

Exhibit A - Baseline Option

Managed Lanes

- Provide two reversible Managed Lanes between IH 635 and Loop 288 (minor improvements up to and including US 77)

General Purpose and Frontage Roads

- Re-use existing pavement where possible, add one general purpose lane from IH 635 to US 380

Lake Lewisville

- Connect frontage roads across Lake Lewisville
- Build new southbound frontage roads, general purpose lanes and managed lanes across Lake Lewisville
- Bridge width narrowed

SH 121/IH 35E Interchange

- Construct the missing direct connector ramps to the North

Collector Distributor System at PGBT and SH 121

- Construct minimized collector-distributor (CD) system between PGBT and SH121 (toll CD's)

Right-of-Way Acquisition

- Minimized ROW acquisition/utility relocation where possible

IH 635 Interchange

- Direct connection to IH 635 managed lane facility

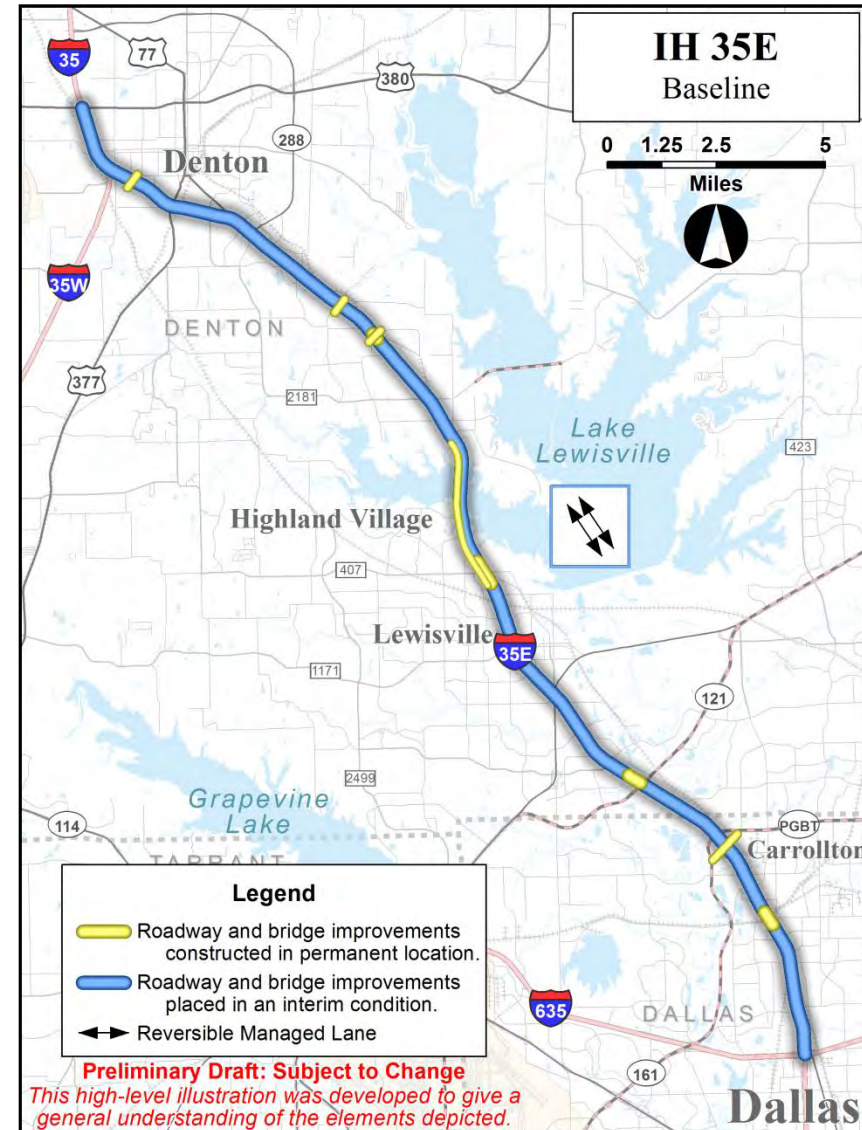


Exhibit A - Baseline Option

Segment Number & Limits	Length (Mi)	Cost ROW	Cost D-B	Total Cost
16 IH 35W - US 380*	1.2	\$ -	\$ 7	\$ 7
15 Loop 288 S - IH 35W*	3.8	\$ 23	\$ 39	\$ 62
14 Post Oak Drive - Loop 288 S	2.5	\$ -	\$ 63	\$ 63
13 Interchange @ Post Oak Drive	0.2	\$ -	\$ 11	\$ 11
12 Corinth Parkway - Post Oak Drive	0.7	\$ -	\$ 15	\$ 15
11 Interchange @ Corinth Parkway	0.6	\$ 29	\$ 30	\$ 59
10 Turbeville Road - Corinth Parkway	2.2	\$ -	\$ 46	\$ 46
9 FM 407 - Turbeville Road	3.4	\$ 149	\$ 261	\$ 410
Additional bridge width at Lake Lewisville*		\$ -	\$ 8	\$ 8
8 Interchange @ FM 407	0.6	\$ 24	\$ 32	\$ 56
7 SH 121 - FM 407	5.5	\$ -	\$ 127	\$ 127
6 Interchange @ SH 121	0.9	\$ 49	\$ 79	\$ 128
5 Dickerson Parkway - SH 121	1.9	\$ -	\$ 103	\$ 103
4 Interchange @ Dickerson Parkway	0.1	\$ 63	\$ 54	\$ 118
3 Belt Line Road - Dickerson Parkway	1.4	\$ -	\$ 33	\$ 33
2 Interchange @ Belt Line Road	1.0	\$ 79	\$ 116	\$ 195
1 IH 635 - Belt Line Road	2.1	\$ -	\$ 50	\$ 50
0 Interchange Connection @ IH 635*	0.9	\$ -	\$ 40	\$ 40
Totals without additional items	23.1	\$ 394	\$ 1,021	\$ 1,415
Totals with additional items	29.0	\$ 417	\$ 1,115	\$ 1,532

All Costs in Millions (Nominal).
 *Item added to project at the request of SB 1420 Committee.

Notes:

