

DFW TOLL ROAD GUIDE



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PROPOSED/IN PLANNING



UNDER CONSTRUCTION

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TxTag

With an electronic TxTag sticker on your windshield, you can pay tolls without stopping at a toll booth or digging for change. As you enter or exit the toll road, a device above the road reads a signal from the microchip

inside your tag and automatically deducts the toll from your pre-paid TxTag account.

How does TxTag Work?

TxTag makes paying tolls simple and fast.

There's no stopping or slowing down to pay, no waiting in line at a toll booth and no searching for change on toll roads across Texas. The TxTag sticker goes on the inside of your windshield behind your rearview mirror. An electronic reader above the toll roads sends a signal to the microchip inside the sticker, and tolls are automatically deducted from your prepaid TxTag account.

TxTag works like a prepaid phone card or gift card.

With a TxTag account, you prepay your tolls. TxTag customers save up to 25% on tolls statewide, and there is never a fee for using your tag. You can easily check your toll expenses and account balance or make payments to your account online or by phone.

Get started with a TxTag.

When you open an account with \$20 in prepaid tolls, you will receive a TxTag Starter Kit that contains all you need to start using your TxTag, including installation instructions and the User Guide. Because removing the sticker can damage the chip inside, your TxTag must be permanently installed and cannot be moved between vehicles. If you have more than one vehicle, you can order tags for each and manage them all through one account.

Some vehicles, including motorcycles, need special kinds of tags.

Motorcycle Tags: Because the TxTag sticker relies on windshield glass to work, motorcycles require a special tag. The motorcycle tag uses different technology to provide the same benefits of a standard TxTag.

To order a motorcycle tag, call 1-888-468-9824. A refundable deposit is required.

Bumper Tags: Bumper tags are required for vehicles with certain windshields. Because bumper tags can be reused, a refundable deposit is required. If you have questions, call 1-888-468-9824.

How do I get a TxTag?

Online (txtag.org)

Filling out an online application form takes only a few minutes. Your TxTag will be mailed to you within 3-4 business days already activated and ready for immediate installation.

By Phone

Call the TxTag Customer Service Center Monday-Friday, from 8:00 a.m. to 7:00 p.m., toll-free at 1-888-468-9824. A representative will assist you with the short application process.

By Mail

You may also download and print the application for a TxTag. Mail your completed application to:

*TxTag Customer Service Center
12719 Burnet Road
Austin, TX 78727*

At TxTag Promotional Events

Throughout the year, the mobile TxTag Customer Service Center attends community events where drivers can get a TxTag or get help with an existing account. Find upcoming events in your community.

Chisholm Trail Parkway

www.ntta.org

The Chisholm Trail Parkway, a 27.6-mile toll road extending from downtown Fort Worth south to Cleburne, is now open. More than 50 years in the making, the project was a collaboration between the North Texas Tollway Authority, Texas Department of Transportation, the North Central Texas Council of Governments (NCTCOG), Tarrant and Johnson counties, along with the cities of Fort Worth, Burleson and Cleburne, and Western Railroad and Union Pacific Railroad.

Dallas North Tollway

www.ntta.org

The Dallas North Tollway is a quick, safe, convenient connection for motorists between downtown Dallas and cities in Collin, Denton and northern Dallas counties. It is a 32-mile, six-lane, limited access expressway passing through and along the cities of Dallas, Highland Park, University Park, Addison, Farmers Branch, Plano and Frisco.

LBJ TEXpress

www.lbjtexpress.com

Described by state transportation leaders as the most comprehensive and complex project of its type in the country, the 13.3-mile LBJ Express project encompasses improvements along I-635/LBJ Freeway and I-35E/Stemmons Freeway.

President George Bush Turnpike

www.ntta.org

The President George Bush Turnpike offers a significant east-west route within a major developing economic area in the northern half of the Dallas-Fort Worth Metroplex. The 52-mile, six-lane, limited access expressway links commuters to high-tech corridors, corporate headquarters and other important destinations and gives motorists additional access to U.S. 75, the Dallas North Tollway, Interstate 35E, and I-635. The toll road also offers an alternative route to the Dallas/Fort Worth International Airport.

