

Managed Lanes To Offer Initial '2-plus' Discount

The new managed lanes under construction in Tarrant and Dallas counties will initially offer peak-period discounts to cars with two or more occupants.

The Regional Transportation Council decided last month to open the new lanes with rules similar to the current HOV lanes, which have required vehicles with two-plus occupants since opening 20 years ago. Single-occupant vehicles will be able to use the lanes for a fee, but will not qualify for any discounts. To be consistent with the new managed lanes, the current HOV lanes will also allow single-occupant vehicles to use them, for a toll, if there is sufficient capacity.

The RTC worked for several months on policies for the existing high-occupancy vehicle lanes and the new managed lanes, considering a variety of options, including requiring a minimum of three occupants

in each vehicle to qualify for the lower rate.

Policymakers determined it would be better if the new managed lanes, to be called TEXpress Lanes, initially required two or more occupants for the 50 percent peak-period discount. The lower rate will apply from 6:30-9 am and 3-6:30 pm.

By 2016, vehicles will be required to carry three or more people, including the driver, to receive the discount during rush hour. The transition could take place sooner, if data support a change, according to the policy.

The new lanes, being built adjacent to toll-free lanes on part of LBJ Freeway and the North Tarrant Express, will open in phases, with the first segment, on LBJ, slated to welcome cars in December of 2013. ■

SOURCE: North Central Texas Council of Governments (NCTCOG).

Reprint from article in the NCTCOG publication *Local Motion*

WHERE DOES THE 38.4¢ GAS TAX GO?

FEDERAL GAS TAX: 18.4¢

Returned to Texas Highways 12.9¢

Returned to Texas Transit 1.4¢

Sent to Other States 4.1¢

STATE GAS TAX: 20¢

Public Education 4.9¢

TxDOT 7.5¢

Other Non-Transportation Uses 5.5¢

Prop 14 Debt Service 1.5¢

Comptroller Collection Expenses 0.6¢

Non-Texas Transportation 15.1¢

Debt Service 1.5¢

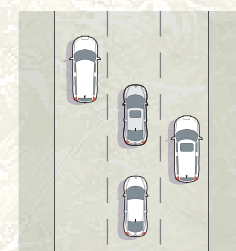
Texas Transit 1.4¢

Texas Highways 20.4¢

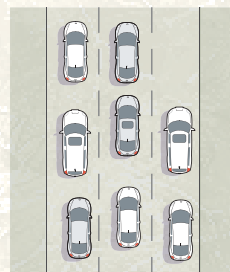
ROAD CAPACITY HASN'T KEPT PACE WITH POPULATION GROWTH

76,843
(highway miles)

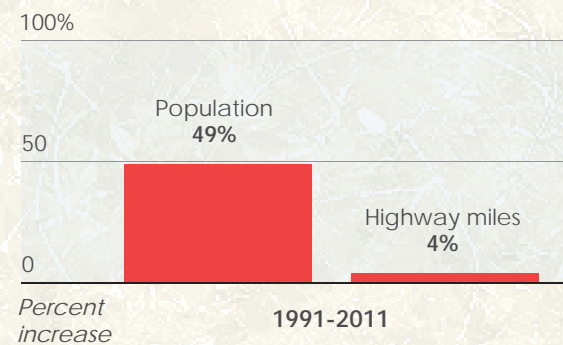
79,994
(highway miles)



1991



2011



SOURCE: American Community Survey, U.S. Census Bureau.

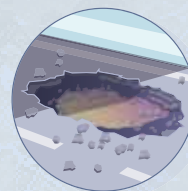
TxDOT graphic



KUDOS! From Michael M. of Mesquite: I used to read your highway billboards with a level of disbelief. I was either in the middle of an accident snarl that wasn't reported, or the report was old and the accident site had been cleaned up and traffic resumed natural flow. Now the billboards list problem areas in REAL TIME! Thanks so much. People can ignore the warnings at their own risk. I have found them to NOW be very helpful! Less travel frustration. Thanks - Mike.

Texas Department of Transportation
4777 E. Highway 80
Mesquite, TX
75150-6643

FOR MORE INFORMATION:
214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POTHOLE:

Visit www.txdot.gov/contact_us/potholes or call 888-885-8248. Progress report can be downloaded at www.txdot.gov/local_infrastructure/dallas_district



COLLIN * DALLAS * DENTON * ELLIS * KAUFMAN * NAVARRO * ROCKWALL *** APRIL 2013

★ PRACTICAL SAFE ROAD DESIGN ★

KEEPING YOUR SAFETY UPPERMOST IN MIND

Safety is one of our core values at TxDOT and permeates everything we do, including designing roads. At the most basic level, we follow established and accepted design criteria and guidelines in appropriate manuals and policy documents. As one can imagine, scientific studies, testing and evaluation ultimately form the very foundation of the design process. But instead of focusing on that early stage, we want to highlight the end product, the road safety features and in this case, how and what design features incorporate safety in the most practical sense.