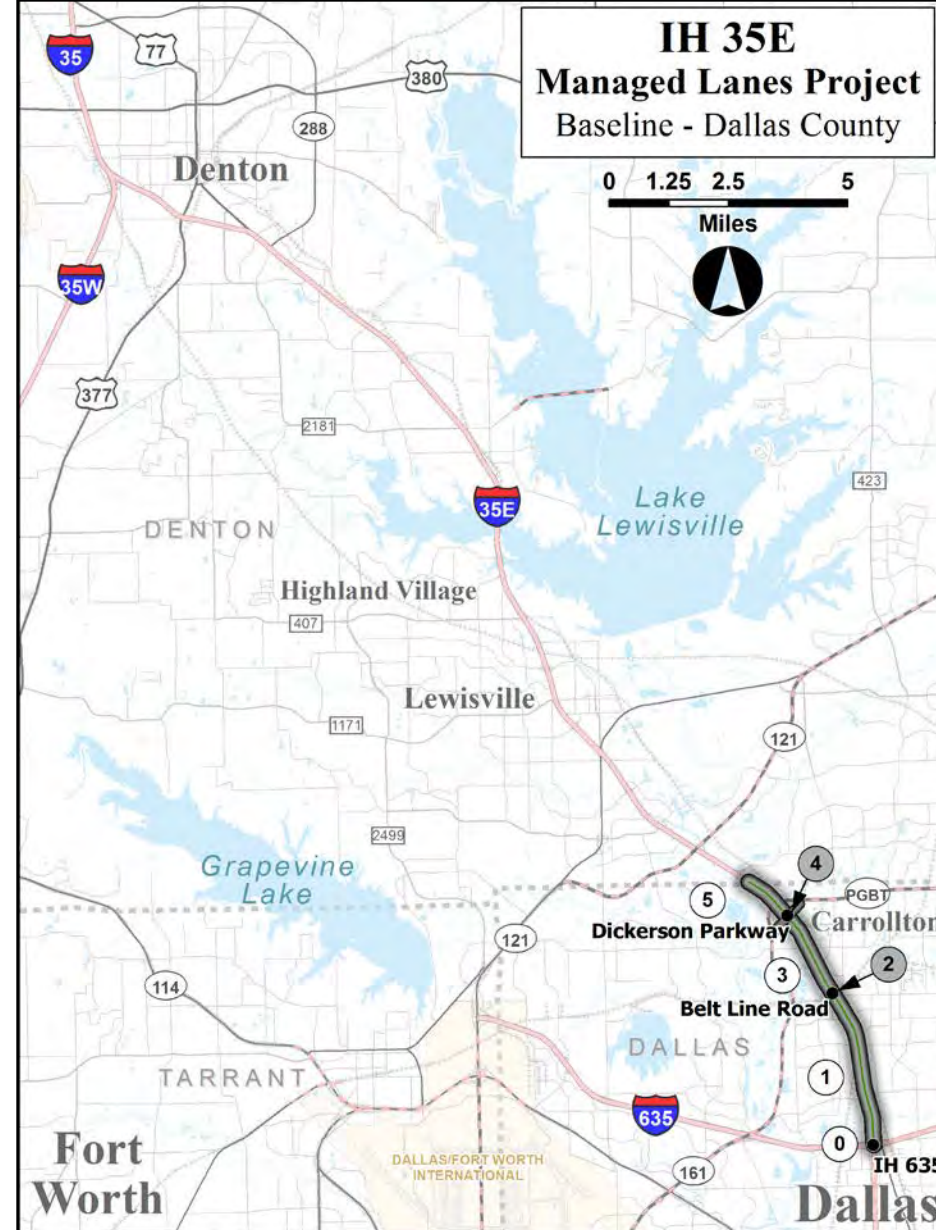
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- Grayed boxes with ROW costs indicate full or partial construction of the ultimate project— FM 407 to Turbeville is SB construction of the ultimate only.

PRELIMINARY DRAFT: SUBJECT TO CHANGE



Exhibit A – Dallas Baseline Option

Segment Number & Limits		Length (Mi)	Cost ROW	Cost D-B	Total Cost
5	Dickerson Parkway - SH 121	0.6	\$ -	\$ 39	\$ 39
4	Interchange @ Dickerson Parkway	0.1	\$ 63	\$ 54	\$ 118
3	Belt Line Road - Dickerson Parkway	1.4	\$ -	\$ 33	\$ 33
2	Interchange @ Belt Line Road	1.0	\$ 79	\$ 116	\$ 195
1	IH 635 - Belt Line Road	2.1	\$ -	\$ 50	\$ 50
0	Interchange Connection @ IH 635*	0.9	\$ -	\$ 40	\$ 40
Totals without additional items		5.2	\$ 143	\$ 293	\$ 435
Totals with additional items		6.1	\$ 143	\$ 333	\$ 475
All Costs in Millions (Nominal).					
<i>*Item added to project at the request of SB 1420 Committee.</i>					



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PRELIMINARY DRAFT: SUBJECT TO CHANGE

Exhibit A – Denton Baseline Option

Segment Number & Limits		Length (Mi)	Cost ROW	Cost D-B	Total Cost
16	IH 35W - US 380*	1.2	\$ -	\$ 7	\$ 7
15	Loop 288 S - IH 35W*	3.8	\$ 23	\$ 39	\$ 62
14	Post Oak Drive - Loop 288 S	2.5	\$ -	\$ 63	\$ 63
13	Interchange @ Post Oak Drive	0.2	\$ -	\$ 11	\$ 11
12	Corinth Parkway - Post Oak Drive	0.7	\$ -	\$ 15	\$ 15
11	Interchange @ Corinth Parkway	0.6	\$ 29	\$ 30	\$ 59
10	Turbeville Road - Corinth Parkway	2.2	\$ -	\$ 46	\$ 46
9	FM 407 - Turbeville Road	3.4	\$ 149	\$ 261	\$ 410
	Additional bridge width at Lake Lewisville*		\$ -	\$ 8	\$ 8
8	Interchange @ FM 407	0.6	\$ 24	\$ 32	\$ 56
7	SH 121 - FM 407	5.5	\$ -	\$ 127	\$ 127
6	Interchange @ SH 121	0.9	\$ 49	\$ 79	\$ 128
5	Dickerson Parkway - SH 121	1.3	\$ -	\$ 74	\$ 74
Totals without additional items		17.8	\$ 251	\$ 738	\$ 990
Totals with additional items		22.9	\$ 274	\$ 792	\$ 1,067
All Costs in Millions (Nominal).					
*Item added to project at the request of SB 1420 Committee.					

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PRELIMINARY DRAFT: SUBJECT TO CHANGE