Mountain Creek Lake Toll Bridge

www.ntta.org

The Mountain Creek Lake Bridge has helped support economic development in the area by providing a direct and convenient east-west crossing of Mountain Creek Lake between the Oak Cliff section of Dallas and the City of Grand Prairie. Linking communities in the southern part of Dallas County with those in Tarrant County, the two-lane bridge provides convenient access to tourist attractions, sports venues and other destinations in Arlington and Tarrant County.

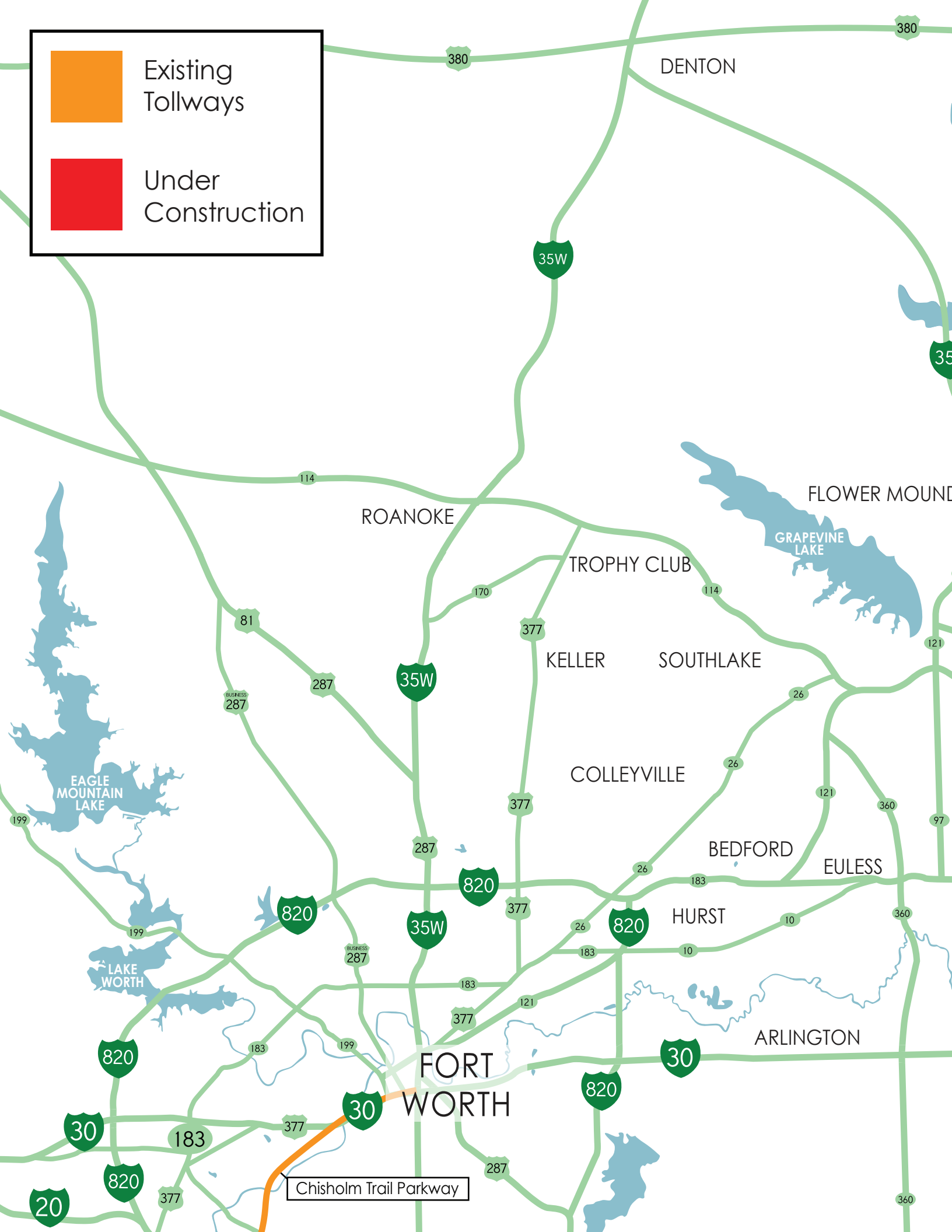
Sam Rayburn Tollway

www.ntta.org

Sam Rayburn Tollway, formerly known as State Highway 121 or 121 Tollway, extends northeasterly from Business 121 near the Dallas/Denton county line to U.S. 75 in Collin County, offering accessibility to several Metroplex destinations. The toll road, which became part of the NITA's network on Sept. 1, 2008, features six main lanes and all-electronic toll collection, also known as cashless tolling. The full 26.2 miles of roadway are open to traffic, including the direct connecting ramps at U.S. 75 and at the Dallas North Tollway that opened in 2011.



	Existing Tollways
	Under Construction



Chisholm Trail Parkway



The East Branch

www.theeastbranch.org

An outer loop around Dallas County was first envisioned in 1964. In 1968, the Texas Highway Commission authorized an outer loop around Dallas and designated it as Loop 9. In 1988, the cities of Garland, Rowlett, Mesquite, and Dallas County sponsored a study to extend SH 190 from SH 78 to IH 20. In 1991, SDHPT commissioned further study of SH 190 from SH 78 to IH 20 and recommended an alignment. In 2000, the North Texas Tollway Authority (NTTA) began an updated/more detailed study to develop the section from SH 78 to IH 30 as a tollway.

The East Corridor

www.theeastcorridor.org

The East Corridor design team will fully explore the re-design of the IH 30 and US 80. This process is anticipated to last approximately 36 months and will entail the completion of Preliminary Design Schematics and an Environmental Assessment.

Loop 9

www.loop9.org

