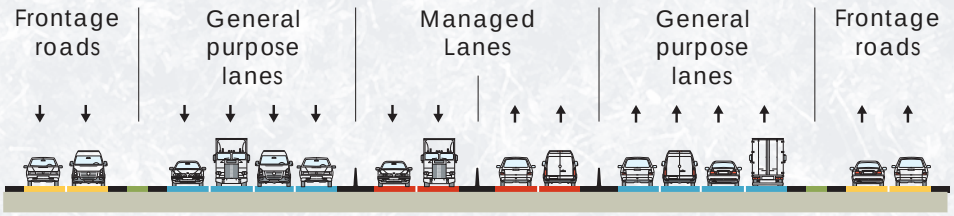
SEGMENT 4

I-35W FROM SH 183 TO I-820

PROPOSED (2017)



ULTIMATE



NOTE: Illustration depicts example managed lane design only.

TxDOT graphic

GRAND PARKWAY SH 99 (HOUSTON)

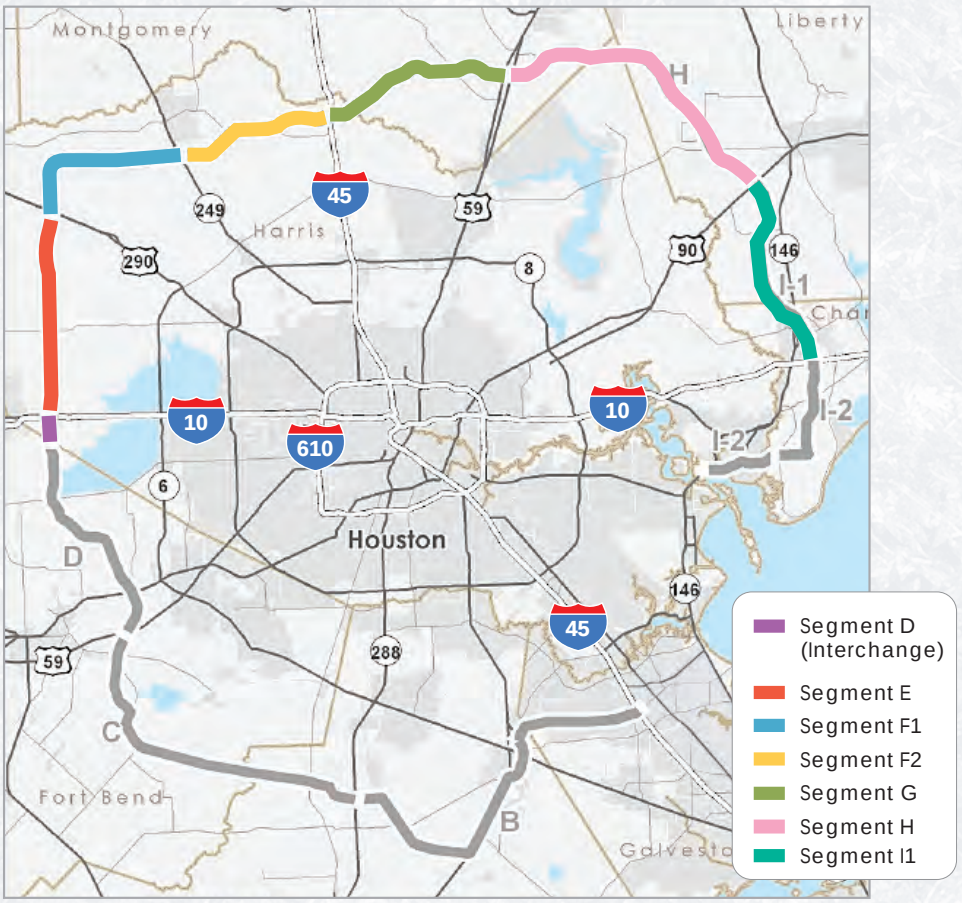
SEGMENTS D (Interchange), E, F1, F2, G, H, I1

OVERVIEW

The Grand Parkway is a proposed 180-mile loop around the Greater Houston area being developed and constructed in 11 segments.

The project has been included on governmental planning documents since the early 1960s. Recent legislation allows TxDOT to accelerate the development of the Grand Parkway through comprehensive development agreements (CDA), which are public-private partnerships between TxDOT and private contractors. TxDOT can issue contracts for all phases of each segment including finance, design and construction. Under a CDA, the private partner could operate and maintain all segments. Construction on portions of Segment D, all of Segment E and interchanges at I-10 West and at U.S. 290 is underway. TxDOT is also undertaking a design-build strategy for Segments F1, F2 and G. These segments are fully funded and TxDOT expects to award the contract for this phase of the Grand Parkway by the end of the year and break ground in early 2013. As each segment of the Grand Parkway is complete, the project will improve connectivity with other highways in the Houston area, increase vehicle capacity on those roadways and provide additional hurricane evacuation routes through Houston.

SEG. E ESTIMATED COMPLETION DATE:	Jan. 2014
SEG. F1, F2 & G ESTIMATED COMPLETION DATE:	Mid 2015
SEG. H, I1 ESTIMATED COMPLETION DATE:	TBD



THE PROJECT

- The initial Grand Parkway project includes the Segment D interchange and Segments E, F1, F2 & G, a 54.1 mile stretch northwest of Houston from Interstate 10W to U.S. 59N.
- Design and construct two toll lanes in each direction (Initial Scope) for Segment I-1 – 14.8 miles in total.
- Construction is underway on a portion of Segment D and all of Segment E in order to provide a four lane, tolled highway extending from south of I-10 to U.S. 290.
  - Includes 10 direct connectors, including six at I-10W and four at U.S. 290
  - 46 bridges
- A Request for Proposals (RFP) issued in May 2012 for Segments F1, F2 & G, a four-lane, tolled highway extending from south of U.S. 290 to west of U.S. 59N.
  - **Segment F1** begins south of U.S. 290 to west of SH 249
    - Includes four direct connectors at U.S. 290
    - 24 bridges
  - **Segment F2** begins west of SH 249 to west of Interstate 45N
    - Includes four direct connectors at I-45N
    - 23 bridges
  - **Segment G** begins west of I-45N and ends west of U.S. 59N
    - Includes four direct connectors at U.S. 59
    - 37 bridges
- Segment H will consist of two toll lanes in each direction for a length of 22.6 miles. Current estimates of capital costs are $341.9 million.
- Segment I-1 builds an additional 14.8 miles of toll lanes. The estimated capital costs for Segment I-1 are $161.6 million.
- Discontinuous frontage roads constructed throughout the project limits

Project website: www.txdot.gov/grandparkway.htm

PROJECT CONTACTS

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Major Projects Office Director
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Eddie.Sanchez@txdot.gov

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GRAND PARKWAY SH 99 (HOUSTON)

SEGMENTS D (Interchange), E, F1, F2, G, H, I1

STATUS

WHAT WE'VE DONE

- Segments F1, F2, G:
  - Final RFP was issued on May 3, 2012
  - Proposals were due in August 2012
  - Conditional Contract award was made on September 27, 2012

WHAT WE'RE DOING

- Contract Execution/Final Award anticipated for March 1, 2013

WHY?

- Provides connectivity with the existing roadways in the Greater Houston region.
- Adds needed capacity to address future traffic demands.
- Improves safety
  - Minimizes stop-and-go conditions on roadways in the area.
  - Diverts traffic away from parallel roadways with high accident rates.
  - Provides an additional hurricane evacuation route.
- Encourages economic growth by improving mobility and safety.

SEGMENT E PROJECTED COSTS

Construction	$385 million
TOTAL	**$385 million**

SEGMENT E FUNDING SOURCES

Texas Mobility Funds	$336.5 million
Houston-Galveston Area Council	$13.5 million
TOTAL	**$350 million**

SEGMENTS F1, F2, G ESTIMATED PROJECTED COSTS

Design/Construction	$1.2 billion
Right of Way	$360 million
Utilities	$94 million
Tolling/ITS	$49 million
TOTAL	**$1.66 billion**

SEGMENTS F1, F2, G ESTIMATED FUNDING SOURCES

Texas Revenue Boards	TBD
Municipal Debt with Toll Equity Loan	TBD

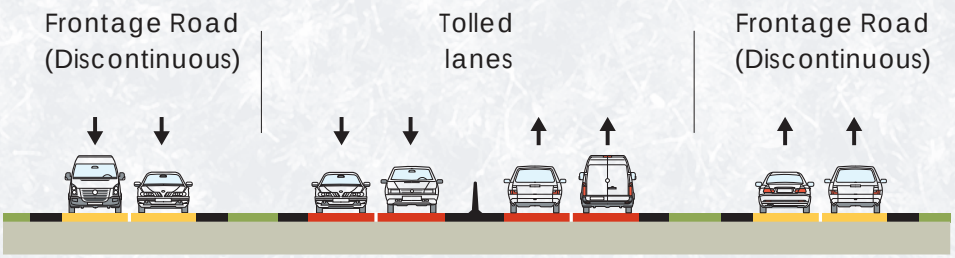
SEGMENTS H ESTIMATED PROJECTED COSTS

Construction	$342 million
TOTAL	**$342 million**

SEGMENTS I ESTIMATED PROJECTED COSTS

Construction	$161.6 million
TOTAL	**$161.6 million**

PROPOSED



NOTE: Illustration depicts example managed lane design only.

TxDOT graphic

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SH 288 (HARRIS COUNTY)

TOP 100

OVERVIEW

This project adds two reversible managed lanes between the existing general-purpose lanes from U.S. 59 to the Harris/Brazoria county line, as well as a direct connector to the Texas Medical Center – 10 miles in total.

The managed lanes will ultimately be extended south of the Harris/Brazoria county line to the proposed Grand Parkway (SH 99).

THE PROJECT

- Builds 2 reversible managed lanes in the existing right of way
- Builds a direct connector at the Texas Medical Center

STATUS

WHAT'S PLANNED

Working with local stakeholders, the schedule, scope and method of project delivery will be determined. Preliminary dates are provided below.

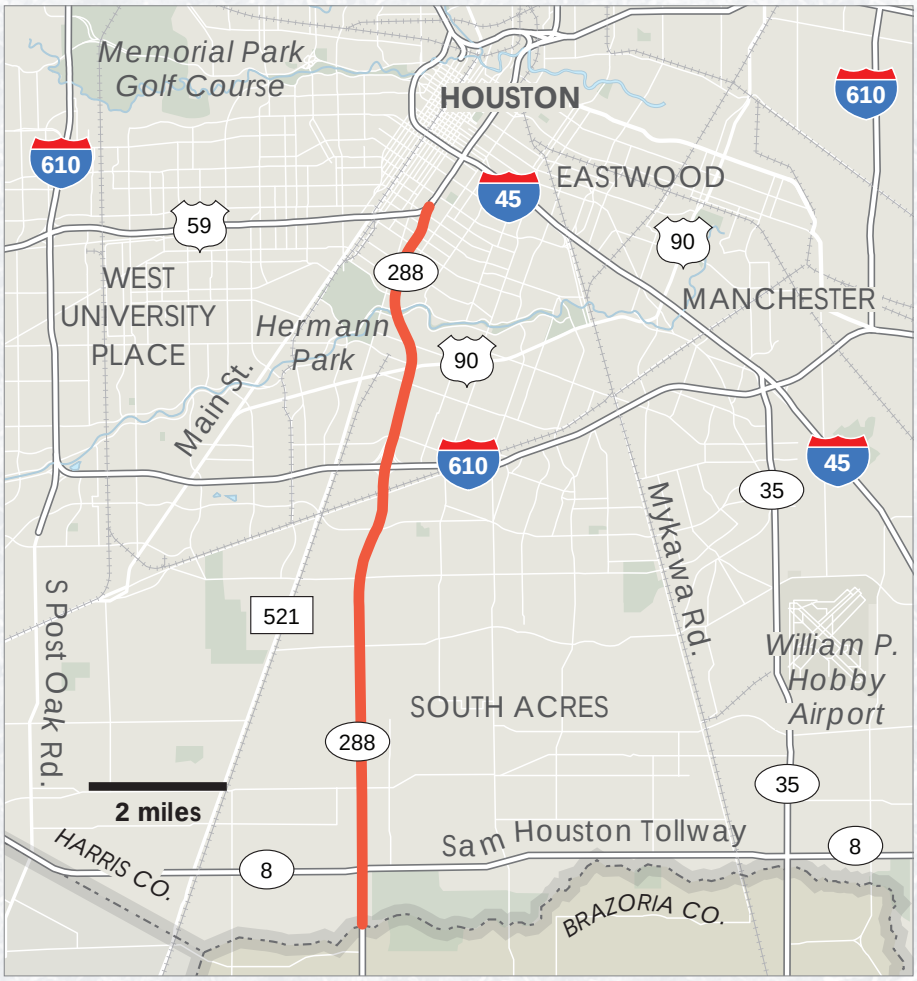
- **Final RFQ:** December 2012 (anticipated)
- **Final RFP:** July 2013 (anticipated)
- **Proposals Due:** September 2013 (anticipated)
- **Conditional Contract Award:** October 2013 (anticipated)
- **Contract Execution/Final Award:** February 2014 (anticipated)
- The 2035 RTP notes the completion years for the following segments:

I-610 to Beltway 8:	2015
U.S. 59 to I-610:	2016

WHY?

- Enhance the quality and reliability of the transportation system by decreasing delay.
- Providing travel choices from residential areas to major destinations in Downtown Houston and the TMC.
- Reduce congestion on a segment ranked #64 in TxDOT's Top 100 Congestion Roadways in Texas.

ESTIMATED COMPLETION DATE: 2016



ESTIMATED PROJECT COSTS

TOTAL (to the Harris County line)	$160 million

Estimate provided by RS&H on 2/6/2012

ESTIMATED FUNDING SOURCES

No construction funds currently programmed.

PROJECT CONTACTS

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(713) 802-5074

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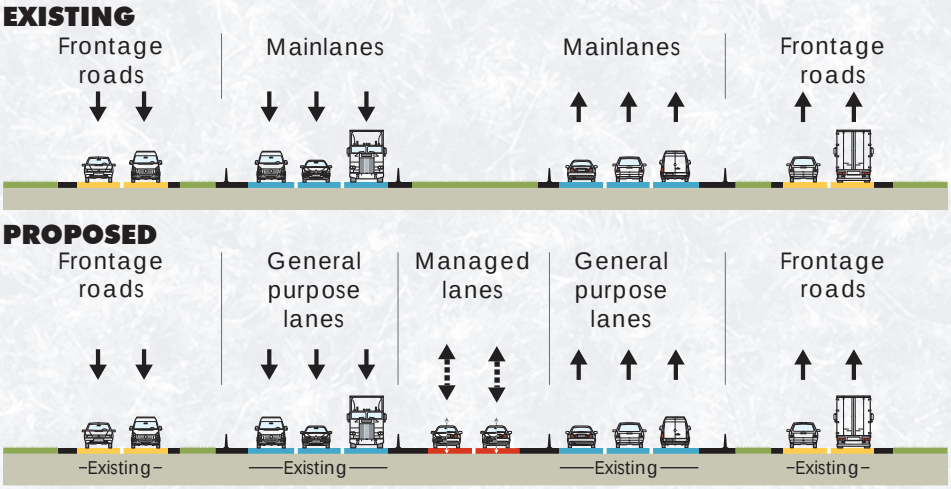
SH 288 (HARRIS COUNTY)

TOP 100



NOTE: Illustration depicts example managed lane design only.

TxDOT graphic

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I-35E (DALLAS)

TOP 100

OVERVIEW

I-35E serves the rapidly growing areas of Southern and Central Denton County and Northwest Dallas County. It is a high priority project for the region. This corridor functions as a major artery for thousands of commuters from Dallas and Denton suburbs. When complete, the proposed $4.8 billion project rebuilds the entire 28-mile corridor and provides managed lanes. Approximately $600 million of needed funds have been allocated for this project, with the majority provided from regional toll revenue funds.

THE PROJECT

- Managed lanes in all segments feature dynamic pricing toll rates adjusted as traffic increases or decreases to improve traffic flow
- **Phase 1A** (estimated completion date 2017): add one general purpose lane in each direction and two reversible managed lanes; create continuous 2-3 lane frontage roads in each direction
- **Phase 1B** (estimated completion date 2030): propose 1-2 concurrent managed lanes in each direction and rebuild highway.

STATUS

WHAT WE'RE DOING

In the summer of 2012, TxDOT issues a Request for Proposal for teams interested in a Comprehensive Development Agreement to help develop the initial phase of the project. Proposals are due this fall.

WHAT'S PLANNED

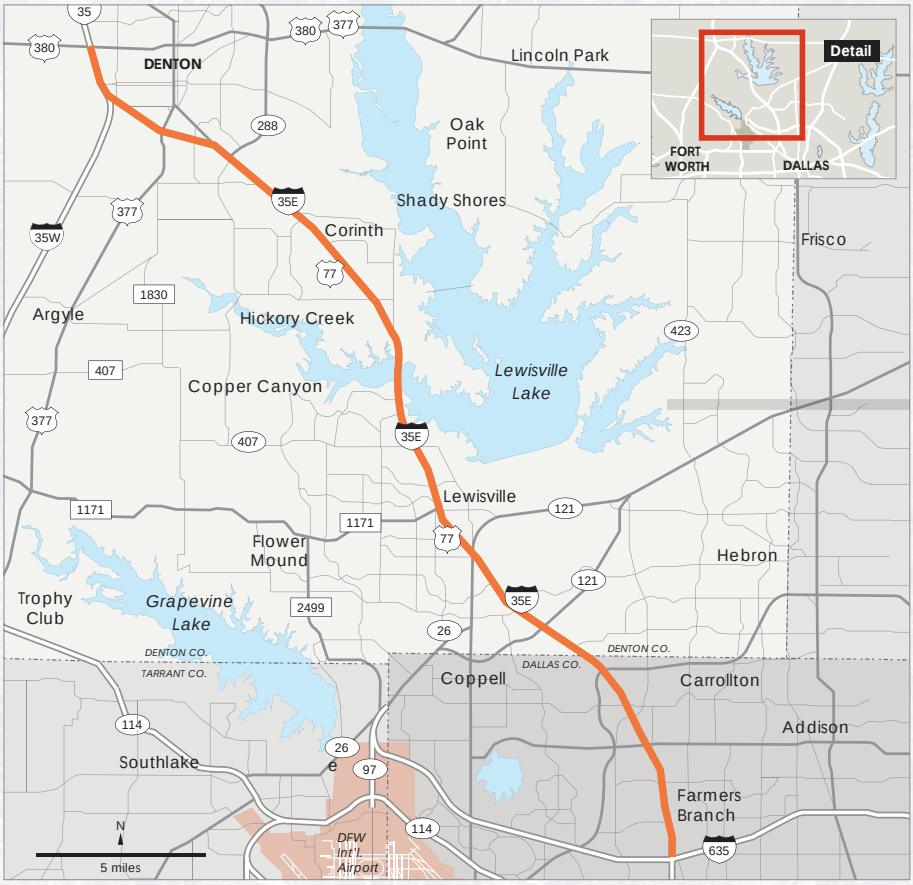
Contract execution is anticipated for late 2012.

WHY?

- Reduce congestion on Segments of the I-35E project, including those ranked 28 and 70 on TxDOT's Top 100 Most Congested Roadways in Texas.
- The highway serves as an essential element of the regional and statewide transportation system.
- The corridor functions as an important truck route, accommodating more than 13,000 trucks daily, according to 2010 state vehicle counts.
- I-35E also handles more than 200,000 total vehicles daily near I-635 and 128,000 vehicles a day across Lewisville Lake.
- Because of the challenges of crossing Lewisville Lake and the lack of I-35E frontage roads across the lake, viable north-south commuting alternatives for I-35E do not exist.
- Rapid growth in adjacent communities and increased commercial traffic have increased the need for substantial improvements to the existing transportation system.
- This heavy traffic volume has accelerated deterioration of the existing highway system.

PHASE 1A ESTIMATED COMPLETION DATE: 2017

PHASE 1B ESTIMATED COMPLETION DATE: 2030



NOTE: Highlighted areas are not to scale.

PROJECT CONTACTS

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I-35E (DALLAS)

TOP 100

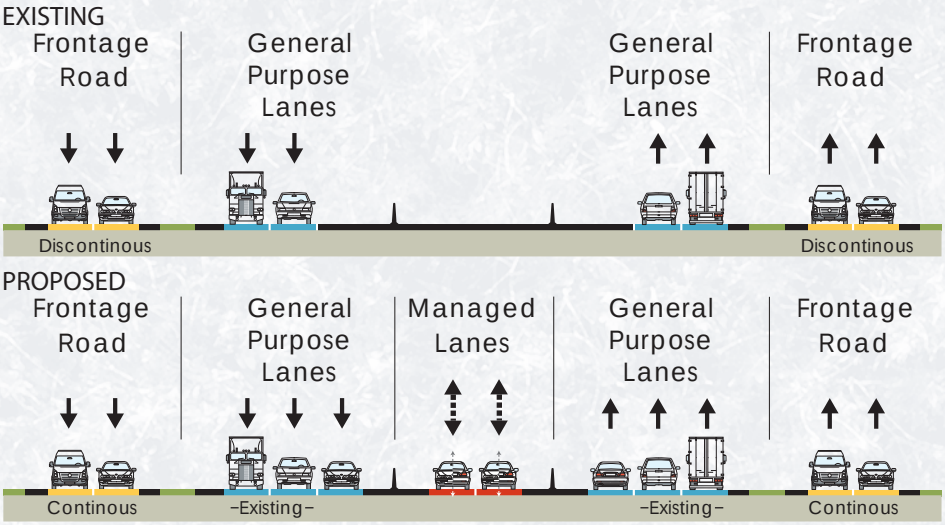
PROJECTED COSTS

Design and Construction (Ultimate configuration)	$3.4 billion
Right-of-Way/Utilities	$1.4 billion
TOTAL	**$4.8 billion**

FUNDING SOURCES

TxDOT (Public Funds)	$532.4 million
TxDOT (Proposition 14)	$44.0 million
Local (Regional Toll Revenue)	$542.9 million
Identified Funding	**$1.1 billion**
Funding sources, to be determined	$3.7 billion

Note: TxDOT has applied for a $200 million Transportation Infrastructure Finance and Innovation Act loan.