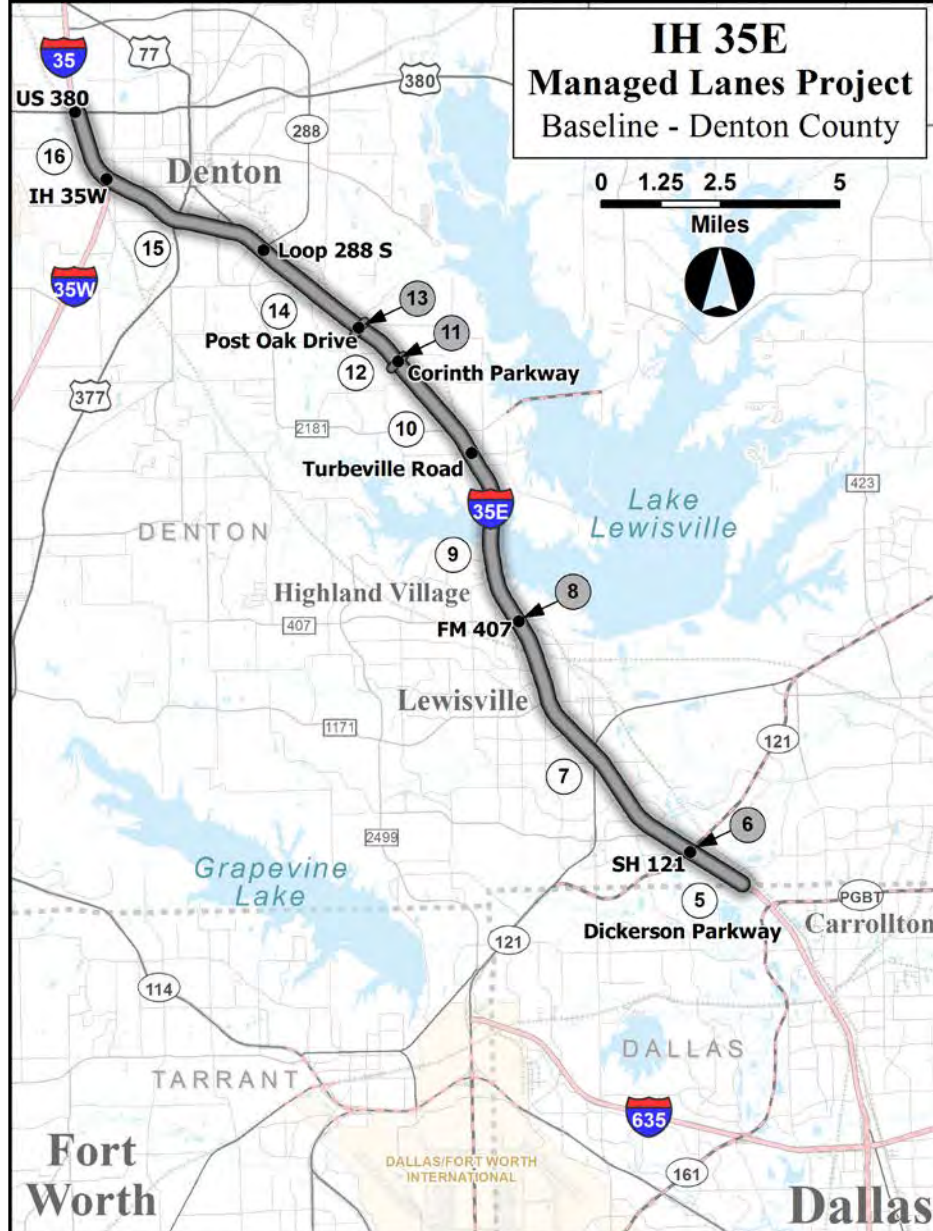


Exhibit A: Segment 1 – IH 635 to Belt Line Road

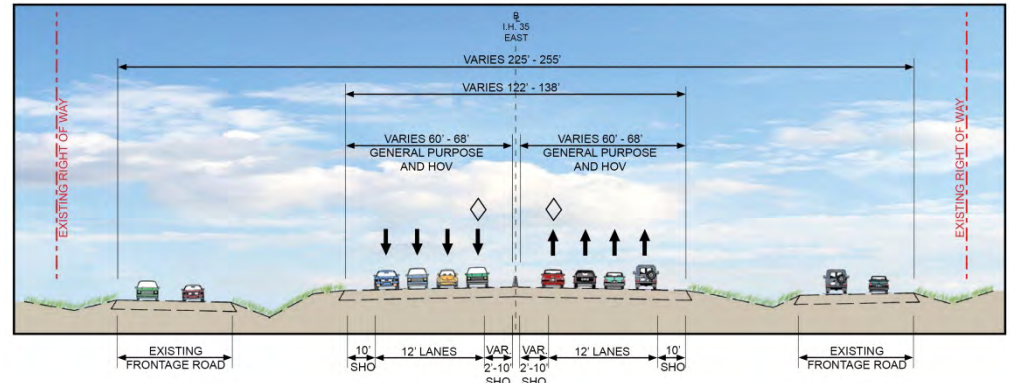
Length	2.1 miles
Estimated Design & Construction Cost	\$50 M
Estimated Right-of-Way Cost	\$0



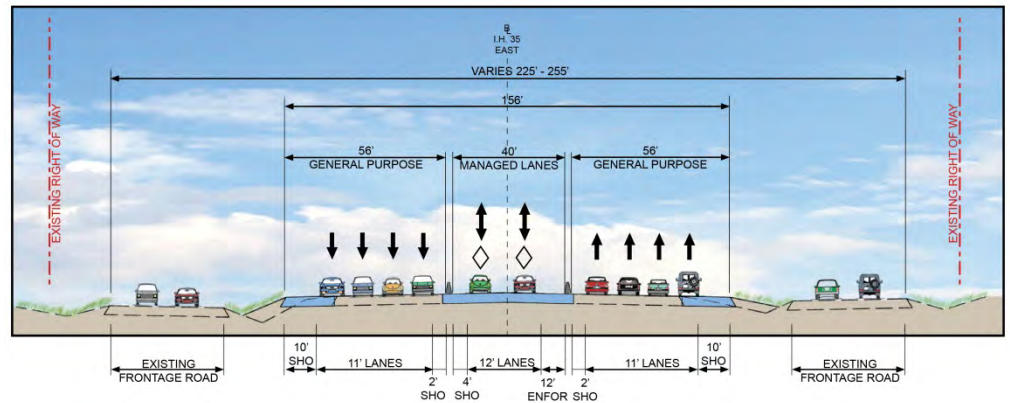
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Existing Typical Section



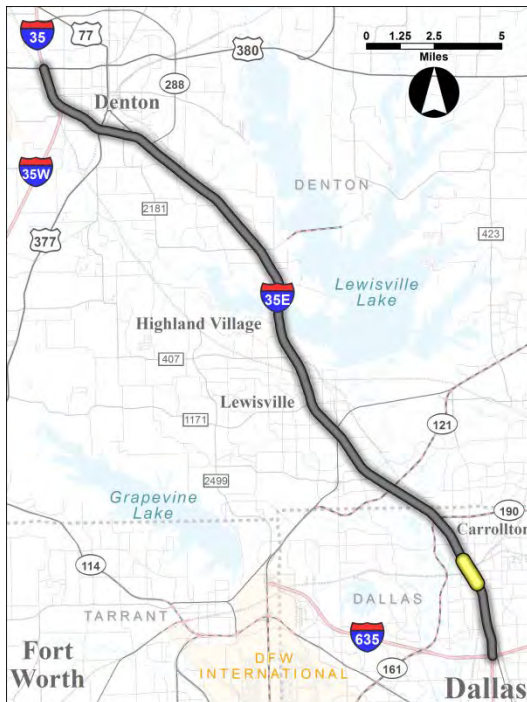
Proposed Typical Section



Segment 1 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	4.2
Managed Lanes	1	2 (reversible)	0
Frontage Road Lanes	2	2	0
		Total	4.2

Exhibit A: Segment 2 – Belt Line Road Interchange

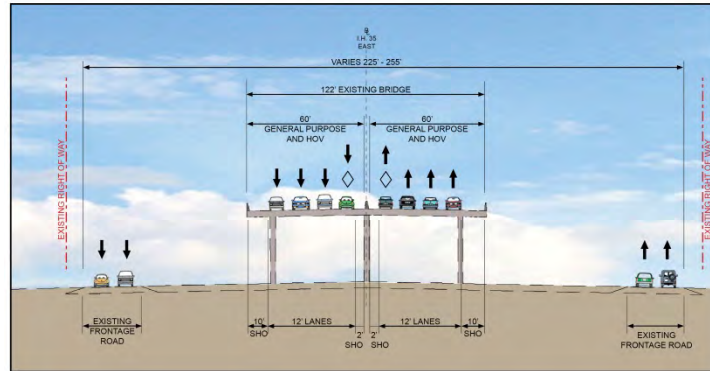
Length	1 mile
Estimated Design & Construction Cost	\$116 M
Estimated Right-of-Way Cost	\$79 M



