

**APPENDIX G
SUPPLEMENTAL DATA**

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Exhibit 17-2. Business Terms for TxDOT-Sponsored Managed Lane Facilities

1. A fixed-fee schedule will be applied during the first six months of operation; dynamic-fee pricing will be applied thereafter.
2. The toll rate will be set up to \$0.75 per mile during the fixed-fee schedule phase. The established rate will be evaluated and adjusted, if warranted, with Regional Transportation Council (RTC) approval.
3. Toll rates will be updated monthly during the fixed-fee schedule phase.
4. Market-based tolls will be applied during the dynamic-fee pricing phase. During dynamic operation, a toll rate cap will be established. The cap will be considered “soft” during times of deteriorating performance when a controlled rate increase above the cap will be temporarily allowed.
5. Transit vehicles will not be charged a toll.
6. Single occupant vehicles will pay the full rate.
7. Trucks will pay a higher toll rate, and no trucks will be permitted in the LBJ tunnel.
8. High occupancy vehicles of two or more occupants and vanpools will pay the full rate in the off-peak period.
9. High occupancy vehicles of two or more occupants will receive a 50 percent discount during the peak period.* This discount will phase out after the air quality attainment maintenance period. RTC-sponsored public vanpools are permitted to add peak-period tolls as eligible expenses. Therefore, the Comprehensive Development Agreement (CDA) firm will be responsible for the high-occupancy vehicle discount and the RTC will be responsible for the vanpool discount.
10. The toll rate will be established to maintain a minimum average corridor speed of 50 miles per hour.
11. During the dynamic-pricing phase, travelers will receive rebates if the average speed drops below 35 miles per hour. Rebates will not apply if speed reduction is out of the control of the operator.
12. Motorcycles qualify as high occupancy vehicles.
13. No discounts will be given for “Green Vehicles”.
14. No scheduled inflation adjustments will be applied over time.
15. Every managed lane corridor will operate under the same policy.
16. Adoption of this policy will have no impact on the RTC Excess Revenue Policy previously adopted.
17. The RTC requests that local governments and transportation authorities assign representatives to the CDA procurement process.
18. The duration of the CDA should maximize potential revenue.
19. Tolls will remain on the managed lanes after the CDA duration.

*6 hours per weekday: 6:30 a.m. – 9:00 a.m. and 3:00 p.m. – 6:30 p.m.

and the more traditional major capital intensive projects, if they could be afforded both from a financial and air quality standpoint, were evaluated next. Since the last type of improvement evaluated was increased single occupant vehicle capacity, the recommendations of the other improvement categories were assumed to be in place. This was due to growing concerns regarding the air quality the North Central Texas area and the lacking ability to fund many desired transportation projects and programs.

To begin evaluating projects for inclusion in the plan, the recommendations from previous metropolitan transportation plans were reviewed. Discussions with TxDOT and NCTA were conducted to determine potential modifications so that the recommendations could be updated to include the latest results from all ongoing Major Investment Studies, environmental assessments, environmental impact statements, and

EXCESS TOLL REVENUE SHARING: MANAGED LANE POLICY

Purpose: To establish a framework for the allocation of future revenue from managed lane toll projects in the North Central Texas region.

1. The focus of this policy is Texas Department of Transportation (TxDOT) sponsored managed lane toll projects.
2. Excess toll revenue is defined as annual toll revenue after annual debt service, and after annual reserve funds have been set aside to cover facility operational costs, anticipated preventive maintenance activities, assigned profit and related expenses for the Comprehensive Development Agreement (CDA), and the expected cost of rehabilitation or reconstruction of the managed toll lanes.
3. All excess revenue generated from an individual managed lane toll project shall remain in the TxDOT district in which that revenue-generating managed lane project is located.



EXCESS TOLL REVENUE SHARING: MANAGED LANE POLICY (continued)

4. Local governments and transportation authorities shall be given the right to invest in a CDA project as a means to fund the facility as well as to generate local revenue.
5. The excess revenue generated from an individual managed lane toll project shall remain in the counties in which that revenue-generating project is located. Excess revenue shall be returned to the funding partners in proportion to their shares and be used to fund future transportation projects.
6. Regional Transportation Council shares will be put in air quality related and sustainable development programs and used to leverage federal transportation funds.



17. IH 35E/35 “Northern Link” Corridor: US 380 to IH 635

Highway Segments: FT1112, FR1112, FR1112, FR1170, FR1170, FR1170, FT1172, FR1172, FR1172, FT1173, FR1173, FT1175, FR1175, FT1177, FR1177, FT1180, FR1180, FT1185, FR1185, FR1185, HM8330, HM8600, HM8605, HM8610, HM8615, IN11121, IN111751

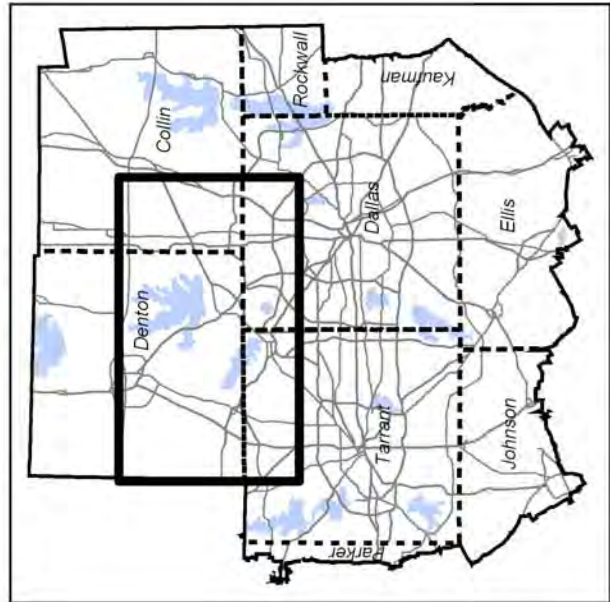
GENERAL DESCRIPTION

The IH 35E corridor project limits extend from US 380 in Denton to IH 635 in Dallas. In addition to IH 35E, this project includes improvements to a small section of IH 35 from US 380 to the IH 35E/IH 35W interchange, as well as a reconstruction of that interchange. This major north-south artery will be reconstructed to include additional general purpose lanes, auxiliary lanes between ramps, new bridges, reconstructed interchanges, continuous frontage roads, a collector-distributor network, and concurrent HOV/managed lanes running the length of the corridor. Environmental assessments are being conducted on three separate

segments of this portion of the IH 35E corridor, and their specific recommendations are described below.

The IH 35 segment in Denton between US 380 and the IH 35E/IH 35W interchange will be expanded to accommodate 10 general purpose lanes (plus auxiliary lanes), 4 concurrent HOV/managed lanes, and between 4 and 8 lanes of continuous frontage roads. IH 35W at the reconstructed interchange with IH 35E will be expanded to include 6 general purpose lanes, 2 concurrent HOV/managed lanes, and 4 continuous frontage road lanes.

Overview Map



Detail Map



On IH 35E between the interchange with IH 35W south to US 377 (Fort Worth Drive), the roadway will be expanded to carry 6 general purpose lanes, 2 concurrent HOV/managed lanes, and 4 to 6 frontage road lanes. South from US 377 to US 77 (Dallas Drive), the expansion of IH 35E will include 8 general purpose lanes, 2 concurrent HOV/managed lanes, and 4 to 6 frontage road lanes. From US 77 south to the SH 121 bypass (Tollway 121) in Lewisville, IH 35E will be widened to accommodate 8 general purpose lanes, 4 concurrent HOV/managed lanes, and between 4 and 8 frontage road lanes. Between SH 121 and the President George Bush Turnpike (PGBT), there will be 6 general purpose lanes on IH 35E along with 4 concurrent HOV/managed lanes, and 4 to 6 frontage road lanes. Additionally, this segment between SH 121 and PGBT will include a 6 to 8 lane collector-distributor facility to carry traffic to, from, or between the closely-spaced interchanges at SH 121 and PGBT. This collector-distributor facility is intended to reduce weaving on the freeway lanes while also providing HOV/managed lane access to and from SH 121 and PGBT. The southern segment

of this corridor, from PGBT to IH 635, will be expanded to carry 8 general purpose lanes, 4 concurrent HOV/managed lanes, and 4 to 6 frontage road lanes.

In addition to the number of lanes listed above, auxiliary lanes will be included where needed throughout the corridor between ramps on the freeway and near ramps and interchanges on the frontage roads. This project will be built in stages, with the IH 35 section between US 380 and the IH 35E/IH 35W interchange completed by 2030. On IH 35E between the IH 35W interchange and FM 2181 (Swisher Road), improvements are scheduled to be completed by 2018. The improvements south of FM 2181 to PGBT will be completed by 2015. And the southerly section between PGBT and IH 635 will be completed by 2020. The Texas Department of Transportation Dallas District is the responsible agency for this project.

