

# FORT WORTH DISTRICT PARTNERS



Commissioner Ted Houghton at TxDOT Forum

## MAINTAIN *a safe system*

As one of its goals, TxDOT works to keep the highways passable during inclement weather.

TxDOT statewide response during Winter Storm Clean:

**Over 1,100 pieces of equipment**

**Over 1,700 employees**

**\$7.1 million total cost to date for materials, equipment and labor**

### **Transportation Conferences**

Over 1,300 people attended TxDOT's ninth annual Texas Transportation Forum in San Antonio in January where this year's theme focused on simplicity: how to provide simple solutions for complex problems. In Tarrant County, several groups are meeting in February to discuss transportation progress and the future needs of the Metroplex. This includes the Southeast Tarrant Transportation Partnership in Arlington Feb. 12, a Transportation Town Hall in Colleyville Feb. 12, and the fifth annual Northeast Tarrant Transportation Summit in Hurst Feb. 21.

### **Wilson Departs TxDOT**

In January, Executive Director Phil Wilson left TxDOT to lead the Lower Colorado River Authority. During his two years as executive director, Wilson directed a number of significant changes and improvements in operations at TxDOT that has helped the agency increase efficiencies while continuing to provide safe modes of transportation for the citizens of Texas. The Texas Transportation Commission appointed James Bass, TxDOT chief financial officer, as TxDOT's interim executive director.

### **High-Speed Rail**

A high-speed rail commission for the Dallas/Fort Worth region was authorized by the Texas Transportation Commission in January. This advisory committee will advise TxDOT on the development of intercity rail corridors, new transportation policies, and funding and procurement strategies as they relate to the implementation of proposed high-speed rail connecting the Dallas and Fort Worth areas. Former transportation commissioner Bill Meadows was appointed as the body's first presiding officer.

### **Winter Storm Clean**

For six days in December, Texas was hit with an immense winter storm, almost unprecedented in the magnitude in which it impacted North Texas. While weathercasters forecast only half an inch of accumulation in the area, Dallas and Fort Worth and surrounding areas were hardest hit with four to six inches of ice being the norm. All 25 TxDOT districts were involved either directly or by providing support across the state. Over 500 drivers worked around the clock to clear roads in the Dallas and Fort Worth area.

## AWARDED PROJECTS

	Hwy	Limits	Type of Work	Estimate (millions)	Bid (millions)	Over/Underrun (%)
JAN	US 67	FM 2331 to Somervell County Line Johnson County	Pavement overlay and repairs	\$3.4	\$3.1	-6.5
	FM 1709	At US 377	Intersection improvements	\$0.9	\$0.9	-1.6
	RM 2871	US 377 to UP Railroad, Benbrook	Pavement overlay and repairs	\$2.2	\$2.1	-3.9

## PROJECTED PROJECTS

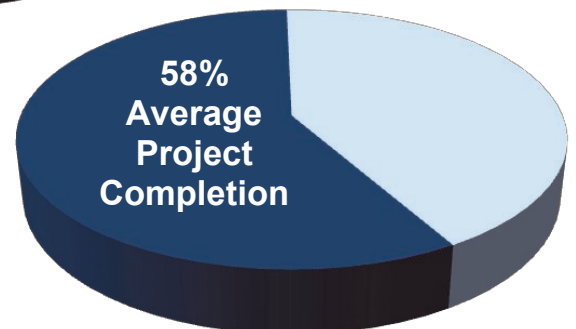
	Hwy	Limits	Type of Work	Estimate (millions)
FEB	FM 917	SH 171 to SH 174, Johnson County	Pavement overlay	\$2.5
	I-30	I-820 to Cooper St	Pavement overlay and repairs	\$5.6
	County Rd 266	At Green Creek, Erath County	Bridge replacement	\$0.5
MAR	I-20	Ric Williamson Memorial Highway to Spur 312, Parker County	Pavement overlay and repairs	\$2.4
	FM 1886	FM 730 to the Tarrant County Line	Add shoulders	\$4.9
	US 287	Chambers St to Rosedale St	Pavement overlay and repairs	\$2.2
APR	Center St	At I-20, Arlington	Construct new bridge	\$9.9



### \$237 M PROPOSED LETTING



### FY 2014 CONSTRUCTION\*



**TOTAL CONTRACTS \$597 M**

*\*does not include CDAs, Chisholm Trail or pass-throughs*

# Flashing Yellow Arrow Signals in North Texas

In the interest of enhancing mobility and safety, TxDOT is working with local governments to install flashing yellow arrow signals, the new nationwide standard for signals where a driver must yield to oncoming traffic to turn left.

In January, installation of the signals began at various locations on SH 26 in Colleyville, Hurst and North Richland Hills. Farm-to-Market Road 1709 in Southlake will also have flashing yellow arrow signals installed at various locations in early 2014.

The new signals are being gradually phased in to replace the traditional circular green signals currently used to let drivers know that they must yield on green to turn left.