The design speed of the roadway is based on several factors including the classification of the proposed roadway. First, it is important to know that the design speed is different from the actual speed limit of the roadway that will be determined later in the overall road-building process. The classification is simply how the road will be used and the purpose of the road. Will it serve a rural or an urban population? Will it serve as through mobility, say I-20 between Fort Worth and El Paso? Or will it serve a local urban setting with a need to provide several access points, say Northwest Highway in Dallas.

The topography or the type of terrain is factored in to a road design's speed. Is the road flat or does it have hills? Does the roadway curve or is it straight? An inherent element in this concept is what is referred to as the stopping sight distance which is the distance a driver needs to see and to have room to stop before colliding with something in the roadway. In other words, how quickly a driver can respond to an obstacle is correlated to the length of the distance he or she can see. Sight distance, for instance, is the reason passing at a curve or hill is not allowed on a two-way highway. Another safety application inherent within the stopping sight distance concept that is not readily recognized is the fact that our roads are designed to be safely traveled during the night with the headlights of the vehicle and is independent upon overhead lighting.

There are many other guidelines specific to safety, one of which is the concept of clear-zones which refers to the width from the edge of the road that is free of objects that could present a hazard. Does the area have trees or shrubs or bridge supports? In a rural roadway, the drainage ditch is specifically designed to maximize safety and includes having an appropriate slope and the inclusion of safety ends on culverts. The Federal Highway Administration puts it this way in one of their guides for maintenance, "Drainage systems that remove storm water run-off from streets and highways are an integral feature of a safe system. The

curbs, gutters, channels, and ditches that carry the run-off away from the roadway can have a serious effect on an errant motorist or bicyclist when not designed and maintained correctly."

We also incorporate safety features geared toward increasing pedestrian and bicyclist safety that includes an increasing emphasis on sidewalks. For example, in an effort to increase bicyclist safety, road design in an urban setting may call for a 14 foot outside lane with 1 foot between the solid white stripe and curb where the older standard was typically a 12 foot lane.

While not specific to road design, one final example of our safety focus occurs during a very critical time in the life of building a road and that is the construction phase. The safe and efficient flow of traffic through work-zones is paramount. Not only do we address work-zone safety by increasing awareness of the potential dangers in construction zones, we place a high priority on our review and implementation of traffic control plans during construction. Obviously, the safety of our roadways is ultimately the interaction between the road, the drivers and the physical environment (rain, ice, snow, fog). Our goal is to provide the safest roadway conditions as is possible for all drivers. We want each and every driver to reach their destination and return home, safe and sound, to their loved ones. ■



SH: State Highway FM: Farm to Market CR: County Road CS: City Street LP: Loop SP: Spur BUS: Business VA: Various locations

(Colored numbers located on map at right)

MARCH 2013 LET PROJECTS

CSJ number	Hwy	Limits	Type of work	Est. (M)	Bid (M)	(%)	Contractor	
0047-05-051	SH 5	1350' N of DART RR overpass to Wilson Creek Bridge	Base repair, overlay and turn lane	\$1.13	\$1.31	16.00	Austin Bridge & Road, LP	1
0091-03-024	SH 289	North BUS 289-C to Grayson C/L	Base repair and 2" overlay	\$0.71	\$0.77	8.11	Austin Bridge & Road, LP	2
0581-01-135	LP 12	At Union Pacific RR to near SH 310	Repair slope with retaining wall	\$0.59	\$0.66	10.36	Massana Construction Inc.	3
0596-02-041	FM 66	FM 66 - Hill C/L to FM 916 and FM 661 - US 287 to Tarrant C/L	Base and pavement repair, HMAC overlay.	\$2.81	\$2.43	-13.49	APAC-Texas, Inc.	4
0815-08-027	FM 663	South of US 287 to North of US 287	Widen existing overpass/approaches	\$3.79	\$4.73	24.64	Ed Bell Construction Co.	5
0816-04-044	FM 455	US 75 NB frontage road to SH 5	GR, STRS, BASE, SURF, PAV, MARK	\$12.60	\$12.40	-1.59	Lone Star Civil Constr., Inc.	6
0918-22-142	CS	On Pratt Rd., SE of SH 342 at Bear Creek in Red Oak	Replace Bridge and approaches	\$0.65	\$0.80	23.66	Rebcon, Inc.	7
0816-04-044	FM 741	FM 740 to Monitor Blvd. In Forney	Landscape development	\$0.33	\$0.30	-10.69	Landscape Contracting and Irrigation, Inc.	8
1311-01-034	FM 1171	I-35W to west of Shiloh Rd.	Widen two lane rural to six lane divided	\$50.47	\$45.72	-9.41	Webber, LLC	9
1973-01-012	FM 1461	SH 289 to CR 123 (End of maint.)	Base repair and level-up	\$1.41	\$1.31	-6.99	Austin Bridge & Road, LP	10
0918-00-162*	VA	Districtwide	Non-site specific install of guide signs	\$0.40	\$0.34	-15.97	Hwy. Intelligent Traffic Solutions, Inc.	