NOTE: Illustration depicts example managed lane design only.

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SH 183 (AIRPORT FREEWAY)

HPC TOP 100

OVERVIEW

SH 183 connects Dallas and Fort Worth, serving the cities of Irving and Euless, as well as DFW International Airport. It will be reconstructed to add general purpose lanes, continuous frontage roads, and an HOV/managed lane system. At the western end of the project, improvements will begin at SH 161, interfacing with the planned North Tarrant Express project and will continue east to the interchange of I-35E and the planned Trinity Parkway. The length of the project is approximately 9 miles. The proposed construction would be completed in multiple phases. The cost to complete all phases is currently estimated at $1.5 billion.

THE PROJECT

The reconstruction of SH 183 is currently planned for three phases. Phase 1 would include construction of one managed lane in each direction, reconstruction of west bound general purpose lanes and completion of frontage roads, including the frontage road crossing of Elm Fork of the Trinity River.

STATUS

WHAT WE'VE DONE

TxDOT issued a Request for Qualifications for teams interested in entering into a toll concession public-private partnership agreement on August 10, 2012. Responses will be evaluated this fall.

WHAT'S PLANNED

Building on information contained in the RFQs, TxDOT anticipates issuing a final Request for Proposals in February 2013. TxDOT anticipates making a final award sometime in Fall 2013. This date could change based on information received in the RFQ or RFP.

PHASED 1 ESTIMATE PROJECTED COSTS

Construction, Design, Tolling, ITS	$429 million
Right-of-Way	$132 million
Utilities	$46 million
TOTAL	**$608 million**

per June 21, 2012 SB 1420 Committee presentation

FUNDING SOURCES

For Engineering and Right of Way Acquisition Only

Category 2 funds	$110.4 million
Regional Toll Revenue funds	$34.7 million
New TxDOT funds	$55.0 million
TOTAL	**$200.1 million**

per NCTCOG February 2012

PROJECT CONTACTS

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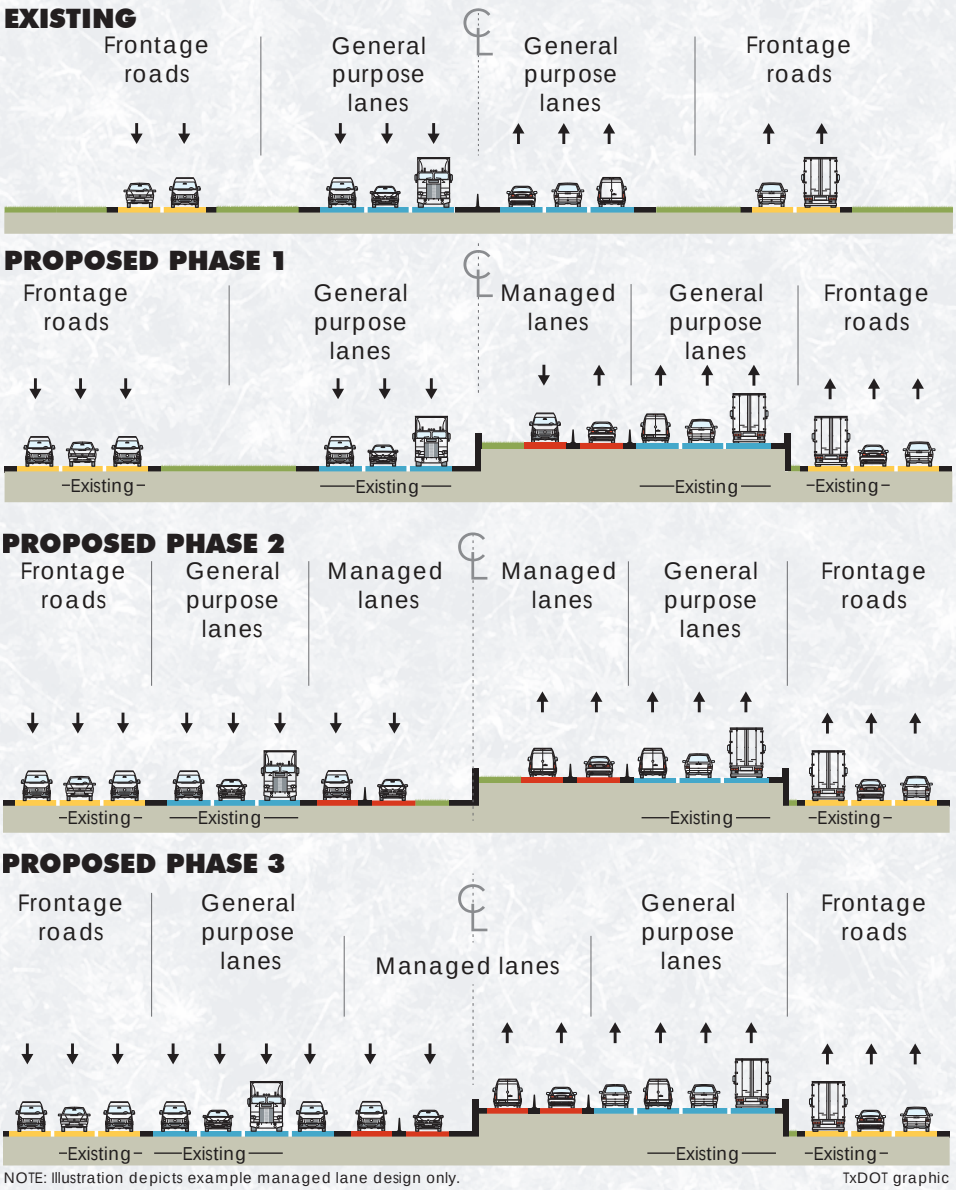
SH 183 (AIRPORT FREEWAY)

HPC TOP 100



NOTE: Illustration depicts example managed lane design only.

TxDOT graphic

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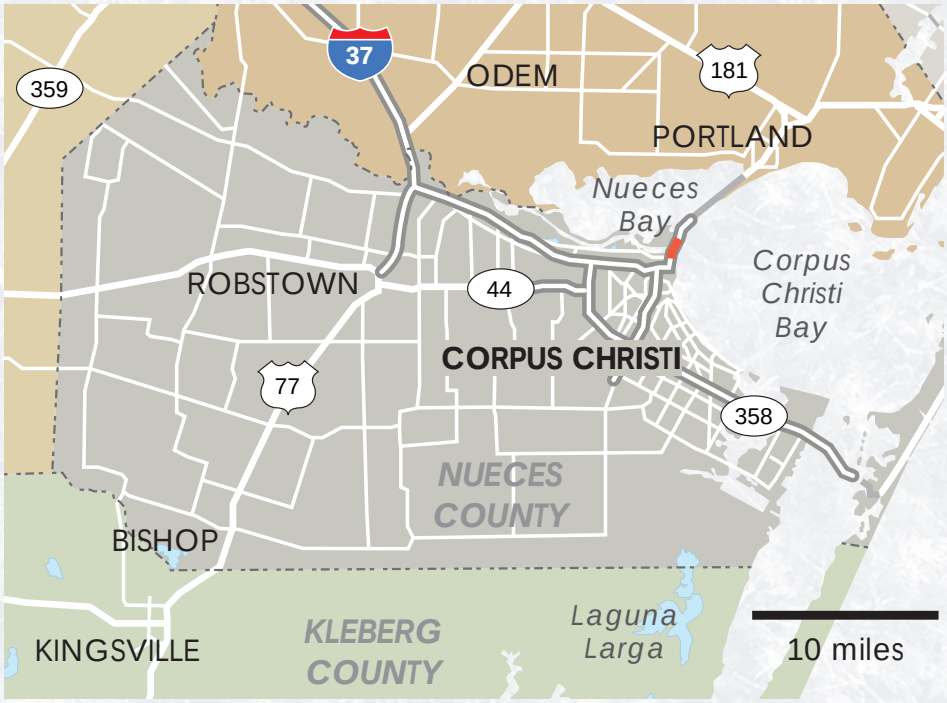
HARBOR BRIDGE

OVERVIEW

The current Harbor Bridge (U.S. 181) is a steel structure over salt water that was built over 50 years ago. It is experiencing very high and rapidly increasing maintenance costs. When complete, the replacement bridge will provide safer and more efficient travel by providing added capacity and better access for motor vehicles, pedestrians, and bicyclists.

As the anticipated construction cost for this project will approach $1 billion, it is expected that alternative funding strategies will need to be considered to help complete the financing plan for the bridge. To-date, TxDOT has identified just under $300M in federal bridge program funds that can be part of the financing strategy. Additional sources could come from local contributions. A comprehensive development agreement or availability payment strategy could provide options to help leverage private financing support for the project.



THE PROJECT

Proposed improvements to U.S. 181 at the Harbor Bridge over the Corpus Christi Ship Channel from Beach Avenue on U.S. 181 to Morgan Avenue on SH 286.

STATUS

WHAT WE'VE DONE

- Public involvement throughout project
- Feasibility Study: completed in 2003
  - Identified four possible corridors plus the "No Build" alternative (leaving the existing bridge in place) and evaluated each one in terms of traffic/planning, engineering, and environmental/public involvement issues
- Initiated Environmental Impact Statement (EIS) project development with public and agency scoping meetings - 2011
- Develop alternatives and begin agency coordination - 2012
- Citizen Advisory Committee and Technical Advisory Committee met in Summer 2012

WHAT WE'RE DOING

- Prepare and review draft environmental document - 2012–2013
- Public Meeting – Design Guideline Workshop – October 2013

WHAT'S PLANNED

- Public Hearing – February 2014
- Prepare and review final environmental document – 2014
- Environmental Clearance - ROD issued March 2015
- Permits and approvals – 2015
- Right-of-way mapping/acquisition: 2015 – 2016
- Preparation of detailed construction plan: 2015 - 2016
- Start of phased construction – 2017

* These dates are approximate and represent best case. Timeline can be extended depending on funding, environmental clearance, and other issues.

ESTIMATED PROJECTED COSTS

Right-of-way, utilities, plan preparation, and construction	$1 billion

FUNDING SOURCES

Highway Bridge Program	$291 million

PROJECT CONTACTS

Project website: www.ccharborbridgeproject.com

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SOUTHERN GATEWAY

TOP 100

OVERVIEW

Reconstruct and widen 19 miles of Interstate 35E (I-35E) to include additional main lanes and reversible HOV/managed lanes from I-20 to Eighth Street; reconstruct and widen 11 miles of U.S. 67 to include additional main lanes and reversible HOV/managed lanes from FM 1382 to I-35E.

THE PROJECT

- Build additional mainlanes
- Build reversible managed lanes

STATUS

- **NEPA Finding of No Significant Impact:** June 30, 2006
- **Final RFQ:** TBD
- **Final RFP:** TBD
- **Proposals Due:** TBD
- **Conditional Contract Award:** TBD
- **Contract Execution/Final Award:** TBD

WHY?

- Segments of I-35E are ranked in the state's 100 Most Congested Roadway Segments report.
- These two highways are an essential element of the regional and statewide transportation system.
- Improvements will provide critical mobility improvements for southern Dallas County.

PROJECTED COSTS

Construction, Design	$700 million
Right-of-Way	$17.2 million
Utilities	TBD
Tolling/ITS	TBD
TOTAL	**$717.2 million**

ESTIMATED FUNDING SOURCES

TBD	$717.2 million

PROJECT CONTACTS

Project website: www.thesoutherngateway.org/

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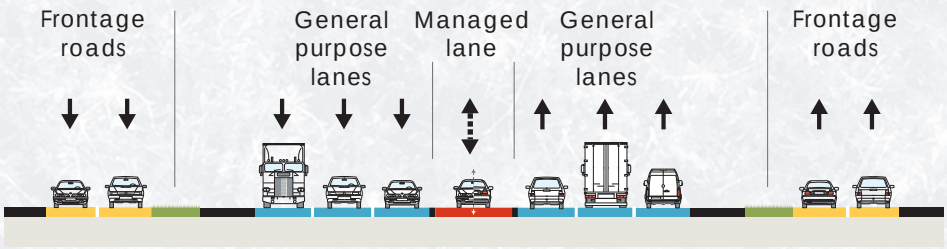
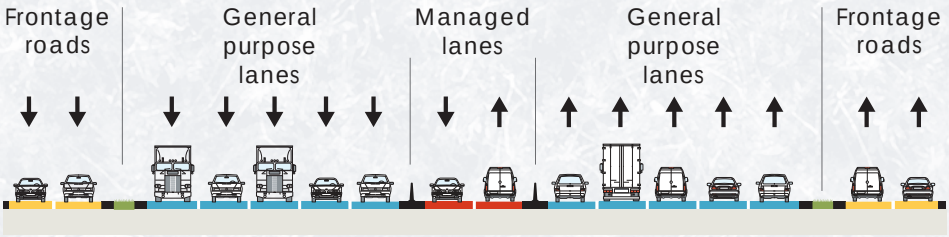
SOUTHERN GATEWAY

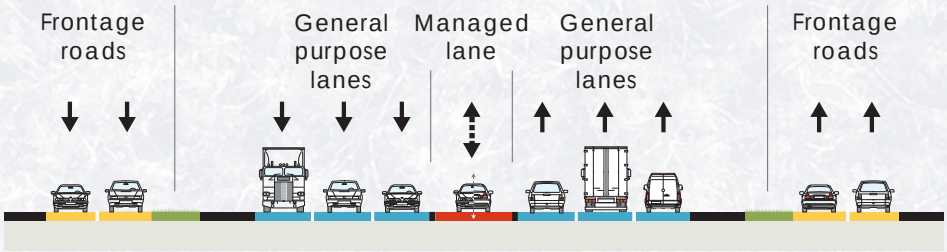
ULTIMATE CONFIGURATION — I-35E: I-20 TO US 67



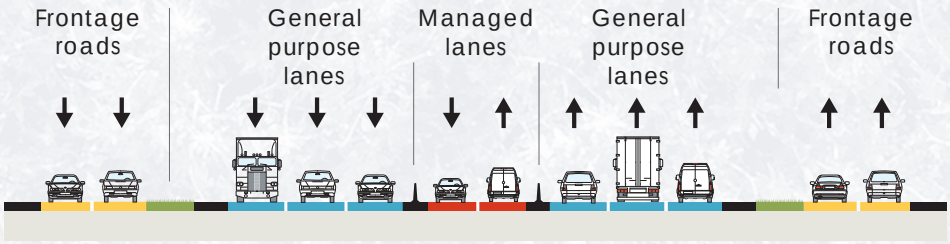
ULTIMATE CONFIGURATION — I-35E: US 67 TO EIGHTH STREET



ULTIMATE CONFIGURATION — I-35E: FM 1382 TO I-20



ULTIMATE CONFIGURATION — I-35E: I-20 to I-35E



NOTE: Illustration depicts example managed lane design only.

TxDOT graphic

LOOP 9

OVERVIEW

Loop 9 expansion southeast of Dallas will facilitate movement of people and goods in southern Dallas county. Development of the project began in 1995 but has been stalled due to lack of funding. The Draft Environmental Impact Statement (DEIS) currently underway for Loop 9 Southeast builds upon those earlier planning efforts while allowing for local control and opportunities. The current planning approach allows portions of the project to be incrementally built in a context-sensitive manner with a smaller footprint in some areas to help reduce total costs.

THE PROJECT

- Proposing two alternatives in the environmental impact statement (EIS)
- Could consist of three mixed auto and truck tolled lanes in each direction (with room in the center of the alignment for future separation of autos and trucks)
- Project includes two-lane frontage roads
- Extends 35-miles from I-20 in Mesquite to U.S. 67

STATUS

WHAT WE'RE DOING

Public involvement continues while the DEIS is being developed.

WHAT'S PLANNED

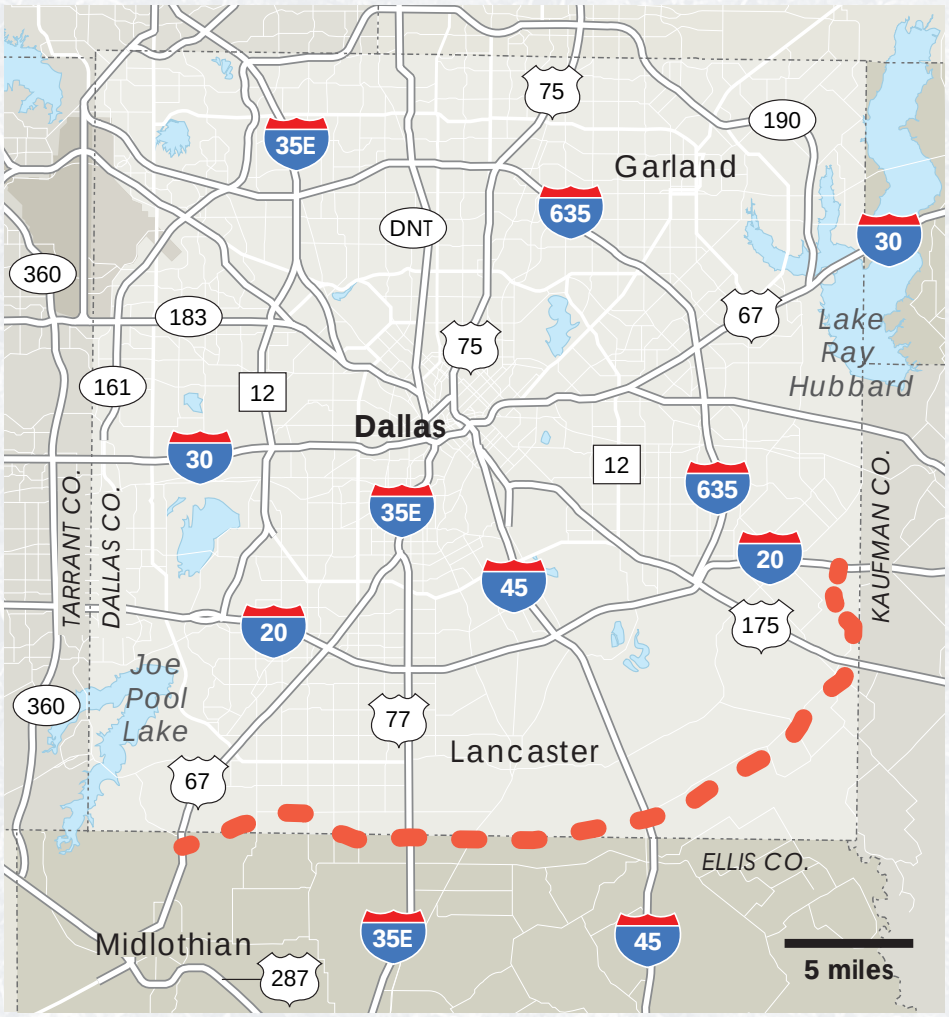
Upon completion of the environmental study, TxDOT and local agencies will work together to identify funding options to acquire right of way and begin initial construction on priority segments of Loop 9.

WHY?

- Facilitate east-west movements in southern Dallas, Ellis and Kaufman Counties.
- Enhance economic and sustainable growth along the corridor.
- Provide mobility for increasing residential, industrial, and commercial development.

ESTIMATED COMPLETION DATE:

TO BE DETERMINED BASED ON AVAILABLE FUNDING



- Serve inter-modal freight facilities.

PROJECTED COSTS

Construction, Design	$900 million
Right-of-Way	$350 million
Utilities	$70 million
Tolling/ITS	TBD
TOTAL	**$1.320 billion**

ESTIMATED FUNDING SOURCES

TBD	$1.320 billion

PROJECT CONTACTS

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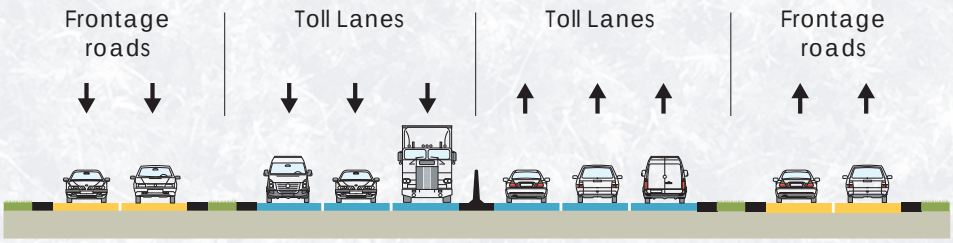
TYPICAL SECTION



NOTE: Illustration depicts example managed lane design only.

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BORDER HIGHWAY (INCLUDING SCHUSTER AVENUE EXTENSION)

OVERVIEW

The Loop 375 Border Highway West Extension Project begins at Racetrack Drive and extends to U.S. 54, providing a continuous route for approximately nine miles. Of those nine miles, 7.1 miles are new construction and will be tolled and 1.9 miles will remain non-tolled. The project will add capacity and upgrades the existing facility by providing a new four-lane, partially controlled-access facility that follows portions of the existing Loop 375 and U.S. 85. The project closes the gap on Loop 375 that exists from Santa Fe Street downtown to U.S. 85. Planning for the project was originally federally funded and began in September 2007. TxDOT has restarted the planning studies with state funds.

An extension of Schuster Avenue from I-10 to the proposed Loop 375 could be advanced as a stand-alone design build project or as part of the Loop 375 Border Highway West.

THE PROJECT

- Provide a new 4-lane controlled-access facility that may follow portions of the existing Loop 375 or U.S. 85.
- Close the gap on Loop 375
- Tolling is being considered as a funding option on new construction only

ESTIMATED LET DATE: 2018, or sooner depending on funding availability

STATUS

WHAT WE'VE DONE

In September 2011, TxDOT re-started project development using state funds by publishing a Notice of Intent in the Federal Register. TxDOT is currently developing a State Environmental Impact Statement. A Record of Decision is anticipated in the summer of 2013.

WHAT WE'RE DOING

TxDOT is currently developing a State Environmental Impact Statement. A Record of Decision is anticipated in the summer of 2013

WHY?

- Complete Loop 375 to provide better connectivity around the City of El Paso.
- Provide additional infrastructure to accommodate future growth.
- Relieve congestion on IH-10, a segment of which is ranked #37 on TxDOT's Most Congested Roadways in Texas.
- Improve access to the University of Texas El Paso, downtown, and medical centers.
- Provide for better incident management and roadway safety.