TxDOT CSJ#: 0196-01-056, 074,088, 0196-02-068,073,101,104, 0196-03-137,138,180,198
 Estimated Total Project Cost: **\$3.821 billion**

RECOMMENDED IMPROVEMENTS

IH 35E “Northern Link” Corridor			
Highway Segments	Limits	Project Description	Cost
FT1170, FR1170, HM8600	IH 35/IH 35W to US 377	6 general purpose lanes + auxiliary lanes. 2 concurrent HOV/managed lanes. 4/6 frontage road lanes (plus auxiliary lanes near ramp locations and cross-streets). Full reconstruction of IH 35E/IH 35W interchange.	\$137.8 million
FT1170, FR1170, HM8600	US 377 to US 77 (South)	8 general purpose lanes + auxiliary lanes. 2 concurrent HOV/managed lanes. 4/6 frontage road lanes (plus auxiliary lanes near ramp locations and cross-streets). HOV/managed access between US 377 and FM 2181.	\$137.8 million

IH 35E “Northern Link” Corridor

Highway Segments	Limits	Project Description	Cost
FT1170, FR1170, HM8600	US 77 (South) to Loop 288	8 general purpose lanes + auxiliary lanes. 4 concurrent HOV/managed lanes. 6/8 frontage road lanes (plus auxiliary lanes near ramp locations and cross-streets). HOV/managed access to/from US 77.	\$49.3 million
FT1172, FR1172, FT1173, FR1173, FT1175, FR1175, HM8600, IN111751	Loop 288 to FM 407	8 general purpose lanes + auxiliary lanes. 4/6 frontage road lanes (plus auxiliary lanes near ramp locations and cross-streets) with up to 8 lanes (plus auxiliary lanes near ramp locations and cross-streets) between Loop 288 and FM 2181. 4 concurrent HOV/managed lanes. HOV/managed access to/from Loop 288, FM 2181, and FM 407.	\$1,299 million
FT1177, FR1177, HM8605	FM 407 to SH 121	8 general purpose lanes + auxiliary lanes. 6/8 frontage road lanes (plus auxiliary lanes near ramp locations and cross-streets). 4 concurrent HOV/managed lanes. HOV/managed access at Valley Ridge, north of FM 3040, and to/from SH 121. Add 4 direct connector ramps to/from the north at SH 121.	\$851.3 million
FT1180, FR1180, HM8610	SH 121 to PGBT	6 general purpose lanes + 6/8 collector-distributor lanes. 4/6 frontage road lanes (plus auxiliary lanes near ramp locations and cross-streets). 4 concurrent HOV/managed lanes.	\$453.2 million
FT1185, FR1185, HM8615	PGBT to IH 635	8 general purpose lanes + auxiliary lanes. 4/6 frontage road lanes (plus auxiliary lanes near ramp locations and cross-streets). 4 concurrent HOV/managed lanes. HOV/managed access to/from PGBT, Belt Line Road, IH 635, and Harry Hines Boulevard.	\$892.6 million
IH 35 “Northern Link” Corridor			
FT1112, FR1112, HM8330, IN11121	US 380 to IH 35/IH 35W	10 general purpose lanes + auxiliary lanes. 4 concurrent HOV/managed lanes. 4/6/8 frontage road lanes (plus auxiliary lanes near ramp locations and cross-streets). Reconstruction of IH 35E/IH 35W interchange. HOV/managed access to/from IH 35E and IH 35W.	Cost Included in Fact Sheet #1

Contacts:

Chad McKeown
North Central Texas Council of Governments
616 Six Flags Drive, Centerpoint Two
P.O. Box 5888
Arlington, Texas 76005-5888

Nasser Askari
Texas Dept. of Transportation Dallas District
P.O. Box 133067
Dallas, Texas 75313-3067

Supporting Documents:

Recommendation of Transportation System Management Projects and Travel Demand Management Programs and Strategies for the Interstate Highway 35/35E Major Investment Study Corridor, NCTCOG Transportation Department, July 2000.

Mobility 2025 Update: The Metropolitan Transportation Plan, NCTCOG, May 2001.

Mobility 2025: The Metropolitan Transportation Plan, 2004 Update, NCTCOG, January 2004.

Mobility 2025: The Metropolitan Transportation Plan, Amended April 2005, NCTCOG, April 2005.

Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, NCTCOG, January 2007.

TxDOT Web sites:

<http://www.keepitmovingdallas.com/35E/>

<http://www.dot.state.tx.us/DAL/mis/ih35e/projinfo.htm>

<http://www.dot.state.tx.us/dal/mis/ih35/35mis.htm>

DRAFT

Project Description

The IH 35E corridor will see a major reconstruction project from the IH 35E/IH 35W interchange in Denton to IH 635 in Dallas County. General purpose freeway lanes will be rebuilt, continuous frontage roads will be added, and HOV/managed toll lanes will be constructed to add additional capacity to this congested interstate corridor. In addition to IH 35E improvements, a small segment of IH 35 between IH 35E/IH 35W and US 380 will also be expanded.

Corridor Information

ROUTE	LIMITS	COST
IH 35	US 380 to IH 35E/IH 35W	\$645,800,000
IH 35E	IH 35E/IH 35W to IH 635	\$4,003,217,385

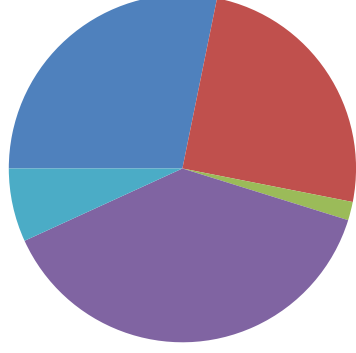
Demographic Information Within One Mile of Corridor

POPULATION PROFILE	MAJOR EMPLOYERS
Population	123,874
Number of Households	45,158
Population Below Poverty	11.8%
Population over 65	5.5%
African American	6.5%
Hispanic	25.1%
Asian/Pacific Islander	4.9%
American Indian/Native Alaskan	0.5%
Total Minority	38.3%

State Legislature and Congressional Representatives

TEXAS SENATE REPRESENTATIVES	TEXAS HOUSE OF REPRESENTATIVES	UNITED STATES CONGRESS
Florence Shapiro-8	Tan Parker-30	Kenny Marchant-24
Chris Harris-9	Myra Crownover-63	Michael C. Burgess-26
Debra L. Ashby-12	Burt Solomons-65	Pete Sessions-32
John J. Carona-16	Rafael Anchia-103	
Craig Estes-30	Jim Jackson-115	

Land Use

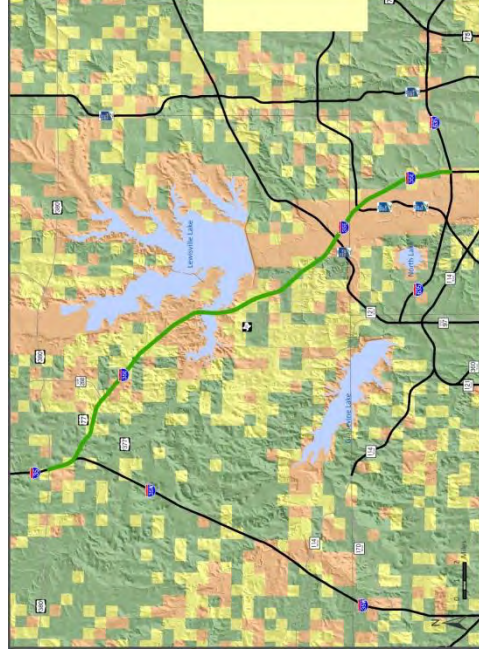


NCTCOG Regional Ecosystem Framework Score* (Range: 14 - 37)

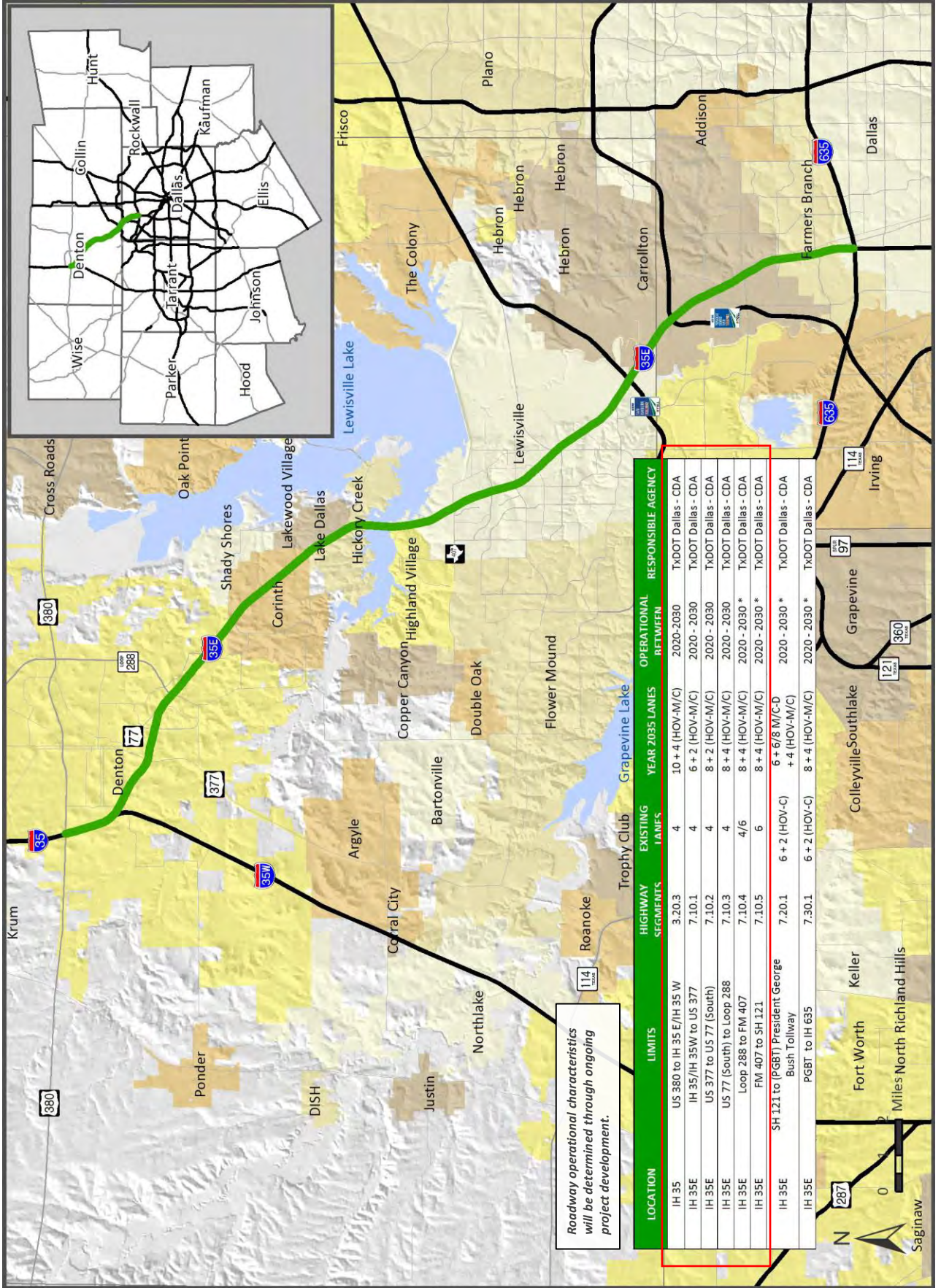
SUBWATERSHED NAME	REF COMPOSITE SCORE
Timber Creek	19
Upper Hickory Creek	19
Grapevine Creek-Elm Fork Trinity River	20
Indian Creek-Elm Fork Trinity River	21
Middle Hickory Creek	22
Farmers Branch-Elm Fork Trinity River	23
Pecan Creek-Little Elm Reservoir	23
Lower Hickory Creek	28
Prairie Creek-Elm Fork Trinity River	29

* Lower REF score indicates less resource vulnerability, higher score indicates more resource vulnerability.8

Ecosystem Rarity in Corridor Map



EPA's Regional Ecosystem Assessment Protocol
Rarity layer is based on vegetation rarity, natural heritage rank, taxonomic richness, and rare species richness.



