

# Explaining HOV, Express, TEXpress and Toll Managed Lanes

Continued from Cover Page

Our guiding principles include safety, reliability, choice and user operability. The goal of user operability is to provide a seamless customer experience for motorists. For example, the 80th Texas Legislature passed a law (Senate Bill 792) designating NTTA as the tolling services provider within the area it serves which includes the DFW Region. Through the use of tolling service agreements TxDOT enters into agreements with NTTA to provide billing, collections and other related services.

One of the first major projects to come online with toll managed lanes is the LBJ Express project. During the month of December,

LBJ Express will open the toll managed lanes between Greenville Avenue and Preston Road. This initial opening is what is referred to as a 'soft opening' and will serve as a sort of test period which will allow the region, as well as motorists, the opportunity to experience how this newest implementation of the toll managed lanes will operate. For more information on these particular toll managed lanes, log onto [www.lbjexpress.com](http://www.lbjexpress.com) and view a video tutorial.

The Regional Transportation Council held a workshop on this topic in October 2013 and included presentations from TxDOT's Dallas District, RTC, NTTA and LBJ Express. Access to

those presentations is available at:

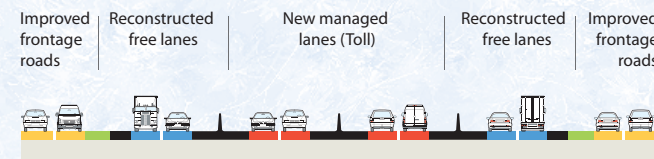
<http://www.nctcog.org/trans/committees/rtc/managed.lane.workshop.rtc101013.pdf>

Working together with all our transportation partners allows our region to tackle the challenge of exponential growth and the resulting congestion with innovative strategies that help us maximize our resources. Over the next several months and years our goal is to make these transitions as smooth as possible for motorists and to continue to maintain a safe and reliable transportation system that meets the needs of motorists and allows our economy to continue to thrive. ■

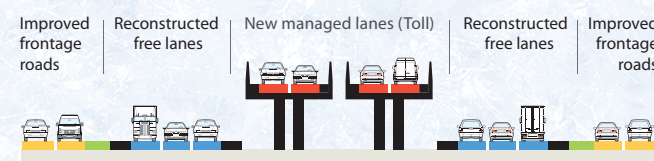
## THE BASICS OF HOW MANAGED LANES ARE CONFIGURED

■ New managed lane (Toll) ■ Free lane ■ Frontage road

### GROUND LEVEL LAYOUT

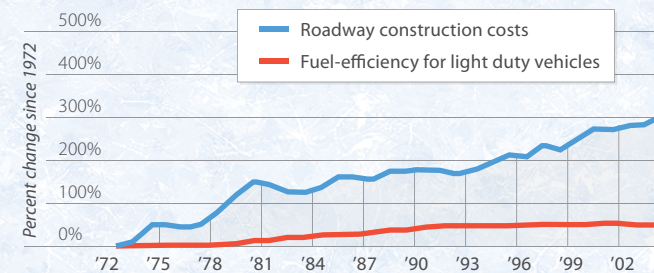


### ELEVATED LAYOUT



NOTE: Illustration depicts example managed lane design only. TxDOT graphic

## CONSTRUCTION COST GROWTH EXCEEDS FUEL-EFFICIENCY GROWTH



SOURCE: ITEP Reports. TxDOT graphic

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

### FOR MORE INFORMATION:

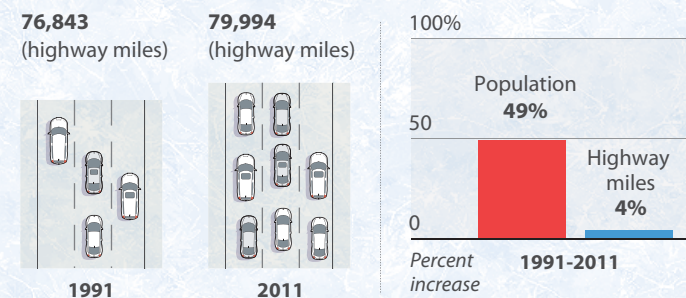
214-320-4480  
[dalinfo@txdot.gov](mailto:dalinfo@txdot.gov)  
[www.txdot.gov](http://www.txdot.gov)



### REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/form.html?form=Report\\_a\\_Pothole](http://www.txdot.gov/contact-us/form.html?form=Report_a_Pothole) or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

## ROAD CAPACITY HASN'T KEPT PACE WITH POPULATION GROWTH



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

## LBJ EXPRESS CONSTRUCTION PROGRESS



SOURCE: [www.lbjexpress.com](http://www.lbjexpress.com)

Check out the pictorial construction progress on LBJ Express' website: <http://lbjexpress.com/photos.asp>

# Making sense of HOV, Express, TEXpress and Toll Managed Lanes

Quality transportation contributes to our state's economy and every Texan's quality of life. North Texas' exponential growth means more cars added to already congested roads. This challenges our region's quality of life through higher fuel costs, lost productivity and increased vehicle emissions.

The region's transportation network continues to evolve to keep people, goods and services moving through the fourth-largest metropolitan area in the country. TxDOT is continually seeking to provide safe and excellent transportation for our motorists by implementing new strategies.

One such strategy that is evolving is our high-occupancy vehicle (HOV) lanes. By now, many people are beginning to hear new terminology in this transition including HOV2+ lanes, HOV 3+ lanes, express lanes, managed lanes, TEXpress lanes and tolled managed lanes. Understanding the history of the HOV lanes helps to provide clarity as the new strategies and terminology come closer to becoming a reality.

Originally, the primary function of the existing HOV lanes in the DFW Region was to move more people in fewer cars in order to help us meet federal clean-air requirements. As people continue to move into the DFW Region, at a pace of approximately 1 million every 10 years, the resulting impact is an increased demand for expanded capacity. The need to find more ways to manage the increased congestion is a necessity. One of the ways we can meet the increased demand is by allowing single-occupancy vehicles (SOV's) to pay to use the existing HOV lanes or what will be referred to as Express/HOV lanes. Another strategy to meet the increased demand on our roadways is the addition of tolled managed lanes (TEXpress lanes).

## IN SIMPLE TERMS: BREAKING IT DOWN

So what is the difference between a traditional toll road, Express/HOV lanes and tolled managed lanes (TEXpress lanes)?



**Toll Road** – A toll road charges a fixed price that remains constant at all times of the day. Generally, all the main lanes of a toll road are tolled. A toll road does not guarantee predictable travel times or keep traffic moving. An example of a toll road in the DFW area would be any of those of the North Texas Tollway Authority's facilities such as the Dallas North Tollway.



**HOV/Express lanes** – These are the existing HOV lanes in the DFW Region where motorists can travel in the lanes for free as long as there are two or more passengers in the vehicle. As noted earlier, these lanes were established out of a need to come into compliance with clean air requirements by moving more people in less cars and thereby reducing emissions. These lanes will evolve to allow single-occupancy vehicles (SOV's) to pay a fee to use the excess capacity.



**Tolled managed lanes (TEXpress lanes)** – Tolled managed lanes are one component of several current major projects that also have free general purpose lanes and free frontage roads. On toll managed lanes, dynamic pricing provides a strategy to manage congestion. The tolls will adjust based upon the average speed or number of drivers who want to use the tolled lanes. Typically during non-peak driving times, the average tolls will be less than during rush hour. The goal of dynamic pricing is to provide a higher level of service by ensuring those drivers a predictable, higher-speed commute. Vehicles with two or more passengers will receive a 50 percent discount on the tolls during the peak periods. An example of a toll managed lane would be the toll managed lanes that are a part of the current LBJ Express Project. A toll managed lane would be the toll managed lanes that are a part of the current LBJ Express Project.

SOURCE: Texas Department of Transportation. TxDOT graphic

The overarching concept and the implementation of these strategies is a result of closely coordinated partnerships from state and federal legislators and agencies, local elected officials and local governments, to our regional transportation partners such as the Regional Transportation Council (RTC) and the North

Texas Tollway Authority (NTTA) as well as the developers of these major projects such as LBJ Express, North Tarrant Express (NTE), and the DFW Connector.