TxDOT and NCTCOG, in cooperation with local government officials, worked together to prepare a Corridor/Feasibility Study for the Loop 9 Southeast study area from US 67 to I-20. Public Meetings were held in May and September 2013. The Corridor/Feasibility Study was completed and approved by TxDOT in March of 2014. TxDOT began development of the schematic and Environmental Assessment (EA) for the section of Loop 9 from I-35E to I-45 in April of 2014. Updates on this study and future public involvement activities will be provided as they become available.

Loop 12/SH 114 Interchange

www.txdot.gov

The \$224 million project to reconstruct the State Loop 12 and State Highway (SH) 114 stretches along Loop 12 from south of Texas Plaza to the Trinity River bridge, including the interchange and approaches on SH 114. Construction on SH 114 will stretch from the interchange west to Rochelle.

Project Pegasus

www.projectpegasus.org

The Texas Department of Transportation (TxDOT) is initiating the challenging task of redesigning IH 30 and IH 35E. TxDOT wants to work alongside the community to develop the new downtown freeway design.

Sam Rayburn Tollway - Fourth Lane

www.ntta.org

The Sam Rayburn Tollway Fourth Lane Project includes widening the entire length of the SRT to four lanes with the addition of one lane in each direction. It is anticipated that the project will be built in phases, and construction is scheduled to begin in 2018, and be completed in 2022.

The Southern Gateway

www.thesoutherngateway.org

The Southern Gateway project (TSG) was approved during the 83rd Legislature as a possible design build public-private partnership (PPP) project. The potential impacts of the project, known as "TSG Managed Lane Project" would be addressed in an environmental assessment (EA) and would include a section of I-35E within the Dallas Horseshoe (HS) project.

State Highway 170

www.ntta.org

The NTTA is conducting further studies of the corridor. The project may go through a market valuation process, a joint NTTA-TxDOT effort, as outlined in Senate Bill 792, passed by the 80th Texas Legislature. Project partnering meetings are ongoing to advance the project, which could result in a 5.8-mile toll road in southwest Denton and northern Tarrant counties.