PROJECT CONTACTS

Texas Department of Transportation
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BORDER HIGHWAY (INCLUDING SCHUSTER AVENUE EXTENSION)

BORDER HIGHWAY
ESTIMATED PROJECT COSTS

Design/Construction	**$569.0 million**
Right of Way	**$123.0 million**
Utilities	**$7.5 million**
Tolling/ITS	**$12.4 million**
Inflation (2 years of Construction)	**$20.1 million**
Total	**$732.0 million**

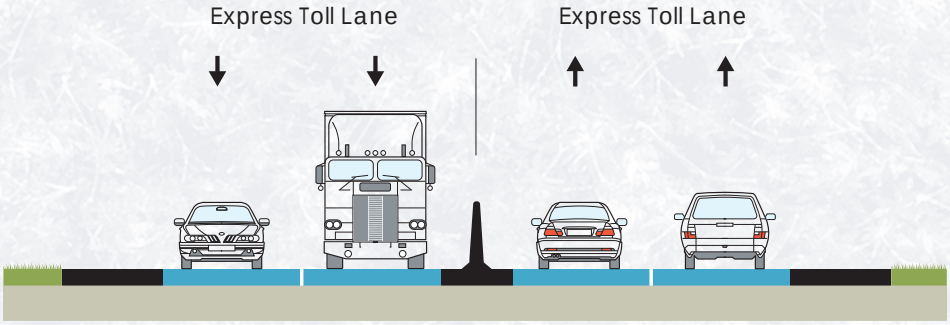
SCHUSTER AVENUE EXTENSION
ESTIMATED PROJECT COSTS

Construction	**$50.7 million**

POSSIBLE FUNDING SOURCES

State and Toll Equity Financing	TBD

TYPICAL SECTION (BORDER HIGHWAY)



NOTE: Illustration depicts example managed lane design only.

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OVERVIEW

The SH 114 corridor project limits stretch from the SH 121/International Parkway interchange north of Dallas/Fort Worth International Airport to SH 183 in Irving. The project will improve traffic flow and mobility between the DFW airport, the Dallas Central Business District and other major traffic generators like the Los Colinas Town Center.

THE PROJECT

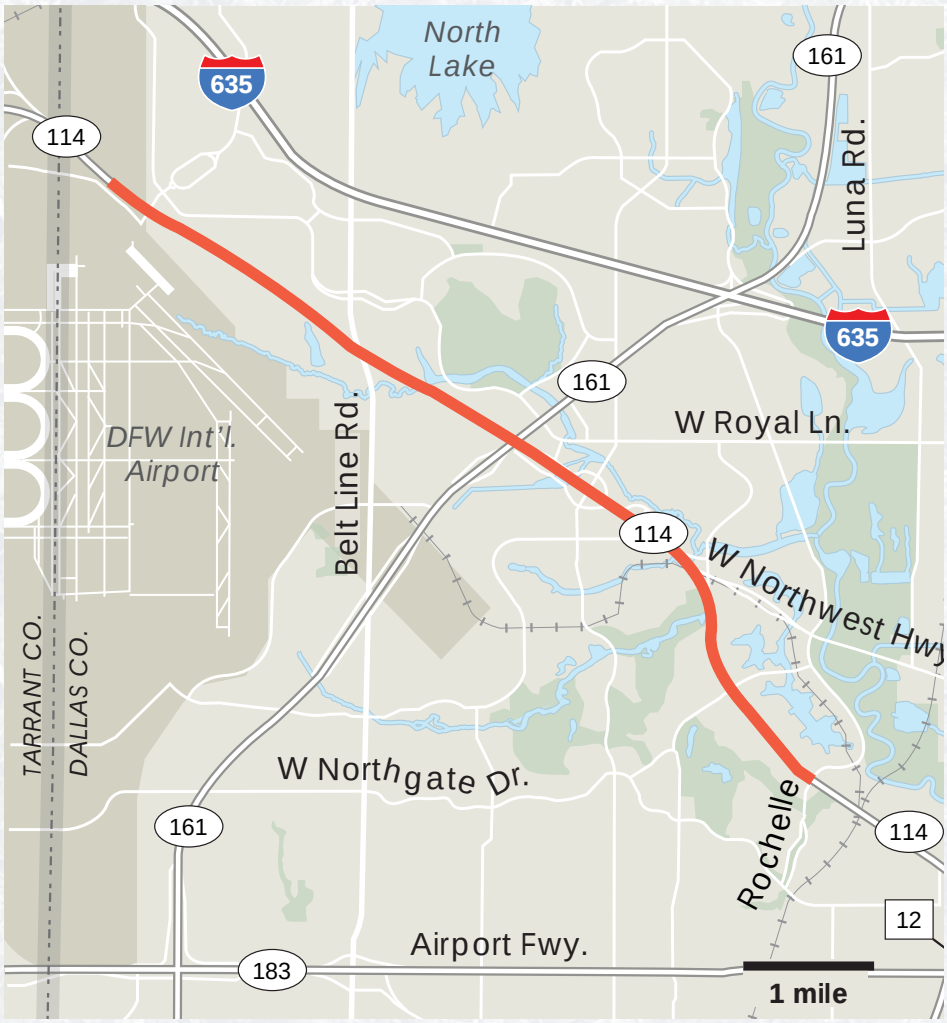
The SH 114 corridor will be reconstructed to accommodate 8 general purpose lanes (plus auxiliary lanes) and 4 concurrent HOV/Managed lanes between SH 121/International Parkway and Loop 12. The corridor will also feature 4 continuous frontage road lanes (plus auxiliary lanes near ramp locations and cross-streets), except in the section between SH 121/International Parkway and Freeport Parkway. Two direct connector ramps will be built at the SH 114/ President George Bush Turnpike (PGBT) interchange for the northbound-eastbound and westbound-southbound movements. The 4 concurrent HOV/ Managed lanes will be built to transition directly into the HOV/Managed facility proposed for SH 114/ SH 121 through Grapevine, and direct access is planned at the following locations:

- SH 121/International Parkway,
- Belt Line Road,
- MacArthur Boulevard,
- Spur 348 (Northwest Highway), and
- Loop 12 HOV/Managed facility (to/ from the south).

STATUS

- TxDOT is working with local officials to evaluate and identify funding alternatives to fund right of way and construction activities for the projects.
- **Finding of No Significant Impact:** July 24, 2009
- **Final RFQ:** TBD
- **Final RFP:** TBD

ESTIMATED COMPLETION DATE: TBD



- **Proposals Due:** TBD
- **Conditional Contract Award:** TBD
- **Contract Execution/Final Award:** TBD

PROJECT CONTACTS

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PROJECTED COSTS

Construction, Design	$446.3 million
Right-of-Way	$53.8 million
Utilities	TBD
Tolling/ITS	TBD
TOTAL	**$500.1 million**

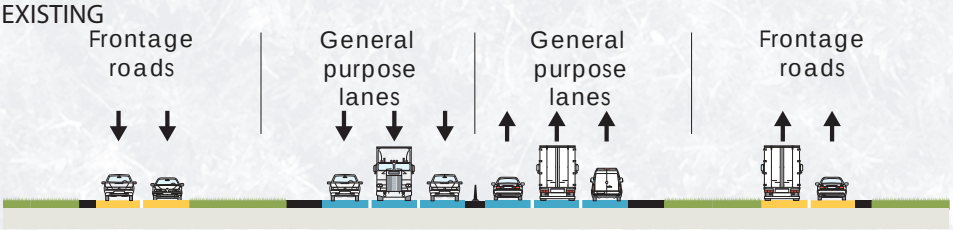
Does not include $403 million Phase 2 Loop 12/ SH 114 Diamond Interchange

ESTIMATED FUNDING SOURCES

TBD	$500.1 million

INT'L PARKWAY TO LOOP 12/SP 348

EXISTING



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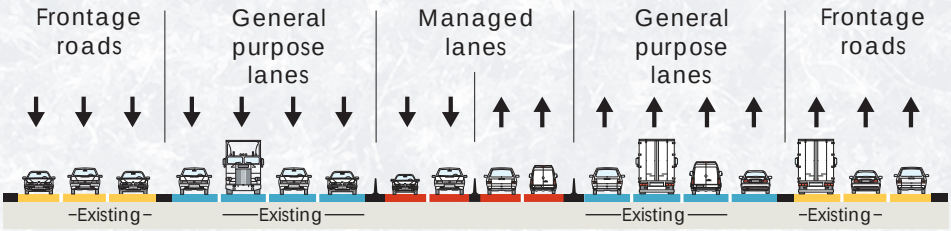
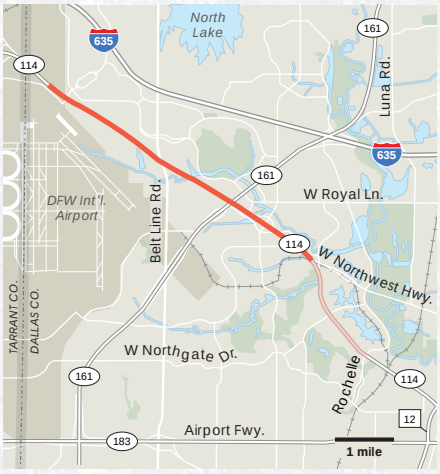
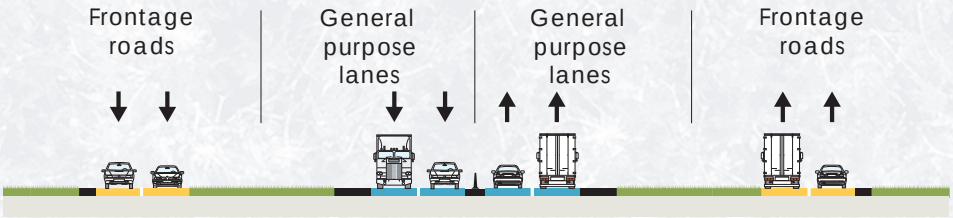


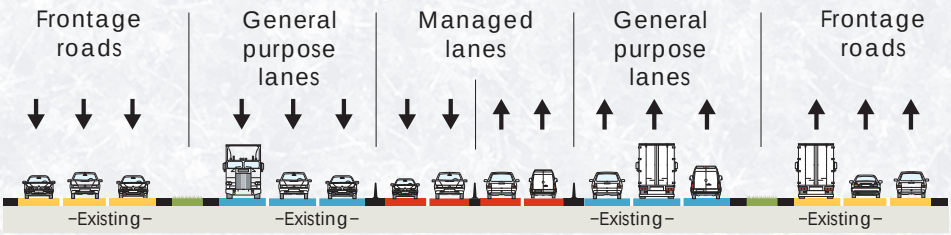


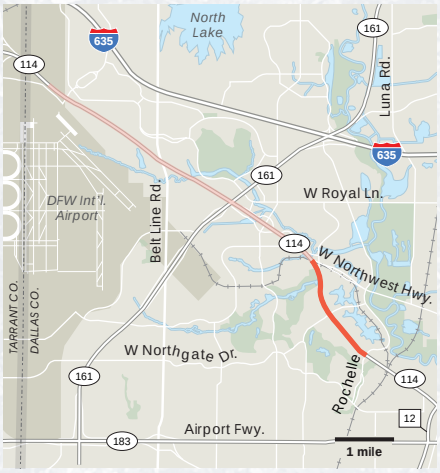
SP 348 TO EAST OF ROCHELLE BLVD.

EXISTING



ULTIMATE APPROVED





NOTE: Illustration depicts example managed lane design only.

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PROJECT INFORMATION:

A. US 183 (BERGSTROM EXPRESSWAY)

AUSTIN DISTRICT/CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY

Construct new toll lanes and access roads

U.S. 290 to SH 71

Estimated Completion: 2020

Projected Cost: $670 Million

B. SH 360 TOLL ROAD

FORT WORTH DISTRICT/ NORTH TEXAS TURNPIKE AUTHORITY

Construct toll and general purpose lanes

Camp Wisdom to U.S. 67

Estimated Completion: 2013 to 2030

Projected Cost: $1.2 Billion

C. SH 249

HOUSTON DISTRICT/HARRIS AND MONTGOMERY TOLL ROAD AUTHORITIES

Construct toll lanes

Spring Cypress Road to FM 1774

Estimated Completion: TBD

Projected Cost: $302 Million

D. SOUTH PADRE ISLAND CAUSEWAY

PHARR DISTRICT/CAMERON COUNTY REGIONAL MOBILITY AUTHORITY

Construct new tolled causeway

SH 100 to PR 100

Estimated Completion: 2016

Projected Cost: $600 Million

E. TOLL 49

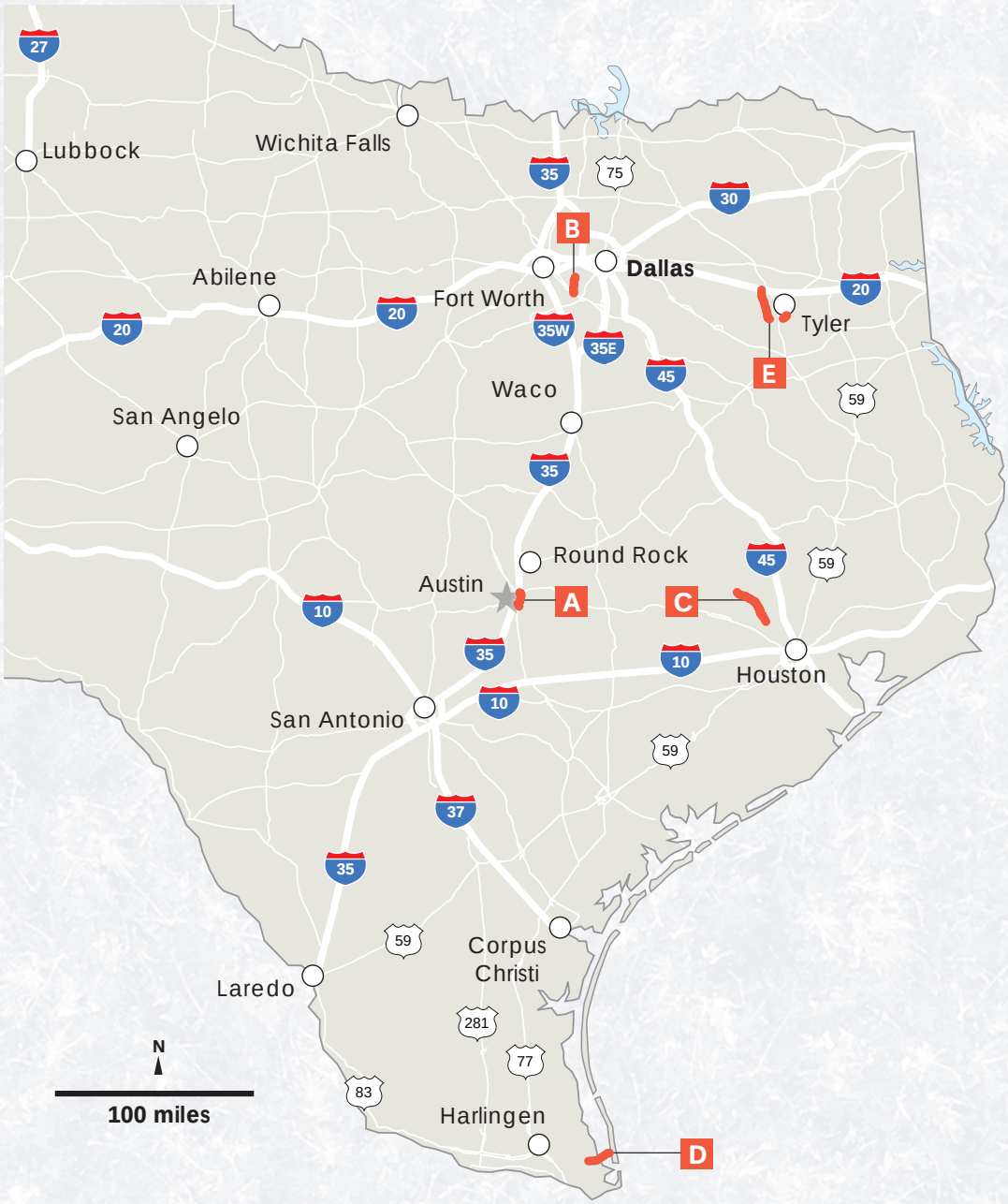
TYLER DISTRICT/NORTH EAST TEXAS REGIONAL MOBILITY AUTHORITY

Complete the planned Toll 49

U.S. 69 to I-20;
U.S. 271 to U.S. 59

Estimated Completion: 2016

Projected Cost: $890 Million



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I-35 EXPANSION

TOP 100 | INTERSTATE 35

Texas Department of Transportation

TXDOT FORT WORTH, DALLAS, WACO, AUSTIN, SAN ANTONIO DISTRICTS *Work with others to provide safe and reliable transportation solutions for Texas.*

OVERVIEW

The existing I-35 corridor spans approximately 550 miles across the state of Texas from the international border with Mexico to the Oklahoma state line. I-35 is the hub of transportation in Texas, serving a variety of daily users including commuters, freight trucks, and business travelers. As the only Interstate Highway connecting Mexico and Canada through the U.S. heartland, the majority of NAFTA trade passes through Texas along the I-35 corridor via commercial trucks and rail. In addition to serving many major population centers, the I-35 corridor is the backbone of the Texas economy and it plays a critical role in facilitating economic activity and business productivity in the state.

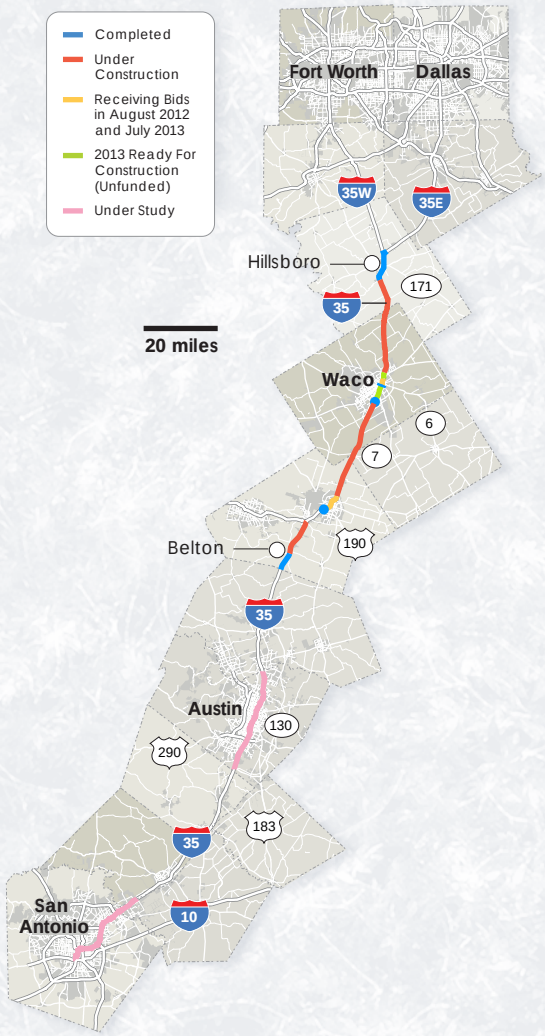
THE PROJECT

Dallas/Fort Worth Area Projects

Major capacity improvements to I-35 in the Dallas/Fort Worth area are currently planned and underway. As part of the LBJ Express project, improvements are currently being constructed on I-35E from Loop 12 to I-635. The I-35E managed lanes project will extend these improvements to add capacity to a 28-mile section from I-635 to U.S. 380. Additionally, as part of the North Tarrant Express project, a 12-mile section of I-35W from I-30 to U.S. 287 will soon be widened to include additional capacity. Lastly, the Dallas Horseshoe project will improve the I-35E/ I-30 interchange. Construction for all of these projects is anticipated to be underway as soon as 2013. Additional information for these projects is available in this report.

Waco Area Projects

Significant improvements to I-35 are currently underway from Hillsboro (I-35E/W split) to the Bell/Williamson County Line. When complete, these improvements will upgrade the existing I-35 facility to a minimum of six-lanes for the entire stretch of roadway through central Texas. Many of these capacity improvements are currently under construction, and others are anticipated to begin in the near future.



Austin Area Projects

Several I-35 improvements are currently underway in the Austin Area, including I-35 frontage road, interchange and operational improvements in Hays, Travis, and Williamson County. Additionally, TxDOT and the City of Austin are currently studying short- and mid-term mobility improvements along and across I-35 in the Capital Area, including possible capacity expansions of the existing I-35 mainlanes. Current efforts include Feasibility Analyses in all three counties, and development of an Implementation Plan for the I-35 corridor in Travis County, which are expected to be complete in 2013.

San Antonio Area Projects

Construction of operational improvements on I-35 between FM 3009 and Judson Road are scheduled to begin this fall. These improvements will add an additional lane to facilitate movements onto and off of the facility. Construction is also anticipated to begin in 2013 for operational improvements on I-35 between I-410N and I-410S, including interchange improvements that will provide

PROJECT CONTACTS

Project website: www.my35.org

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better access to Fort Sam Houston. In addition, long-range planning studies to manage congestion on I-35 are underway, and an environmental study on improvements to I-35 from FM 1103 to U.S. 281/I-37 are anticipated to begin in early 2013.

STATUS

MILESTONES

- Over $4.9 billion in improvements to I-35 have been programmed in the FY 2011-2014 Texas Statewide Transportation Improvement Program. While this signifies a significant investment, the long-term transportation needs on I-35 still outweigh the available funding.
- The I-35 Advisory Committee has developed the MY 35 Plan, a citizen-driven planning process to address the long-term mobility needs in the I-35 corridor. Through this process, the I-35 Advisory Committee has identified many priority recommendations for long-term capacity and operational improvements in the I-35 corridor. The Plan is currently in the process of being updated to account for progress made and future challenges in the corridor.

WHY ARE IMPROVEMENTS NEEDED?

