

# DALLAS DISTRICT PROGRESS

Monthly Report on Dallas District Projects and Topics ★★★ COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

## DISTRICT'S NEW CHIEF OUTLINES VISION FOR THE FUTURE

**DALLAS** — Valuable experience garnered from a TxDOT career spanning nearly three decades is what Kelly Selman brings to his new role as head of the Dallas District.



Selman took over as Dallas District Engineer on Dec. 15, following the departure of Bill Hale, who became TxDOT's Chief Engineer. In a letter this month to district employees, Selman began by acknowledging accomplishments made under Hale's direction.

"I want to emphasize that Bill Hale is to be commended for his work for the past 11 years. He set the bar high," Selman wrote. "We will continue that momentum, and we will work hard to maintain those high standards set for our district."

Selman joined TxDOT in 1986 in the roadway design section and transferred to the Collin County Area Office in 1990 where he served as a construction project engineer, area office design manager and assistant area engineer prior to being named area engineer in March 2004.

In 2006, Selman was named the Dallas district director of transportation operations. He served as director of transportation, planning and development from 2009 through 2010 and was responsible for advanced transportation planning and project development, consultant contract administration, public transportation, transportation management systems and design. Selman was named the Dallas deputy district engineer in December 2010.

In his letter to employees, Selman laid out several priorities that will be critical to continuing success in the coming years. First on the list is to continue bolstering the district's already strong workforce.



**James "Kelly" Selman** — Our new Dallas District Chief Engineer.

TxDOT photo archive

"We build and maintain thousands of lane miles in the District, but we're in the people business," he said. "Good training and mentorship is going to keep our people efficient. Classes are good, but having good people to do the training and pass on what they've learned is crucial."

Selman called on district leaders to help foster a positive mentoring attitude "that will allow us to carry on the TxDOT tradition well into the future."

Next, Selman stressed the importance of improving pavement scores in the district. He said a new performance-based maintenance contract with Amey Consultants and Webber Construction in Dallas County will help increase pavement scores throughout the district.

"We are now able to shift more in-house

personnel to our outlying counties to focus on pavements and use contract personnel for more routine maintenance in Dallas County," he said. "We will continue to utilize our external partners to supplement our workforce. We do efficient work but we can't do it all ourselves."

Among other priorities Selman listed was to improve the quality of our Plans, Specifications and Estimates, and to place a heavy focus on the mobility around downtown Dallas by working to secure funding and reaching agreements with local elected officials.

"The design life is coming to an end on most of our major roadways," he said. "Collin and Denton counties have huge mobility issues but are making strides. A lot of the focus will now be on the mobility around downtown Dallas."

The Dallas District is hardly alone when it comes to facing new challenges on the road ahead. But armed with a long and distinguished career of more than 28 years with TxDOT, Selman is ready for the challenge. ■

### MORE ABOUT KELLY:

- Selman graduated from Texas A&M University in 1986 with a bachelor's degree in civil engineering.
- The Whitewright, Texas native enjoys working with the district's engineer in training program, serving as an advisor to the department's newest batch of future engineers and leaders.
- Selman is a longtime member and former president of the Board of Trustees of the Whitewright Independent School District.
- He also enjoys community activities, serving as a founding member of the Whitewright Youth Baseball/Softball Association.