SEG ID	FACILITY	FROM	TO	AVG DAILY VOL	AVG PEAK VOL / LANE	AVG PEAK CAP / LANE	PK HR LOS	LANES* WARRANTED	LANES
IH 35									
3.10.1	IH 35	Denton Co Line (N)	FM 51	105,100	3,713	2,325	F	4 / 6	8
3.20.1	IH 35	FM 51	LOOP 288 (N of Denton)	97,900	3,242	2,300	F	4	6
3.20.2	IH 35	LOOP 288 (N of Denton)	US 380	103,500	3,428	2,300	F	4	6
3.20.3	IH 35	US 380	IH 35W / IH 35E	98,100	1,625	2,400	D	4 / 12	6
IH 35E									
7.10.1	IH 35E	IH 35 / IH 35W	US 377 (S of Denton)	100,700	2,090	2,350	E	6 / 8	6
7.10.2	IH 35E	US 377 (S of Denton)	US 77	107,700	1,916	2,314	E	6 / 8	8
7.10.4	IH 35E	LOOP 288	FM 407	156,500	2,436	2,400	F	8 / 10	10
7.10.5	IH 35E	FM 407	SH 121	187,700	2,418	2,222	F	6 / 10	10
7.100.1	IH 35E	IH 20	Wintergreen Rd	167,100	2,619	2,133	F	8 / 10	14
7.100.2	IH 35E	Wintergreen Rd	Parkerville Rd	140,200	2,825	2,214	F	6 / 8	8
7.100.3	IH 35E	Parkerville Rd	LOOP 9 (Ellis County Line)	127,500	2,997	2,350	F	6 / 8	8
7.100.4	IH 35E	LOOP 9 (Dallas County Line)	US 77 (N of Waxahachie)	108,000	2,539	2,367	F	6 / 8	8
7.100.5	IH 35E	US 77 (N of Waxahachie)	Bigham Road	75,400	1,773	2,233	D	4 / 6	6
7.100.6	IH 35E	Bigham Road	SH 34	57,700	2,035	2,300	E	4	4
7.100.7	IH 35E	SH 34	2.25 mi S of FM566 (Hill County Line)	91,900	3,241	2,300	F	4	6
7.20.1	IH 35E	SH 121	PGBT / SH 190	113,000	2,345	2,167	F	4 / 8	8
7.30.1	IH 35E	PGBT / SH 190	IH 635	192,100	2,784	2,300	F	4 / 10	10
7.40.1	IH 35E	IH 635	LOOP 12	245,400	2,644	2,280	F	8 / 12	12
7.50.1	IH 35E	LOOP 12	Regal Row	132,400	2,310	2,267	F	4 / 8	8
7.60.1	IH 35E	SH 183	Inwood Blvd	243,600	2,624	2,150	F	6 / 12	14
7.60.2	IH 35E	Inwood Blvd	Motor St	268,200	2,889	2,300	F	10	14
7.60.3	IH 35E	Motor St	Wycliff Ave	264,800	2,823	2,300	F	10	14
7.60.4	IH 35E	Wycliff Ave	Market Center Blvd	255,600	2,725	2,300	F	10	12
7.60.5	IH 35E	Market Center Blvd	Dallas North Tollway	237,300	2,530	2,300	F	10	12
7.60.6	IH 35E	Dallas North Tollway	Woodall Rodgers Freeway (SPUR 366)	282,600	2,739	2,373	F	8 / 14	14
7.70.1	IH 35E	Woodall Rodgers Freeway (SPUR 36)	IH 30	222,100	2,631	2,244	F	4 / 14	12
7.80.1	IH 35E	IH 30 (West)	IH 30 (East)	129,400	2,500	2,050	F	4 / 8	8
7.80.2	IH 35E	IH 30 (East)	Colorado Blvd	136,000	2,253	2,129	F	4 / 10	8
7.80.3	IH 35E	Colorado Blvd	8th St	273,800	3,174	2,300	F	10	14
7.80.4	IH 35E	8th St	US 67	270,300	3,134	2,390	F	10 / 12	14
7.90.1	IH 35E	US 67	IH 20	128,300	2,808	2,350	F	6 / 8	8

*Some segments include auxiliary lanes and short lane drops.

