

LBJ EXPRESS

PROJECT TRACKER

TEXAS DEPARTMENT OF TRANSPORTATION

Winter 2012

OVERVIEW

The LBJ Express project will rebuild one of the busiest and most congested highways in North Texas by 2016. Construction began in early 2011. The project is being designed



Fall 2011: Workers demolish half of the Montfort Road bridge.

and built concurrently, shaving several years from the project schedule. When complete, it will provide improved mobility by almost doubling the existing roadway capacity. LBJ Express will feature a combination of four main lanes and two to three continuous frontage roads in each direction, along with three managed toll lanes in each direction that will use dynamic pricing to keep traffic moving at 50 mph. It is the first comprehensive development agreement (CDA) project signed in Dallas County. The joint project with LBJ Infrastructure Group (LBJIG) will leverage a \$490 million TxDOT investment into \$3.1 billion to build, operate and maintain the 16.5-mile project.

PROJECT HISTORY/TIMELINE

- † Texas Transportation Commission authorizes request for CDA qualifications: April 2005
- † CDA executed: September 4, 2009
- † Financial close: June 22, 2010
- † Approval to begin detailed work: December 19, 2010

PROGRESS

- † Crews have demolished the Joe Ratcliff pedestrian bridge. A new pedestrian bridge should open in early 2012.
- † Crews have demolished the Rosser Road Bridge. A new bridge should open in spring 2012.
- † Crews have demolished half of the Marsh Lane and Montfort Road bridges. Those bridges will have reduced capacity until summer 2012.
- † The connection from TI Boulevard to the westbound HOV lane will be closed in early 2012. The connection will reopen in mid-2013.
- † Project design is about 63 percent complete and construction is about 11 percent complete as of November 30, 2011.
- † Demolition of the Welch Road bridge is scheduled to occur in early 2012. The bridge will reopen in mid-2012.
- † The Federal Highway Administration formally concurred in December 2011 with LBJIG's proposal to redesign the LBJ interchange at the Dallas North Tollway.
- † LBJIG has launched a business outreach effort featuring web-based updates and targeted briefings to area businesses. Go to www.lbjexpressmarketplace.com for more information.

† TxDOT and LBJIG host regular traffic management team (TMT) meetings with representatives of affected cities and agencies. The next TMT meeting will be held in early 2012.

† LBJIG assumed operations and maintenance duties on the project on January 31, 2011. For maintenance and roadway issues: 877-LBJ-EXPY (877-525-3979).

PROJECT FACTS

Length:

† I-635 from east of Luna Road to Greenville Avenue: Approximately 10.7 miles

† I-35E from south of Loop 12 to south of Valwood Parkway: Approximately 5.8 miles

Managed Lanes (each direction)

† I-635: Three lanes below surface level in median area

† I-35E: Two-lane elevated ramps from Loop 12 to I-635

† Total managed lanes length: 13.3 miles

† Estimated initial travel cost: 15 cents per mile (low traffic), 55 cents per mile (peak hour)

Right of Way (ROW) and Utilities

† All parcels are acquired and are held in the name of the State of Texas.

† LBJIG continues to coordinate utility relocations.

Construction dates

† Construction began: January 18, 2011

† Anticipated substantial completion date: early 2016

COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

Concession CDA – TxDOT owns the project; LBJIG to build, finance, operate and maintain project.

Term: 52 years

Total Project Cost: \$2.6 billion

Construction: \$2.6 billion (\$490 million TxDOT/public funds; \$664 million equity from LBJIG; private activity bonds (PABs), \$615 million; federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, \$850 million)

Operations and Maintenance: \$500 million (2008 dollars)

