



What is the schedule for completion?

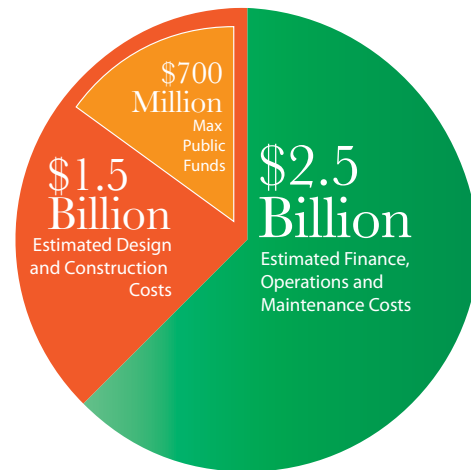
- ★ Winter 2008 Contract award
- ★ Winter 2008 Project open house
- ★ Summer 2009 Construction begins
- ★ 2014 Roadway opens

How will The New LBJ be paid for?

The New LBJ is a public-private partnership. A private-sector developer will provide the majority of funding for the project. That developer will then design, build, maintain and operate the roadway for 52 years.

That means:

- ★ The roadway is finished faster, relieving congestion sooner, maximizing cost savings and minimizing the pollution impacts of construction.
- ★ The risks associated with big construction ventures are shifted from the taxpayers to developers and investors.
- ★ Public funds are conserved for other local transportation needs.
- ★ The State of Texas retains ownership and oversight of the project.
- ★ A portion of the excess revenue will be shared with the region and the project's funding partners.



The total construction cost of the New LBJ project is estimated at \$1.5 billion, most of which will be provided by the developer. A maximum of \$700 million in public funds could be required.

The project's funding partners are RTC, DART, the City of Dallas and Dallas County.



Faster.
Safer.
Cleaner.

Why do we need The New LBJ?

When the I-635 Freeway (LBJ) first opened 40 years ago, it was designed to carry 180,000 cars and trucks a day. Amid the doubts of those who thought Dallas would never see that kind of traffic, the LBJ was built to accommodate an ambitious vision for the city.

Dramatic growth and economic prosperity have made that vision a reality. But the roadway that's become the backbone for growth and prosperity now carries more than a quarter million vehicles a day, succumbing to gridlock that cripples our mobility, threatens our safety and pollutes our air. A decade from now, travel demand along the LBJ corridor is projected to exceed 450,000 cars and trucks per day.

Involvement from more than 6,000 citizens at more than 300 meetings with the public over the last 15 years has inspired the New LBJ project to be faster, safer and cleaner. Just as it did in 1969, Dallas has a bold vision to meet tomorrow's transportation demand. Dallas has The New LBJ.



LBJ was built for 180,000 cars and trucks a day.



Today, the roadway carries 270,000+ vehicles a day. In 2020, traffic demand is projected to be 450,000+.

For more information

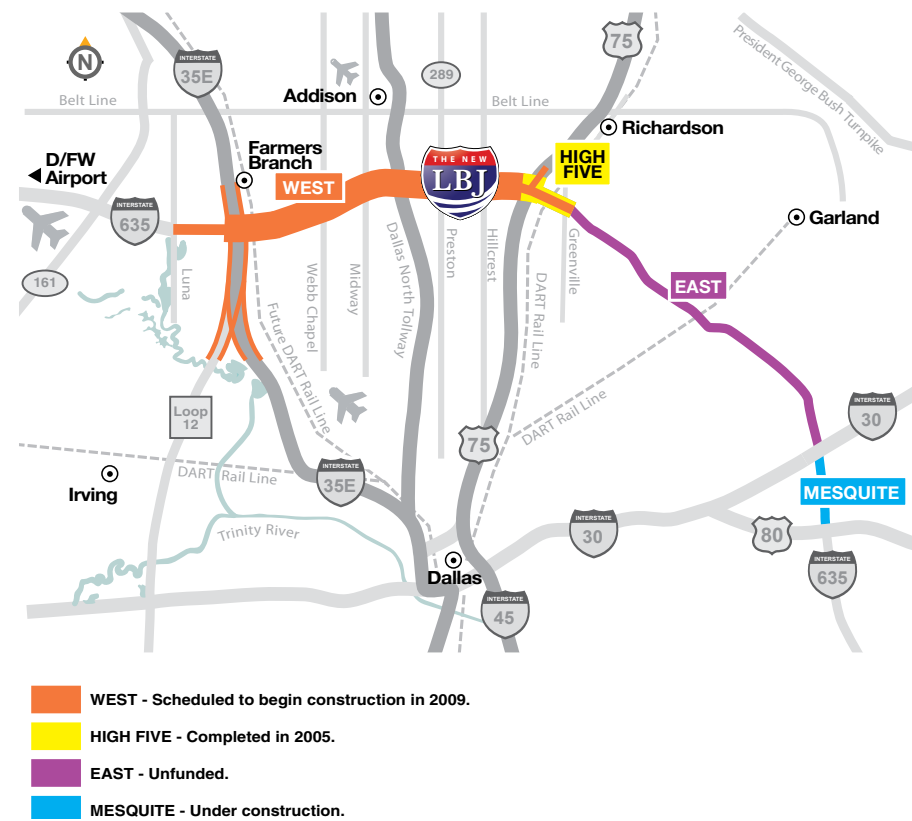
John Hudspeth, P.E.
TxDOT Project Manager
P.O. Box 133067
Dallas, Texas 75313-3067
214-320-4490