A left turn can be one of the most challenging actions a driver can undertake. Left turn signals have been designed to let drivers know when they can safely turn across oncoming traffic, but the wide variety of types of signals used across the country can be confusing. In particular, when drivers are shown a green turn signal, they may not understand that the turn is not protected and that they must yield to oncoming traffic.

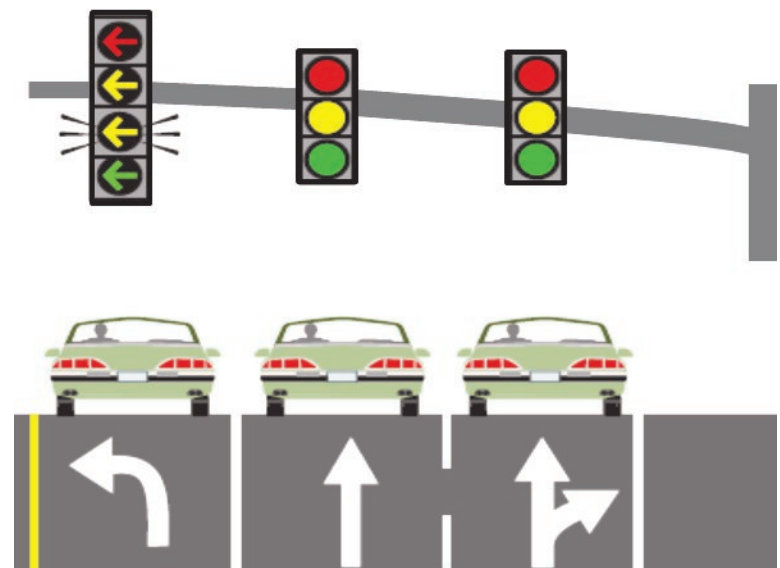
Research has shown that the new flashing yellow arrow signals are safer and more easily understood by drivers than the traditional “yield on green” signals. These new signals provide additional opportunities for a driver to make a safer left turn than traditional signals.



## What the arrows mean

- *Steady red arrow* — Stop. No left turns allowed.
- *Steady yellow arrow* — Prepare to stop.
- *Flashing yellow arrow* — Left turns allowed, but must yield to oncoming traffic.
- *Steady green arrow* — Left turns allowed and protected.

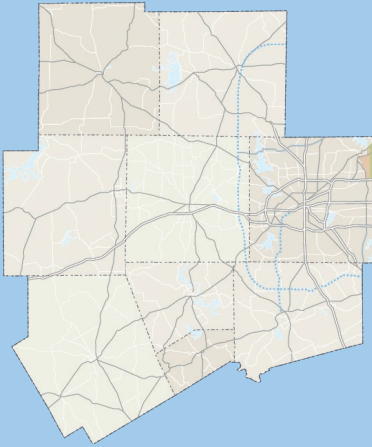
 [youtube.com](http://youtube.com) • <http://bit.ly/IU59VB>





# PARTNERS

February 2014



Tarrant . Johnson  
Parker . Wise . Hood  
Erath . Palo Pinto  
Jack . Somervell



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TEXpress Lanes are unique toll lanes that are built within an existing highway. They add additional capacity to the highway to accommodate more traffic. Unlike other toll roads, the price changes based on the level of traffic in the corridor to maintain a minimum 50 mph speed of travel.

TEXpress Lanes provide drivers alternatives for their commute. They choose to drive the existing non-tolled main lanes and frontage roads or have the benefit of traveling without congestion and stop-and-go driving by using the TEXpress Lanes.

# 50 MPH

*Minimum  
travel speed  
maintained on  
TEXpress lanes*

				
<b>EXPRESS LANES</b>				
<b>TO</b>	TEXAS <b>26</b>	TEXAS <b>183</b>	TEXAS <b>157</b>	
	<b>\$0.90</b>			
<b>HOV 2+</b>	<b>\$0.45</b>			
<b>HIGHER RATES FOR NO TAG OR LARGER VEHICLES</b>				

## How do TEXpress Lanes work?

Roadside equipment monitors real-time traffic conditions to adjust the prices periodically throughout the day based upon the average speed and number of drivers who want to use the TEXpress Lanes. Customers are notified of the price they will pay on the toll pricing signs prior to entering any segment of the TEXpress Lanes. Vehicles with two or more occupants (HOV 2+) and motorcycles receive a discount during peak travel periods on weekdays. To qualify, drivers must own a TollTag, TxTag, or EZ TAG.

## Where are TEXpress Lanes?

Currently, TEXpress Lanes are under construction or in the planning stages on six major Dallas-Fort Worth corridors which mark the beginning of the regional TEXpress Lanes network. Within the next several years, TEXpress Lanes will be designated on other highly-congested roadways throughout North Texas.

- DFW Connector (SH 114 and SH 121)
- LBJ Express (I-635)
- North Tarrant Express (I-820, SH 121 and SH 183)
- I-30
- I-35E
- I-35W

 [texpresslanes.com](http://texpresslanes.com)