TxDOT graphic

**DECEMBER 2014 LET PROJECTS**

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M) ***	CONTRACTOR	
0048-03-087	US 77	US 77 at SH 342 and SH 34 at Laurel / Wal-Mart	Rehabilitation of traffic signals	\$0.30	\$0.27	-8.32	\$0.36	Durable Specialties, Inc.	1
0095-10-053	US 80	I-30 to I-635	Concrete full depth repair on jughandles and frontage roads	\$1.47	\$1.32	-9.91	\$1.59	Silver Creek Constr., Inc.	2
0162-04-055	SH 31	SH 31 from FM 55 north to I-45	Full depth concrete repair, level-up and overlay	\$4.48	\$4.31	-3.79	\$5.13	Big Creek Constr. Ltd.	3
0353-02-063	SH 114	At FM156	Construct interchange	\$30.06	\$32.10	6.81	\$45.76	Austin Bridge & Road, L.P.	4
0697-03-027	FM 429	SH 243 to US 80	Texturize shoulders and centerline	\$0.24	\$0.21	-15.13	\$0.24	Striping Technology, L.P.	5
1392-01-040	FM 1378	FM 1378: FM 2514 to S of Forest Dr. and FM 2756 at FM 569	Additional paved surfaced width, base repair & overlay	\$2.70	\$2.70	0.04	\$3.34	Jagoe-Public Company	6
3392-01-008	FM 2786	SH 5 to FM 1378	Widen 2 to 4 lane divided	\$16.10	\$15.80	-1.86	\$21.21	Ed Bell Constr. Co.	7
<b>DECEMBER 2014 TOTAL</b>				<b>\$55.34</b>	<b>\$56.71</b>	<b>2.48</b>	<b>\$77.63</b>		
<b>DISTRICT FY ACCUMULATIVE LETTINGS</b>				<b>\$315.79</b>	<b>\$306.33</b>	<b>-3.00</b>			
<b>DALLAS DISTRICT LETTING CAP</b>				<b>\$1,046.87**</b>					

\*\*District FY 2015 Letting Vol. Cap includes the following:  
 1) The SH 183 Managed Lanes project for \$513 million.  
 \*\*\*Est. Total Proj. Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

**JANUARY 2015 PROJECTED LETTING PROJECTS** (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
0568-01-046	SH 34	FM 667 To US 287	Profile pavement markings	\$0.25	1
1211-01-018	FM 984	At Draw, 1.7 mi. S of SH 34 at Onion Creek Relief #1 and #2	Replace Bridge and approaches	\$2.33	2
1494-02-008	FM 1565	FM 986 to Hunt County Line	Provide additional pavement surface and overlay	\$2.13	3
<b>TOTAL</b>				<b>\$4.71</b>	