- Adds capacity for one of the most critical travel and trade corridors in the state of Texas in terms of future growth and economic development.
- Reduces congestion for users of I-35, some sections of which see over 200,000 vehicles per day. Seventeen segments of I-35 are on TxDOT's 2012 Top 100 Most Congested Roadways list.
- Improves safety for the general traveling public by mitigating high levels of congestion and better accommodating high truck and auto volumes.

WACO FUNDING SOURCES

Federal Funds	
American Recovery and Reinvestment Act (ARRA)	$105.0 million
Congressional Earmarks	$8.0 million
Federal Allocations	$378.0 million
TxDOT Funds	
Proposition 12	$867.0 million
Proposition 14	$143.0 million
Texas Mobility Funds (proposed)	$368.0 million
State Highway Fund 6	$351.0 million
TOTAL	**$2.2 billion**

PROJECTED COSTS

Construction	$1,517.0 million
Right-of-way acquisition and unity relocation	$462.0 million
Design and construction management	$217.0 million
TOTAL	**$2.2 billion**

AUSTIN FUNDING SOURCES

Rider 42 (Proposition 12) expand City of Austin study limits and scope: express lanes, operations and travel options	$1.20 million
Rider 42 (Proposition 12) (pre-NEPA) feasibility study	$10.75 million
TOTAL	**$11.95 million**

SAN ANTONIO FUNDING SOURCES

Rider 42 (Proposition 12) PEL studies to determine the needs on I-35 and on alternative routes	$4.0 million

NOTE: The I-35 Expansion project has not been completely funded. TxDOT and its local transportation partners will continue to seek the necessary funding.

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2012 TxDOT PRIORITY PROJECTS

I-69

TXDOT ATLANTA, TYLER, LUFKIN, BEAUMONT, HOUSTON, YOAKUM, CORPUS CHRISTI, PHARR, LAREDO DISTRICTS

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

OVERVIEW

I-69 is a proposed 1,600-mile national highway connecting Michigan and Texas. In Texas, the route for I-69 begins on U.S. 84 in Joaquin and on U.S. 59 in Texarkana and extends to Laredo, the Rio Grande Valley, and through the gulf ports to Brownsville. It represents roughly 1,000 miles of highways. I-69 Texas is being planned through a citizen driven process that has identified costs, priorities, and projects to efficiently move people and freight.

THE PROJECT

- Create I-69 in Texas
- Achieve interstate designation on existing suitable highways as quickly as possible.
- Upgrade existing facilities to interstate standards. These facilities include U.S. 59, U.S. 84, U.S. 77, U.S. 83, U.S. 281, and SH 44.
- Develop relief routes as identified by Advisory and Segment Committee recommendations.

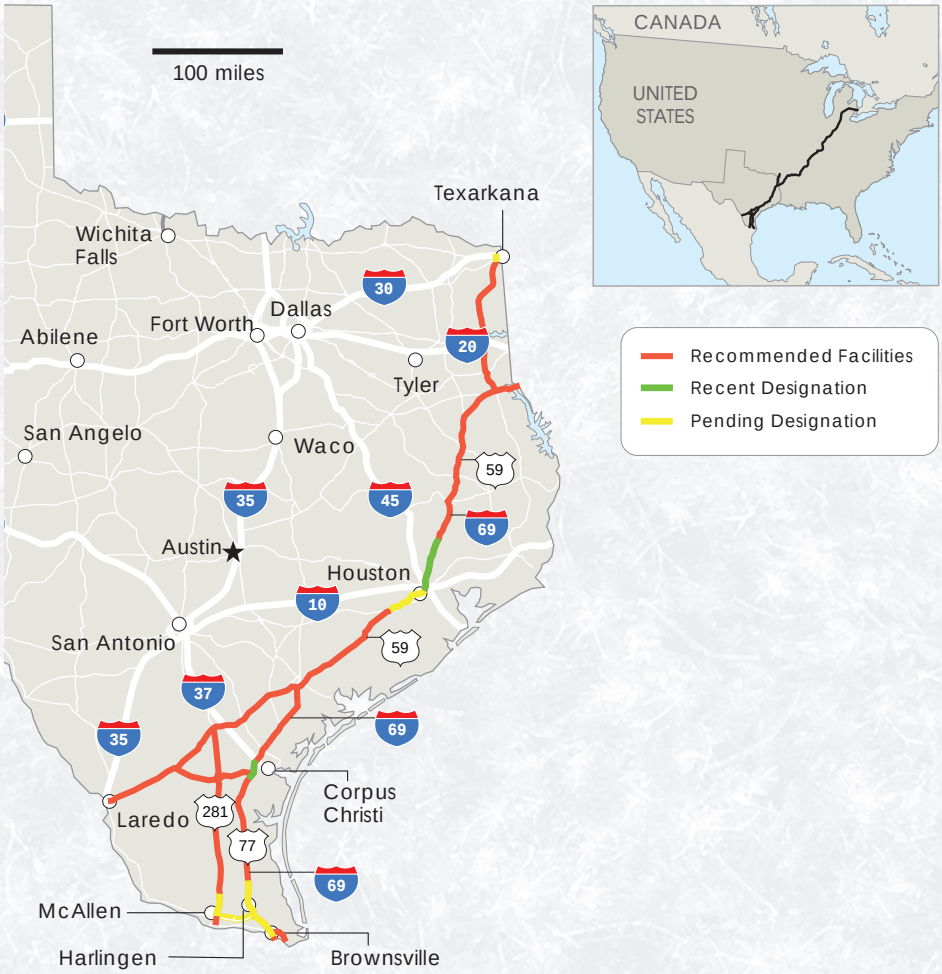
STATUS

MILESTONES

- The first segment of I-69 in Texas was designated in October 2011. It runs along U.S. 77 from I-37 in Corpus Christi to SH 44 in Robstown (approximately 6.2 miles)
- A second segment of I-69 was designated in July 2012. It runs concurrently with U.S. 59 for 35 miles, from approximately 0.2 mile north of the Liberty/Montgomery County line to I-610 North in Houston.

WHAT WE'RE DOING

TxDOT is petitioning the American Association of State Highway Officials and Federal Highway Administration to recognize additional segments of I-69 in the next few months. These include additional segments of U.S. 59 in the Houston area, a five mile portion of U.S. 59 in Texarkana, and sections of U.S. 77, U.S. 281, and U.S. 83 in South Texas.



WHY?

- Connects major sea and land ports, international border crossings, and the Texas trunk system.
- Serves population growth. Counties along the I-69 system grew an average of 23% between 2000 and 2010.
- Provides Interstate Highway service to communities within Texas that are not served by an interstate highway, such as the Rio Grande Valley region -- the largest population in the country that is not served by an interstate highway.
- Provides greater capacity in times of emergency evacuations such as hurricanes.
- Promotes economic development.
- Improve safety by creating a controlled access facility.

PROJECT CONTACTS

Project website: www://txdot.gov/drivenbytexans/

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WHAT WE'RE PLANNING

To-date, there have been approximately 36 projects funded along the I-69 system with total development costs exceeding $600 million. A combination of funding sources have been used to advance these project, including traditional state and federal programs as well as Propositions 12 and 14 bond funding.

In 2011, the Texas Legislature authorized additional Proposition 12 funding that allowed the Texas Transportation Commission to fund additional projects along the I-69 system. The activities that have advanced are consistent with the priorities and recommendations of the citizen advisory and segment committees and include the following:

PROJECTED COSTS

	Engineering, Environmental, and ROW Acquisition	ROW Acquisition	Design Build	Construction
Lufkin / Nacogdoches	$12 m			
Corrigan	$5 m			
Liberty County		$5 m		
Victoria				
Fort Bend and Wharton Counties				$12 m
Driscoll to Kingsville	$6 m(does not include ROW)		$60 m	
Premont				$40 m
Laredo				$9 m

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PORTS-TO-PLAINS TRADE CORRIDOR

(SOUTH TEXAS ★ WEST TEXAS ★ PANHANDLE)

OVERVIEW

The Ports-to-Plains Trade Corridor is a 2,300-plus mile highway system stretching from Laredo through West Texas; the Panhandle; Denver, Colo. and, ultimately, to Alberta, Canada. Designated as a High Priority Corridor by Congress in 1998, the comprehensive highway system will improve the efficient transportation of goods and services and enhance economic vitality from Mexico to Canada and the Pacific Northwest. Working with local leaders and the public, the Texas Department of Transportation has identified 37 separate projects which improve and widen the route to four lanes throughout the state. In Texas, the Ports-to-Plains corridor follows U.S. 287, U.S. 87, I-27, SH 349, SH 158, U.S. 277 and U.S. 83.

THE PROJECT

- Provides extensive highway improvements along the 2,300-mile Ports-to-Plains Trade Corridor including 750 miles within Texas.
- To date, 37 separate projects, valued at approximately $145.9 million, have been identified to continue development on the corridor. These projects include safety and operational improvements, new interchanges, a new location bypass around Big Spring and several highway expansions.
- When these projects are completed, most of the Ports-to-Plains Corridor, from San Angelo to the northern Texas border, will be a four-lane roadway or have passing lanes for easier travel.

STATUS

MILESTONES

- 22 projects along the corridor are currently under construction and include replacing bridges in the Panhandle, constructing passing lanes in West Texas and improving roadway surfaces in Dimmit County.

ESTIMATED COMPLETION DATE: 2012 - 2017

As of August 2012
TxDOT graphic

PROJECTED COSTS

Total Funding Programmed	**$145.9 million**

FUNDING SOURCES

TxDOT (Public Funds)	$50.3 million
Proposition 12 Bonds	$73.4 million
Proposition 14 Bonds	$9.3 million
American Recovery and Reinvestment Act	$10.2 million
Federal Earmarks	$2.7 million
TOTAL	**$145.9 million**

SOURCE: TxDOT research

- The remaining projects are in various stages of development.

WHY?

- The Ports-to-Plains route will provide a robust transportation infrastructure to promote economic development and improve trade for Texas, eight other states, Canada and Mexico.
- The rural corridor serves important agriculture and energy industries from Texas through the American Midwest.
- Extensive public input from local communities and businesses along the route resulted in Congress designating the Ports-to-Plains route a High Priority Corridor in 1998.
- The corridor will reduce congestion at ports of entry along the Texas-Mexico border.
- The trade route provides travel alternatives to the state's most congested corridors located through major metropolitan areas.

PROJECT CONTACTS

Project websites: www.txdot.gov, keyword "Ports-to-Plains" and www.portstoplains.com

Texas Department of Transportation
Texas Department of Transportation
Lubbock District
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U.S. 290 PROGRAM

TOP 100 HPC

OVERVIEW

The 38-mile U.S. 290 Program addresses some of Houston's most congested roadways and interchanges. The comprehensive program will include highway improvements, additional general purpose lanes, and new managed lanes. Right-of-way preservation will also create a multimodal corridor by providing accommodations for high-capacity transit, existing freight rail, and bike facilities. It includes the reconstruction of U.S. 290 and the construction of the proposed Hempstead Managed Tollway project. More than 250,000 vehicles use U.S. 290 near Interstate 610 each day, and that demand far exceeds the roadway's capacity, resulting in excessive traffic congestion and accidents. State bond proceeds, combined with federal and local transportation funding, have expedited improvements to this corridor, and accelerated construction of some segments by as much as 2 decades.

THE PROJECT

- Project will occur in three phases:

  Phase I: I-610 interchange reconstruction

  Phase II: 34th St. to Telge Rd. improvements; Beltway 8 interchange; SH 6 grade separation

  Phase III: Widening from Telge Rd. to FM 2920; proposed Grand Parkway (SH 99) interchange

STATUS

WHAT WE'VE DONE

The Final Environmental Impact Statement was made available in May 2010. TxDOT received a Record of Decision in August 2010 after addressing public comments. Construction on the I-610 interchange began in June 2011.

ESTIMATED COMPLETION DATE: 2016

SOURCE: TxDOT research

TxDOT graphics

WHAT WE'RE DOING

Schedule of Construction Lettings:

US 290/Beltway 8 interchange	September 2012
I-610 Interchange (outbound)	October 2012
I-610 to Pinemont	June 2012
Pinemont to Beltway 8	April 2013
Beltway 8 to Eldridge Parkway	March 2013
Eldridge Parkway to SH 6	March 2013
SH 6 to Mueshke	September 2013
Mueshke to SH 99	September 2014

WHAT'S PLANNED

TxDOT's ultimate program plans include the reconstruction and widening of U.S. 290, construction of the parallel Hempstead Tollway, and building a bike trail. TxDOT also plans to preserve existing right of way for a high capacity transit system.

WHY?

- Create added capacity; current traffic counts equals 250,000 vehicles/day giving the corridor a level of service "F" and population growth along the U.S. 290 corridor (from I-610 to FM 2920) is expected to increase from approximately 543,000 today to 888,000 in 2035.
- Improve safety; approximately 1,400 accidents/year on U.S. 290 from I-610 to FM 2920 with another 200 at the I-610 interchange (2004-2007).
- Reduce congestion; U.S. 290 from I-610 to SH 6 is ranked number 20 and 38 on TxDOT's Most Congested Roadway Segments in Texas.

PROJECT COST ESTIMATE

Design/Construction	$1.045 billion
Right of Way	$285 million
Utilities	$40 million
Tolling/ITS	$30 million
TOTAL	**$1.40 billion[1]**

FUNDING SOURCES ESTIMATE:

Memorandum of Understanding with Harris County executed April 2012

2012 UTP Category 2	$433 million
Prop 12 including $78M from Rider 42	$ 213 million
Harris County local participation	$ 400 million
State in conjunction with H-GAC	$ 354 million
TOTAL	**$1.4 billion**

[1]$2012 costs were escalated in the financial model to calculate the nominal cost of the Project.

PROJECT CONTACTS

Project website: www.my290.com

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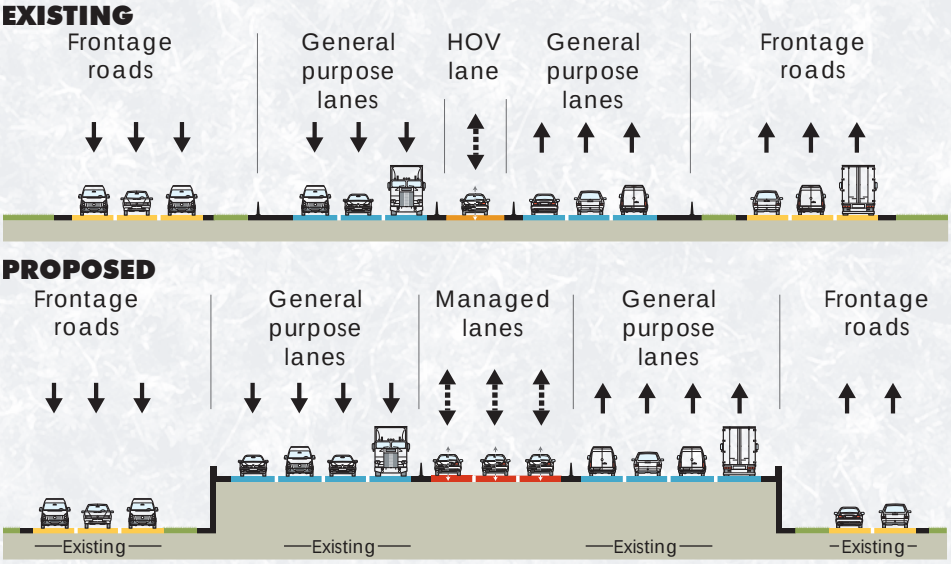
U.S. 290 PROGRAM



NOTE: Illustration depicts example managed lane design only.

TxDOT graphic

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OVERVIEW

The 10-mile upgrade of U.S. 77 between Kingsville and Driscoll will bring this segment of highway up to interstate highway standards and is part of the overall U.S. 77 upgrade from Corpus Christi to Harlingen. The upgraded U.S. 77 will be a component of the I-69 High Priority System. This section of U.S. 77 is being solicited as a design-build project.

THE PROJECT

- Upgrade U.S. 77 to interstate standards by constructing a four-lane divided highway with frontage roads.
- New overpasses and interchanges will be constructed to upgrade the corridor.
- In the south, only modest improvements will be required to create a short section of frontage roads on the west side of the highway.
- Through Bishop, four new main lanes will be constructed in the median, while the northernmost portion will require expansion to the east to create new northbound main lanes and frontage roads. This eastern expansion will require acquisition of additional right of way, for which TxDOT will be responsible.

STATUS

WHAT WE'VE DONE

In 2012, TxDOT issued a Request for Proposals to shortlisted teams for the design, construction and capital maintenance on U.S. 77 from E. Corral Avenue in the northern portion of Kingsville in Kleberg County to County Road 16 south of the City of Driscoll in Nueces County.

WHAT WE'RE DOING

Proposals from potential design-build partners will be reviewed early in 2013. TxDOT anticipates executing a final design-build contract by Summer 2013.

ESTIMATED COMPLETION DATE: 2016

WHY?

- Improves safety by upgrading to interstate standards.
- Fosters economic development throughout south Texas.
- Provides greater capacity in times of emergency evacuations such as hurricanes.
- U.S. 77 does not meet driver expectations.
- High speeds and current intersection conditions compromise safety. *Accident rates are expected to rise with projected increase in traffic.

PROJECT CONTACTS

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ESTIMATED PROJECT COSTS

Construction, Design	$56.8 million
Right-of-Way	$4.5 million
Utilities	$3.1 million
Tolling/ITS	$100,000
TOTAL	**$64.5 million**

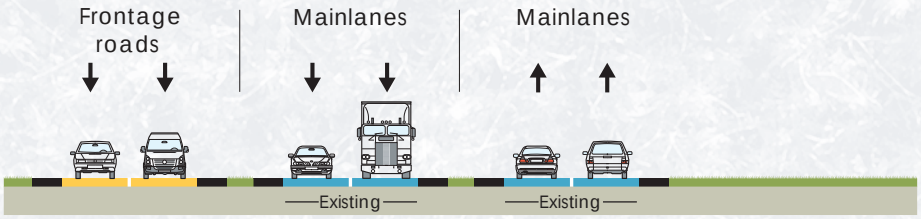
ESTIMATED FUNDING SOURCES

Federal funds	$48 million
State funds	$12 million
TxDOT Right of Way budget (state funds)	$4.5 million
TOTAL	**$64.5 million**

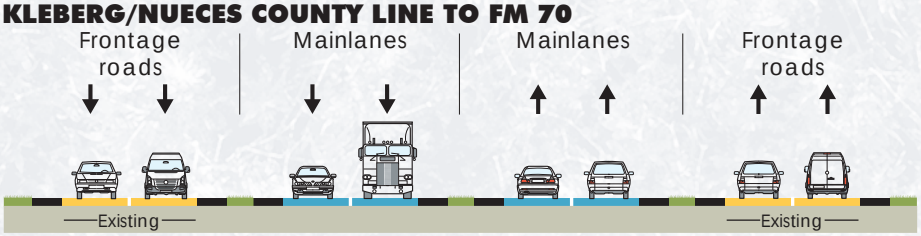
PROJECT SCHEDULE

Final RFP	Sept. 5, 2012 (actual)
Proposals Due	Dec. 14, 2012 (anticipated)
Conditional Contract Award	Feb. 28, 2013 (anticipated)
Contract Execution/Final Award	May 31, 2013

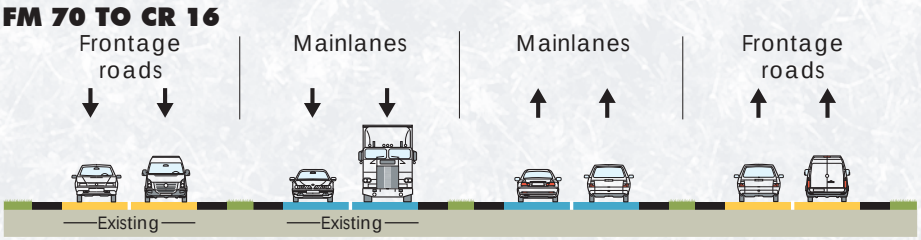
FM 1898 TO KLEBERG/NUECES COUNTY LINE



KLEBERG/NUECES COUNTY LINE TO FM 70



FM 70 TO CR 16



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DFW CONNECTOR

TOP 100

TXDOT FORT WORTH/DALLAS DISTRICTS ★ ★ ★ *Work with others to provide safe and reliable transportation solutions for Texas.*

OVERVIEW

The initial DFW Connector project spans 8.4 miles in Grapevine, Southlake and Irving, and doubles the existing highway system capacity around the north Dallas/Fort Worth (DFW) International Airport entrance. The $1.1 billion project is being designed and built simultaneously by NorthGate Constructors under a design-build comprehensive development agreement. TxDOT is funding a majority of the project project and may contract with NorthGate Constructors to maintain the road system over 15 years after the project is complete. By contracting with one developer to integrate design and construction, TxDOT has shaved several years from the project schedule expected to be completed in 2013.