* Unmapped. ** District FY 2013 Letting Volume Cap includes the following: 1) the Horseshoe Design Build Project for \$700 million - actual bid of \$715 million and 2) the IH 35E at FM 407 Interchange Project for \$30 million which has been incorporated into the IH 35E Design Build - tentatively scheduled for May letting.

	Est. (M)	Bid (M)	(%)
March 2013 total	\$74.91	\$70.77	-5.52
District FY Accumulative Lettings	\$923.59	\$923.75	0.02
**Dallas District letting cap	\$1,240.81		

APRIL 2013 PROJECTED LETTING PROJECTS (Subject to change)

CSJ number	Hwy	Limits	Type of work	Est. (M)	
0048-03-080	US 77	Overhill Drive to north of US 287 in Waxahachie	Install raised median and rehab traffic signals	\$1.47	1
0081-13-052	I-35W	Various highways in Denton County	Install pavement markings	\$1.60	2
0092-05-049	I-45	FM 1182 to FM 1181	Truck lane restriction and guide signs	\$0.45	3
0094-07-041	SH 183	E. Abutment of Trinity River Bridge to I-35E	MILL, INLAY, FDRCP, PAV MRKS	\$2.20	4
0166-01-047	I-45	Freestone county line to CR 507	Overlay frontage roads	\$2.41	5
0281-02-069	SH 78	SH 78, US 75 FRGT RD, US 380, SH 289, and FM 544 in Collin Co.	Full depth repair	\$0.62	6
0281-03-045	SH 78	North of PGBT to Sachse city limits	Concrete full depth repair and pavement markings	\$0.76	7
0442-02-152	I-35E	IH 20 to US 67	Full depth repair of mainlanes	\$1.51	8
1091-01-019	FM 740	Ranch Road in Forney to Rockwall CL	Provide additional paved surface width	\$5.19	9
1394-02-023	FM 1387	West of Kensington Dr. to east of Walnut Grove Rd.	Realign highway in Midlothian	\$4.23	10
2374-01-170	I-635	Greenville Ave. to Forest Ln.	Full depth concrete pavement repair	\$0.53	11
0918-00-186*	VA	Various locations in Dallas district	Nonsite specific traffic signal project	\$1.43	
0918-00-200*	VA	Various locations in Dallas district	Upgrade video DET for high speed approaches	\$0.29	
Total				\$22.69	

* Unmapped.

COMPLETED CONSTRUCTION PROJECTS (From March 1 - 31, 2013)

CSJ number	Hwy	Limits	Type of work	Date completed	Cost (M)	
0091-04-054	SH 289	@ US 380 Interchange	Replace overpass	03/06/13	\$10.26	1
1311-01-052	FM 1171	West of Union Pacific RR to Shiloh Rd.	Repair edges & full depth base repair	03/05/13	\$0.36	2
0172-08-057	US 287	SH 34 to I-45	Mill, repair & resurface	03/28/13	\$2.49	3
0596-04-040	FM 878	US 287 NB FRGT RD in Waxahachie to Francis St. in Palmer	Provide additional paved surface width	03/13/13	\$6.17	4
1159-01-024	FM 875	FM 663 to BU 287-R in Waxahachie	Provide additional paved surface width	03/08/13	\$5.13	5
0093-01-089	I-45	BI 45 to US 287	Reversal of NB ramps	03/06/13	\$0.88	6
0574-01-028	SH 309	@ Draw & Two Rush Creek	Replace bridge	03/28/13	\$1.49	7
Total					\$26.78	

SOURCE: Texas Department of Transportation.

TxDOT graphic

DISTRICT PROJECTS

Colored and numbered boxes correspond with the charts at left and show projects that have let in March, are projected to let in April and those that were recently completed.