Fact Sheet ID	MTP ID	Project Corridor	Location	Limits	Lane Summary				Year Operational Between *	Responsible Agency	YOE Total Project Cost
					Existing	2020	2030	2035			
15	FT1- 28.40.4	IH 30 - Tarrant County		Bailpark Way to SH 161	6 + 1 (HOV-R)	6 + 2 (HOV-M/R)	6 + 2 (HOV-M/R)	6 + 2 (HOV-M/R)	2010 - 2020	TxDOT Fort Worth	\$5,000,000
16	FT1- 28.50.1	IH 30 - Dallas County		SH 161 to Belt Line Road	6 + 2 (HOV-R)	8 + 2 (HOV-M/R)	8 + 2 (HOV-M/R)	8 + 2 (HOV-M/R)	2010 - 2020	TxDOT Dallas	\$71,169,000
16	FT1- 28.50.2	IH 30 - Dallas County		Belt Line Road to Loop 12	6 + 2 (HOV-R)	8 + 2/3 (HOV-M/R)	8 + 2/3 (HOV-M/R)	8 + 2/3 (HOV-M/R)	2010 - 2020	TxDOT Dallas	cost included above
16	FT1- 28.50.3	IH 30 - Dallas County		Loop 12 to Cockrell Hill Road	6	8 + 2/3 (HOV-M/R)	8 + 2/3 (HOV-M/R)	8 + 2/3 (HOV-M/R)	2010 - 2020	TxDOT Dallas	cost included above
16	FT1- 28.50.4	IH 30 - Dallas County		Cockrell Hill Road to Sylvan Avenue	6	8 + 1 (HOV-M/R)	8 + 1 (HOV-M/R)	8 + 1 (HOV-M/R)	2010 - 2020	TxDOT Dallas	\$77,000,000
17	FT1- 3.20.3	IH 35		US 380 to IH 35 E/IH 35 W	4	4	10 + 4 (HOV-M/C)	10 + 4 (HOV-M/C)	2020-2030	TxDOT Dallas - CDA	\$645,800,000
17	FT1- 7.10.1	IH 35E		IH 35E/IH 35W to US 377	4	4	6 + 2 (HOV-M/C)	6 + 2 (HOV-M/C)	2020 - 2030	TxDOT Dallas - CDA	\$1,271,329,633
17	FT1- 7.10.2	IH 35E		US 377 to US 77 (South)	4	4	8 + 2 (HOV-M/C)	8 + 2 (HOV-M/C)	2020 - 2030	TxDOT Dallas - CDA	cost included above
17	FT1- 7.10.3	IH 35E		US 77 (South) to Loop 288	4	4	8 + 4 (HOV-M/C)	8 + 4 (HOV-M/C)	2020 - 2030	TxDOT Dallas - CDA	cost included above
17	FT1- 7.10.4	IH 35E		Loop 288 to FM 407	4/6	4/6+ 4 (HOV-M/C)	8 + 4 (HOV-M/C)	8 + 4 (HOV-M/C)	2020 - 2030 *	TxDOT Dallas - CDA	cost included above
17	FT1- 7.10.5	IH 35E		FM 407 to SH 121	6	6 + 4 (HOV-M/C)	8 + 4 (HOV-M/C)	8 + 4 (HOV-M/C)	2020 - 2030 *	TxDOT Dallas - CDA	\$1,900,757,265
17	FT1- 7.20.1	IH 35E		SH 121 to (PGBT) President George Bush Tollway	6 + 2 (HOV-C)	6 + 4/6 M/C-D + 4 (HOV-M/C)	6 + 6/8 M/C-D + 4 (HOV-M/C)	6 + 6/8 M/C-D + 4 (HOV-M/C)	2020 - 2030 *	TxDOT Dallas - CDA	cost included above
17	FT1- 7.30.1	IH 35E		PGBT to IH 635	6 + 2 (HOV-C)	6 + 4 (HOV-M/C)	8 + 4 (HOV-M/C)	8 + 4 (HOV-M/C)	2020 - 2030 *	TxDOT Dallas - CDA	\$631,130,487
18	FT1- 7.100.5	IH 35E - Ellis County		US 77 (North of Waxahachie) to Bighorn Road	4	6	6	6	2010 - 2020	TxDOT Dallas	\$116,986,000
19	FT1- 6.10.1	Loop 9		US 287 to IH 20	0	0	4 (TOLL)	6 (TOLL)	2030 - 2035 *	TxDOT Dallas - CDA	\$5,756,213,000
20	FT1- 123.10.1	PGBT Western Extension (SH 161 T)		IH 635 to Belt Line Road (Segment V)	6 (Toll)	8 (Toll)	8 (Toll)	8 (Toll)	2010 - 2020	NTTA	\$58,662,000
20	FT1- 15.20.1	PGBT Western Extension (SH 161 T)		SH 183 to IH 30	6 (TOLL)	6 (TOLL)	6 (TOLL)	8 (TOLL)	2030 - 2035	NTTA	\$544,900,000
20	FT1- 15.30.1	PGBT Western Extension (SH 161 T)		IH 30 to IH 20	6 (FRTG)	6 (TOLL)	6 (TOLL)	8 (TOLL)	2030 - 2035 *	NTTA	\$38,000,000
20	FT1- 15.10.1	PGBT Western Extension (SH 161)		(PGBT)/President George Bush Tollway/Belt Line Road to SH 183	4	8	8	8	2010 - 2020	TxDOT Dallas	\$46,043,000
21	FT1- 120.10.1	PGBT		IH 35E to Dallas North Tollway (Segment III)	6 (Toll)	8 (Toll)	8 (Toll)	8 (Toll)	2010 - 2020	NTTA	\$78,343,976
21	FT1- 120.20.1	PGBT		Dallas North Tollway to US 75 (Segment I)	6 (Toll)	8 (Toll)	8 (Toll)	8 (Toll)	2010 - 2020	NTTA	cost included above
21	FT1- 121.10.1	PGBT		US 75 to SH 78 (Segment I)	6 (Toll)	8 (Toll)	8 (Toll)	8 (Toll)	2010 - 2020	NTTA	cost included above
22	FT1- 121.10.3	PGBT Eastern Extension		SH 78 to IH 30	0	6 (TOLL)	6 (TOLL)	6 (TOLL)	2010 - 2020	NTTA	\$1,335,290,000
23	FT1- 39.10.1	PGBT East Branch (SH 190)		IH 30(PGBT) President George Bush Tollway to IH 20/Loop 9	0	0	0	6 (TOLL)	2030 - 2035	TxDOT Dallas	\$875,716,000
24	FT1- 11.30.1	Sam Rayburn Tollway		US 75 to Hillcrest Road	6 (TOLL)	8 (TOLL)	8 (TOLL)	8 (TOLL)	2010 - 2020	NTTA	\$110,000,000
24	FT1- 11.30.2	Sam Rayburn Tollway		Hillcrest Road to SH 289	6 (TOLL)	8 (TOLL)	8 (TOLL)	8 (TOLL)	2010 - 2020	NTTA	cost included above
24	FT1- 11.30.3	Sam Rayburn Tollway		SH 289 to Dallas North Tollway	6 (TOLL)	8 (TOLL)	8 (TOLL)	8 (TOLL)	2010 - 2020	NTTA	cost included above
25	FT1- 11.40.1	Sam Rayburn Tollway		Dallas North Tollway to Business SH 121 (West)	6 (TOLL)	8 (TOLL)	8 (TOLL)	8 (TOLL)	2010 - 2020	NTTA	cost included above
25	FT1- 11.50.1	SH 121 - Dallas County		Business SH 121 (West) to Tarrant County Line	4	10	10	10	2010 - 2020	TxDOT Dallas	\$135,279,000
26	FT1- 12.20.3	SH 114		FM 156 to IH 35W	2 (ART)	6 (FRTG)	6 (FRTG)	6	2030 - 2035 *	TxDOT Dallas	\$47,398,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
DALLAS	DENTON	0196-01-074	IH 35E	E,R	CORINTH	TXDOT-DALLAS	\$2,480,000		
LIMITS FROM:	LP 288 (SOUTH OF DENTON)						REV DATE: 05/2011		
LIMITS TO:	US 77						MPO PROJECT ID: 11798.8		
TIP	RECONST 4 LN TO 8 MAINLANES, 4 CONCURRENT MANAGED/HOV AND 3/4 LANE						FUNDING CATEGORY: RTR,10		
DESCRIPTION:	FRONTAGE ROAD EACH SIDE						MTP REFERENCE: FT1-7.10.3		
REMARKS:	DFW RTR-DE2; FEDERAL EARMARK								
Project History:									
Total Project Cost Information:		Cost of Approved Phases: \$2,480,000	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$2,230,000		RTR:	Federal	State	Regional	Local		Local Contribution
Right Of Way:	\$250,000			\$0	\$0	\$500,000	\$0		\$0
Construction:	\$65,827,910		Category 10:	\$1,980,000	\$0	\$0	\$0		\$1,980,000
Construction Engineering:	\$2,962,256								
Contingencies:	\$4,607,954								
Indirects:	\$3,218,985								
Bond Financing:	\$0								
Total Project Cost:	\$79,097,104		Funding by Share:	\$1,980,000	\$0	\$500,000	\$0	\$0	\$2,480,000

DALLAS	DENTON	0196-02-068	IH 35E	E	LEWISVILLE	TXDOT-DALLAS	\$8,983,928
LIMITS FROM:	DALLAS COUNTY LINE						REV DATE: 05/2011
LIMITS TO:	NORTH OF CORPORATE DRIVE						MPO PROJECT ID: 11798
TIP	RECONSTRUCT 6 LANES TO 6/8 MAINLANES WITH 6/8 COLLECTOR DISTRIBUTOR LANES						FUNDING CATEGORY: 10,RTR
DESCRIPTION:	FROM DALLAS COUNTY LINE TO FM 3040 AND RECONSTRUCT 6 LANES TO 8 MAINLANES ON IH 35E FROM FM 3040 TO CORPORATE DRIVE, 4 HOV/CONCURRENT MANAGED LANES AND 2/3/4 LANE FRONTAGE ROADS ON EACH SIDE						MTP REFERENCE: FT1-7.10.5
REMARKS:	REVISE FUNDING; DFW RTR-DE1 & FEDERAL EARMARK						
Project History:							

Total Project Cost Information:		Cost of Approved Phases: \$8,983,928	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$8,983,928		RTR:	Federal	State	Regional	Local		Local Contribution
Right Of Way:	\$55,000,000			\$0	\$0	\$2,000,000	\$0		\$0
Construction:	\$170,950,000		Category 10:	\$6,983,928	\$0	\$0	\$0		\$6,983,928
Construction Engineering:	\$14,299,834								
Contingencies:	\$0								
Indirects:	\$13,823,172								
Bond Financing:	\$0								
Total Project Cost:	\$263,056,934		Funding by Share:	\$6,983,928	\$0	\$2,000,000	\$0	\$0	\$8,983,928

DALLAS	DENTON	0196-02-120	IH 35E	E	LEWISVILLE	TXDOT-DALLAS	\$1,589,952
LIMITS FROM:	AT FM 407 INTERCHANGE IN LEWISVILLE						REV DATE: 05/2011
LIMITS TO:							MPO PROJECT ID: 54103
TIP	CONSTRUCT INTERCHANGE AND RECONSTRUCT MAINLANES FROM 6 TO 6 MAINLANES,						FUNDING CATEGORY: TXDOT PE
DESCRIPTION:	WIDEN 2 LANE UNDERPASS TO 6 LANE OVERPASS, WIDEN 4 FRONTAGE ROAD LANES (NORTH/SOUTH) TO 2 NORTHBOUND FRONTAGE ROAD AND 3 SOUTHBOUND FRONTAGE ROADS						MTP REFERENCE: IN1-7.552.1
REMARKS:	REVISE SCOPE; ADD PROJECT TO TIP/STIP						
Project History:							

Total Project Cost Information:		Cost of Approved Phases: \$1,589,952	Authorized Funding by Category/Share:					Funding By Category	
Preliminary Engineering:	\$1,589,952		TXDOT PE:	Federal	State	Regional	Local		Local Contribution
Right Of Way:	\$0			\$0	\$1,589,952	\$0	\$0		\$0
Construction:	\$30,000,000								\$1,589,952
Construction Engineering:	\$1,460,160								
Contingencies:	\$2,920,320								
Indirects:	\$1,573,728								
Bond Financing:	\$0								
Total Project Cost:	\$37,544,160		Funding by Share:	\$0	\$1,589,952	\$0	\$0	\$0	\$1,589,952

TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION

Subregion: EASTERN

Program(s): CMAQ STP-MM Transit Other DFW RTR-DE2 FUNDS

Type of Modification: Administrative Current RTC Action Previous RTC Action

Modification Number: 2011-0182 STIP Revision Required?: YES

NCTCOG Project Code(s): 11798.8

NCTCOG TIP Page Number(s): VII-59

MTP Reference(s): FT1-7.10.3

TXDOT Control Section Job Number(s): 0196-01-074

Original Project Scope and Location: TXDOT-DALLAS (DENTON COUNTY)-- IH 35E FROM LOOP 288 (SOUTH OF DENTON) TO US 77; RECONSTRUCT EXISTING FACILITY FROM 4 TO 8 MAIN LANES, 4 HOV/CONCURRENT MANAGED LANES WITH 3/4-LANE FRONTAGE ROADS ON EACH SIDE; ADDITION OF LANES

Original Funded Amount: FY2011 - \$250,000 (\$250,000 DFW RTR-DE2 FUNDS) ENGINEERING
FY2011 - \$250,000 (\$250,000 DFW RTR-DE2 FUNDS) ROW

Approved Phase: Engineering ROW Utilities Construction/Implementation

Estimated Construction Cost: N/A Percent: N/A

Request: INCREASE FUNDING BY \$1,980,000 CONGRESSIONAL EARMARK (\$1,980,000 FEDERAL) FOR A REVISED FUNDING AMOUNT OF \$2,230,000 TOTAL (\$1,980,000 CONGRESSIONAL EARMARK [\$1,980,000 FEDERAL] AND \$250,000 DFW RTR-DE2 FUNDS) FOR ENGINEERING AND \$250,000 TOTAL (\$250,000 DFW RTR-DE2 FUNDS) FOR ROW

Financial Constraint Statement:

DOES NOT VIOLATE FINANCIAL CONSTRAINT AS SUFFICIENT APPORTIONMENT AVAILABLE TO PROGRAM THE REQUESTED FUNDING AMOUNT

Air Quality Conformity Statement:

THIS PROJECT IS INCLUDED IN MOBILITY 2035 PLAN AND THE RESULTING AIR QUALITY CONFORMITY ANALYSIS

Other:

Contingent on TxDOT approval? YES

Certified by:

Michael Morris, P.E.
Director of Transportation
NCTCOG

4/22/11
Date

The following signature authorizes:

- additional Metropolitan Planning Organization (MPO) allocated funds to be moved into Year One.
 modification to a project funded through a TxDOT-selected program.