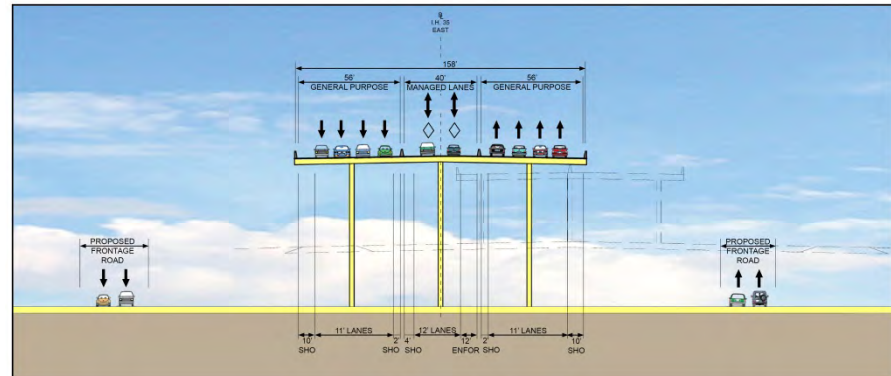
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Existing Typical Section



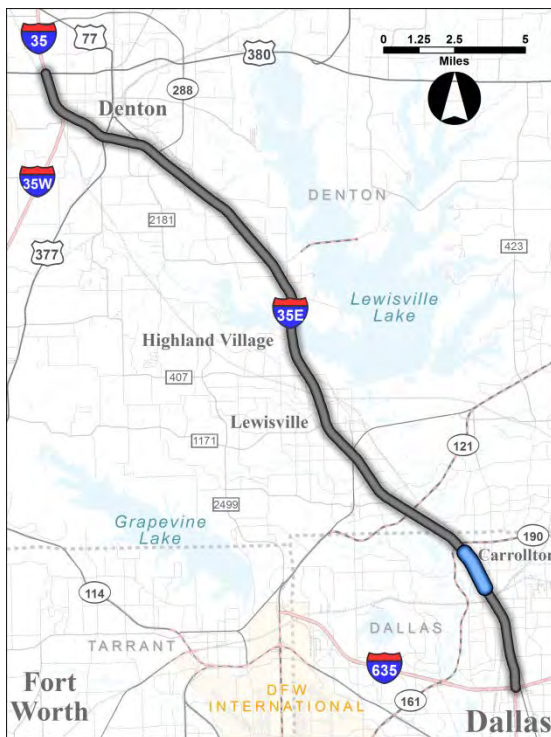
Proposed Typical Section



Segment 2 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	2
Managed Lanes	1	2 (reversible)	0
Frontage Road Lanes	2	2	0
		Total	2

Exhibit A: Segment 3 – Belt Line Road to Dickerson Parkway

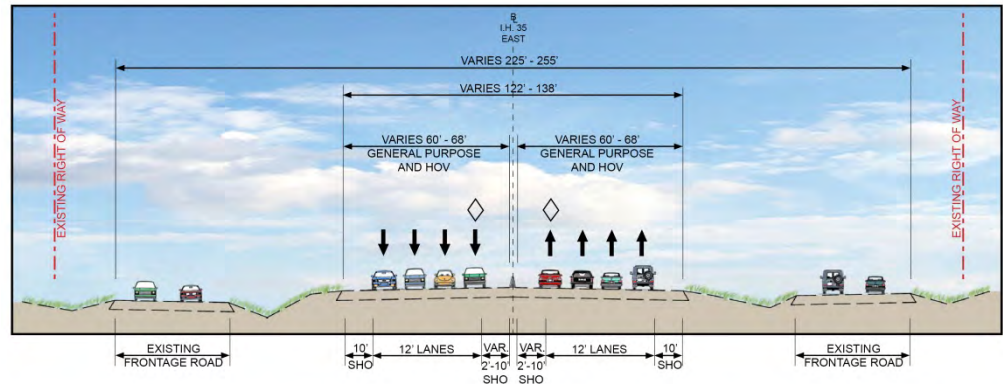
Length	1.4 miles
Estimated Design & Construction Cost	\$33 M
Estimated Right-of-Way Cost	\$0



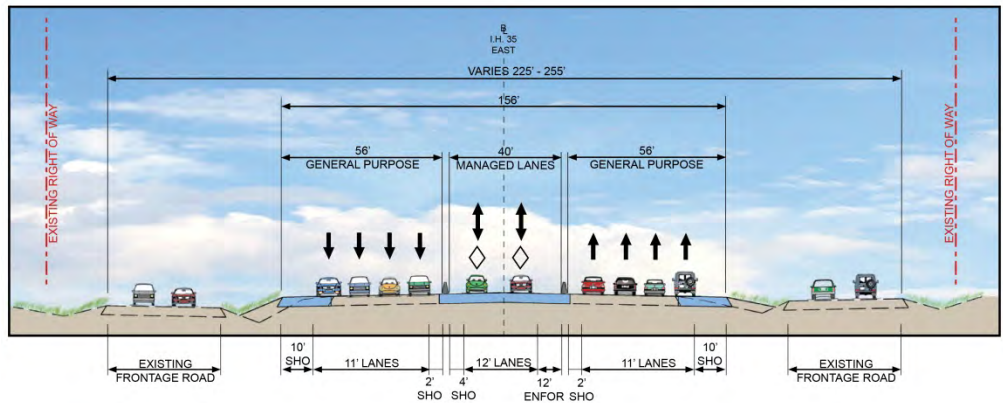
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Existing Typical Section



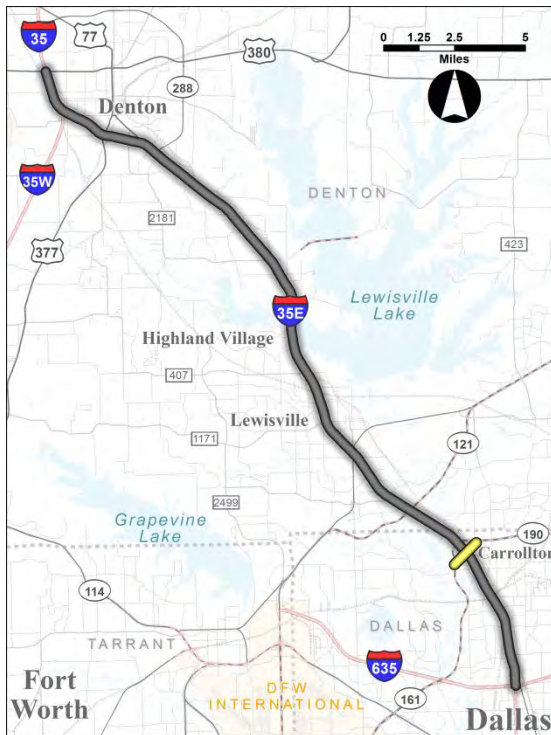
Proposed Typical Section



Segment 3 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	2.8
Managed Lanes	1	2 (reversible)	0
Frontage Road Lanes	2	2	0
		Total	2.8