Jack Antebi, PE
LBJ Mobility Coordinator
Texas Transportation Institute
972-994-0034
Or visit www.newlbj.com



What major challenges do we face?

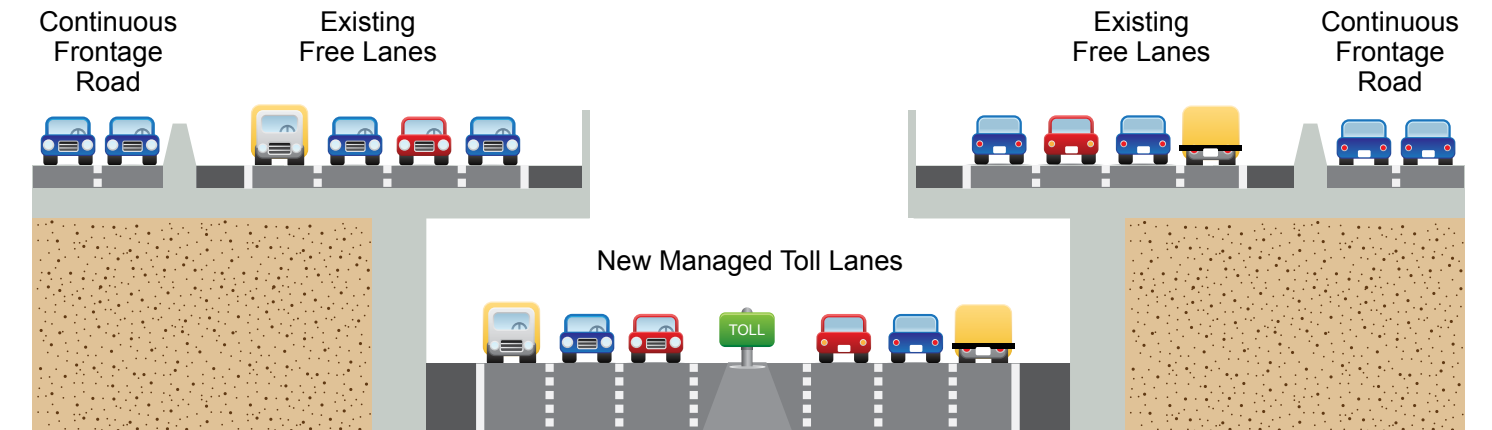
- ★ Aging roadways and bridges
- ★ Growing population, travel and congestion
- ★ Declining funding
- ★ Rising construction, maintenance and land costs
- ★ \$59 billion regional transportation funding shortfall through 2030*
- ★ Poor air quality



What will The New LBJ look like?

- ★ Eight free mainlanes (four in each direction).
- ★ Continuous frontage roads two or three lanes wide throughout the entire length of the project.
- ★ Rebuilt bridges for streets crossing LBJ.
- ★ Six new managed toll lanes (three in each direction).

How do managed toll lanes work?



Managed toll lanes are lanes where traffic is kept moving at a faster, more reliable speed (50 mph) by adjusting the toll rate up and down as the number of vehicles increases or decreases respectively.

Drivers can enter and exit the managed toll lanes at numerous points along the roadway and pay a toll to ensure a faster, more predictable trip time.

How will The New LBJ be better?