Certified by:

William Hale, P.E.
District Engineer
TXDOT, Dallas District

4/21/11
Date

Attachment 3

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	COLLIN	0091-04-055	SH 289	C,E,R	VARIOUS	TXDOT-DALLAS	\$34,750,000
LIMITS FROM:	NORTH OF FM 1461 / BS 289D					REV DATE:	05/2011
LIMITS TO:	FM 455 IN CELINA					MPO PROJECT ID:	20203
TIP	RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED URBAN					FUNDING CATEGORY:	RTR
DESCRIPTION:	(ULTIMATE 6 LANES)					MTP REFERENCE:	RSA1-202.05
REMARKS:	REVISE SCOPE; MIDDLE SECTION; DFW RTR-CC2						

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$2,000,000	\$34,750,000	RTR:	\$0	\$0	\$27,850,000	\$6,900,000	\$0	\$34,750,000
Right Of Way:	\$2,750,000								
Construction:	\$30,000,000								
Construction Engineering:	\$1,457,576								
Contingencies:	\$2,915,152								
Indirects:	\$1,583,899								
Bond Financing:	\$0								
Total Project Cost:	\$40,706,626		Funding by Share:	\$0	\$0	\$27,850,000	\$6,900,000	\$0	\$34,750,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	DENTON	0195-03-075	IH 35E	E,R	DENTON	TXDOT-DALLAS	\$960,000
LIMITS FROM:	UNIVERSITY OF NORTH TEXAS CAMPUS BETWEEN NORTH TEXAS BLVD					REV DATE:	05/2011
LIMITS TO:	AND BONNIE BRAE					MPO PROJECT ID:	20224
TIP	CONSTRUCT PEDESTRIAN BRIDGE OVER IH 35E					FUNDING CATEGORY:	RTR, TXDOT ROW, LC
DESCRIPTION:						MTP REFERENCE:	BP2-017
REMARKS:	ADD PROJECT TO TIP/STIP; DFW RTR-DE1 FUNDS; LOCAL CONTRIBUTION PAID BY UNT						

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$500,000	\$960,000	RTR:	\$0	\$0	\$600,000	\$0	\$0	\$600,000
Right Of Way:	\$460,000								
Construction:	\$2,900,000								
Construction Engineering:	\$0								
Contingencies:	\$0								
Indirects:	\$0								
Bond Financing:	\$0								
Total Project Cost:	\$3,860,000		Funding by Share:	\$0	\$260,000	\$600,000	\$0	\$100,000	\$960,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	DENTON	0196-01-056	IH 35E	E	CORINTH	TXDOT-DALLAS	\$21,010,325
LIMITS FROM:	FM 2181 SOUTH OF CORINTH					REV DATE:	05/2011
LIMITS TO:	LP 288					MPO PROJECT ID:	11798.7
TIP	RECONSTRUCT 4 LANES TO 8 MAINLANES, 4 CONCURRENT MANAGED/HOV AND 2/3 LANE					FUNDING CATEGORY:	RTR, TXDOT PE, 10
DESCRIPTION:	FRONTAGE ROAD ON EACH SIDE					MTP REFERENCE:	FT1-7.10.4
REMARKS:	REVISE FUNDING; FEDERAL EARMARK; DFW RTR-DE2 FUNDS						

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$21,010,325	\$21,010,325	RTR:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Right Of Way:	\$750,000								
Construction:	\$266,517,056								
Construction Engineering:	\$11,993,268								
Contingencies:	\$18,656,194								
Indirects:	\$13,032,684								
Bond Financing:	\$0								
Total Project Cost:	\$331,959,526		Funding by Share:	\$16,608,260	\$4,152,065	\$250,000	\$0	\$0	\$21,010,325

Attachment 3

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	COLLIN	0091-04-055	SH 289	C,E,R	VARIOUS	TXDOT-DALLAS	\$34,750,000
LIMITS FROM:	NORTH OF FM 1461 / BS 289D					REV DATE:	05/2011
LIMITS TO:	FM 455 IN CELINA					MPO PROJECT ID:	20203
TIP	RECONSTRUCT AND WIDEN 2 LANE RURAL HIGHWAY TO 4 LANE DIVIDED URBAN					FUNDING CATEGORY:	RTR
DESCRIPTION:	(ULTIMATE 6 LANES)					MTP REFERENCE:	RSA1-202.05
REMARKS:	REVISE SCOPE; MIDDLE SECTION; DFW RTR-CC2						

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$2,000,000	\$34,750,000	RTR:	\$0	\$0	\$27,850,000	\$6,900,000	\$0	\$34,750,000
Right Of Way:	\$2,750,000								
Construction:	\$30,000,000								
Construction Engineering:	\$1,457,576								
Contingencies:	\$2,915,152								
Indirects:	\$1,583,899								
Bond Financing:	\$0								
Total Project Cost:	\$40,706,626		Funding by Share:	\$0	\$0	\$27,850,000	\$6,900,000	\$0	\$34,750,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	DENTON	0195-03-075	IH 35E	E,R	DENTON	TXDOT-DALLAS	\$960,000
LIMITS FROM:	UNIVERSITY OF NORTH TEXAS CAMPUS BETWEEN NORTH TEXAS BLVD					REV DATE:	05/2011
LIMITS TO:	AND BONNIE BRAE					MPO PROJECT ID:	20224
TIP	CONSTRUCT PEDESTRIAN BRIDGE OVER IH 35E					FUNDING CATEGORY:	RTR, TXDOT ROW, LC
DESCRIPTION:						MTP REFERENCE:	BP2-017
REMARKS:	ADD PROJECT TO TIP/STIP; DFW RTR-DE1 FUNDS; LOCAL CONTRIBUTION PAID BY UNT						

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$500,000	\$960,000	RTR:	\$0	\$0	\$600,000	\$0	\$0	\$600,000
Right Of Way:	\$460,000								
Construction:	\$2,900,000								
Construction Engineering:	\$0								
Contingencies:	\$0								
Indirects:	\$0								
Bond Financing:	\$0								
Total Project Cost:	\$3,860,000		Funding by Share:	\$0	\$260,000	\$600,000	\$0	\$100,000	\$960,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	DENTON	0196-01-056	IH 35E	E	CORINTH	TXDOT-DALLAS	\$21,010,325
LIMITS FROM:	FM 2181 SOUTH OF CORINTH					REV DATE:	05/2011
LIMITS TO:	LP 288					MPO PROJECT ID:	11798.7
TIP	RECONSTRUCT 4 LANES TO 8 MAINLANES, 4 CONCURRENT MANAGED/HOV AND 2/3 LANE					FUNDING CATEGORY:	RTR, TXDOT PE, 10
DESCRIPTION:	FRONTAGE ROAD ON EACH SIDE					MTP REFERENCE:	FT1-7.10.4
REMARKS:	REVISE FUNDING; FEDERAL EARMARK; DFW RTR-DE2 FUNDS						

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$21,010,325	\$21,010,325	RTR:	\$0	\$0	\$250,000	\$0	\$0	\$250,000
Right Of Way:	\$750,000								
Construction:	\$266,517,056								
Construction Engineering:	\$11,993,268								
Contingencies:	\$18,656,194								
Indirects:	\$13,032,684								
Bond Financing:	\$0								
Total Project Cost:	\$331,959,526		Funding by Share:	\$16,608,260	\$4,152,065	\$250,000	\$0	\$0	\$21,010,325

TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION

Subregion: EASTERN

Program(s): CMAQ STP-MM Transit Other EARMARK, DFW RTR-DE2 FUNDS

Type of Modification: Administrative Current RTC Action Previous RTC Action

Modification Number: 2011-0184 STIP Revision Required?: YES

NCTCOG Project Code(s): 11798.7

NCTCOG TIP Page Number(s): VII-107

MTP Reference(s): FT1-7.10.4

TXDOT Control Section Job Number(s): 0196-01-056

Original Project Scope and Location: TXDOT-DALLAS (CORINTH)-IH 35E FROM FM 2181 SOUTH OF CORINTH TO LP 288; RECONSTRUCT ADD 4 TO 8 MAIN LANES, ADD 4 CONCURRENT MANAGED/HOV, AND 2/3 LANE FRONTAGE ROADS ON EACH SIDE; ADDITION OF LANES

Original Funded Amount: FY2012--\$250,000 TOTAL (\$250,000 DFW RTR-DE2 FUNDS) - PE
FY2012--\$750,000 TOTAL (\$750,000 DFW RTR-DE2 FUNDS) - ROW

Approved Phase: Engineering ROW Utilities Construction/Implementation

Estimated Construction Cost: N/A Percent: N/A

Request: MOVE PE PHASE TO FY 2011 AND ADD CONGRESSIONAL EARMARK AND TXDOT PE FUNDS OF \$20,760,325 TOTAL (\$7,010,325 EARMARK [\$5,608,260 FEDERAL AND \$1,402,065 STATE] AND \$13,750,000 TXDOT PE FUNDS [\$11,000,000 FEDERAL AND \$2,750,000 STATE]) FOR A REVISED FUNDING AMOUNT OF \$21,010,325 TOTAL (\$7,010,325 EARMARK [\$5,608,260 FEDERAL AND \$1,402,065 STATE], \$13,750,000 TXDOT PE FUNDS [\$11,000,000 FEDERAL AND \$2,750,000 STATE] AND \$250,000 DFW RTR-DE2 FUNDS); ROW PHASE REMAINS UNCHANGED

Financial Constraint Statement:

DOES NOT VIOLATE FINANCIAL CONSTRAINT AS SUFFICIENT APPORTIONMENT AVAILABLE TO PROGRAM THE REQUESTED FUNDING AMOUNT

Air Quality Conformity Statement:

THIS PROJECT IS INCLUDED IN MOBILITY 2035 PLAN AND THE RESULTING AIR QUALITY CONFORMITY ANALYSIS

Other:

Contingent on TxDOT approval? YES

Certified by:

Handwritten signature of Michael Morris

Michael Morris, P.E.
Director of Transportation
NCTCOG

Handwritten date: 4/22/11
Date

The following signature authorizes:

- additional Metropolitan Planning Organization (MPO) allocated funds to be moved into Year One.
 modification to a project funded through a TxDOT-selected program.