THE PROJECT

- State Highway 114/121 from Farm-to-Market Road 1709 to north of Interstate 635
- Doubling capacity to provide six to eight general-purpose lanes in each direction on SH 114
- Four to seven northbound and three to six southbound SH 121 lanes near DFW International Airport north entrance
- Four miles of toll managed lanes
- Managed lanes will feature dynamic pricing (toll rates adjusted as traffic increases or decreases) to maintain 50 mph traffic flow

STATUS

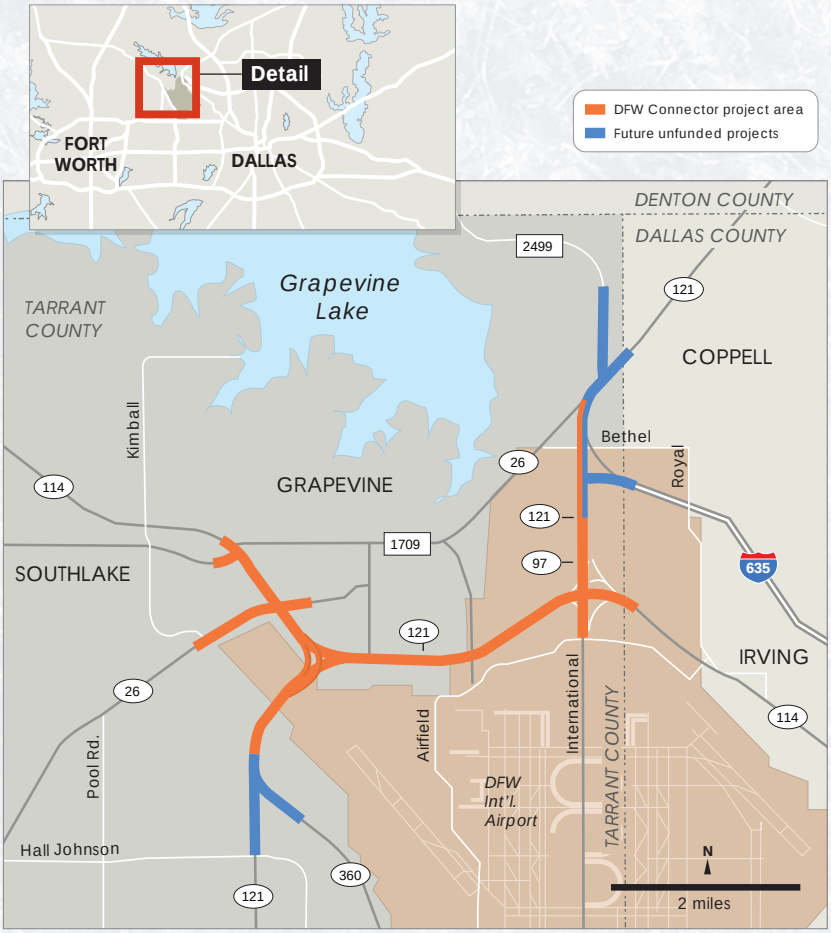
WHAT WE'RE DOING

The DFW Connector project is on target to be 85% complete by the end of 2012, which means construction will be finished approximately one year ahead of the 2014 original completion date.

WHY?

- Currently ranked among the 100 Most Congested Roadway Segments in Texas. The DFW Connector is rebuilding six interchanges where the area's four most populous counties converge.

ESTIMATED COMPLETION DATE: Mid 2013



NOTE: Highlighted areas are not to scale. TxDOT graphics

- The existing roadways currently handle about 200,000 vehicles per day.
- After its completion, the DFW Connector will be safer and faster to efficiently accommodate an estimated 360,000 drivers a day projected by 2030.
- DFW International Airport is the third busiest airport in the world and a major traffic generator.

PROJECTED COSTS

Construction, Design	$1.0 billion
Right-of-Way	$107.0 million
TOTAL	**$1.1 billion**

FUNDING SOURCES

TxDOT (Public Funds)	$667.0 million
American Recovery and Reinvestment Act (ARRA)	$260.0 million
TxDOT (Proposition 12 bonds)	$32.0 million
TxDOT (Proposition 14 bonds - Right-of-Way):	$107.0 million
TOTAL	**$1.1 billion**

PROJECT CONTACTS

Project website: www.dfwConnector.com

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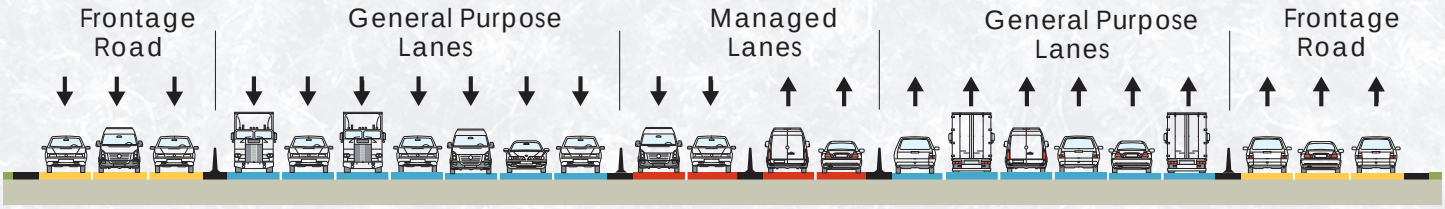
PROPOSED - EASTBOUND AT MINTERS CHAPEL ROAD



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I-635 LBJ EAST

TOP 100

OVERVIEW

The I-635 East expansion extends the improvements made by the LBJ Express project about 10.8 miles further eastward to I-30. LBJ Freeway is one of the busiest, most congested highways in North Texas. This project will rebuild and widen the road to include additional general-purpose lanes and new managed lanes.

THE PROJECT

- Builds additional general-purpose and managed lanes from U.S. 75 to I-30.
- Managed lanes may feature toll rates adjusted as traffic increases or decreases (dynamic pricing) to improve traffic flow.

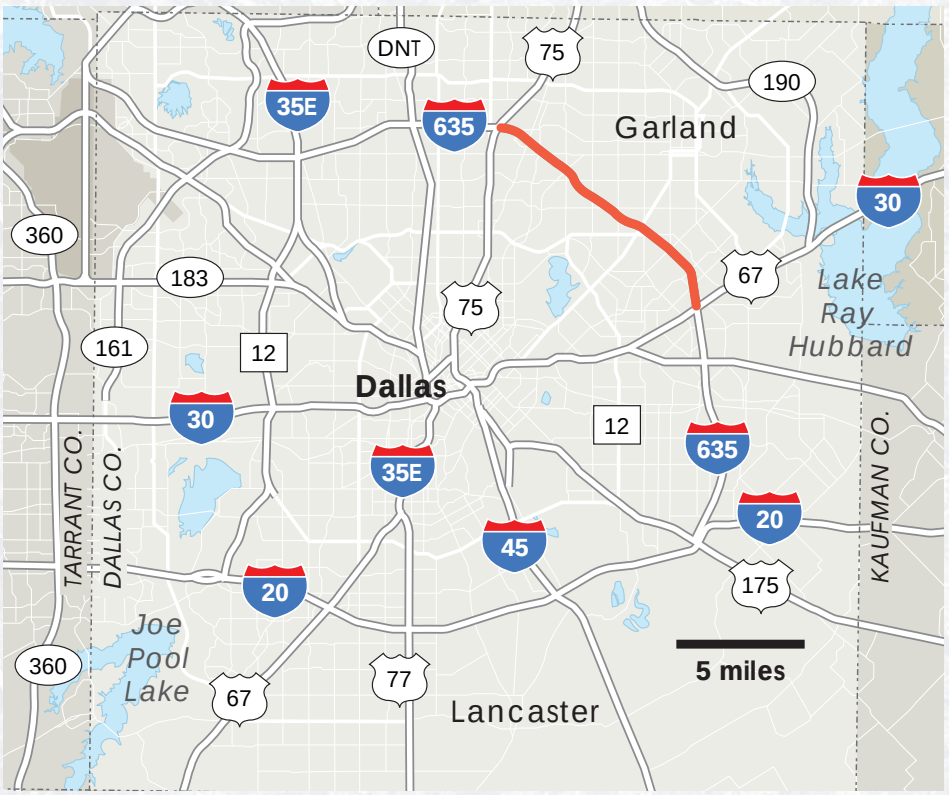
STATUS

- **Finding of No Significant Impact:** January 30, 2003
- **Final RFQ:** N/A
- **Final RFP:** N/A
- **Proposals Due:** N/A
- **Conditional Contract Award:** N/A
- **Contract Execution/Final Award:** N/A

WHY?

- LBJ is consistently ranked highly on TxDOT's 100 Most Congested Roadway Segments in Texas.
- The roadway currently handles up to 192,000 vehicles per day.

ESTIMATED COMPLETION DATE:



PROJECTED COSTS

Construction, Design	$626 million
Right-of-Way	$47 million
Utilities	TBD
Tolling/ITS	TBD
TOTAL	**$673 million**

ESTIMATED FUNDING SOURCES

TBD	$673 million

PROJECT CONTACTS

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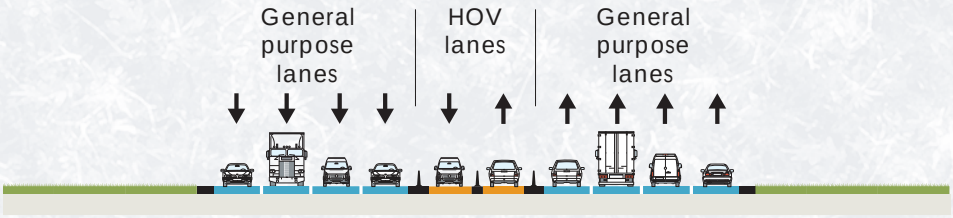
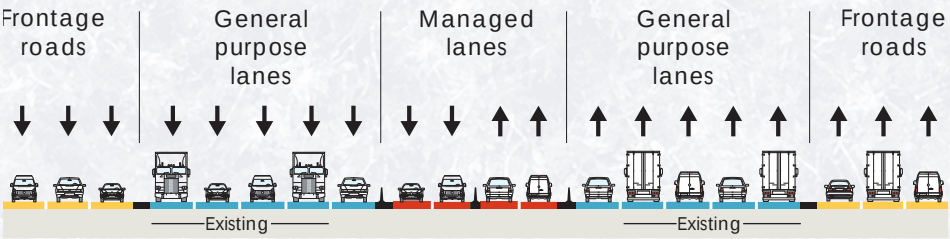
I-635 LBJ EAST

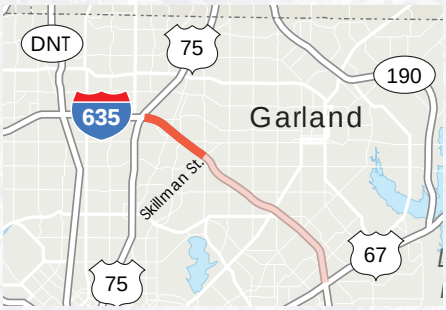
TOP 100

EXISTING

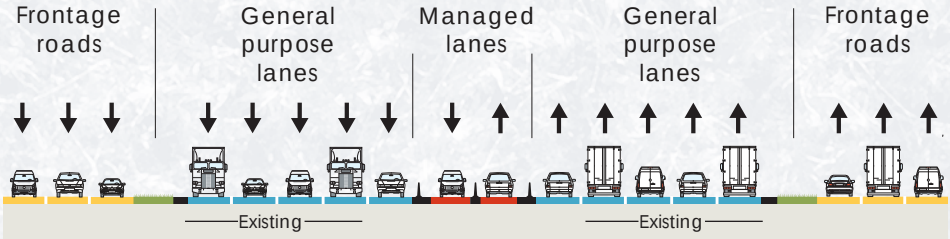


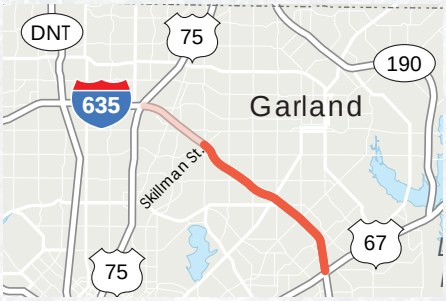
US 75 TO SKILLMAN ULTIMATE





SKILLMAN TO NORTH OF I-30 ULTIMATE





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LBJ EXPRESS (DALLAS)

TOP 100

TXDOT DALLAS DISTRICT ★ ★ ★ *Work with others to provide safe and reliable transportation solutions for Texas.*

OVERVIEW

The LBJ Express project rebuilds one of the busiest, most congested highways in North Texas. The project doubles the existing capacity and greatly improves mobility on the roadway that handles up to 275,000 vehicles a day and includes roadways near the north entrance to the Dallas/Fort Worth (DFW) International Airport. The joint project with LBJ Infrastructure Group (LBJIG) is the first in Dallas County built under a comprehensive development agreement (CDA). It will leverage a $490 million state investment into $2.7 billion in public and private funds to design and build the 16.5-mile project. By hiring one developer to integrate design and construction in a design-build contract, TxDOT has shaved several years from the project schedule. Upon completion, the state owns the project and LBJIG will be responsible for operations and maintenance over the next 52 years, expected to total $500 million.

THE PROJECT

- Constructs four general-purpose lanes and three managed lanes in each direction on I-635 from east of Luna Road to Greenville Avenue
- Constructs two-lane elevated ramps on I-35E from Loop 12 to north of I-635
- Managed lanes will feature toll rates adjusted as traffic increases or decreases (dynamic pricing) to improve traffic flow

STATUS

MILESTONES

- Construction began on Jan. 18, 2011.
- ·Received approval to begin detailed work on Dec. 19, 2010
- June 2010
- ·Comprehensive Development Agreement executed with LBJ Infrastructure Group on Sept. 4, 2009.

WHAT'S PLANNED

- We are in the early planning phases to develop improvements on the segment immediately east of the current LBJ Express.

ESTIMATED COMPLETION DATE: Late 2015

NOTE: Highlighted areas are not to scale.
SOURCE: TxDOT research

TxDOT graphics

WHY?

- Ranked number 2 and 19 on TxDOT's 100 Most Congested Roadway Segments in Texas.
- The roadway currently handles up to 275,000 vehicles per day, projected to increase to more than 400,000 vehicles per day by 2030.
- The north entrance to DFW International Airport, the third busiest airport in the world, is a major traffic generator along the 16.5-mile project.

PROJECTED COSTS

Total project delivery (Construction, Design, Right-of-way, Finance)	**$2.7 billion**

OPERATIONS/ MAINTENANCE COSTS

Net present value (52-year term))	**$500.0 million**

FUNDING SOURCES

TxDOT (Public Funds)	$490.0 million
Local (County, City, DART, Regional Toll Revenue)	$168.0 million
LBJIG equity (Private Funds)	$664.0 million
Private Activity Boards	$615.0 million
Transportation Infrastructure Finance and Innovation Act (TIFIA) loan	$850.0 million
TOTAL	**$2.7 billion**

PROJECT CONTACTS

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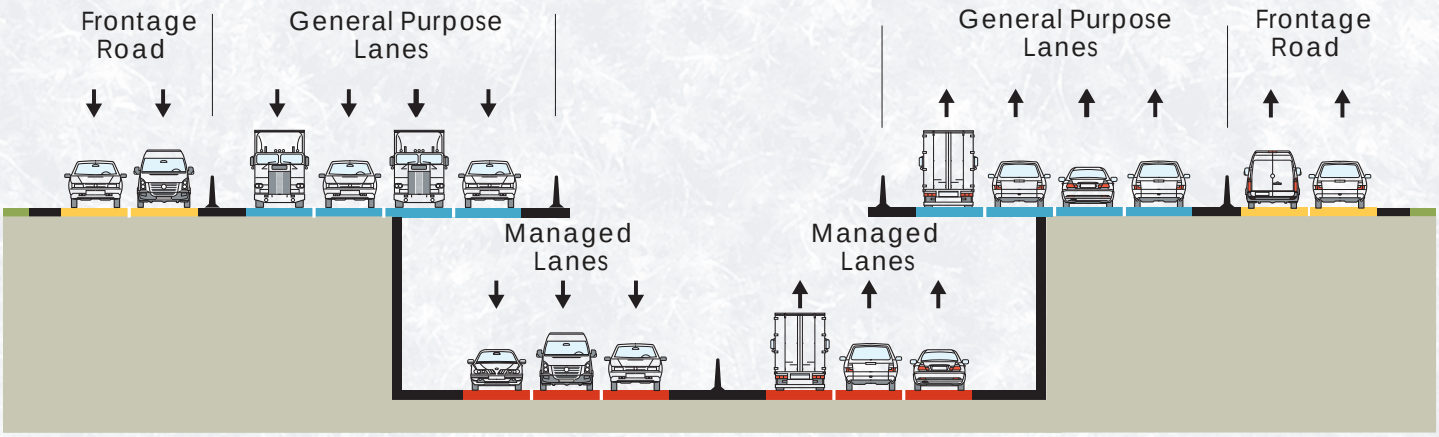
LBJ EXPRESS (DALLAS)

TOP 100

PROPOSED



NOTE: Illustration depicts example managed lane design only.

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LOOP 1604

OVERVIEW

Phase I of the Loop 1604 Western Expansion Design/Build project will expand Loop 1604 to a four-lane non-toll expressway from SH 16 (Bandera Road) to Wiseman Boulevard. TxDOT and local officials are working together to conduct an Environmental Impact Statement (EIS) along the 35.5 mile stretch of Loop 1604 from US 90 to I-35. This Western Expansion project is a subset of that 35.5 miles. A record of decision is expected in Late 2013. Construction is estimated to begin in early 2014.

THE PROJECT

- The EIS is evaluating three build alternatives; add general purpose lanes, add managed lanes to the inside main lanes, or add managed lanes to the outside main lanes.
- Phase II of the project will be to continue with the preferred alternative from the EIS.
- Transportation System Management (TSM), Transportation Demand Management (TDM), and transit options are also being considered for the corridor.

STATUS

WHAT WE'VE DONE

In the summer of 2012, TxDOT and the San Antonio-Bexar County Metropolitan Planning Organization authorized $146.8 million in state bond funds to advance expressway lanes within Phase I of the Loop 1604 project. To help accelerate this initial phase of the project, local officials have requested that TxDOT clear this portion of the project through a state environmental process.

WHAT'S PLANNED

TxDOT plans to initiate a design-build contract in the summer of 2013 that will allow for final award and construction to begin in late 2013 or early 2014.

WHY?

- To meet present and future growth and development demands.

ESTIMATED COMPLETION DATE:

TBD DEPENDING ON WINNING DEVELOPER'S PROPOSED SCHEDULE

*Project limits may change due to information acquired through the EIS process and the content of developer proposals

- Provide added capacity to improve roadway operations.
- Increase mobility options for the San Antonio region.
- Address safety concerns due to increased traffic.

PROJECTED COSTS

Construction, Design	$107.0 million
Right-of-Way	$25.0 million
Utilities	$13.0 million
Toll/ITS (non-tolled)	$1.1 million
TOTAL	**$146,8 million**

FUNDING SOURCES

TxDOT District Strategic Priority Funds	$92.4 million
San Antonio-Bexar County MPO funds	$54.4 million
TOTAL	**$146.8 million**

PROJECT CONTACTS

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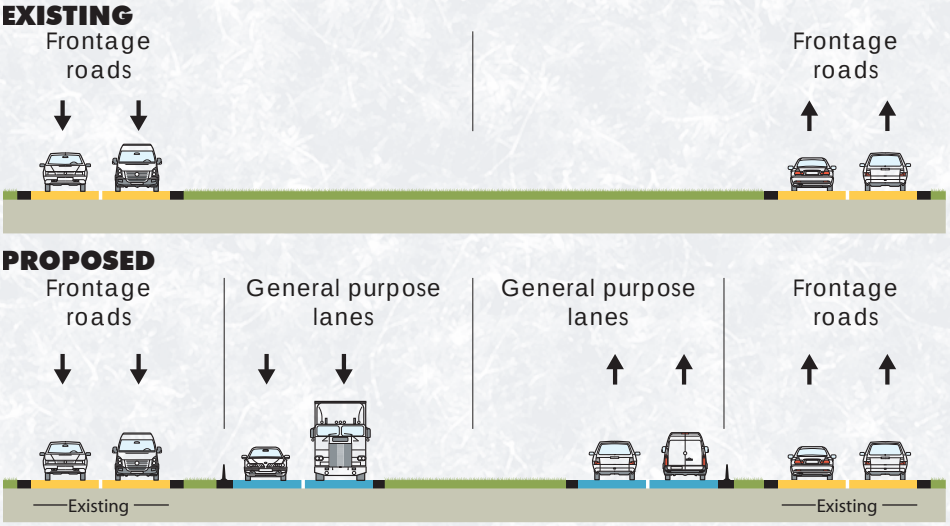
LOOP 1604



NOTE: Illustration depicts example managed lane design only.

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MOPAC MANAGED LANES

OVERVIEW

HOV or Express Lanes on Loop 1 (MoPac) have been included in the Capital Area Metropolitan Planning Organization's (CAMPO) Long Range Transportation Plan since 1994 as a means of addressing growing congestion in the region. Sixteen years later, in 2010, state and local officials launched a managed lane study along Loop 1 North. Now, the Loop 1 project consists of two sections: the North segment runs from FM 734 (Parmer Lane) to Cesar Chavez. A second phase will carry the managed lanes south from Cesar Chavez to Slaughter Lane. The Central Texas Mobility Authority (CTRMA) will operate the managed lanes.

THE PROJECT

Loop 1 North

- Project limits cover approximately 11 miles, from Parmer Lane to Cesar Chavez
- Sponsors include: CTRMA, TxDOT, City of Austin, CapMetro, and Federal Highway Administration
- The project will add 1 managed lane in each direction within existing right of way
- The project also includes new ramp connections to downtown, sound walls, aesthetics/landscaping, a 10-ft shared use path, and sidewalks

Loop 1 South

- Project limits extend from Cesar Chavez southward to Slaughter Lane
- TxDOT is partnering with CTRMA to advance development of this segment
- Similar to Loop 1 North, Loop 1 South will add managed lanes within the existing right of way

ESTIMATED COMPLETION DATE:

LATE 2015 TO EARLY 2016 FOR LOOP 1 NORTH

STATUS

WHAT WE'VE DONE

CTRMA and TxDOT have completed an Environmental Assessment on Loop 1 North. The study concluded that constructing one managed lane in each direction was the best way to address mobility issues in the corridor. In August 2012, FHWA issued a "finding of no significant impact," clearing the way for construction of the project.

WHAT WE'RE DOING

Plans are underway to contract a firm to design and build the Loop1 North project. The contractor should be in place by early 2013, with construction underway by mid-2013. Loop 1 South received $16.5 million of Proposition 12 funds under Rider 42 of the General Appropriations Act to begin environmental clearance, final design, and construction preparation.

WHAT'S PLANNED

TxDOT is preparing to procure an engineering consultant to develop additional plans for proposed overpasses at Loop 1 with Slaughter Lane (end of Loop1 South) and LaCrosse Avenue (next interchange south of the Loop 1 South project). Final selection/contract execution anticipated by the end of the year. This work lays the foundation to extend MOPAC improvements even

PROJECT CONTACTS

Texas Department of Transportation
7901 N IH 35
Austin, Texas 78753
(512) 832-7000

Terry McCoy
Director of Transportation Planning
2727 S. Austin Ave.
Georgetown, TX 78626
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MOPAC MANAGED LANES

TOP 100

further south in the near future.