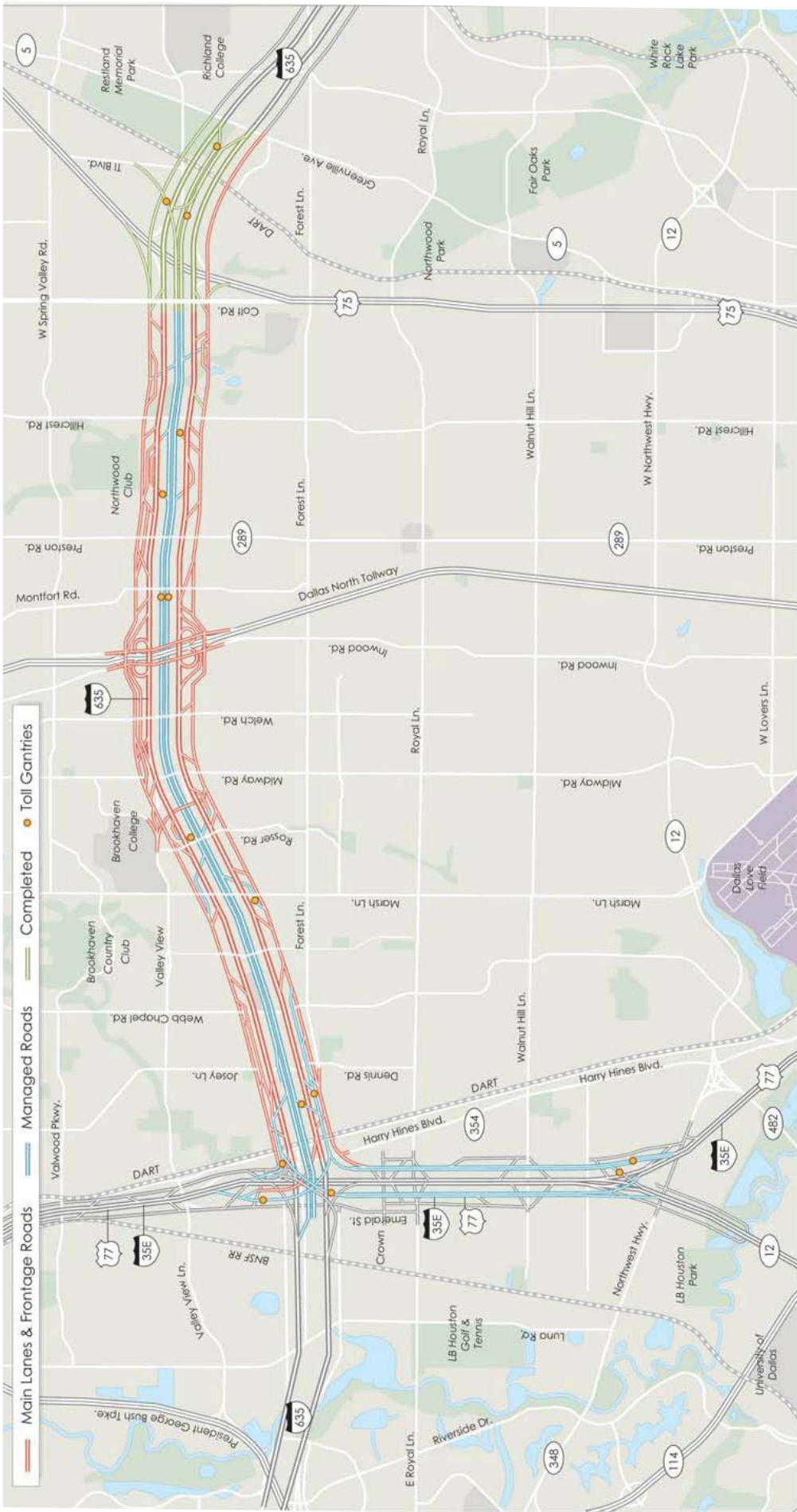
† Estimated annual routine maintenance costs (FY 2009) assumed by developer: \$1.7 million

† LBJIG partners: Cintra U.S., Meridiam Infrastructure Finance, Dallas Police and Fire Pension System

† North Texas Tollway Authority to provide toll collection services. Toll policy set by the region. TxTAG, TollTag and EasyPass electronic transponders will work on this project.



DFW CDA PROGRAM OFFICE



NOTE: Project area is not drawn to scale in order to emphasize details.

Configuration as proposed in Regional Mobility 2030 Plan

Roadway and Limits	Existing lanes (Each dir.)	HOV lanes (Each dir.)	Frontage lanes (Each dir.)	General purpose lanes (Each dir.)	Managed lanes (toll) (Each dir.)	Frontage lanes (Each dir.)
I-635 from Luna Road to east of U.S. 75	4	1	2*	4	2 - 3	2 - 3**
I-35E from Loop 12 to I-635	5	0	0	5	2 - 3	2 - 3***

LBJ EXPRESS CONTACTS

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