Exhibit A: Segment 4 – Dickerson Parkway Interchange

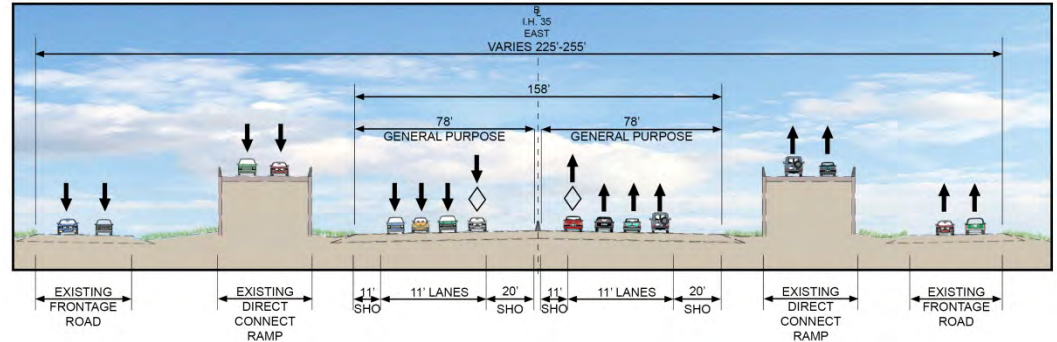
Length	0.1 miles
Estimated Design & Construction Cost	\$54 M
Estimated Right-of-Way Cost	\$63 M



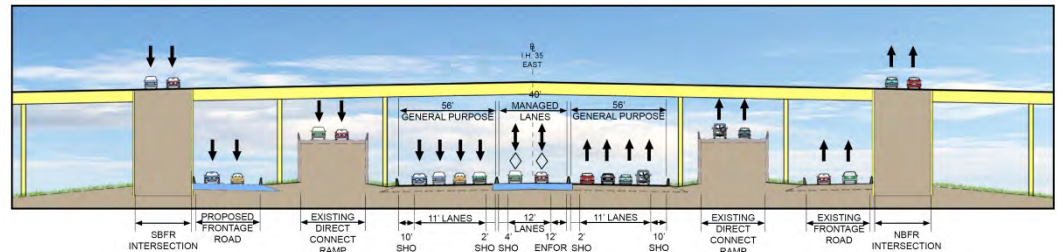
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Existing Typical Section



Proposed Typical Section

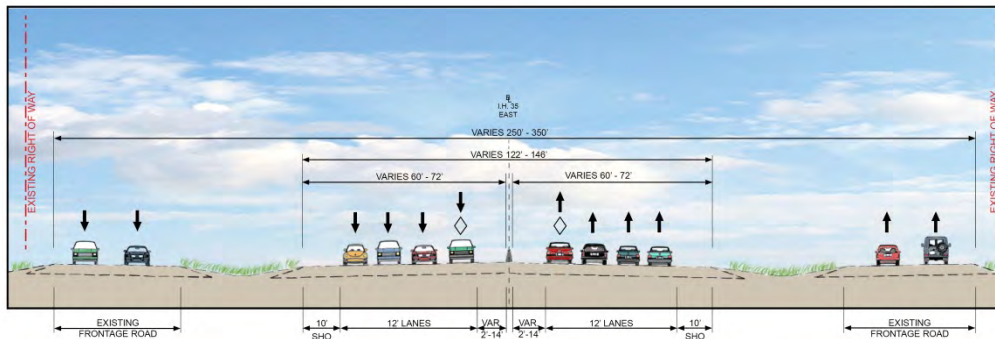


Segment 4 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	0.2
Managed Lanes	1	2 (reversible)	0
Frontage Road Lanes	2	2	0
		Total	0.2

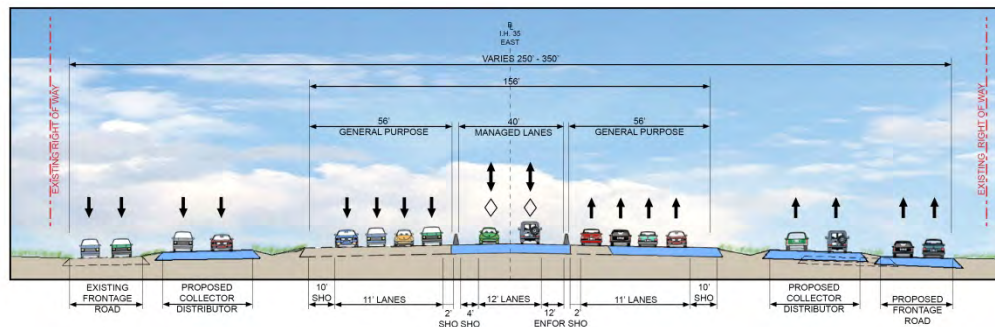
Exhibit A: Segment 5 – Dickerson Parkway to SH 121

Length	1.9 miles
Estimated Design & Construction Cost	\$103 M
Estimated Right-of-Way Cost	\$0

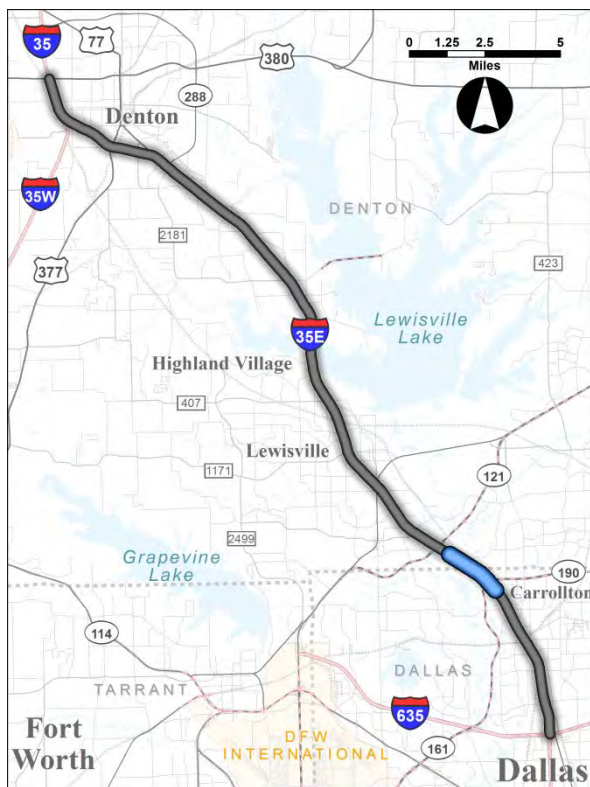
Existing Typical Section



Proposed Typical Section



Segment 5 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3 / 4	4	3.8
Managed Lanes	1	2 (reversible)	0
Frontage Road Lanes	2	2	0
Collector-Distributor Lanes	0	2	7.6
		Total	11.4