Certified by:

Handwritten signature of William Hale

William Hale, P.E.
District Engineer
TXDOT, Dallas District

Handwritten date: 4/21/11
Date

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	COLLIN	0135-11-018	US 380	C,E,R	OTHER	TXDOT DALLAS	\$29,931,647
LIMITS FROM:	WEST OF CR 26 (DENTON COUNTY LINE)					REV DATE:	07/2010
LIMITS TO:	EAST DALLAS NORTH TOLLWAY (DNT)					MPO PROJECT ID:	20013
TIP	CONSTRUCT INTERCHANGE AT DALLAS NORTH TOLLWAY					FUNDING CATEGORY:	3
DESCRIPTION:						2030 MTP REFERENCE:	TH1 384.42, FT1 1002, TSM 2100
REMARKS:	WITH 0135-02-044					2035 MTP REFERENCE:	RSA1-384.50, TSM2-001

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category
			Federal	State	Regional	Local	Local Contribution	
Preliminary Engineering:	\$1,351,431	\$29,931,647	Category 3 - RTR:					\$34,489,648
Right Of Way:	\$1,000,000		\$0	\$0	\$27,591,719	\$6,897,929	\$0	
Construction:	\$27,580,216							
Construction Engineering	\$1,241,110							
Contingencies:	\$1,930,615							
Indirects:	\$1,348,673							
Bond Financing:	\$0							
Total Project Cost:	\$34,452,044							
Funding by Share:			\$0	\$0	\$27,591,719	\$6,897,929	\$0	\$34,489,648

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	DENTON	0196-01-056	IH 35E	E,R	CORINTH	TXDOT DALLAS	\$1,000,000
LIMITS FROM:	FM 2181 IN CORINTH					REV DATE:	07/2010
LIMITS TO:	LP 288					MPO PROJECT ID:	11798.7
TIP	RECONST 4 LN TO 8 MAINLANES, 4 CONCURRENT MANAGED/HOV AND 2/3 LANE					FUNDING CATEGORY:	3
DESCRIPTION:	FRONTAGE ROAD EACH SIDE					2030 MTP REFERENCE:	FT1 1172, FT1 1173, FR1 1172, FR1 1173, HM1 8600
REMARKS:						2035 MTP REFERENCE:	FT1-7.10.4

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category
			Federal	State	Regional	Local	Local Contribution	
Preliminary Engineering:	\$250,000	\$1,000,000	Category 3 - RTR:					\$1,000,000
Right Of Way:	\$750,000		\$0	\$0	\$1,000,000	\$0	\$0	
Construction:	\$266,517,056							
Construction Engineering	\$11,993,268							
Contingencies:	\$18,656,194							
Indirects:	\$13,032,684							
Bond Financing:	\$0							
Total Project Cost:	\$311,199,201							
Funding by Share:			\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	DENTON	0196-01-096	IH 35E	C,E,R	HICKORY CREEK	TXDOT DALLAS	\$149,700,000
LIMITS FROM:	NORTH END OF LAKE LEWISVILLE BRIDGE					REV DATE:	07/2010
LIMITS TO:	FM 2181 IN CORINTH					MPO PROJECT ID:	11798.4
TIP	RECONST 6 LN TO 8 MAINLANES, 4 CONCURRENT MANAGED/HOV AND 2/3 LANE					FUNDING CATEGORY:	3, LC
DESCRIPTION:	FRONTAGE ROAD EACH SIDE WITH SIDEWALKS					2030 MTP REFERENCE:	FT1 1175, FR1 1175, HM1 8600
REMARKS:	LOCAL CONTRIBUTION FROM PUBLIC/PRIVATE PARTNER					2035 MTP REFERENCE:	FT1-7.10.5

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category
			Federal	State	Regional	Local	Local Contribution	
Preliminary Engineering:	\$1,000,000	\$149,700,000	Category 3 - RTR:					\$37,750,000
Right Of Way:	\$10,400,000		\$0	\$0	\$37,750,000	\$0	\$0	
Construction:	\$138,300,000							
Construction Engineering	\$6,500,146							
Contingencies:	\$10,111,338							
Indirects:	\$7,063,492							
Bond Financing:	\$0							
Total Project Cost:	\$173,374,975							
Funding by Share:			\$0	\$0	\$37,750,000	\$0	\$111,950,000	\$149,700,000
			\$0	\$0	\$0	\$0	\$111,950,000	\$111,950,000

FY 2035

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR
DALLAS	KAUFMAN	0173-03-015	SH 34	C	KAUFMAN	TXDOT DALLAS
LIMITS FROM:	US 175					REV DATE: 11/2010
LIMITS TO:	SH 243 (MULBERRY ST) IN KAUFMAN					MPO PROJECT ID: 54016
TIP	CONSTRUCT 4 LANES OF ULTIMATE 6 LANES DIVIDED URBAN ROADWAY & OVERPASS -					2030 MTP REFERENCE: TH2 1938
DESCRIPTION:	(NEW LOCATION); PHASE I					2035 MTP REFERENCE: RSA1-610.0
REMARKS:	ADD CONSTRUCTION PHASE TO APPENDIX D OF TIP/STIP					

Project History:

DALLAS	KAUFMAN	0173-04-026	SH 34	E	OTHER	TXDOT DALLAS
LIMITS FROM:	SH 243 (MULBERRY ST) IN KAUFMAN					REV DATE: 07/2010
LIMITS TO:	FM 2578/SH 34 INTERS. IN TERRELL					MPO PROJECT ID: 54058
TIP	CONSTRUCT 4 LN RURAL THOROUGHFARE & STRUCTURE (NEW LOCATION)					2030 MTP REFERENCE: TH2 1921
DESCRIPTION:						2035 MTP REFERENCE: RSA1-610.1, RSA1-611.1, RSA1-608.3
REMARKS:						

Project History:

DALLAS	DENTON	0195-02-054	IH 35	E	OTHER	TXDOT DALLAS
LIMITS FROM:	US 77 (NORTH OF DENTON)					REV DATE: 07/2010
LIMITS TO:	FM 3002 (COOKE C/L)					MPO PROJECT ID: 54082
TIP	WIDENING OF A FREEWAY FACILITY: 4 TO 8 LANES					2030 MTP REFERENCE: FT1 1100, FT1 1105
DESCRIPTION:						2035 MTP REFERENCE: FT1-3.20.1
REMARKS:						

Project History:

DALLAS	DENTON	0195-03-061	IH 35	E	DENTON	TXDOT DALLAS
LIMITS FROM:	US 380					REV DATE: 07/2010
LIMITS TO:	US 77 NORTH OF DENTON					MPO PROJECT ID: 54083
TIP	WIDENING OF A FREEWAY FACILITY: 4 TO 8 LANES					2030 MTP REFERENCE: FT1 1110
DESCRIPTION:						2035 MTP REFERENCE: FT1-7.10.3
REMARKS:						

Project History:

DALLAS	DENTON	0196-01-056	IH 35E	C	CORINTH	TXDOT DALLAS
LIMITS FROM:	FM 2181 IN CORINTH					REV DATE: 07/2010
LIMITS TO:	LP 288					MPO PROJECT ID: 11798.7
TIP	RECONST 4 LN TO 8 MAINLANES, 4 CONCURRENT MANAGED/HOV AND 2/3 LANE					2030 MTP REFERENCE: FT1 1172, FT1 1173, FR1 1172,
DESCRIPTION:	FRONTAGE ROAD EACH SIDE					FR1 1173, HM1 8600
REMARKS:						2035 MTP REFERENCE: FT1-7.10.4

Project History:

DALLAS	DENTON	0196-02-068	IH 35E	C	LEWISVILLE	TXDOT-DALLAS
LIMITS FROM:	DALLAS COUNTY LINE					REV DATE: 02/2011
LIMITS TO:	NORTH OF CORPORATE DRIVE					MPO PROJECT ID: 11798
TIP	RECONSTRUCT 6 LANES TO 6/8 MAINLANES WITH 6/8 COLLECTOR DISTRIBUTOR LANES					2030 MTP REFERENCE: FT1 1180, FR1 1180, HM1 8610,
DESCRIPTION:	FROM DALLAS COUNTY LINE TO FM 3040 AND RECONSTRUCT 6 LANES TO 8 MAINLANES					FT1 1177, FR1 1177, HM1 8605
	ON IH 35E FROM FM 3040 TO CORPORATE DRIVE, 4 HOV/CONCURRENT MANAGED LANES					2035 MTP REFERENCE: FT1-7.20.1, FT1-7.10.5
	AND 2/3/4 LANE FRONTAGE ROADS ON EACH SIDE					
REMARKS:	ADD PHASE TO APP D OF TIP/STIP; CMAQ FOR HOV/MANAGED LANES ONLY					NOX (LBS/DAY): 52.35 VOC (LBS/DAY): 43.50

Project History:

