

# LBJ EXPRESS

## TxDOT PROJECT TRACKER

DALLAS DISTRICT



"Work with others to provide safe and reliable transportation solutions for Texas."

### 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 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 authorized request for CDA qualifications: March 2006
- CDA executed: September 4, 2009
- Financial close: June 22, 2010
- Approval to begin detailed work: December 19, 2010

### PROJECT PROGRESS

- The project infrastructure is 68.6 percent complete. The project averages \$50 million in work each month
- Newly constructed eastbound and westbound frontage roads between Preston and Coit fully constructed and opened mid-December 2013
- General purpose lanes east of Preston to U.S. 75 completed and opened December 2013
- Phase One of TExpress managed lanes from west of Greenville to east of Preston opened December 14, 2013. Phase two of the TExpress Managed Lanes from Loop 12 to Valwood Parkway on I-35E and Luna to I-35E to open Summer 2014
- New eastbound frontage road from Marsh to Midway opened mid-December 2013
- White Rock Creek Trail re-opened in early September 2013
- Sound wall construction is 100 percent complete
- All cross street bridges have been completed: Preston Road, Montfort, Welch, Marsh and Rosser
- Webb Chapel re-opened October 2014
- Valley View under I-635 to be re-opened August 2014
- Bypass Lanes: Both EB and WB @ Park Central are open; both EB and WB @ Webb Chapel and Josey Lane are open; WB at Midway is open.
- WB Preston bypass lane to open December 2015
- The project team has a blog for behind-the-scenes information on construction. Go to [www.lbjexpressblog.com](http://www.lbjexpressblog.com)
- A new LBJ TExpress website went live in November at [www.lbjtexpress.com](http://www.lbjtexpress.com)
- LBJIG is responsible for operations and maintenance on the project. Call **877-LBJ-EXPY (877-525-3979)** for assistance



LBJ Express construction at Midway Road looking west.

### 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)

- Total managed lanes: Length: 13.3 miles (I-635: Three lanes below surface level in median area; I-35E: Two-lane elevated ramps from Loop 12 to I-635)
- 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 and LBJIG continues to coordinate utility relocations. Utilities are 99 percent complete

#### CONSTRUCTION DATES

- Construction began in Spring 2011 with an anticipated substantial completion date of 2016

### COMPREHENSIVE DEVELOPMENT AGREEMENT (CDA)

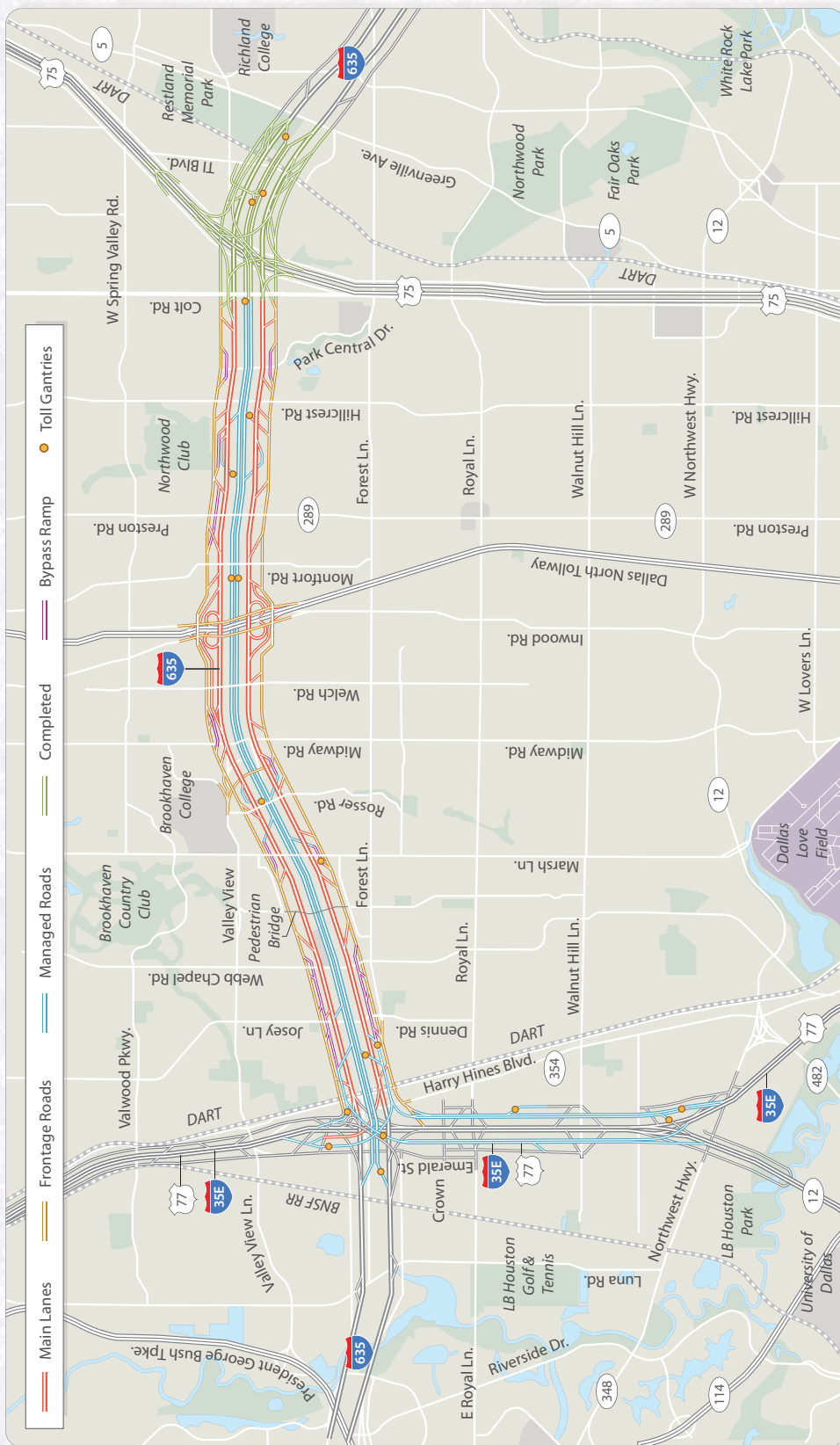
**CONCESSION CDA** — TxDOT owns the project; LBJIG to build, finance, operate and maintain project for a term of 52 years

**TOTAL PROJECT CONSTRUCTION COST:** \$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, and Dallas Police and Fire Pension System
- North Texas Tollway Authority to provide toll collection services for the TExpress Lanes. Toll policy set by the region. TxTAG, TollTag and EZ TAG electronic transponders will work in these lanes.





TxDOT graphic

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

**DFW STRATEGIC PROJECTS OFFICE**

Configuration as proposed in Regional Mobility 2030 Plan

Roadway and Limits	Existing lanes (Each dir.)	HOV lanes (Each dir.)	Frontage 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*	2 - 3	2 - 3**
I-35E from Loop 12 to I-635	5	0	0	2 - 3	2 - 3 <sup>***</sup>

TxDOT graphic



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**Project websites:** [www.lbjexpress.com](http://www.lbjexpress.com); [www.txdot.gov](http://www.txdot.gov)  
**Keyword:** "LBJ Managed Lanes"  
**Project hotline:** 877-LBJ-EXPY (877) 525-3979