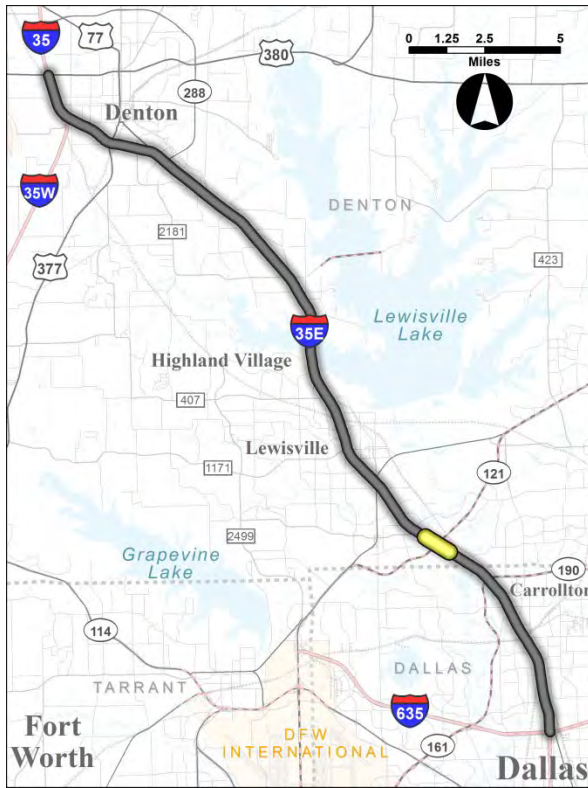


PRELIMINARY: SUBJECT TO CHANGE

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Exhibit A: Segment 6 –SH 121 Interchange (North Direct Connector Ramps)

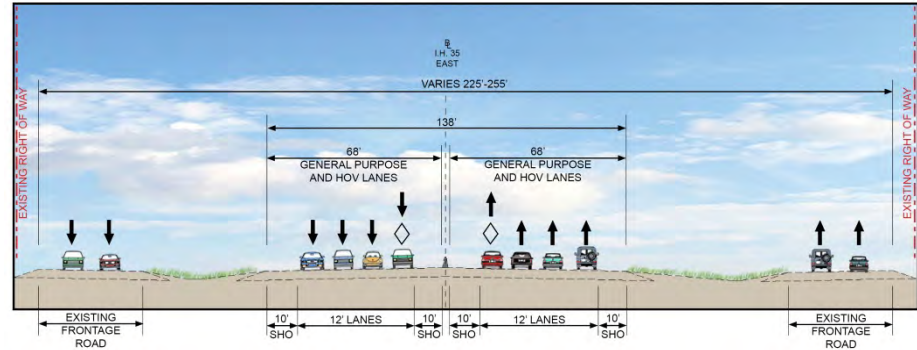
Length	0.9 miles
Estimated Design & Construction Cost	\$79 M
Estimated Right-of-Way Cost	\$49 M



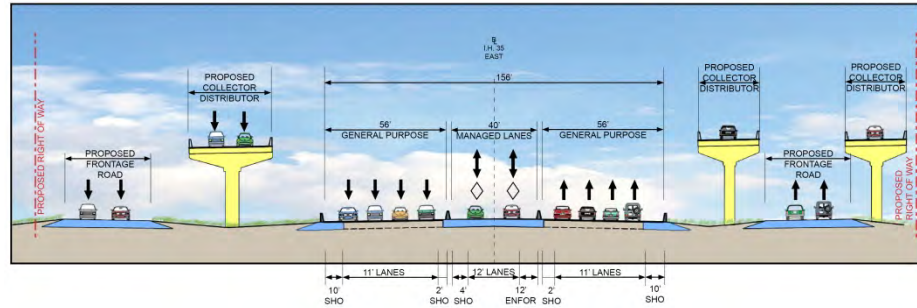
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Existing Typical Section



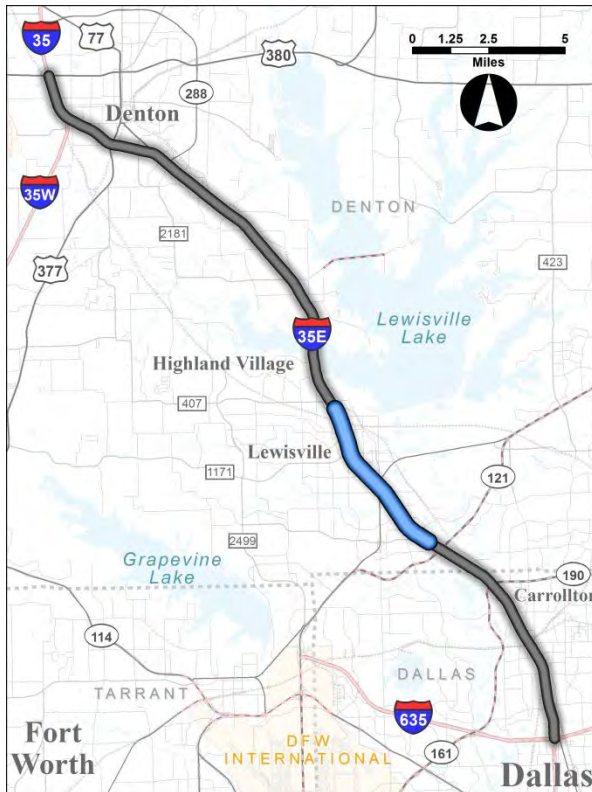
Proposed Typical Section



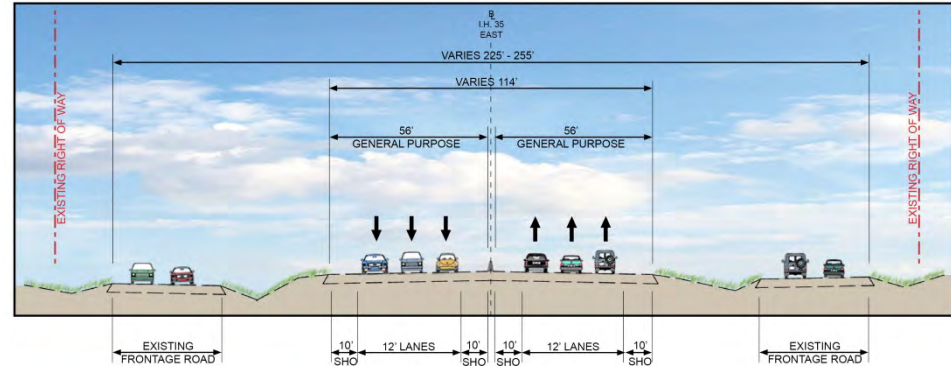
Segment 6 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	1.8
Managed Lanes	1	2 (reversible)	0
Frontage Road Lanes	2	2	0
Collector-Distributor Lanes	0	2	3.6
		Total	5.4

Exhibit A: Segment 7 – SH 121 to FM 407

Length	5.5 miles
Estimated Design & Construction Cost	\$127 M
Estimated Right-of-Way Cost	\$0

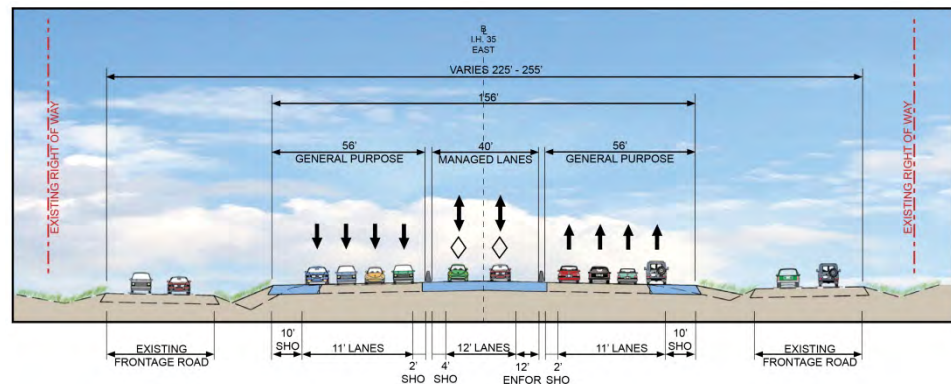


Existing Typical Section*



* Existing HOV extends north to Corporate Dr. See Segment 6 Typical Section for reference.