See **EXPLAINING** on Back Page

## NOVEMBER 2013 LET PROJECTS

CSJ number	Hwy	Limits	Type of work	Est. (M)	Bid (M)	(%)	Est. Total Proj. Costs (M)***	Contractor	
0549-03-018	SH 121	SH 5 to 1.65 miles west of FM 455	Widen 2-lane rural to 4-lane divided urban	\$38.83	\$38.28	-1.42	\$59.59	Texas Sterling Construction Co.	1
1047-03-063	FM 1382	New Clark Rd. to west of Straus Rd. in Cedar Hill	Intersection improvements	\$2.39	\$1.89	-20.86	\$2.33	CD Builders, Inc.	2
<b>November 2013 total</b>				<b>\$41.22</b>	<b>\$40.17</b>	<b>-2.55</b>	<b>\$60.92</b>		
*Unmapped.									
** District FY 2014 Letting Volume Cap includes the following:									
1) The SH 183 Managed Lanes Project for \$837 million.									
*** Est. Total Project Costs includes estimated PE, ROW, E&C, Indirect Costs and potential Change Costs at the time of bid.									
District FY Accumulative Lettings				<b>\$89.92</b>	<b>\$88.49</b>	<b>-1.59</b>			
<b>**Dallas District letting cap</b>							<b>\$1,384.34</b>		

## DECEMBER 2013 PROJECTED LETTING PROJECTS (Subject to change)

CSJ number	Hwy	Limits	Type of work	Est. (M)	
0047-06-139	US 75	Spring Creek Parkway to SH 121 (Sam Rayburn Tollway)	Widen 6 lane freeway to 8 lanes; improve frontage roads/ramp	\$60.92	1
0442-02-148	I-35E	I-20 to Loop 12	Install high mast illumination	\$1.31	2
<b>Total</b>				<b>\$62.23</b>	

## COMPLETED CONSTRUCTION PROJECTS (From November 1 - 30, 2013)

CSJ number	Hwy	Limits	Type of work	Date completed	Cost (M)	
1973-01-012	FM 1461	SH 289 to CR 123	Base repair and level-up	11/12/13	\$1.31	1
0092-07-045	SH 356	Eastbound overpass at Macarthur Blvd.	Rehabilitate bridge	11/08/13	\$0.45	2
0581-01-136	LP 12	Bonnie View Rd. to IH 45	Full Depth Repair	11/22/13	\$0.11	3
1568-02-007	FM 407	At Trail Creek	Replace Bridge	11/11/13	\$0.30	4
1139-01-041	FM 813	North of US 287 to FM 983	Provide Additional Paved Surface Width	11/13/13	\$4.98	5
0095-14-016	I-20	Dallas County Line to Rosehill Rd.	Concrete Repair, Shoulder Texturing, Overlay & Pvt. Mrk.	11/20/13	\$3.17	6
0195-02-067*	I-35	Districtwide	Seal Coat & Pvt. Marking	11/18/13	\$10.96	
<b>Total</b>					<b>\$21.28</b>	

\*Unmapped.  
SOURCE: Texas Department of Transportation.