Faster

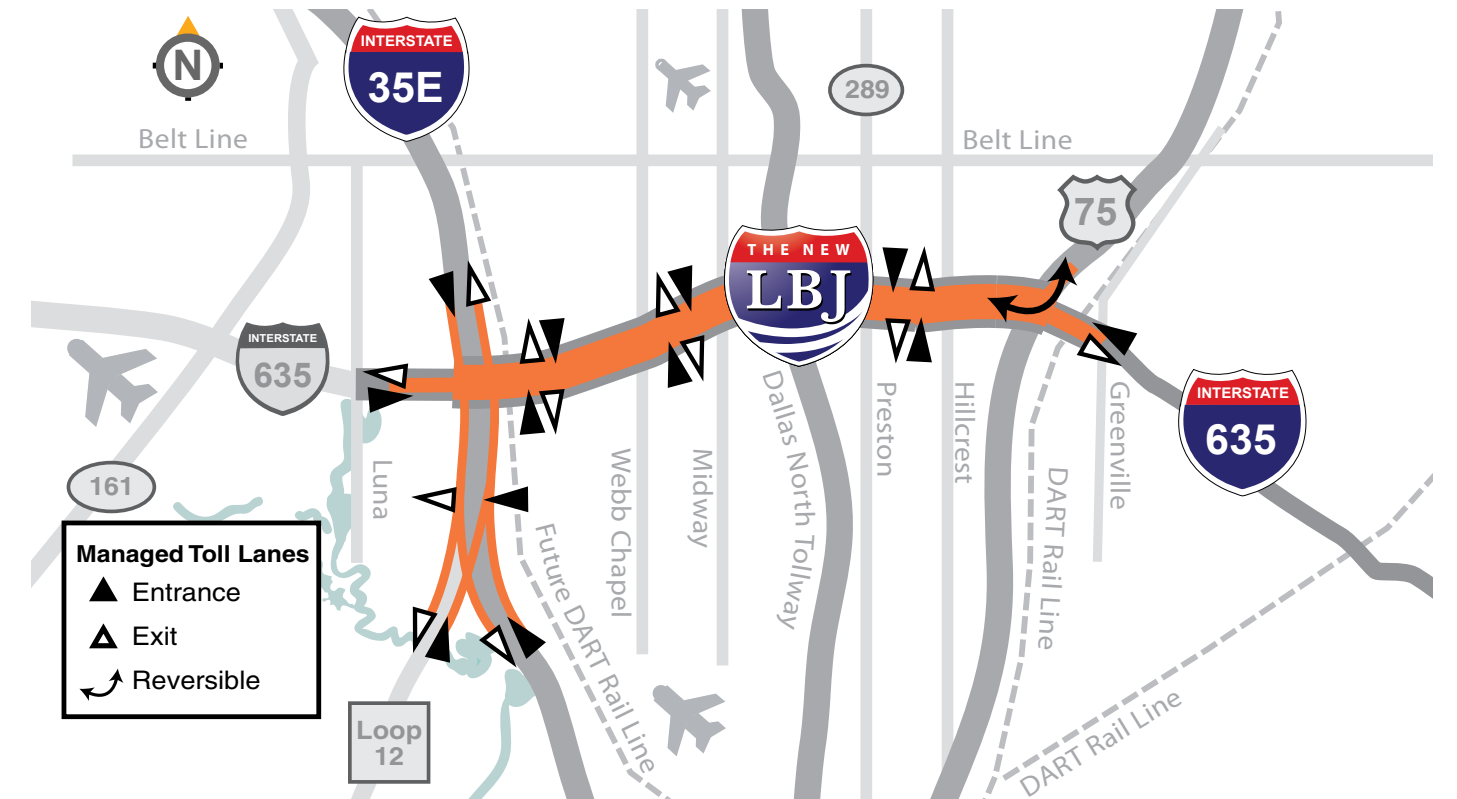
- ✓ Faster more reliable travel speeds keep traffic moving quickly and save you time.
- ✓ Fewer traffic jams thanks to steady traffic flow.
- ✓ Predictable trip times to make your travel plans more certain.
- ✓ Reliable, up-to-the-minute travel condition information to help you adjust your commute.
- ✓ Six new managed toll lanes to relieve congestion on the free lanes and help move traffic more efficiently.

Safer

- ✓ Wider main lanes to help reduce collisions.
- ✓ Additional shoulders to facilitate the clearance of traffic incidents and disabled vehicles.
- ✓ Continuous frontage roads, providing additional flexibility for incident clearance and emergency response.
- ✓ Managed toll lanes are separated from free lanes to reduce the potential for vehicle collisions.

Cleaner

- ✓ Reduced air pollution (because cars that keep moving pollute less than cars stuck in traffic congestion).
- ✓ Sound walls, to insulate nearby neighborhoods from noise pollution.
- ✓ Streamlined construction, to finish the job sooner and reduce construction pollution.
- ✓ Quicker project completion, in only five years instead of 20.



How will tolls be set?

- Tolls will be charged at different rates, depending on the type of vehicle (3 or more axles pay more), the number of passengers in the vehicle and traffic conditions as they change during the day.
- ★ Region sets tolling policy.
 - ★ Developer will implement the policy.
 - ★ NTTA collects and manages the toll tag accounts.
 - ★ TxDOT retains ownership and oversight of the project and will review and periodically audit managed toll lane operations for compliance.