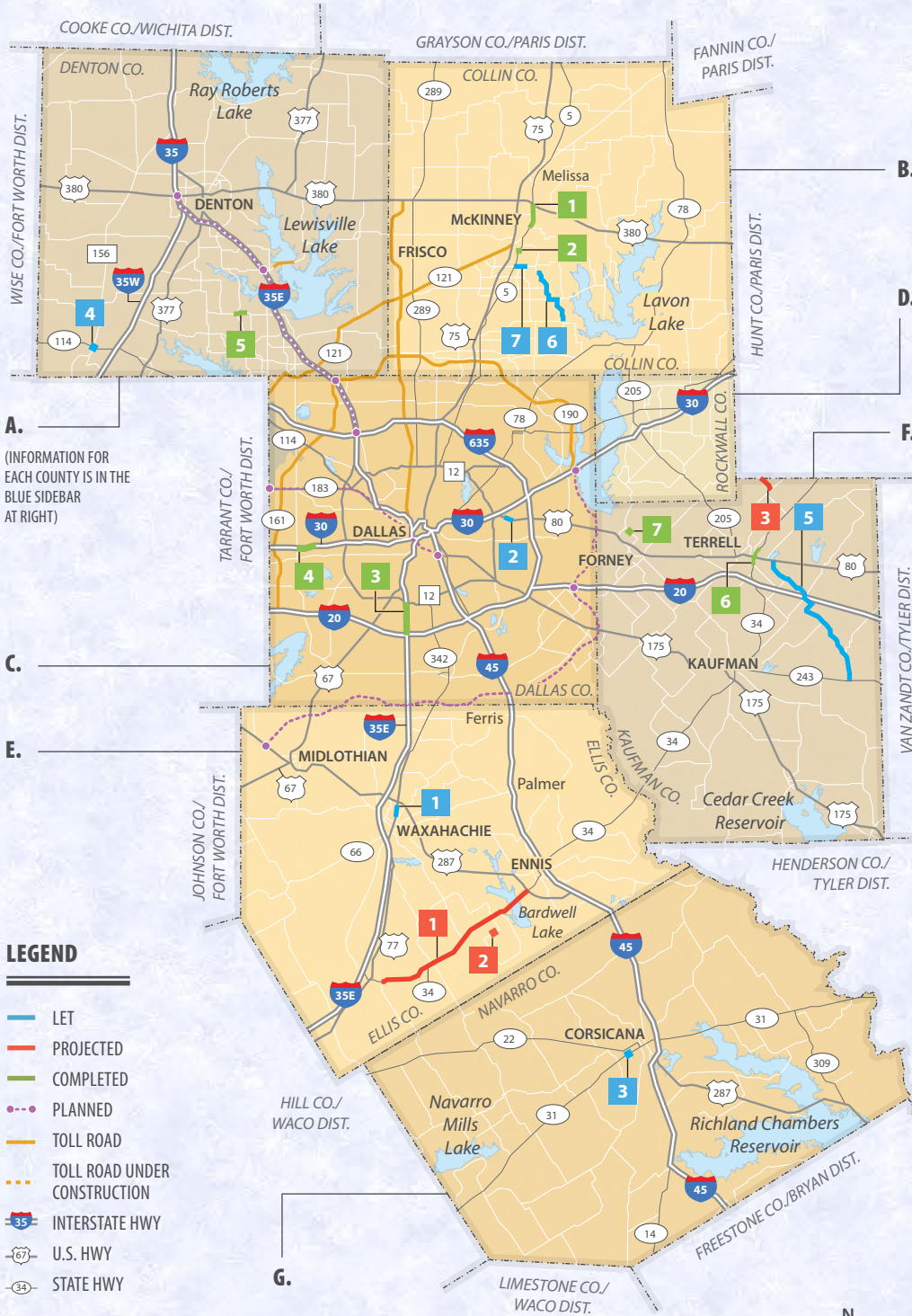
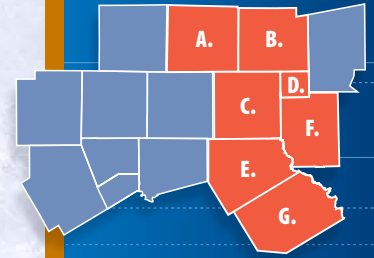
**COMPLETED CONSTRUCTION PROJECTS** (FROM DECEMBER 1 – 31, 2014)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)	
0047-05-053	SH 5	FM 546 to US 380	Base Repair & Overlay	12/16/14	\$1.04	1
0047-09-027	SH 5	At DGNO Railroad Underpass in Fairview	Realign Highway & Remove Railroad Underpass	12/11/14	\$3.52	2
0442-02-148	I-35E	I-20 to SL 12	Install High Mast Illumination	12/02/14	\$0.95	3
1068-04-142	I-30	Belt Line Rd in Grand Prairie to Macarthur Blvd.	Construct FRGT RD, Ramps, Park & Ride Facility	12/22/14	\$14.78	4
1950-01-026	FM 407	Chinn Chapel to Briarhill Blvd.	Widen 2 LN to 4 LN Divided Roadway	12/18/14	\$4.42	5
0173-04-025	SH 34	Airport Rd to Rose St. in Terrell	Const 4-Ln Hwy & US 80/RR Overpass	12/29/14	\$15.32	6
1091-01-016	FM 740	At Buffalo Creek	Replace Bridge	12/10/14	\$2.86	7
0048-03-084*	I-35E	Various Locations in Ellis Co.	Profile Pavement Markings	12/29/14	\$0.57	
<b>TOTAL</b>					<b>\$43.46</b>	

\*Unmapped.  
 SOURCE: Texas Department of Transportation.

# DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in December, are projected to let in January or have recently been completed.



## DALLAS DISTRICT TOTALS

VEHICLE REGISTRATION | 3,591,178  
 \*POPULATION ESTIMATE | 4,259,090  
 LANE MILES | 10,847.34

### A. | DENTON COUNTY

VEHICLE REGISTRATION: 559,501  
 \*POPULATION ESTIMATE: 683,010  
 LANE MILES: 1,597.47

### B. | COLLIN COUNTY

VEHICLE REGISTRATION: 680,383  
 \*POPULATION ESTIMATE: 804,390  
 LANE MILES: 1,563.69

### C. | DALLAS COUNTY

VEHICLE REGISTRATION: 1,952,662  
 \*POPULATION ESTIMATE: 2,385,990  
 LANE MILES: 3,440.13

### D. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 79,075  
 \*POPULATION ESTIMATE: 80,270  
 LANE MILES: 346.35