TxDOT graphics

## DISTRICT PROJECTS

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

### DENTON COUNTY

Vehicle registration: **559,501**

\*Population estimate: **683,010**

Lane miles: **1,597.47**

### DALLAS COUNTY

Vehicle registration: **1,952,662**

\*Population estimate: **2,385,990**

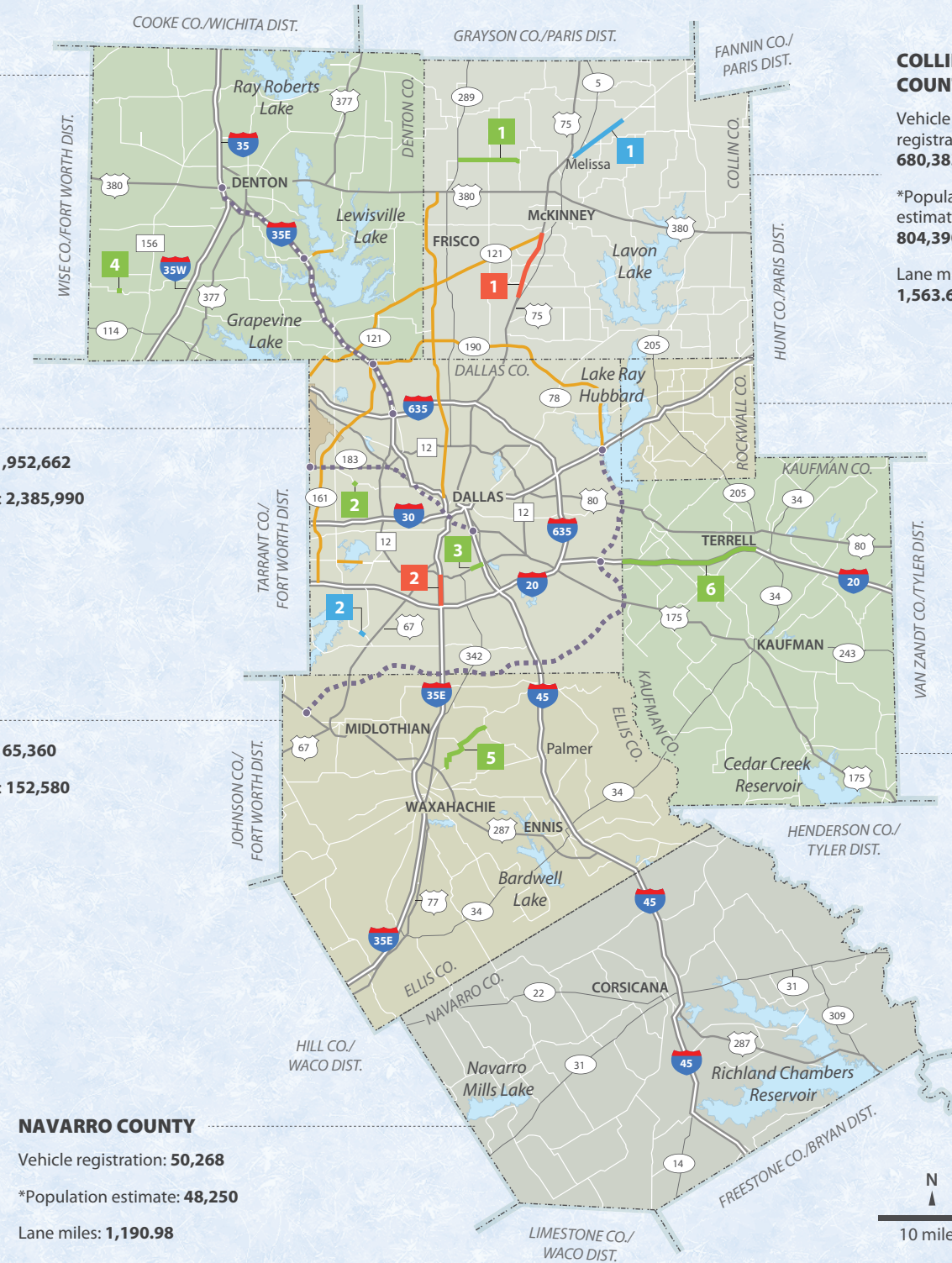
Lane miles: **3,440.13**

### ELLIS COUNTY

Vehicle registration: **165,360**

\*Population estimate: **152,580**

Lane miles: **1,516.77**



### COLLIN COUNTY

Vehicle registration: **680,383**

\*Population estimate: **804,390**

Lane miles: **1,563.69**

### ROCKWALL COUNTY

Vehicle registration: **79,075**

\*Population estimate: **80,270**

Lane miles: **346.35**

### KAUFMAN COUNTY

Vehicle registration: **103,929**

\*Population estimate: **104,600**

Lane miles: **1,191.95**

### NAVARRO COUNTY

Vehicle registration: **50,268**

\*Population estimate: **48,250**

Lane miles: **1,190.98**

### KEY

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



### DALLAS DISTRICT TOTALS

Vehicle registration: **3,591,178**

\*Population estimate: **4,259,090**

Lane miles: **10,847.34**