The preparation of an environmental assessment is anticipated to take approximately two to three years to complete.

WHY?

- Manage congestion to improve mobility along the corridor which is ranked #41 on TxDOT's 100 most congested Roadway Segments in Texas.
- Provide a reliable transit route and reduce travel times by providing a congestion-free lane on Loop 1.
- Improve emergency response by providing additional lane alternatives for emergency vehicles.
- Maximize use of the facility by adding capacity to the existing roadway footprint.

PROJECTED COSTS

Loop 1 North (design/build)	$200 million
Loop 1 South (estimate)	$300 million
TOTAL	**$500 million**

FUNDING SOURCES

North

TxDOT Metropolitan Mobility Funds	$67.6 million
TxDOT/CAMPO	$130.0 million
North Total	**$197.6 million**

SOUTH

Proposition 12 Bonds (Rider 42) environmental clearance, final design, and construction preparation	$16.5 million
District Consultant Engineering Budget	$4.0 million
South Total	**$20.5 million**
TOTAL	**$218.1 million**

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SH 130 (SEGMENTS 5 & 6)

TOP 100 · INTERSTATE 35

OVERVIEW

The entire State Highway 130 toll road measures 91-miles from I-35 in Georgetown to I-10 near Seguin. SH 130 is a state-owned toll road being developed under a public-private partnership. The final southern leg—Segments 5 and 6—completes the final 41-miles through Travis, Caldwell, and Guadalupe counties. TxTAG provides drivers a cashless toll payment system, eliminating the need to stop at toll-booths.

The northern segments of SH 130 opened to traffic in late 2006. Segments 5 and 6 opened to traffic in October 2012.

THE PROJECT

- Complete SH 130 from Mustang Ridge to I-10
- Build a minimum of two tolled lanes in each direction
- **Segment 5** stretches from north of Mustang Ridge to FM 1185 north of Lockhart (12 miles) and follows the current alignment of U.S. 183
- **Segment 6** runs from FM 1185 to I-10 northeast of Seguin (29 miles.) This segment required 26 miles of new right of way
- Progress on Segments 5 and 6 lagged until toll financing was adopted as the funding source

STATUS

WHAT WE'VE DONE

Constructed 50 miles of SH 139 (Segments 1 through 4) from I-35 to north of Mustang Ridge.

WHAT WE'RE DOING

Construction on the final two segments is nearly complete. The road is scheduled to be opened for traffic in late 2012.

WHY?

- Provides congestion relief for I-35.
- Creates new mobility options for Central Texas motorists.

ESTIMATED COMPLETION DATE: LATE 2012

PROJECTED COSTS

Construction, Design	$900 million
Right-of-Way	$377 million
Utilities	$44 million
Tolling/ITS	$18 million
TOTAL	**1.340 billion**

ESTIMATED FUNDING SOURCES

TIFIA Loan	$476 million
Bank Loans	$686 million
San Antonio-Bexar County MPO	$205 million
TOTAL	**1.367 billion**

PROJECT CONTACTS

Project website: www.mysh130.com

Texas Department of Transportation
125 East 11th Street
Austin, TX 78701
(512) 463-8588

Frank Holzmann
CDA Program Director
4615 NW Loop 410 San Antonio, TX 78229
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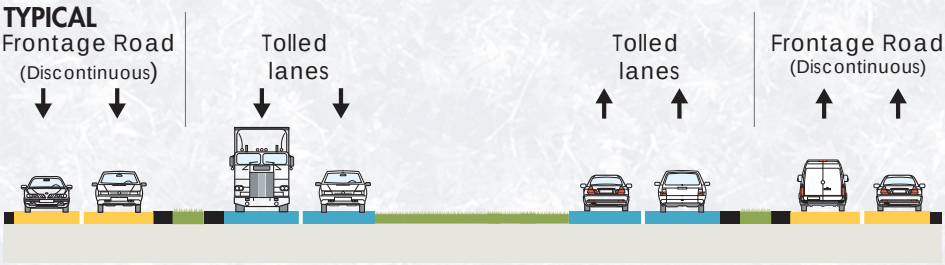
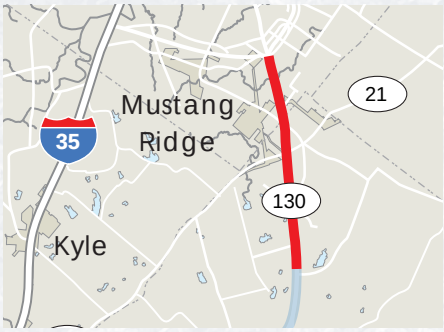
SH 130: U.S. 183 to FM 1185

TYPICAL



NOTE: Illustration depicts example managed lane design only.

TxDOT graphic



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U.S. 281

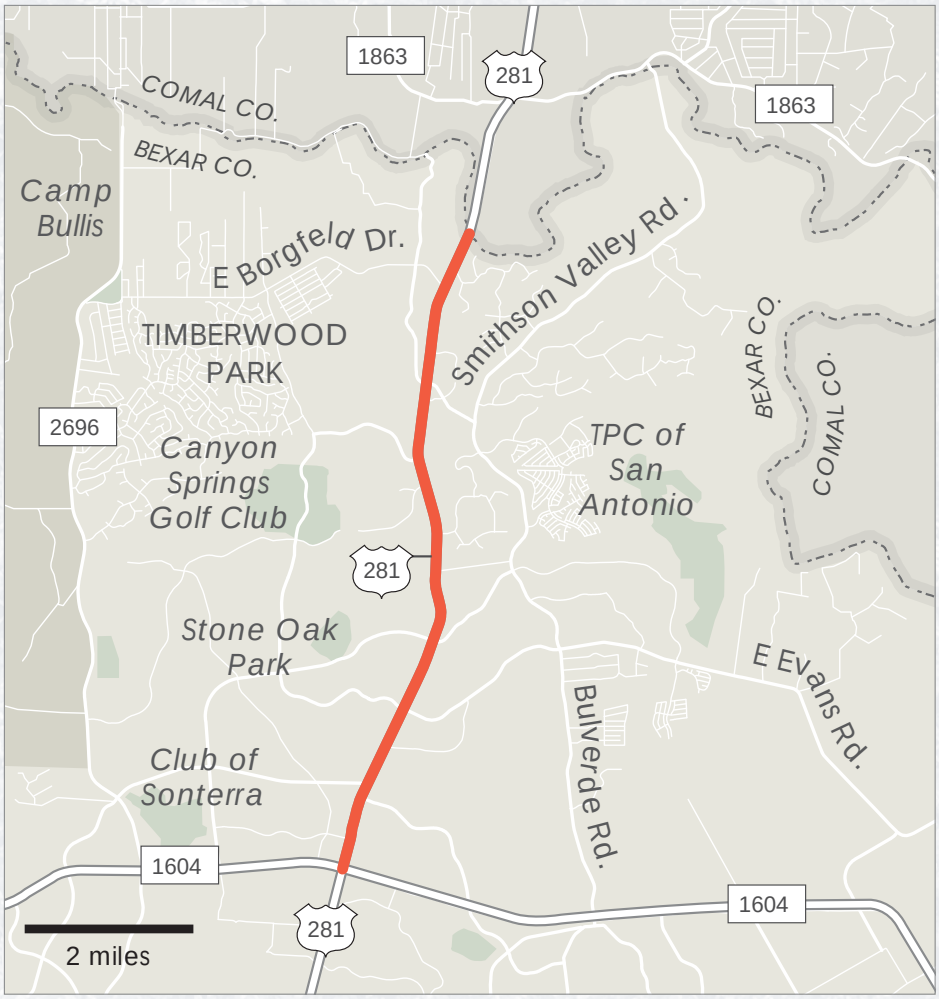
TOP 100

OVERVIEW

The current configuration of the State Loop 1604/U.S. 281 interchange requires drivers to exit the highway, travel along the frontage road, and make a turn to move from one route to the other. The U.S. 281/SL 1604 northern direct connectors will U.S. 281 and SL 1604 at this intersection, providing relief from congestion at this location. This improvement will complement the four southern direct connectors being constructed at this interchange by the Alamo Regional Mobility Authority (RMA). Construction funding is available from a combination of sources and environmental clearance has been obtained, but the design work has not been completed.

As part of the American Recovery and Reinvestment Act of 2009 (ARRA), also known as the Federal Stimulus program, the Alamo RMA received $140 Million in funding to construct four non-toll direct connectors between U.S. 281 and Loop 1604 on the north side of San Antonio. $6 million in additional funding to support the design of the connectors was provided by TxDOT under the Rider 42 program.

Part of this project will feature the construction of a left hand exit from U.S. 281 North to Loop 1604 East and West.



THE PROJECT

- Construct direct connectors between SL 1604 (north) and U.S. 281.

STATUS

WHAT WE'VE DONE

An Environmental Impact Statement (EIS) as been prepared.

TxDOT allocated $6 million in Rider 42 funds (Proposition 12 bonds) for design work on the direct connectors

WHAT'S PLANNED

The record of decision on the U.S. 281 Environmental Impact Statement must be approved before these connectors are built. Assuming this occurs by December 2013, construction could begin by mid-2014 and completed by late 2018.

WHY?

- This location on both SL 1604 and U.S. 281 is consistently among the most congested in San Antonio.
- Approximately 50,000 cars each day currently must exit the highway, stop at a traffic signal, and make a turn to enter the other highway.

PROJECT CONTACTS

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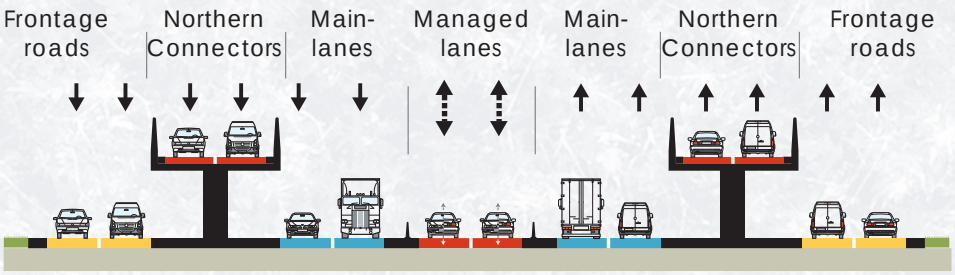
PROPOSED



NOTE: Illustration depicts example managed lane design only.

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INFORMATION ABOUT THE ACCURACY OF PREVIOUS DEPARTMENT FINANCIAL FORECASTS

Measuring the variance between projected and actual revenues allows TxDOT to evaluate whether its current forecasting methodology is accurate. It can also indicate if any recent changes to the methodology have affected the forecasting accuracy. It is important that TxDOT be accurate in its projections so that the department can plan budgets and project schedules to make full use of available funds. The target of no more than +/- a three percent variance between projected and actual revenues is set by TxDOT's executive administration.

The revenues included in this estimate include revenues from state motor fuels taxes, state motor vehicle registration and title fees, interest, motor lubricant sales taxes, and various other state revenues. The estimate does not include any federal or local funds or any bond proceeds.

The department develops a fiscal year revenue estimate in September of each year and uses the forecast to determine how much money is expected to be available to support highway construction, maintenance, and departmental operations. The department considers current law, economic indicators, historical trends, and other factors in developing its forecast of available revenue. The accuracy of the revenue estimate is essential to effective and efficient project scheduling.

The department analyzes its actual revenues compared to the estimates on a monthly basis to ensure that the department does not overextend its monthly obligations.

Data on revenues is collected, on a monthly basis, by the Budget and Forecasting branch of TxDOT's Finance Division from the Comptroller's Uniform Statewide Accounting System (USAS) and TxDOT's Financial Information System (FIMS). The variance is calculated by:

Actual Revenues - Projected Revenue = Revenue Variance

The department's target is to have its annual revenues estimate within 3.0% of actual revenues. For FY 2010, the actual revenues received were 0.46% above the projected estimate. During the last five fiscal years, the department's estimates have been accurate within the plus or minus 3.0% target.

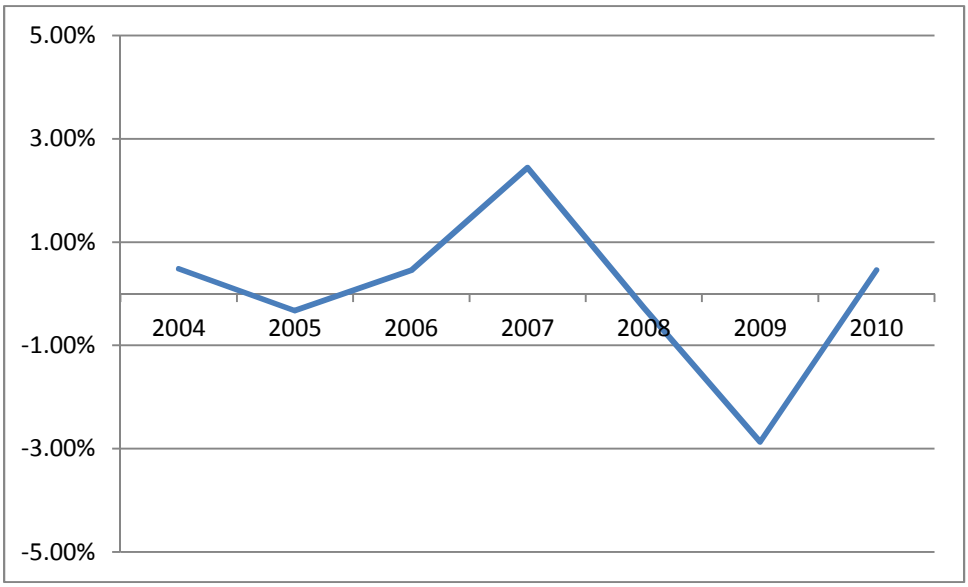

FIGURE 11. ACCURACY OF FUND 6 FORECASTS

Table 15. Measuring Performance: Accuracy of Fund 6 Forecasts

Fiscal Year	Estimated Revenues	Actual Revenues	$ Variance	% Variance
2004	$3,131,433,249	$3,146,400,997	$14,967,748	0.48%
2005	$3,226,654,465	$3,216,016,718	($10,637,747)	-0.33%
2006	$3,321,232,692	$3,336,035,971	$14,803,279	0.45%
2007	$3,379,691,985	$3,462,302,026	$82,610,041	2.44%
2008	$3,616,074,195	$3,606,191,586	($9,882,609)	-0.27%
2009	$3,694,693,140	$3,588,831,382	($105,861,758)	-2.87%
2010	$3,585,809,711	$3,602,469,423	$16,659,712	0.46%

By reviewing the forecast on a monthly basis and making appropriate adjustments, the department was able to avoid over-obligating the department in any given month and maximize the use of available funding.

The department is continually identifying methods to improve the accuracy of the department's revenue estimate. For example, the staff routinely performs monthly trend analysis, closely monitors state motor fuels tax and vehicle registration receipts, discusses findings with the CFO (Chief Financial Officer) in monthly forecast meetings, and researches past and future trends utilizing economic data obtained through a contract with IHS Global Insight, Inc.

The Texas A&M Transportation Institute was previously contracted to look at TxDOT's construction payout methodology. TTI identified several different formulas and tested them against actual historical payouts for projects over a number of years, but in the end they agreed that our current method was closer to being correct than any of the other methods they researched for us.

APPENDIX A: FISCAL YEAR 2012 PERCENT OF LANE-MILES WITH PAVEMENT IN GOOD OR BETTER CONDITION

TxDOT District	County	Good or Better Lane Miles	County-wide Lane Miles	Percent Good or Better
Tyler	Anderson	940.1	974.9	96.43%
Odessa	Andrews	515.8	532.8	96.81%
Lufkin	Angelina	838.1	946.3	88.57%
Corpus Christi	Aransas	122.2	184.7	66.16%
Wichita Falls	Archer	526.6	547.6	96.17%
Amarillo	Armstrong	314.6	378.2	83.18%
San Antonio	Atascosa	794.8	1004.4	79.13%
Yoakum	Austin	525.8	617.0	85.22%
Lubbock	Bailey	442.0	489.4	90.31%
San Antonio	Bandera	402.9	419.9	95.95%
Austin	Bastrop	619.4	735.4	84.23%
Wichita Falls	Baylor	451.2	490.6	91.97%
Corpus Christi	Bee	600.3	684.7	87.67%
Waco	Bell	1273.9	1494.4	85.24%
San Antonio	Bexar	2801.7	3451.9	81.16%
Austin	Blanco	389.0	454.4	85.61%
Abilene	Borden	313.0	340.0	92.06%
Waco	Bosque	649.9	694.7	93.55%
Atlanta	Bowie	959.0	1073.2	89.36%
Houston	Brazoria	1031.0	1297.7	79.45%
Bryan	Brazos	783.2	938.8	83.43%
El Paso	Brewster	591.4	604.4	97.85%
Childress	Briscoe	299.6	326.8	91.68%
Pharr	Brooks	295.4	316.0	93.48%
Brownwood	Brown	677.1	769.8	87.96%
Bryan	Burleson	403.8	522.0	77.36%
Austin	Burnet	725.6	805.0	90.14%
Austin	Caldwell	389.2	541.8	71.83%
Yoakum	Calhoun	363.3	409.7	88.67%
Abilene	Callahan	637.4	737.4	86.44%
Pharr	Cameron	1499.1	1778.2	84.30%
Atlanta	Camp	225.0	259.4	86.74%
Amarillo	Carson	643.0	732.0	87.84%

Atlanta	Cass	901.6	992.4	90.85%
Lubbock	Castro	388.2	471.0	82.42%
Beaumont	Chambers	688.5	758.8	90.74%
Tyler	Cherokee	1113.7	1157.3	96.23%
Childress	Childress	425.4	476.6	89.26%
Wichita Falls	Clay	735.8	767.2	95.91%
Lubbock	Cochran	414.0	470.2	88.05%
San Angelo	Coke	344.1	368.3	93.43%
Brownwood	Coleman	696.5	756.3	92.09%
Dallas	Collin	1136.0	1440.1	78.88%
Childress	Collingsworth	407.0	452.0	90.04%
Yoakum	Colorado	650.8	719.0	90.51%
San Antonio	Comal	575.5	686.0	83.89%
Brownwood	Comanche	712.2	742.4	95.93%
San Angelo	Concho	461.5	483.7	95.41%
Wichita Falls	Cooke	740.9	796.9	92.97%
Waco	Coryell	612.1	690.0	88.71%
Childress	Cottle	367.8	387.2	94.99%
Odessa	Crane	311.6	313.0	99.55%
San Angelo	Crockett	763.8	784.8	97.32%
Lubbock	Crosby	520.2	565.2	92.04%
El Paso	Culberson	667.9	732.9	91.13%
Amarillo	Dallam	596.2	657.8	90.64%
Dallas	Dallas	2191.0	3151.9	69.51%
Lubbock	Dawson	595.1	710.7	83.73%
Amarillo	Deaf Smith	492.8	604.4	81.54%
Paris	Delta	277.2	343.8	80.63%
Dallas	Denton	1271.6	1542.7	82.43%
Yoakum	Dewitt	569.1	669.5	85.00%
Childress	Dickens	433.2	470.0	92.17%
Laredo	Dimmit	410.5	492.7	83.32%
Childress	Donley	399.8	456.0	87.68%
Laredo	Duval	488.6	570.2	85.69%
Brownwood	Eastland	939.2	1006.0	93.36%
Odessa	Ector	867.4	931.0	93.17%
San Angelo	Edwards	481.4	501.4	96.01%
El Paso	El Paso	1356.5	1554.1	87.29%
Dallas	Ellis	1190.5	1486.4	80.09%
Fort Worth	Erath	768.5	811.1	94.75%
Waco	Falls	635.7	732.1	86.83%
Paris	Fannin	766.2	970.1	78.98%
Yoakum	Fayette	818.4	945.1	86.59%

Abilene	Fisher	501.0	538.8	92.98%
Lubbock	Floyd	601.4	703.4	85.50%
Childress	Foard	288.2	298.0	96.71%
Houston	Fort Bend	970.9	1194.6	81.27%
Paris	Franklin	300.8	333.4	90.22%
Bryan	Freestone	663.9	807.9	82.18%
San Antonio	Frio	664.0	760.0	87.37%
Lubbock	Gaines	598.8	663.4	90.26%
Houston	Galveston	826.4	1072.9	77.02%
Lubbock	Garza	434.6	462.0	94.07%
Austin	Gillespie	608.4	645.6	94.24%
San Angelo	Glasscock	269.2	292.4	92.07%
Corpus Christi	Goliad	502.0	533.8	94.04%
Yoakum	Gonzales	709.3	865.5	81.95%
Amarillo	Gray	598.4	708.3	84.48%
Paris	Grayson	924.4	1168.2	79.13%
Tyler	Gregg	682.1	773.6	88.17%
Bryan	Grimes	485.4	614.8	78.95%
San Antonio	Guadalupe	774.6	938.8	82.51%
Lubbock	Hale	922.4	1040.6	88.64%
Childress	Hall	436.7	457.5	95.45%
Waco	Hamilton	499.6	585.0	85.40%
Amarillo	Hansford	470.6	527.8	89.16%
Childress	Hardeman	404.8	464.2	87.20%
Beaumont	Hardin	517.6	545.0	94.97%
Houston	Harris	4192.6	5425.8	77.27%
Atlanta	Harrison	1025.6	1119.4	91.62%
Amarillo	Hartley	426.4	538.8	79.14%
Abilene	Haskell	620.0	667.2	92.93%
Austin	Hays	593.5	709.6	83.64%
Amarillo	Hemphill	325.9	392.3	83.07%
Tyler	Henderson	998.3	1030.9	96.84%
Pharr	Hidalgo	2014.3	2345.1	85.89%
Waco	Hill	861.3	1048.3	82.16%
Lubbock	Hockley	633.8	741.2	85.51%
Fort Worth	Hood	371.8	396.2	93.84%
Paris	Hopkins	764.8	934.8	81.81%
Lufkin	Houston	759.3	874.4	86.84%
Abilene	Howard	728.3	840.1	86.69%
El Paso	Hudspeth	731.0	815.2	89.67%
Paris	Hunt	1008.2	1284.5	78.49%
Amarillo	Hutchinson	442.2	484.4	91.29%
San Angelo	Irion	237.0	245.6	96.50%