DALLAS	DENTON	0196-02-114	IH 35E	C	LEWISVILLE	TXDOT DALLAS
LIMITS FROM:	NORTH OF CORPORATE DR					REV DATE: 02/2011
LIMITS TO:	SOUTH OF GARDEN RIDGE BLVD					MPO PROJECT ID: 11798.1
TIP	RECONSTRUCT 6 LANE TO 8 MAINLANES, 4 CONCURRENT MANAGED/HOV AND 2/3/4 LANE					2030 MTP REFERENCE: FT1 1175, FR1 1175, FT1 1177,
DESCRIPTION:	FRONTAGE ROAD EACH SIDE					FR1 1177, HM1 8600, HM1 8605
REMARKS:	REVISE FUNDING; CMAQ FUNDS FOR HOV/MANAGED LANES					2035 MTP REFERENCE: FT1-7.10.5

Project History:

D.4

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
DALLAS	KAUFMAN	0173-04-025	SH 34	C,E,R	TERRELL	TXDOT DALLAS	\$27,694,816
LIMITS FROM:	HIGH STREET					REV DATE:	11/2010
LIMITS TO:	AIRPORT STREET					MPO PROJECT ID:	53137
TIP	CONSTRUCT GRADE SEPARATION (4 LANES) OVER US 80 AND THE UPRR; STAGE 2 OF THE					FUNDING CATEGORY:	1,10,12, PE/ROW, LC
DESCRIPTION:	SH 34 RELOCATION					2030 MTP REFERENCE:	TSM 2100, TH2 1921
REMARKS:	REVISE FUNDING; UTILITIES INCLUDED IN ROW COST AND FUNDING					2035 MTP REFERENCE: TSM2-001, NRSA1-PAR-2	

Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$1,300,000	\$27,694,816	Category 1:	\$1,120,000	\$280,000	\$0	\$0	\$0	\$1,400,000
Right Of Way:	\$5,926,816		Category 10:	\$54,400	\$13,600	\$0	\$0	\$0	\$68,000
Construction:	\$20,468,000		Category 12:	\$15,200,000	\$3,800,000	\$0	\$0	\$0	\$19,000,000
Construction Engineering	\$666,710		TXDOT PE:	\$0	\$1,300,000	\$0	\$0	\$0	\$1,300,000
Contingencies:	\$963,026		TXDOT ROW:	\$2,771,453	\$346,432	\$0	\$346,431	\$0	\$3,464,316
Indirects:	\$724,492		Local Contribution:	\$0	\$0	\$0	\$0	\$2,462,500	\$2,462,500
Bond Financing:	\$0		Funding by Share:	\$19,145,853	\$5,740,032	\$0	\$346,431	\$2,462,500	\$27,694,816
Total Project Cost:	\$30,049,044								

DALLAS	DENTON	0195-03-050	IH 35	E,R	DENTON	TXDOT DALLAS	\$750,000
LIMITS FROM:	US 77 S OF DENTON					REV DATE:	07/2010
LIMITS TO:	IH 35W					MPO PROJECT ID:	11798.6
TIP	RECONSTRUCT 4/6 LANE TO 6/8 MAINLANES, 2 CONCURRENT MANAGED/ HOV AND 2/3					FUNDING CATEGORY:	3
DESCRIPTION:	LANE FRONTAGE ROAD EACH SIDE					2030 MTP REFERENCE:	FT1 1105, FR1 1105, FT1 1110, FR1 1110, FT1 1112, FR1 1112, HM1 8320, HM1 8325, HM1 8330
REMARKS:	FONSI JUL 2005					2035 MTP REFERENCE:	FT1-3.20.2

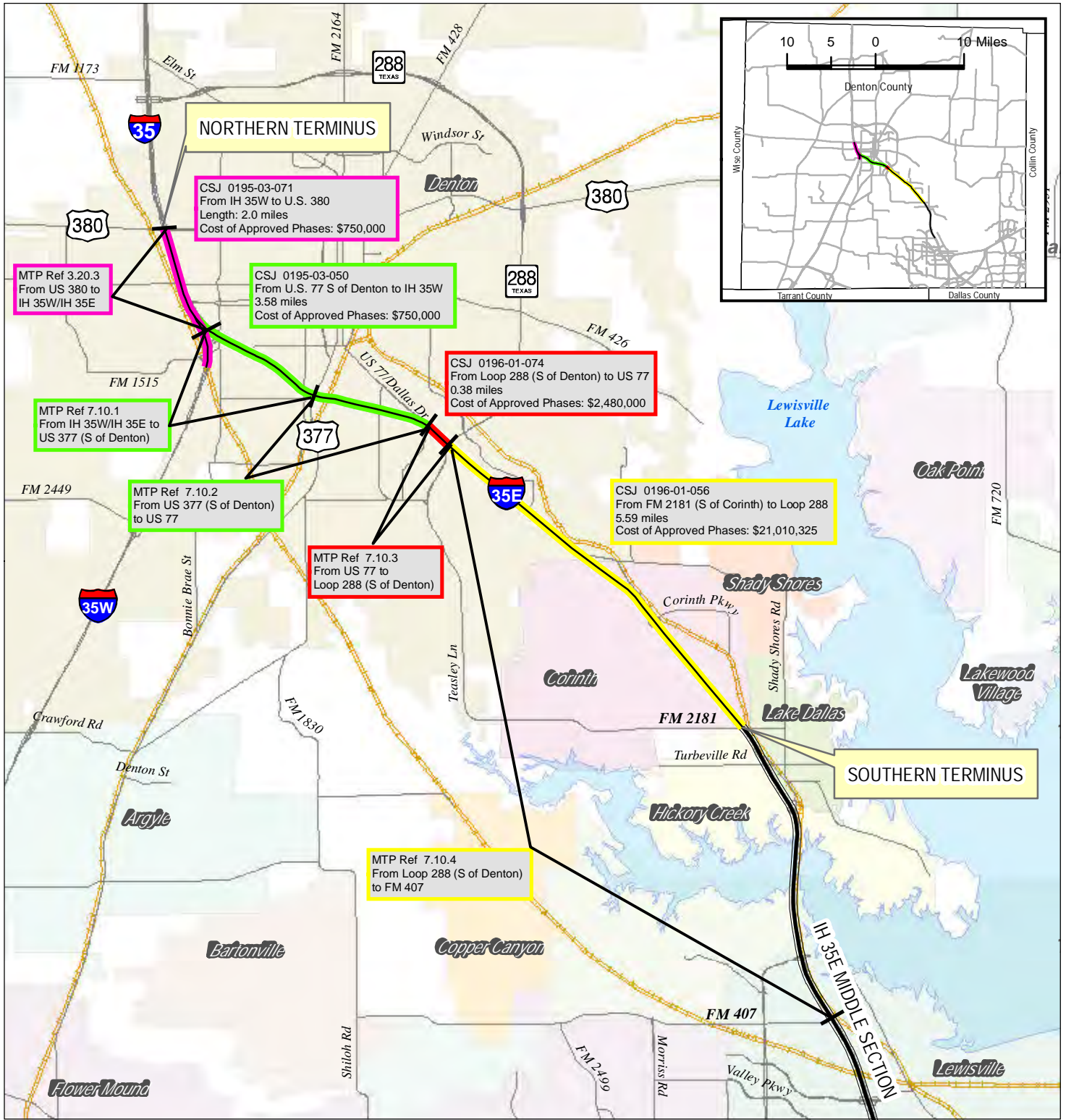
Project History:

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$250,000	\$750,000	Category 3 - RTR:	\$0	\$0	\$750,000	\$0	\$0	\$750,000
Right Of Way:	\$500,000								
Construction:	\$203,145,842								
Construction Engineering	\$9,141,563								
Contingencies:	\$14,220,209								
Indirects:	\$9,933,832								
Bond Financing:	\$0		Funding by Share:	\$0	\$0	\$750,000	\$0	\$0	\$750,000
Total Project Cost:	\$237,191,445								

DALLAS	DENTON	0195-03-071	IH 35	E,R	DENTON	TXDOT DALLAS	\$750,000
LIMITS FROM:	IH 35W					REV DATE:	07/2010
LIMITS TO:	US 380					MPO PROJECT ID:	11798.5
TIP	RECONST 4 LN TO 10 MAINLANES, 4 CONCURRENT MANAGED/HOV AND 2/3/4 LANE					FUNDING CATEGORY:	3
DESCRIPTION:	FRONTAGE ROAD EACH SIDE					2030 MTP REFERENCE:	FT1 1112, FR1 1112, HM1 8330
REMARKS:	SPLIT_FROM CSJ 0195-03-050					2035 MTP REFERENCE:	FT1-3.20.2