### E. | ELLIS COUNTY

VEHICLE REGISTRATION: 165,360  
 \*POPULATION ESTIMATE: 152,580  
 LANE MILES: 1,516.77

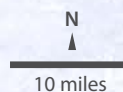
### F. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 103,929  
 \*POPULATION ESTIMATE: 104,600  
 LANE MILES: 1,191.95

### G. | NAVARRO COUNTY

VEHICLE REGISTRATION: 50,268  
 \*POPULATION ESTIMATE: 48,250  
 LANE MILES: 1,190.98

SOURCE: TxDOT research.  
 \*POPULATION ESTIMATE: NCTCOG.



# TxDOT PREPARED FOR WINTER WEATHER

**DALLAS** — TxDOT has spent the past few months gearing up for the upcoming winter weather season, updating response plans and restocking inventory.



In addition, TxDOT has contracted with a joint venture between Amey Consultants and Webber Construction to increase its maintenance resources in Dallas County,

including during winter weather events. The performance-based contract means Amey-Webber is responsible for treating interstates in Dallas County, including I-30, I-20, I-635, I-45 and I-35, along with the Dallas County portion of US 75.

TxDOT will now be able to refocus its resources elsewhere in the district. This season, TxDOT will again have more than 185 pieces of equipment and nearly 350

employees readily available to immediately start working around the clock as soon as winter weather threatens North Texas.

What's more, the Dallas District has 14 snow plow blade attachments and three new brine makers at its disposal. Brine is a liquid, salt-based anti-icer used to pretreat roads just before temperatures drop below freezing. ★

## AFTER SNOW/ICE EVENT

- Stockpiles/supplies are replenished (multi-day storm)
- Roadways are swept/cleaned of excess aggregate
- Winter plan effectiveness is evaluated and adjusted
- Roadway repairs are scheduled (Potholes, guardrails, structures, etc.)
- Equipment is serviced and prepared for the next winter storm

## WHAT MATERIALS ARE USE ON THE ROADS?



### Before an ice/Snow Event

- Liquid salt-based anti-icers help prevent ice formation



### During an ice/Snow Event

- Various salt-based granular de-icers are used to help melt ice already formed on the road

## HOW DO THE CHEMICALS WORK?

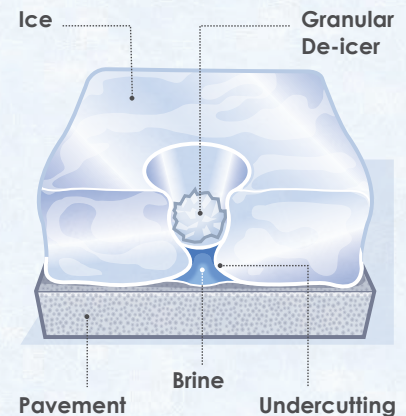
### Granular De-Icer

A granular de-icer – salt for instance – lowers the freezing point of water from 32 °F to about 15 °F (depending on how much you use).

When salt makes contact with ice – melting begins immediately and spreads out from that point, creating a salt/water mix (brine) that continues melting the ice, undercutting the bond between the ice and the road.

### Melting Ice Takes Time

The temperature and the amount of ice or snow on the road determine de-icing material amounts and melting rates. As temperatures drop, the amount of de-icer needed to melt a given quantity of ice increases significantly.



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

TxDOT graphic



### From Mr. N. Dotson, Garland, TX —

"Just a note of thanks for taking care of the bridges and highways in the wintery weather like we are having tonight. Also, for tolerating the mindless questions and interviews by the local media every time this happens. I've seen a couple interviews already tonight and your spokesman does a really great job. Thanks for all y'all do."

SOURCE: Texas Department of Transportation

TxDOT graphic

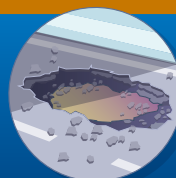
## DALLAS DISTRICT | PROGRESS



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### FOR MORE INFORMATION:

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### REPORT A POTHOLE:

Visit [www.txdot.gov/contact-us/formhtml?form=Report\\_a\\_Pothole](http://www.txdot.gov/contact-us/formhtml?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>