DENTON COUNTY

Vehicle registration: 539,776
 *Population estimate: 683,010
 Lane miles: 1,581.79

DALLAS COUNTY

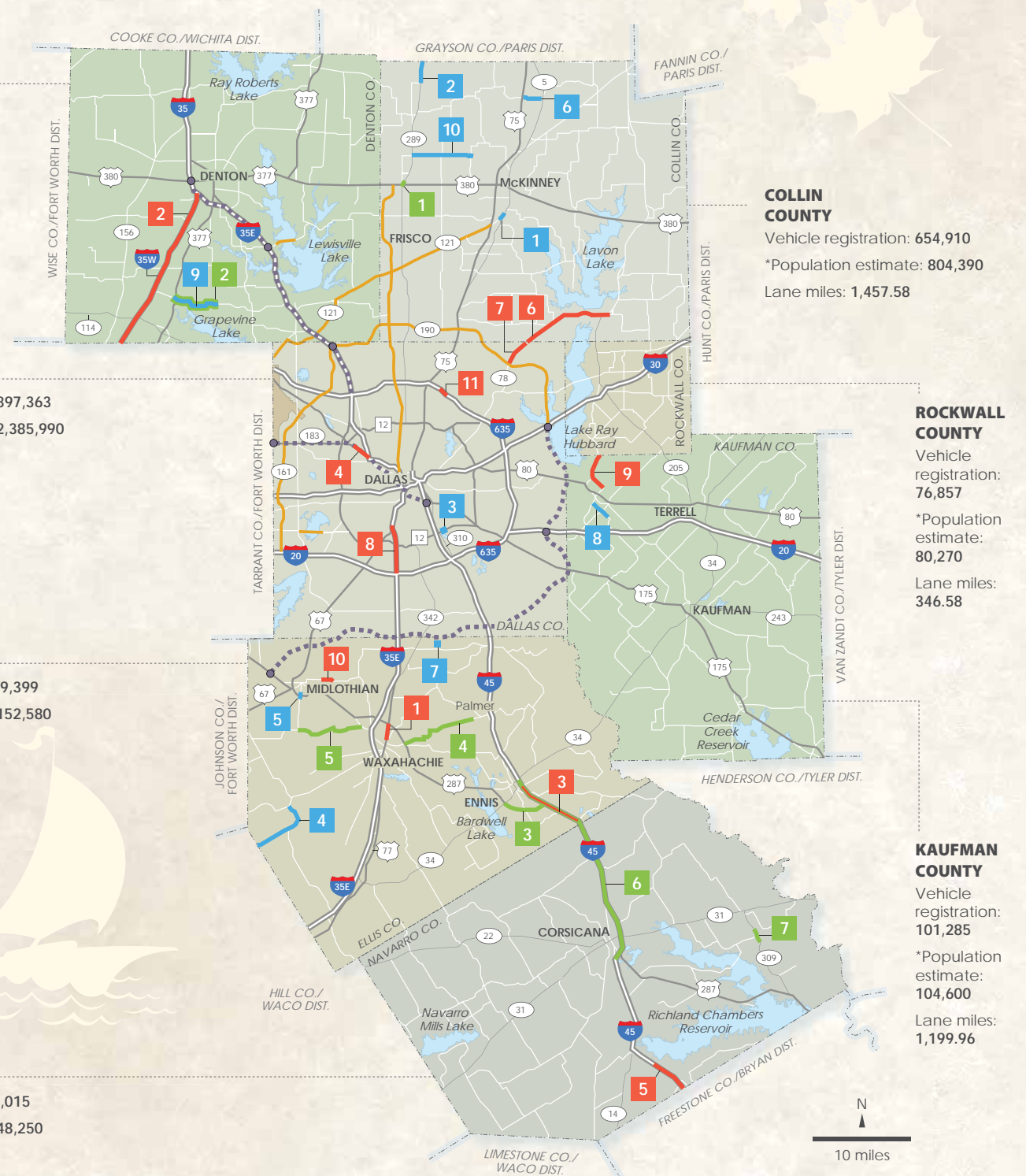
Vehicle registration: 1,897,363
 *Population estimate: 2,385,990
 Lane miles: 3,345.69

ELLIS COUNTY

Vehicle registration: 159,399
 *Population estimate: 152,580
 Lane miles: 1,514.05

NAVARRO COUNTY

Vehicle registration: 49,015
 *Population estimate: 48,250
 Lane miles: 1,193.96



COLLIN COUNTY

Vehicle registration: 654,910
 *Population estimate: 804,390
 Lane miles: 1,457.58

ROCKWALL COUNTY

Vehicle registration: 76,857
 *Population estimate: 80,270
 Lane miles: 346.58

KAUFMAN COUNTY

Vehicle registration: 101,285
 *Population estimate: 104,600
 Lane miles: 1,199.96

KEY

— Let	●●● Planned	Interstate hwy
— Projected	— Toll road	U.S. hwy
— Completed	- - - Toll road under construction	State hwy



DALLAS DISTRICT TOTALS

Vehicle registration: 3,478,605
 *Population estimate: 4,259,090
 Lane miles: 10,639.61

SOURCE: TxDOT research. *POPULATION ESTIMATE: NCTCOG.

TxDOT graphics