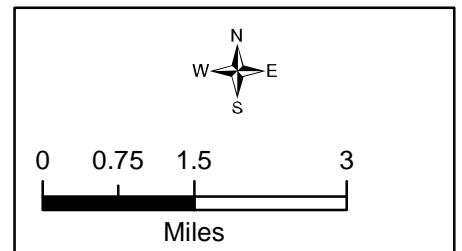
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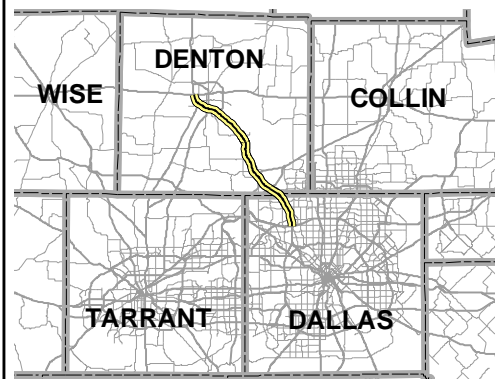
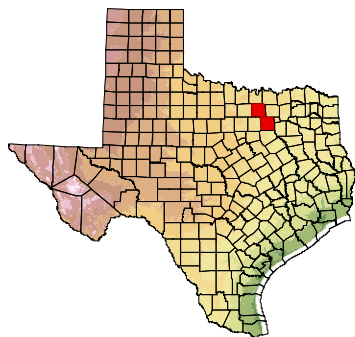
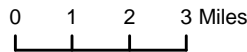
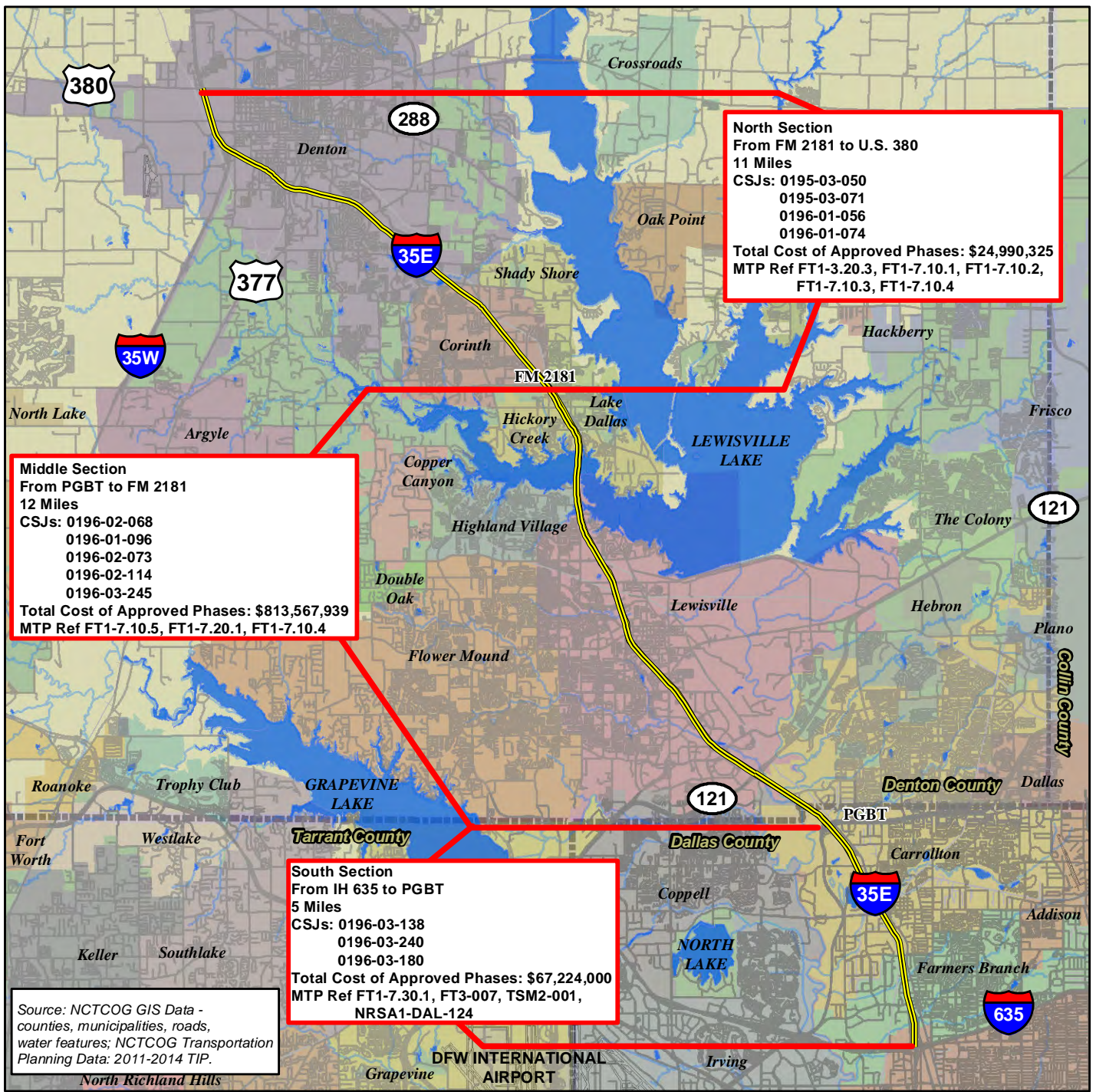
Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share:					Funding By Category	
			Federal	State	Regional	Local	Local Contribution		
Preliminary Engineering:	\$250,000	\$750,000	Category 3 - RTR:	\$0	\$0	\$750,000	\$0	\$0	\$750,000
Right Of Way:	\$500,000								
Construction:	\$212,446,213								
Construction Engineering	\$9,560,080								
Contingencies:	\$14,871,235								
Indirects:	\$10,388,620								
Bond Financing:	\$0		Funding by Share:	\$0	\$0	\$750,000	\$0	\$0	\$750,000
Total Project Cost:	\$248,016,147								



APPENDIX G-5 PROJECT MTP REFERENCE LIMITS with CSJ LIMITS and LOCATIONS

IH 35E from FM 2181 to US 380
Denton County, Texas





**FIGURE 1
 IH 35E CORRIDOR
 IMPROVEMENT MAP**

ENVIRONMENTAL ASSESSMENT
 DALLAS AND DENTON
 COUNTIES, TEXAS

Traffic and Revenue Analysis Consistency and MTP Phasing Compatibility

I. General

Each of the three sections for the total I-35 Corridor includes a North, Middle and South project section. Each section provides independent and individual project utility and/or combined corridor synergy. By separating the corridor into three sections it offered the flexibility to develop and process manageable schematics and EA's. These three sections are configured into three independent projects due to environmental clearance, funding and implementation uncertainty. Each of these three projects have opportunities for accelerated break-out projects to be completed. The UNT Pedestrian Bridge in the North and the FM 407 intersection in the middle are examples of an independent break-out project. To fully take advantage of the independent nature of the three projects an environmental action will be requested from the FHWA. As of this document the Middle section received a FONSI on January 28, 2011. Having the remaining environmental action will permit the ultimate footprint of the projects to be delivered over the MTP time horizon.

II. Overview

The I-35E T&R studies include all the planned improvements that are included in the approved regional *Mobility 2030 - 2009 Amendment*¹. This includes the IH-635 Managed lanes project which has Managed lanes on elevated direct connector bridges south of IH-635 along and outside of IH-35E.

III. Average Corridor Trip Length Determination

An extensive data collection effort was performed on I-35E to establish trip patterns, existing volumes, mode share and a multitude of parameters. Part of this effort included a video capture process for origin and destination. The average trip lengths and basically the total corridor trip was based on the video capture statistics. The corridor has distinct markets which do not all travel along the full length of the entire corridor. The average trip length estimate of 11 miles was based on the weighted average of the full traffic that traversed the entire corridor.

IV. Individual Segment Average Managed Lane Trip Length Determination

The individual segment average trip lengths were based on an assessment of the ramp length distributions and model generated managed lane volumes to estimate the expected average trip lengths per segment. The diverse markets serviced by the various managed lane entrance and exit points that

¹ http://www.nctcog.org/trans/mtp/2030/Mob2030_09Amend.pdf

are straddling the project boundaries are such that each average trip length on the managed lane segment may be slightly higher than the entire corridor segment length given that more short movements exist along the general purpose lanes. The average weighted entire corridor average will therefore be lower than the cumulative un-weighted individual segment averages.

V. Corridor Trip Length vs. Individual Section Lengths as Environmental Approvals are Achieved

The affect of having all three sections environmentally approved over time may affect the average corridor trip length assessment or the individual managed lane trip length assessment. For restatement purposes., the individual trip length by section is South at 4.5 miles, Middle at 8 miles and North at 7 miles. The average corridor trip length is 11 miles.

As stated, the average trip length for the entire corridor is approximately 11 miles based on the license plate captured weighted average traffic distribution along the entire IH 35 corridor. The individual segment average trip lengths on the other hand reflect the un-weighted trip length averages for the managed lane eligible traffic only which is very dependent on the managed lane access egress points along the corridor. The segment trip lengths are taken into account in the average assessment and determination of the values. We have found that the general behavior of the corridor retains consistency over time. Until we are able to assess real data on this corridor as it relates to pricing we would not be able to adjust the data. As the region moves forward with other projects that will price sooner than I-35E new parameters based on real data can be factored into the process. The ELDP clearly offers and mandates that this type of measurement program be established.

V. Traffic and Revenue Phasing Analysis

The level 2 study provided a full study for the entire length of all three sections. The time frame for those projects correlate to a range of outcomes based on the scope of the project being delivered. One set of assumptions had an accelerated delivery date in advance of 2020 for M and an interim aspect of South for HOT lanes. Another set of assumptions pushed out the improvements in South to all by 2030.

VI. Conclusion

TxDOT was requested to perform an economic impact to tolling assessment (See Section 5.2.10). Based on three independently prepared documents; the MTP, EA and T&R, an overall set of assumptions and timing tables for assessment purposes has been included in each document. The MTP and subsequent EA's are aligned and consistent with each other. The T&R uses it basis of analysis with the currently approved MTP. To broaden the scope of analysis a T&R study will take advantage of scenarios that advance or lag behind the MTP timing. In the case of the I-35E corridor and the economic impact of

tolling analysis the T&R study attempts to advance the MTP timing under several scenarios. To align the EA and the MTP with the T&R results for analysis the most aggressive tolling scenario was used from the Level 2 study for toll rates by year. To align the earlier completion of M than was anticipated the earlier data was grown linearly. For a true upgrade a later start with ramp-up would be even later. There were some additional questions concerning the length of section of travel by section in the managed lanes and a length of corridor travel in all lanes with respect to timing of corridor improvements. The three sections are anticipated to be completed consistent with the MTP. Until full implementation occurs by 2030 there would not be an opportunity for someone to travel the full length in a priced lane. The segment and average trip lengths reflect the data that we have to date based on the timing of approvals and completion of the construction phases.

Outside Access to the Level 2 T&R Analysis

Detailed information related the Traffic and Revenue has been posted to the internet. Go to www.keepitmovingdallas.com and scan the {I 35E from IH 635 to US 380} links to get to <http://www.keepitmovingdallas.com/IH35E/Env+Doc>. From here scroll down to the “Level 2 Study” and reference chapter 6.