Proposed Typical Section



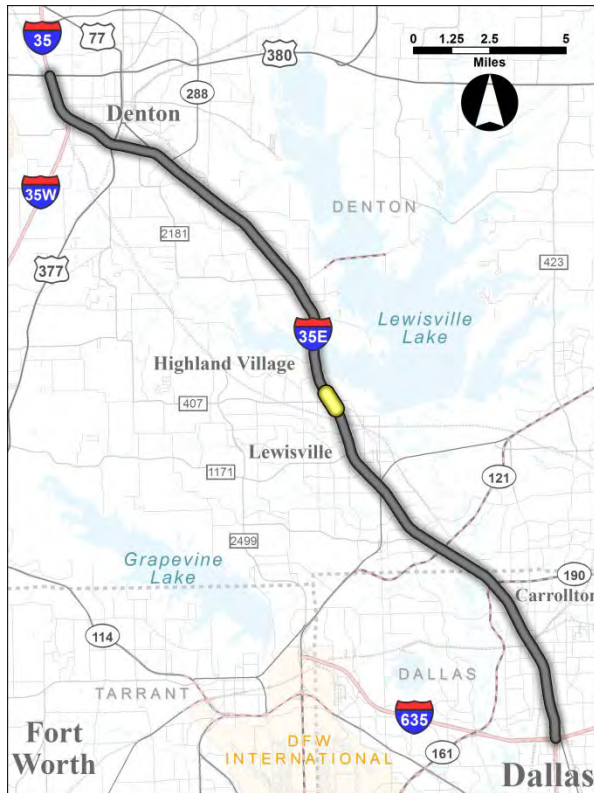
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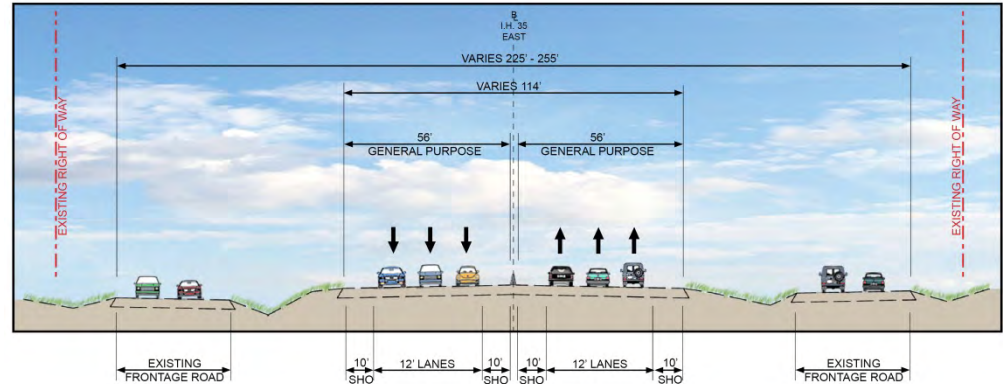
Segment 7 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	11
Managed Lanes	0 / 1 (partial)	2 (reversible)	10.7
Frontage Road Lanes	2	2	0
		Total	21.7

Exhibit A: Segment 8 –FM 407 Interchange

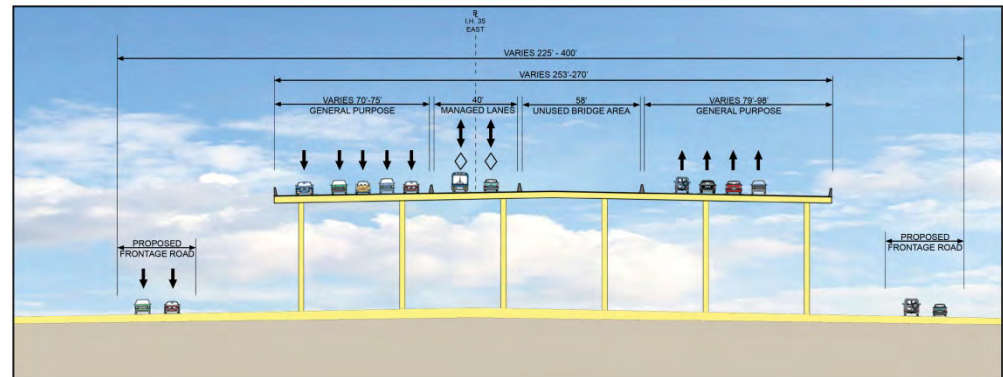
Length	0.6 miles
Estimated Design & Construction Cost	\$32 M
Estimated Right-of-Way Cost	\$24 M



Existing Typical Section



Proposed Typical Section



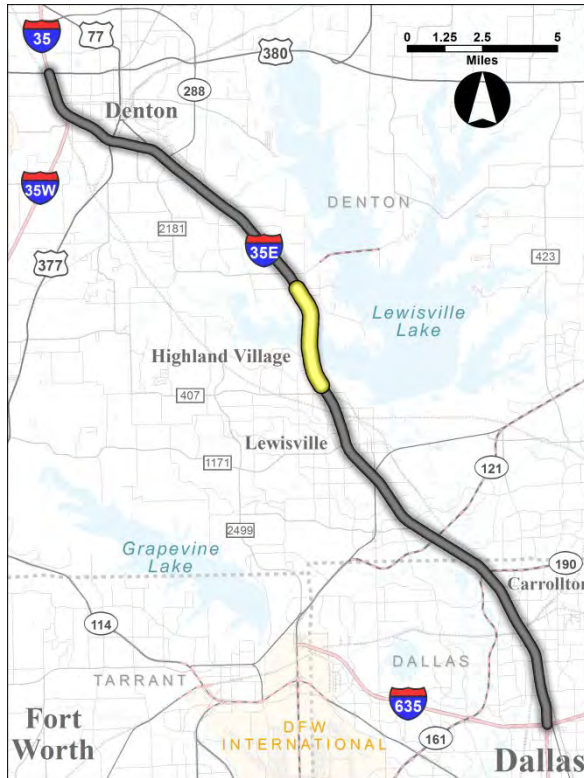
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Segment 8 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	1.2
Managed Lanes	0	2 (reversible)	1.2
Frontage Road Lanes	2	2	0
Total			2.4

Exhibit A: Segment 9 – FM 407 to Turbeville Road (Lake Lewisville Bridge)