Fort Worth	Jack	534.2	575.6	92.81%
Yoakum	Jackson	496.9	591.9	83.95%
Beaumont	Jasper	721.1	773.5	93.23%
El Paso	Jeff Davis	392.8	458.4	85.69%
Beaumont	Jefferson	796.4	956.8	83.24%
Pharr	Jim Hogg	271.6	290.2	93.59%
Corpus Christi	Jim Wells	513.8	685.8	74.92%
Fort Worth	Johnson	781.6	938.3	83.30%
Abilene	Jones	804.4	988.4	81.38%
Corpus Christi	Karnes	450.2	698.2	64.48%
Dallas	Kaufman	826.6	1120.0	73.80%
San Antonio	Kendall	381.1	437.7	87.07%
Pharr	Kenedy	166.0	186.4	89.06%
Abilene	Kent	295.0	321.8	91.67%
San Antonio	Kerr	619.9	714.5	86.76%
San Angelo	Kimble	672.6	686.8	97.93%
Childress	King	168.6	182.0	92.64%
Laredo	Kinney	368.0	386.6	95.19%
Corpus Christi	Kleberg	320.8	376.4	85.23%
Childress	Knox	434.6	467.8	92.90%
Paris	Lamar	798.5	982.6	81.26%
Lubbock	Lamb	640.2	789.4	81.10%
Brownwood	Lampasas	462.0	506.6	91.20%
Laredo	Lasalle	448.6	642.0	69.88%
Yoakum	Lavaca	574.8	655.6	87.68%
Austin	Lee	433.2	542.4	79.87%
Bryan	Leon	734.4	823.2	89.21%
Beaumont	Liberty	722.2	813.2	88.81%
Waco	Limestone	603.8	764.3	79.00%
Amarillo	Lipscomb	380.6	417.4	91.18%
Corpus Christi	Live Oak	798.8	989.6	80.72%
Austin	Llano	435.2	503.0	86.52%
Odessa	Loving	64.8	67.8	95.58%
Lubbock	Lubbock	1397.2	1546.2	90.36%
Lubbock	Lynn	652.0	695.8	93.71%
Bryan	Madison	410.2	569.6	72.02%
Atlanta	Marion	313.6	328.0	95.61%
Odessa	Martin	500.2	558.0	89.64%
Austin	Mason	390.1	425.5	91.68%
Yoakum	Matagorda	630.0	687.4	91.65%
Laredo	Maverick	379.2	495.0	76.61%
Brownwood	Mcculloch	566.9	607.9	93.26%

Waco	Mclennan	1358.7	1654.5	82.12%
San Antonio	Mcmullen	251.2	289.2	86.86%
San Antonio	Medina	713.5	768.9	92.79%
San Angelo	Menard	322.4	347.6	92.75%
Odessa	Midland	903.6	978.0	92.39%
Bryan	Milam	591.1	684.7	86.33%
Brownwood	Mills	417.2	436.8	95.51%
Abilene	Mitchell	593.2	646.6	91.74%
Wichita Falls	Montague	747.0	840.2	88.91%
Houston	Montgomery	1057.3	1196.8	88.34%
Amarillo	Moore	404.4	466.4	86.71%
Atlanta	Morris	280.3	352.5	79.52%
Childress	Motley	293.2	330.4	88.74%
Lufkin	Nacogdoches	890.9	996.3	89.42%
Dallas	Navarro	982.6	1184.6	82.95%
Beaumont	Newton	536.2	554.4	96.72%
Abilene	Nolan	555.5	657.9	84.44%
Corpus Christi	Nueces	955.9	1421.2	67.26%
Amarillo	Ochiltree	325.6	430.2	75.69%
Amarillo	Oldham	397.4	454.5	87.44%
Beaumont	Orange	525.1	582.5	90.15%
Fort Worth	Palo Pinto	702.5	815.5	86.14%
Atlanta	Panola	623.7	764.9	81.54%
Fort Worth	Parker	789.9	865.7	91.24%
Lubbock	Parmer	503.8	609.8	82.62%
Odessa	Pecos	1629.5	1661.7	98.06%
Lufkin	Polk	784.7	868.0	90.40%
Amarillo	Potter	692.7	855.4	80.98%
El Paso	Presidio	489.8	524.8	93.33%
Paris	Rains	230.4	267.4	86.16%
Amarillo	Randall	680.7	828.7	82.14%
San Angelo	Reagan	289.0	321.2	89.98%
San Angelo	Real	268.8	291.0	92.37%
Paris	Red River	648.4	744.0	87.15%
Odessa	Reeves	1047.9	1119.7	93.59%
Corpus Christi	Refugio	387.6	464.4	83.46%
Amarillo	Roberts	233.0	242.2	96.20%
Bryan	Robertson	595.0	655.0	90.84%
Dallas	Rockwall	158.6	328.5	48.28%
San Angelo	Runnels	702.2	733.2	95.77%
Tyler	Rusk	1093.7	1187.6	92.09%
Lufkin	Sabine	434.7	486.6	89.33%
Lufkin	San Augustine	510.0	542.4	94.03%

Lufkin	San Jacinto	493.5	523.3	94.31%
Corpus Christi	San Patricio	815.0	957.7	85.10%
Brownwood	San Saba	404.0	439.6	91.90%
San Angelo	Schleicher	351.4	362.4	96.96%
Abilene	Scurry	576.8	654.2	88.17%
Abilene	Shackelford	309.4	347.4	89.06%
Lufkin	Shelby	722.4	881.4	81.96%
Amarillo	Sherman	319.8	431.0	74.20%
Tyler	Smith	1516.6	1605.5	94.46%
Fort Worth	Somervell	179.8	199.2	90.26%
Pharr	Starr	431.2	524.0	82.29%
Brownwood	Stephens	508.8	557.4	91.28%
San Angelo	Sterling	244.5	281.4	86.89%
Abilene	Stonewall	325.4	329.2	98.85%
San Angelo	Sutton	584.7	591.9	98.78%
Lubbock	Swisher	662.6	784.8	84.43%
Fort Worth	Tarrant	2558.6	3025.7	84.56%
Abilene	Taylor	873.4	1138.5	76.71%
Odessa	Terrell	376.3	377.7	99.63%
Lubbock	Terry	565.6	625.4	90.44%
Wichita Falls	Throckmorton	330.0	343.4	96.10%
Atlanta	Titus	473.1	544.9	86.82%
San Angelo	Tom Green	977.7	1033.3	94.62%
Austin	Travis	1697.5	2054.0	82.64%
Lufkin	Trinity	398.2	437.4	91.04%
Beaumont	Tyler	520.5	527.9	98.60%
Atlanta	Upshur	712.8	783.6	90.96%
Odessa	Upton	375.2	382.0	98.22%
San Antonio	Uvalde	594.2	708.4	83.88%
Laredo	Val Verde	642.5	729.9	88.03%
Tyler	Van Zandt	1061.4	1161.0	91.42%
Yoakum	Victoria	743.9	864.5	86.05%
Bryan	Walker	713.4	797.8	89.42%
Houston	Waller	506.6	577.0	87.80%
Odessa	Ward	645.0	662.2	97.40%
Bryan	Washington	510.8	616.6	82.84%
Laredo	Webb	931.0	1103.0	84.41%
Yoakum	Wharton	758.7	872.3	86.98%
Childress	Wheeler	587.4	657.0	89.41%
Wichita Falls	Wichita	953.6	1088.7	87.59%
Wichita Falls	Wilbarger	691.5	722.8	95.67%
Pharr	Willacy	450.6	510.4	88.28%

Austin	Williamson	1182.3	1608.6	73.50%
San Antonio	Wilson	666.6	732.4	91.02%
Odessa	Winkler	288.4	294.0	98.10%
Fort Worth	Wise	755.6	851.6	88.73%
Tyler	Wood	841.1	905.3	92.91%
Lubbock	Yoakum	400.2	431.6	92.72%
Wichita Falls	Young	650.9	707.5	92.00%
Pharr	Zapata	253.4	267.8	94.62%
Laredo	Zavala	386.2	543.0	71.12%

Statewide Total	**Total Lane Miles**	165,089.90	190,918.20	86.47%

APPENDIX B: CONDITION OF BRIDGES ON THE STATE HIGHWAY SYSTEM, BY COUNTY (FY 2012)

County	Not Structurally Deficient	Percent Not Structurally Deficient	Structurally Deficient	Percent Structurally Deficient	Functionally Obsolete	Percent Functionally Obsolete	Grand Total
Anderson	107	95.54%	1	0.89%	4	3.57%	112
Andrews	1	100.00%	0	0.00%	0	0.00%	1
Angelina	100	92.59%	0	0.00%	8	7.41%	108
Aransas	16	94.12%	1	5.88%	0	0.00%	17
Archer	93	98.94%	0	0.00%	1	1.06%	94
Armstrong	11	100.00%	0	0.00%	0	0.00%	11
Atascosa	144	95.36%	0	0.00%	7	4.64%	151
Austin	98	92.45%	1	0.94%	7	6.60%	106
Bailey	4	100.00%	0	0.00%	0	0.00%	4
Bandera	45	80.36%	0	0.00%	11	19.64%	56
Bastrop	116	89.92%	0	0.00%	13	10.08%	129
Baylor	44	89.80%	0	0.00%	5	10.20%	49
Bee	105	96.33%	2	1.83%	2	1.83%	109
Bell	336	87.50%	0	0.00%	48	12.50%	384
Bexar	1089	86.77%	1	0.08%	165	13.15%	1255
Blanco	45	81.82%	0	0.00%	10	18.18%	55
Borden	48	97.96%	0	0.00%	1	2.04%	49
Bosque	101	90.18%	4	3.57%	7	6.25%	112
Bowie	244	95.31%	0	0.00%	12	4.69%	256
Brazoria	277	92.95%	2	0.67%	18	6.04%	298
Brazos	176	88.89%	3	1.52%	19	9.60%	198
Brewster	90	98.90%	0	0.00%	1	1.10%	91
Briscoe	14	100.00%	0	0.00%	0	0.00%	14
Brooks	29	100.00%	0	0.00%	0	0.00%	29
Brown	125	98.43%	0	0.00%	2	1.57%	127
Burleson	63	84.00%	0	0.00%	12	16.00%	75
Burnet	61	76.25%	0	0.00%	19	23.75%	80
Caldwell	140	92.72%	1	0.66%	10	6.62%	151
Calhoun	74	94.87%	2	2.56%	2	2.56%	78
Callahan	135	97.83%	0	0.00%	3	2.17%	138
Cameron	217	93.53%	0	0.00%	15	6.47%	232
Camp	35	97.22%	0	0.00%	1	2.78%	36

Carson	32	96.97%	0	0.00%	1	3.03%	33
Cass	132	100.00%	0	0.00%	0	0.00%	132
Castro	9	90.00%	0	0.00%	1	10.00%	10
Chambers	112	94.92%	0	0.00%	6	5.08%	118
Cherokee	114	95.00%	0	0.00%	6	5.00%	120
Childress	66	98.51%	0	0.00%	1	1.49%	67
Clay	115	95.04%	1	0.83%	5	4.13%	121
Coke	81	98.78%	0	0.00%	1	1.22%	82
Coleman	101	95.28%	0	0.00%	5	4.72%	106
Collin	329	79.85%	1	0.24%	82	19.90%	412
Collingsworth	44	97.78%	1	2.22%	0	0.00%	45
Colorado	134	88.74%	0	0.00%	17	11.26%	151
Comal	128	91.43%	0	0.00%	12	8.57%	140
Comanche	101	87.07%	2	1.72%	13	11.21%	116
Concho	64	96.97%	1	1.52%	1	1.52%	66
Cooke	129	92.81%	2	1.44%	8	5.76%	139
Coryell	119	92.25%	0	0.00%	10	7.75%	129
Cottle	55	98.21%	0	0.00%	1	1.79%	56
Crane	18	100.00%	0	0.00%	0	0.00%	18
Crockett	156	98.11%	1	0.63%	2	1.26%	159
Crosby	12	100.00%	0	0.00%	0	0.00%	12
Culberson	133	99.25%	0	0.00%	1	0.75%	134
Dallam	21	95.45%	0	0.00%	1	4.55%	22
Dallas	1115	72.22%	11	0.71%	418	27.07%	1544
Dawson	3	100.00%	0	0.00%	0	0.00%	3
De Witt	136	91.28%	0	0.00%	13	8.72%	149
Deaf Smith	18	81.82%	0	0.00%	4	18.18%	22
Delta	63	92.65%	1	1.47%	4	5.88%	68
Denton	364	80.18%	9	1.98%	81	17.84%	454
Dickens	59	98.33%	0	0.00%	1	1.67%	60
Dimmit	66	92.96%	0	0.00%	5	7.04%	71
Donley	58	96.67%	0	0.00%	2	3.33%	60
Duval	117	100.00%	0	0.00%	0	0.00%	117
Eastland	163	95.88%	0	0.00%	7	4.12%	170
Ector	106	93.81%	1	0.88%	6	5.31%	113
Edwards	25	96.15%	0	0.00%	1	3.85%	26
El Paso	356	80.36%	4	0.90%	83	18.74%	443
Ellis	377	82.49%	0	0.00%	80	17.51%	457
Erath	116	97.48%	1	0.84%	2	1.68%	119

Falls	151	94.97%	0	0.00%	8	5.03%	159
Fannin	151	92.64%	0	0.00%	12	7.36%	163
Fayette	214	92.64%	2	0.87%	15	6.49%	231
Fisher	72	92.31%	0	0.00%	6	7.69%	78
Floyd	8	80.00%	0	0.00%	2	20.00%	10
Foard	46	93.88%	2	4.08%	1	2.04%	49
Fort Bend	243	93.46%	0	0.00%	17	6.54%	260
Franklin	50	100.00%	0	0.00%	0	0.00%	50
Freestone	92	79.31%	3	2.59%	21	18.10%	116
Frio	115	91.27%	0	0.00%	11	8.73%	126
Galveston	163	84.02%	2	1.03%	29	14.95%	194
Garza	47	97.92%	0	0.00%	1	2.08%	48
Gillespie	81	89.01%	0	0.00%	10	10.99%	91
Glasscock	18	100.00%	0	0.00%	0	0.00%	18
Goliad	76	92.68%	3	3.66%	3	3.66%	82
Gonzales	206	88.79%	0	0.00%	26	11.21%	232
Gray	54	93.10%	1	1.72%	3	5.17%	58
Grayson	228	87.36%	1	0.38%	32	12.26%	261
Gregg	123	89.78%	0	0.00%	14	10.22%	137
Grimes	100	84.75%	1	0.85%	17	14.41%	118
Guadalupe	226	95.76%	1	0.42%	9	3.81%	236
Hale	41	91.11%	0	0.00%	4	8.89%	45
Hall	86	96.63%	1	1.12%	2	2.25%	89
Hamilton	76	93.83%	2	2.47%	3	3.70%	81
Hansford	27	90.00%	0	0.00%	3	10.00%	30
Hardeman	52	96.30%	0	0.00%	2	3.70%	54
Hardin	115	97.46%	0	0.00%	3	2.54%	118
Harris	1281	74.52%	6	0.35%	432	25.13%	1719
Harrison	201	94.81%	2	0.94%	9	4.25%	212
Hartley	15	88.24%	2	11.76%	0	0.00%	17
Haskell	64	95.52%	0	0.00%	3	4.48%	67
Hays	100	81.30%	0	0.00%	23	18.70%	123
Hemphill	31	100.00%	0	0.00%	0	0.00%	31
Henderson	150	90.91%	3	1.82%	12	7.27%	165
Hidalgo	212	90.60%	1	0.43%	21	8.97%	234
Hill	211	88.28%	16	6.69%	12	5.02%	239
Hockley	3	100.00%	0	0.00%	0	0.00%	3
Hood	54	93.10%	0	0.00%	4	6.90%	58

Hopkins	151	86.29%	10	5.71%	14	8.00%	175
Houston	92	94.85%	0	0.00%	5	5.15%	97
Howard	90	82.57%	0	0.00%	19	17.43%	109
Hudspeth	122	93.85%	2	1.54%	6	4.62%	130
Hunt	286	93.46%	2	0.65%	18	5.88%	306
Hutchinson	39	97.50%	1	2.50%	0	0.00%	40
Irion	50	100.00%	0	0.00%	0	0.00%	50
Jack	73	96.05%	0	0.00%	3	3.95%	76
Jackson	124	99.20%	1	0.80%	0	0.00%	125
Jasper	123	91.79%	2	1.49%	9	6.72%	134
Jeff Davis	132	98.51%	0	0.00%	2	1.49%	134
Jefferson	238	85.00%	8	2.86%	34	12.14%	280
Jim Hogg	27	93.10%	0	0.00%	2	6.90%	29
Jim Wells	130	92.86%	0	0.00%	10	7.14%	140
Johnson	187	89.90%	5	2.40%	16	7.69%	208
Jones	115	98.29%	0	0.00%	2	1.71%	117
Karnes	91	88.35%	1	0.97%	11	10.68%	103
Kaufman	322	86.33%	3	0.80%	48	12.87%	373
Kendall	69	86.25%	0	0.00%	11	13.75%	80
Kenedy	15	100.00%	0	0.00%	0	0.00%	15
Kent	25	100.00%	0	0.00%	0	0.00%	25
Kerr	128	90.14%	2	1.41%	12	8.45%	142
Kimble	138	94.52%	1	0.68%	7	4.79%	146
King	39	97.50%	1	2.50%	0	0.00%	40
Kinney	34	94.44%	0	0.00%	2	5.56%	36
Kleberg	47	92.16%	2	3.92%	2	3.92%	51
Knox	42	95.45%	2	4.55%	0	0.00%	44
La Salle	109	100.00%	0	0.00%	0	0.00%	109
Lamar	154	87.01%	5	2.82%	18	10.17%	177
Lamb	11	100.00%	0	0.00%	0	0.00%	11
Lampasas	70	92.11%	1	1.32%	5	6.58%	76
Lavaca	121	95.28%	0	0.00%	6	4.72%	127
Lee	52	78.79%	0	0.00%	14	21.21%	66
Leon	115	91.27%	3	2.38%	8	6.35%	126
Liberty	146	96.69%	2	1.32%	3	1.99%	151
Limestone	130	98.48%	0	0.00%	2	1.52%	132
Lipscomb	35	97.22%	1	2.78%	0	0.00%	36
Live Oak	193	94.15%	0	0.00%	12	5.85%	205
Llano	66	86.84%	2	2.63%	8	10.53%	76

Loving	4	100.00%	0	0.00%	0	0.00%	4
Lubbock	188	88.68%	0	0.00%	24	11.32%	212
Lynn	3	60.00%	0	0.00%	2	40.00%	5
Madison	82	79.61%	0	0.00%	21	20.39%	103
Marion	40	86.96%	1	2.17%	5	10.87%	46
Martin	14	100.00%	0	0.00%	0	0.00%	14
Mason	66	88.00%	2	2.67%	7	9.33%	75
Matagorda	79	91.86%	1	1.16%	6	6.98%	86
Maverick	86	97.73%	0	0.00%	2	2.27%	88
McCulloch	88	95.65%	0	0.00%	4	4.35%	92
McLennan	360	84.11%	3	0.70%	65	15.19%	428
McMullen	53	100.00%	0	0.00%	0	0.00%	53
Medina	151	93.79%	0	0.00%	10	6.21%	161
Menard	61	100.00%	0	0.00%	0	0.00%	61
Midland	86	92.47%	0	0.00%	7	7.53%	93
Milam	106	83.46%	4	3.15%	17	13.39%	127
Mills	51	96.23%	0	0.00%	2	3.77%	53
Mitchell	94	81.03%	2	1.72%	20	17.24%	116
Montague	97	97.98%	0	0.00%	2	2.02%	99
Montgomery	250	95.79%	1	0.38%	10	3.83%	261
Moore	22	91.67%	1	4.17%	1	4.17%	24
Morris	47	95.92%	0	0.00%	2	4.08%	49
Motley	39	90.70%	2	4.65%	2	4.65%	43
Nacogdoches	113	88.28%	1	0.78%	14	10.94%	128
Navarro	203	86.38%	2	0.85%	30	12.77%	235
Newton	102	90.27%	1	0.88%	10	8.85%	113
Nolan	120	91.60%	2	1.53%	9	6.87%	131
Nueces	299	91.16%	2	0.61%	27	8.23%	328
Ochiltree	23	95.83%	0	0.00%	1	4.17%	24
Oldham	50	98.04%	0	0.00%	1	1.96%	51
Orange	98	89.09%	6	5.45%	6	5.45%	110
Palo Pinto	177	97.79%	1	0.55%	3	1.66%	181
Panola	125	97.66%	1	0.78%	2	1.56%	128
Parker	148	91.36%	6	3.70%	8	4.94%	162
Parmer	21	100.00%	0	0.00%	0	0.00%	21
Pecos	464	99.57%	1	0.21%	1	0.21%	466
Polk	108	91.53%	1	0.85%	9	7.63%	118
Potter	130	83.33%	8	5.13%	18	11.54%	156