Trinity Parkway

www.ntta.org

The proposed Trinity Parkway will connect Interstate 35E to U.S. 175, providing a new, approximately 9-mile relief route around the west and south sides of Dallas' central business district. The Trinity Parkway would be a six-lane, tolled bypass around downtown Dallas, which would provide traffic relief for the I-30 and I-35E corridors. The NTTA is managing ongoing environmental clearance and preliminary engineering efforts to advance the project.

US 77 Waxahachie Project

www.txdot.gov

The purpose of the proposed project is to repair the structural deterioration of the existing US 77 Viaduct and to provide better mobility through downtown Waxahachie. Proposed improvements include rehabilitation of the existing US 77 Viaduct, construction of a new parallel bridge to the west of the viaduct, and reconstruction of the existing US 77 (Elm Street) to carry all northbound traffic and Monroe Street to carry all southbound traffic through downtown Waxahachie. Known as a couplet system, the one way streets would tie-in to the existing and proposed bridges.

UNDER CONSTRUCTION



The Horseshoe www.dallashorseshoe.com

The Horseshoe Project is a \$798 million design-build roadway construction project by the Texas Department of Transportation (TxDOT) to improve traffic flow through the heart of downtown Dallas. Aply dubbed the "Horseshoe Project" due to its U shape, construction improvements include the expansion, repaving and addition of several new bridges and roadways along Interstates 30 and 35E; and the construction of a new signature bridge, the Margaret McDermott Bridge, over I-30.

The Horseshoe Project started in April 2013 and is scheduled to be complete by summer 2017. Once completed, drivers should experience improved safety, increased capacity and improved mobility through the heart of Dallas.

Construction for the design-build project is being managed by Pegasus Link Constructors (PLC), which comprises two of the world's largest, most experienced design-build firms: Fluor Enterprises Inc. and Balfour Beatty Infrastructure. Their successful 10-year partnership has resulted in three low-cost/high-value design-build projects in Texas over the last eight years.

Key Facts

- The Horseshoe Project is a \$798 million project led by the Texas Department of Transportation (TxDOT).
- Project area ranks among the 17 most congested roadways in Texas.
- More than 460,000 vehicles travel interstate highways 30 and 35E every weekday. The design-build method executed by Pegasus Link Constructors will result in a quicker construction process at a lower cost.
- Construction for the Horseshoe Project breaks ground in early summer 2013, with a completion date in 2017.
- Construction improvements include replacing aging bridges and roadways built in the 1930s and 1950s that cross the Trinity River.
- Improvements will also include the widening of I-30 and I-35E to a total of 23 lanes.
- Once completed, motorists will experience improved safety, increased capacity and improved mobility.

President George Bush Turnpike - Fourth Lane

www.ntta.org

In a continuing effort to improve traveling conditions for motorists, NTTA has begun a project to widen sections of the George Bush Turnpike. This project will include the addition of a fourth lane in both directions between Interstate 35E and State Highway 78. The widening will take place within the center median.

The project will be built in phases, and construction is scheduled to begin second quarter 2015 and 2016, and be complete between late 2016 and the end of 2019.

Business Information Group (B.I.G.) Meeting Scheduled

Business Information Group, or B.I.G., meetings are designed to keep business owners and managers current with progress on the Dallas North Tollway Improvement Projects. NTTA personnel and consultants, and sometimes representatives from NTTA partners, provide brief presentations about the projects during the sessions.

Two B.I.G.s were formed in June 2015. The DNT/PGBT Interchange Area B.I.G. first met on June 23, 2015. The Legacy Drive area B.I.G. held their first meeting on June 24, 2015. Both B.I.G.'s asked NTTA to provide them with updates in September 2015.

You can see the presentation that was shown at these meetings, as well as other announcements on the PGBT Fourth Lane page at ntta.org.

Individuals interested in joining the B.I.G., are asked to email ProgressNTTA@NTTA.org or to call (972) 628-3134.

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