Presidio	70	95.89%	0	0.00%	3	4.11%	73
Rains	33	97.06%	1	2.94%	0	0.00%	34
Randall	69	86.25%	1	1.25%	10	12.50%	80
Reagan	28	100.00%	0	0.00%	0	0.00%	28
Real	22	78.57%	0	0.00%	6	21.43%	28
Red River	114	95.80%	4	3.36%	1	0.84%	119
Reeves	203	97.60%	0	0.00%	5	2.40%	208
Refugio	99	92.52%	2	1.87%	6	5.61%	107
Roberts	21	100.00%	0	0.00%	0	0.00%	21
Robertson	84	86.60%	3	3.09%	10	10.31%	97
Rockwall	41	73.21%	0	0.00%	15	26.79%	56
Runnels	103	89.57%	0	0.00%	12	10.43%	115
Rusk	158	98.14%	1	0.62%	2	1.24%	161
Sabine	62	98.41%	1	1.59%	0	0.00%	63
San Augustine	67	93.06%	1	1.39%	4	5.56%	72
San Jacinto	49	92.45%	0	0.00%	4	7.55%	53
San Patricio	178	96.74%	1	0.54%	5	2.72%	184
San Saba	63	91.30%	0	0.00%	6	8.70%	69
Schleicher	28	100.00%	0	0.00%	0	0.00%	28
Scurry	85	89.47%	1	1.05%	9	9.47%	95
Shackelford	66	98.51%	0	0.00%	1	1.49%	67
Shelby	94	92.16%	2	1.96%	6	5.88%	102
Sherman	25	100.00%	0	0.00%	0	0.00%	25
Smith	204	92.73%	1	0.45%	15	6.82%	220
Somervell	24	92.31%	0	0.00%	2	7.69%	26
Starr	48	96.00%	0	0.00%	2	4.00%	50
Stephens	78	93.98%	1	1.20%	4	4.82%	83
Sterling	51	98.08%	0	0.00%	1	1.92%	52
Stonewall	34	97.14%	0	0.00%	1	2.86%	35
Sutton	86	95.56%	0	0.00%	4	4.44%	90
Swisher	65	98.48%	0	0.00%	1	1.52%	66
Tarrant	904	83.86%	10	0.93%	164	15.21%	1078
Taylor	291	89.54%	0	0.00%	34	10.46%	325
Terrell	53	100.00%	0	0.00%	0	0.00%	53
Terry	5	100.00%	0	0.00%	0	0.00%	5
Throckmorton	45	100.00%	0	0.00%	0	0.00%	45
Titus	85	87.63%	0	0.00%	12	12.37%	97
Tom Green	240	92.31%	0	0.00%	20	7.69%	260
Travis	560	81.63%	3	0.44%	123	17.93%	686

Trinity	51	*89.47%*	4	*7.02%*	2	*3.51%*	57
Tyler	66	*89.19%*	1	*1.35%*	7	*9.46%*	74
Upshur	124	*94.66%*	2	*1.53%*	5	*3.82%*	131
Upton	39	*100.00%*	0	*0.00%*	0	*0.00%*	39
Uvalde	85	*90.43%*	2	*2.13%*	7	*7.45%*	94
Val Verde	76	*91.57%*	0	*0.00%*	7	*8.43%*	83
Van Zandt	158	*91.86%*	0	*0.00%*	14	*8.14%*	172
Victoria	193	*96.02%*	2	*1.00%*	6	*2.99%*	201
Walker	105	*92.11%*	1	*0.88%*	8	*7.02%*	114
Waller	117	*95.12%*	0	*0.00%*	6	*4.88%*	123
Ward	52	*96.30%*	0	*0.00%*	2	*3.70%*	54
Washington	89	*90.82%*	1	*1.02%*	8	*8.16%*	98
Webb	242	*93.44%*	0	*0.00%*	17	*6.56%*	259
Wharton	164	*93.71%*	2	*1.14%*	9	*5.14%*	175
Wheeler	84	*97.67%*	1	*1.16%*	1	*1.16%*	86
Wichita	271	*88.85%*	0	*0.00%*	34	*11.15%*	305
Wilbarger	111	*94.07%*	0	*0.00%*	7	*5.93%*	118
Willacy	54	*96.43%*	0	*0.00%*	2	*3.57%*	56
Williamson	385	*90.16%*	0	*0.00%*	42	*9.84%*	427
Wilson	86	*88.66%*	0	*0.00%*	11	*11.34%*	97
Winkler	1	*100.00%*	0	*0.00%*	0	*0.00%*	1
Wise	118	*90.77%*	2	*1.54%*	10	*7.69%*	130
Wood	89	*85.58%*	1	*0.96%*	14	*13.46%*	104
Young	83	*98.81%*	0	*0.00%*	1	*1.19%*	84
Zapata	33	*89.19%*	0	*0.00%*	4	*10.81%*	37
Zavala	65	*91.55%*	0	*0.00%*	6	*8.45%*	71
Grand Total	**30568**	***89.23%***	**261**	***0.76%***	**3429**	***10.01%***	**34259**

APPENDIX C: CONDITION OF BRIDGES NOT ON THE STATE HIGHWAY SYSTEM, BY COUNTY

County	Not Structurally Deficient	Percent Not Structurally Deficient	Structurally Deficient	Percent Structurally Deficient	Functionally Obsolete	Percent Functionally Obsolete	Grand Total
Anderson	37	62.71%	10	16.95%	12	20.34%	59
Angelina	46	82.14%	2	3.57%	8	14.29%	56
Aransas	2	66.67%	0	0.00%	1	33.33%	3
Archer	26	89.66%	1	3.45%	2	6.90%	29
Armstrong	0	0.00%	1	100.00%	0	0.00%	1
Atascosa	24	96.00%	1	4.00%	0	0.00%	25
Austin	83	82.18%	10	9.90%	8	7.92%	101
Bandera	7	63.64%	0	0.00%	4	36.36%	11
Bastrop	78	78.00%	3	3.00%	19	19.00%	100
Baylor	7	70.00%	3	30.00%	0	0.00%	10
Bee	15	65.22%	1	4.35%	7	30.43%	23
Bell	159	76.44%	6	2.88%	43	20.67%	208
Bexar	710	78.19%	5	0.55%	193	21.26%	908
Blanco	5	83.33%	0	0.00%	1	16.67%	6
Borden	3	100.00%	0	0.00%	0	0.00%	3
Bosque	26	76.47%	4	11.76%	4	11.76%	34
Bowie	38	69.09%	3	5.45%	14	25.45%	55
Brazoria	218	77.86%	28	10.00%	34	12.14%	280
Brazos	114	92.68%	1	0.81%	8	6.50%	123
Brewster	7	87.50%	0	0.00%	1	12.50%	8
Briscoe	4	100.00%	0	0.00%	0	0.00%	4
Brooks	5	71.43%	2	28.57%	0	0.00%	7
Brown	76	79.17%	6	6.25%	14	14.58%	96
Burleson	34	70.83%	6	12.50%	8	16.67%	48
Burnet	23	88.46%	1	3.85%	2	7.69%	26
Caldwell	35	76.09%	4	8.70%	7	15.22%	46
Calhoun	14	60.87%	6	26.09%	3	13.04%	23
Callahan	13	68.42%	5	26.32%	1	5.26%	19
Cameron	89	86.41%	3	2.91%	11	10.68%	103

Camp	4	100.00%	0	0.00%	0	0.00%	4
Carson	0	0.00%	0	0.00%	2	100.00%	2
Cass	10	83.33%	0	0.00%	2	16.67%	12
Chambers	14	87.50%	0	0.00%	2	12.50%	16
Cherokee	53	73.61%	4	5.56%	15	20.83%	72
Childress	21	87.50%	2	8.33%	1	4.17%	24
Clay	7	63.64%	2	18.18%	2	18.18%	11
Coke	15	83.33%		0.00%	3	16.67%	18
Coleman	35	83.33%	1	2.38%	6	14.29%	42
Collin	410	79.46%	1	0.19%	105	20.35%	516
Collingsworth	18	94.74%	0	0.00%	1	5.26%	19
Colorado	85	89.47%	3	3.16%	7	7.37%	95
Comal	25	69.44%	1	2.78%	10	27.78%	36
Comanche	74	75.51%	11	11.22%	13	13.27%	98
Concho	4	80.00%	1	20.00%	0	0.00%	5
Cooke	122	86.52%	4	2.84%	15	10.64%	141
Coryell	25	89.29%	2	7.14%	1	3.57%	28
Cottle	22	88.00%	1	4.00%	2	8.00%	25
Crosby	1	25.00%	2	50.00%	1	25.00%	4
Culberson	1	100.00%	0	0.00%	0	0.00%	1
Dallas	868	64.20%	11	0.81%	473	34.99%	1352
De Witt	88	76.52%	7	6.09%	20	17.39%	115
Deaf Smith	5	83.33%		0.00%	1	16.67%	6
Delta	17	58.62%	9	31.03%	3	10.34%	29
Denton	217	80.07%	6	2.21%	48	17.71%	271
Dickens	7	58.33%	4	33.33%	1	8.33%	12
Dimmit	2	100.00%	0	0.00%	0	0.00%	2
Donley	9	69.23%	2	15.38%	2	15.38%	13
Duval	2	100.00%	0	0.00%	0	0.00%	2
Eastland	52	81.25%	5	7.81%	7	10.94%	64
Ector	28	100.00%	0	0.00%	0	0.00%	28
El Paso	187	86.57%	1	0.46%	28	12.96%	216
Ellis	114	63.69%	7	3.91%	58	32.40%	179
Erath	57	77.03%	3	4.05%	14	18.92%	74
Falls	99	62.26%	44	27.67%	16	10.06%	159
Fannin	83	56.46%	28	19.05%	36	24.49%	147
Fayette	70	51.85%	5	3.70%	60	44.44%	135
Fisher	30	40.54%	29	39.19%	15	20.27%	74

Floyd	1	100.00%	0	0.00%	0	0.00%	1
Foard	6	54.55%	4	36.36%	1	9.09%	11
Fort Bend	261	72.10%	11	3.04%	90	24.86%	362
Franklin	18	75.00%	3	12.50%	3	12.50%	24
Freestone	32	65.31%	7	14.29%	10	20.41%	49
Frio	12	75.00%	2	12.50%	2	12.50%	16
Galveston	101	82.79%	7	5.74%	14	11.48%	122
Garza		0.00%	1	100.00%	0	0.00%	1
Gillespie	20	55.56%	3	8.33%	13	36.11%	36
Goliad	37	86.05%	2	4.65%	4	9.30%	43
Gonzales	33	57.89%	16	28.07%	8	14.04%	57
Gray	15	62.50%	5	20.83%	4	16.67%	24
Grayson	192	76.49%	10	3.98%	49	19.52%	251
Gregg	63	82.89%	2	2.63%	11	14.47%	76
Grimes	46	52.27%	6	6.82%	36	40.91%	88
Guadalupe	40	93.02%	0	0.00%	3	6.98%	43
Hale	0	0.00%	1	50.00%	1	50.00%	2
Hall	23	79.31%	6	20.69%	0	0.00%	29
Hamilton	27	69.23%	7	17.95%	5	12.82%	39
Hansford	9	90.00%		0.00%	1	10.00%	10
Hardeman	19	82.61%	4	17.39%		0.00%	23
Hardin	40	93.02%	1	2.33%	2	4.65%	43
Harris	957	51.31%	27	1.45%	881	47.24%	1865
Harrison	36	80.00%	4	8.89%	5	11.11%	45
Haskell	11	84.62%	0	0.00%	2	15.38%	13
Hays	40	88.89%	1	2.22%	4	8.89%	45
Hemphill	3	60.00%	2	40.00%	0	0.00%	5
Henderson	14	43.75%	3	9.38%	15	46.88%	32
Hidalgo	127	76.05%	6	3.59%	34	20.36%	167
Hill	112	72.26%	26	16.77%	17	10.97%	155
Hood	22	95.65%	1	4.35%	0	0.00%	23
Hopkins	43	60.56%	15	21.13%	13	18.31%	71
Houston	59	62.77%	12	12.77%	23	24.47%	94
Howard	8	88.89%	0	0.00%	1	11.11%	9
Hudspeth	1	100.00%	0	0.00%	0	0.00%	1
Hunt	116	82.27%	19	13.48%	6	4.26%	141
Hutchinson	11	100.00%	0	0.00%	0	0.00%	11
Jack	46	74.19%	4	6.45%	12	19.35%	62
Jackson	27	58.70%	8	17.39%	11	23.91%	46

Jasper	30	68.18%	1	2.27%	13	29.55%	44
Jefferson	115	73.25%	3	1.91%	39	24.84%	157
Jim Wells	26	78.79%	4	12.12%	3	9.09%	33
Johnson	109	88.62%	1	0.81%	13	10.57%	123
Jones	45	90.00%	2	4.00%	3	6.00%	50
Karnes	32	84.21%	3	7.89%	3	7.89%	38
Kaufman	26	54.17%	9	18.75%	13	27.08%	48
Kendall	16	64.00%	3	12.00%	6	24.00%	25
Kent	6	75.00%	1	12.50%	1	12.50%	8
Kerr	13	48.15%	0	0.00%	14	51.85%	27
Kimble	2	66.67%	0	0.00%	1	33.33%	3
King	4	80.00%	0	0.00%	1	20.00%	5
Kinney	2	100.00%	0	0.00%	0	0.00%	2
Kleberg	1	50.00%	1	50.00%	0	0.00%	2
Knox	4	57.14%	3	42.86%	0	0.00%	7
La Salle	23	88.46%	1	3.85%	2	7.69%	26
Lamar	97	74.62%	14	10.77%	19	14.62%	130
Lampasas	13	81.25%	0	0.00%	3	18.75%	16
Lavaca	68	50.37%	9	6.67%	58	42.96%	135
Lee	53	71.62%	2	2.70%	19	25.68%	74
Leon	24	80.00%	2	6.67%	4	13.33%	30
Liberty	23	57.50%	5	12.50%	12	30.00%	40
Limestone	71	46.10%	39	25.32%	44	28.57%	154
Lipscomb	3	100.00%	0	0.00%	0	0.00%	3
Live Oak	8	50.00%	6	37.50%	2	12.50%	16
Llano	5	55.56%	2	22.22%	2	22.22%	9
Lubbock	6	75.00%	1	12.50%	1	12.50%	8
Madison	12	44.44%	7	25.93%	8	29.63%	27
Marion	9	75.00%	2	16.67%	1	8.33%	12
Mason	5	45.45%	2	18.18%	4	36.36%	11
Matagorda	89	89.00%	7	7.00%	4	4.00%	100
Maverick	21	87.50%	0	0.00%	3	12.50%	24
McCulloch	20	76.92%	2	7.69%	4	15.38%	26
McLennan	200	78.74%	10	3.94%	44	17.32%	254
McMullen	2	50.00%	0	0.00%	2	50.00%	4
Medina	36	78.26%	3	6.52%	7	15.22%	46
Menard		0.00%	2	66.67%	1	33.33%	3
Midland	17	85.00%	0	0.00%	3	15.00%	20

Milam	33	60.00%	6	10.91%	16	29.09%	55
Mills	10	66.67%	3	20.00%	2	13.33%	15
Mitchell	18	69.23%	5	19.23%	3	11.54%	26
Montague	90	70.31%	4	3.13%	34	26.56%	128
Montgomery	142	77.60%	11	6.01%	30	16.39%	183
Moore	2	100.00%	0	0.00%	0	0.00%	2
Morris	13	61.90%	2	9.52%	6	28.57%	21
Motley	7	87.50%	0	0.00%	1	12.50%	8
Nacogdoches	83	72.81%	4	3.51%	27	23.68%	114
Navarro	64	66.67%	10	10.42%	22	22.92%	96
Newton	33	76.74%	7	16.28%	3	6.98%	43
Nolan	33	91.67%	1	2.78%	2	5.56%	36
Nueces	145	91.19%	5	3.14%	9	5.66%	159
Ochiltree	8	100.00%	0	0.00%	0	0.00%	8
Orange	39	65.00%	5	8.33%	16	26.67%	60
Palo Pinto	44	78.57%	5	8.93%	7	12.50%	56
Panola	5	31.25%	0	0.00%	11	68.75%	16
Parker	133	84.18%	6	3.80%	19	12.03%	158
Parmer	5	100.00%	0	0.00%	0	0.00%	5
Pecos	2	66.67%	1	33.33%	0	0.00%	3
Polk	35	37.23%	37	39.36%	22	23.40%	94
Potter	16	80.00%	2	10.00%	2	10.00%	20
Presidio	0	0.00%	0	0.00%	1	100.00%	1
Rains	11	61.11%	1	5.56%	6	33.33%	18
Randall	5	83.33%	0	0.00%	1	16.67%	6
Red River	32	68.09%	11	23.40%	4	8.51%	47
Reeves	3	60.00%	1	20.00%	1	20.00%	5
Refugio	20	74.07%	2	7.41%	5	18.52%	27
Roberts	0	0.00%	1	100.00%	0	0.00%	1
Robertson	31	72.09%	8	18.60%	4	9.30%	43
Rockwall	14	100.00%	0	0.00%	0	0.00%	14
Runnels	24	54.55%	6	13.64%	14	31.82%	44
Rusk	94	90.38%	1	0.96%	9	8.65%	104
Sabine	20	68.97%	7	24.14%	2	6.90%	29
San Augustine	11	47.83%	11	47.83%	1	4.35%	23
San Jacinto	21	91.30%	2	8.70%	0	0.00%	23
San Patricio	43	82.69%	4	7.69%	5	9.62%	52
San Saba	14	70.00%	3	15.00%	3	15.00%	20
Schleicher	5	100.00%	0	0.00%	0	0.00%	5

Scurry	42	97.67%	1	2.33%	0	0.00%	43
Shackelford	8	72.73%	2	18.18%	1	9.09%	11
Shelby	43	56.58%	20	26.32%	13	17.11%	76
Sherman	5	100.00%	0	0.00%	0	0.00%	5
Smith	119	82.64%	11	7.64%	14	9.72%	144
Somervell	2	100.00%	0	0.00%	0	0.00%	2
Starr	9	69.23%	1	7.69%	3	23.08%	13
Stephens	23	69.70%	3	9.09%	7	21.21%	33
Sterling		0.00%	2	100.00%	0	0.00%	2
Stonewall	16	94.12%	1	5.88%	0	0.00%	17
Sutton	1	50.00%	0	0.00%	1	50.00%	2
Swisher	2	50.00%	2	50.00%	0	0.00%	4
Tarrant	676	67.20%	30	2.98%	300	29.82%	1006
Taylor	71	83.53%	1	1.18%	13	15.29%	85
Throckmorton	7	87.50%	1	12.50%	0	0.00%	8
Titus	38	82.61%	3	6.52%	5	10.87%	46
Tom Green	33	84.62%	0	0.00%	6	15.38%	39
Travis	522	80.68%	1	0.15%	124	19.17%	647
Trinity	19	86.36%	2	9.09%	1	4.55%	22
Tyler	49	84.48%	1	1.72%	8	13.79%	58
Upshur	8	100.00%	0	0.00%	0	0.00%	8
Uvalde	7	100.00%	0	0.00%	0	0.00%	7
Val Verde	6	50.00%	1	8.33%	5	41.67%	12
Van Zandt	46	61.33%	11	14.67%	18	24.00%	75
Victoria	85	69.67%	5	4.10%	32	26.23%	122
Walker	27	87.10%	2	6.45%	2	6.45%	31
Waller	51	80.95%	11	17.46%	1	1.59%	63
Washington	90	75.00%	7	5.83%	23	19.17%	120
Webb	50	56.18%	1	1.12%	38	42.70%	89
Wharton	150	78.95%	30	15.79%	10	5.26%	190
Wheeler	15	83.33%	1	5.56%	2	11.11%	18
Wichita	69	75.00%	3	3.26%	20	21.74%	92
Wilbarger	30	88.24%	3	8.82%	1	2.94%	34
Willacy	53	91.38%	4	6.90%	1	1.72%	58
Williamson	435	90.25%	5	1.04%	42	8.71%	482
Wilson	23	69.70%	0	0.00%	10	30.30%	33
Wise	98	79.03%	9	7.26%	17	13.71%	124
Wood	10	76.92%	1	7.69%	2	15.38%	13

Young	23	*85.19%*	1	*3.70%*	3	*11.11%*	27
Zavala	1	*50.00%*	1	*50.00%*	0	*0.00%*	2
Grand Total	**12913**	***71.87%***	**1031**	***5.74%***	**4024**	***22.40%***	**17968**

APPENDIX D: PEAK-PERIOD CONGESTION IN TEXAS' LARGEST METROPOLITAN AREAS

Urban Area	Texas Congestion Index	Peak Period Person-Hours of Delay (x1000)	Peak Period Gallons of Wasted Fuel (x1000)	Peak Period Congestion Cost ($millions)
Houston	1.30	79,646.4	38,815.9	$1,663.02
San Antonio	1.21	15,068.2	3,793.1	$295.79
El Paso	1.18	4,935.1	679.4	$101.02
Austin	1.31	19,169.1	5,285.8	$380.89
Corpus Christi	1.06	346.7	36.8	$7.12
Amarillo	1.03	290.5	71.1	$5.95
Lubbock	1.08	623.6	115.4	$12.78
Beaumont	1.08	1,342.9	189.5	$27.11
Galveston	1.04	234.1	18.8	$4.80
Waco	1.04	442.8	87.4	$9.08
Wichita Falls	1.02	24.1	5.3	$0.49
Abilene	1.01	205.3	8.9	$4.21
Odessa	1.06	90.6	53.9	$1.86
Midland	1.02	39.4	13.5	$0.81
Harlingen	1.03	743.2	12.3	$15.24
Laredo	1.07	138.8	21.4	$3.13
San Angelo	1.04	76.5	13.0	$1.57
Texarkana				$2.92

	1.05	142.7	33.3	
Tyler	1.17	580.6	200.8	$11.90
McAllen	1.10	4,766.1	203.9	$91.75
Sherman-Denison	1.05	139.3	38.0	$2.86
Brownsville	1.03	952.9	7.1	$20.51
Bryan-College Station	1.07	328.7	96.4	$6.74
Texas City	1.08	544.0	133.1	$11.15
Killeen	1.07	332.7	65.7	$6.82
Dallas-Fort Worth	1.25	73,010.3	35,280.8	$1,501.82
Longview	1.18	399.9	72.0	$8.20
Temple	1.02	179.3	21.0	$3.68
Victoria	1.06	442.8	15.0	$9.08
Denton	1.12	4,102.0	1,007.1	$84.09

Note: The values shown in this table will not appear in Texas A&M Transportation Institute's *Urban Mobility Report* (UMR). The peak period used in the UMR methodology is 6:00-10:00 am and 3:00-7:00pm which is different than that used in the Texas 100 analysis which is 6:00-9:00am and 4:00-7:00pm. Additionally, only 10 of the urban areas listed in this table are shown in the UMR.

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[i] "Broader Shoulders Support Safer Roadways", Texas Transportation Researcher, Volume 48, Number 3. http://tti.tamu.edu/2012/09/01/broader-shoulders-support-safer-roadways/