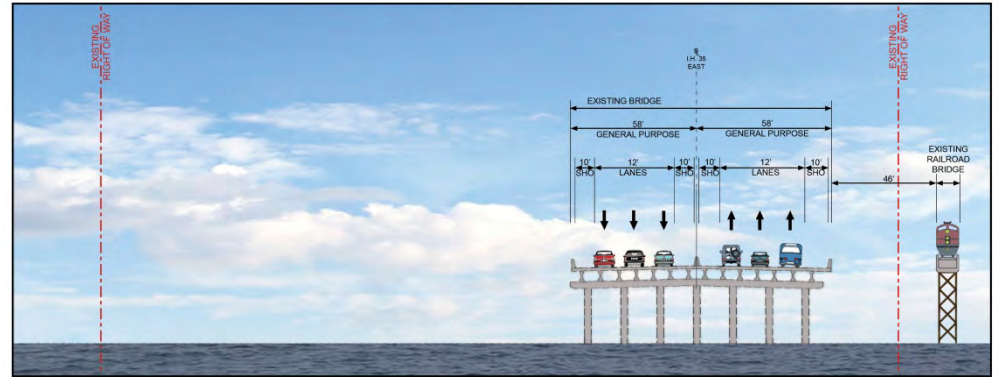
Length	3.4 miles
Estimated Design & Construction Cost	\$261 M
Estimated Right-of-Way Cost	\$149 M



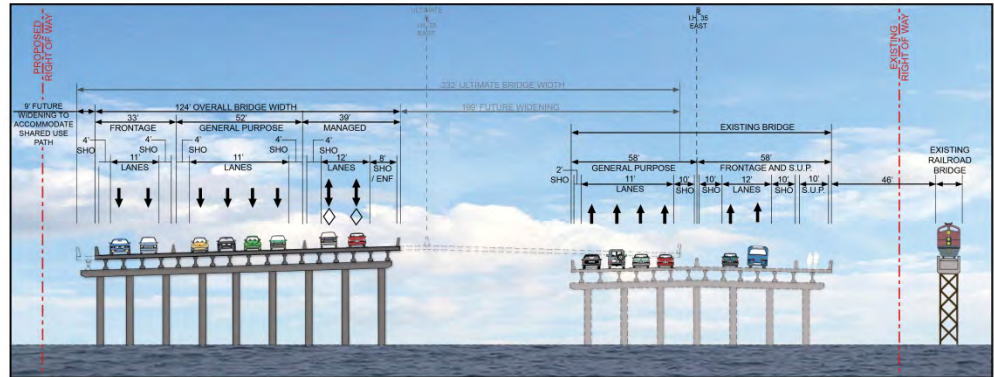
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Existing Typical Section



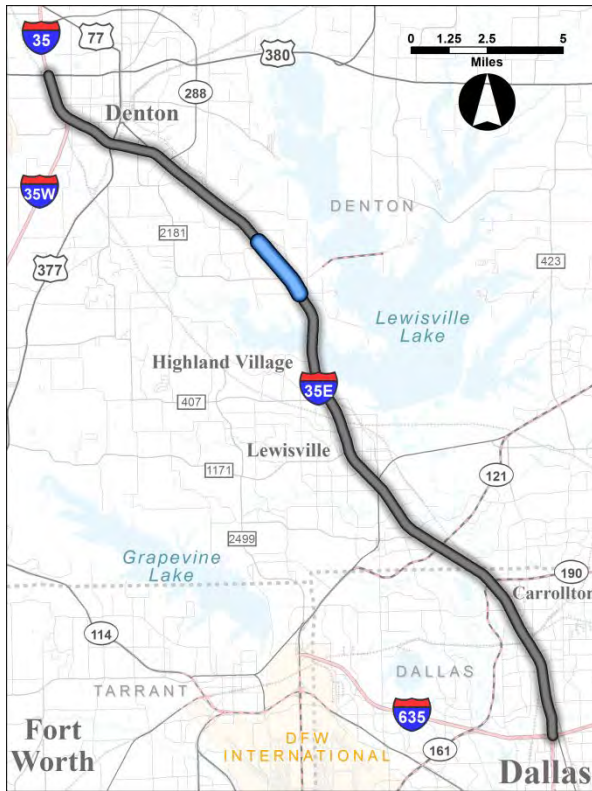
Proposed Typical Section



Segment 9 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	6.8
Managed Lanes	0	2 (reversible)	6.8
Frontage Road Lanes	0 / 2 (partial)	2	7.4
		Total	21.0

Exhibit A: Segment 10 – Turbeville Road to Corinth Parkway

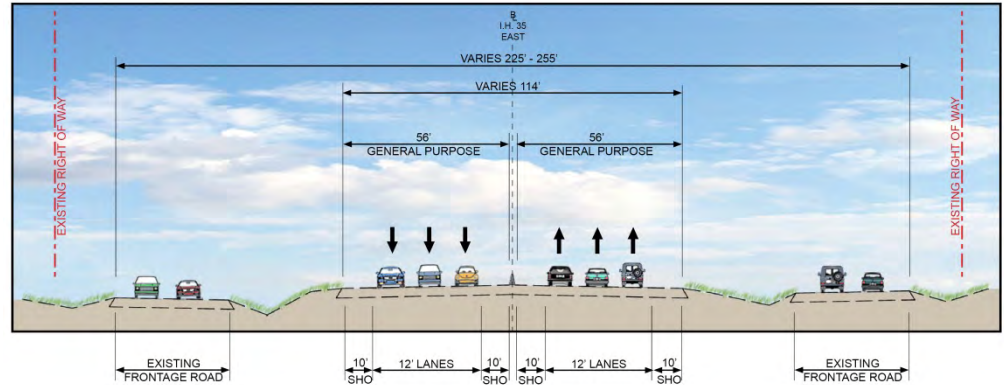
Length	2.2 miles
Estimated Design & Construction Cost	\$46 M
Estimated Right-of-Way Cost	\$0



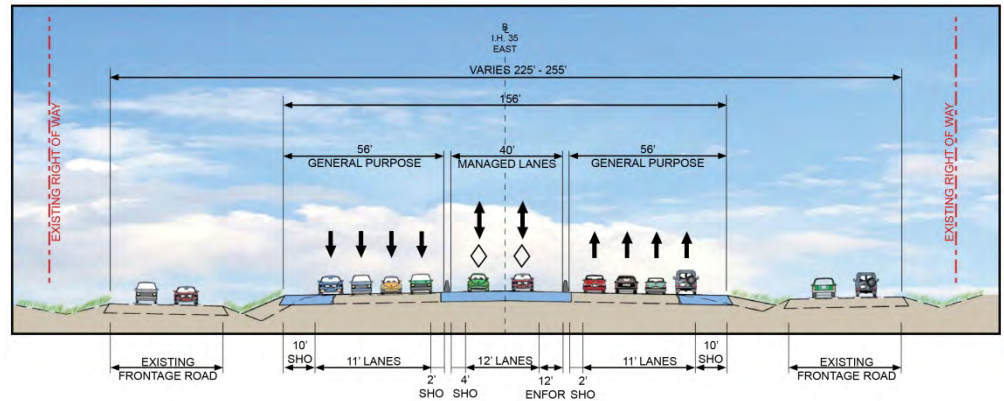
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Existing Typical Section



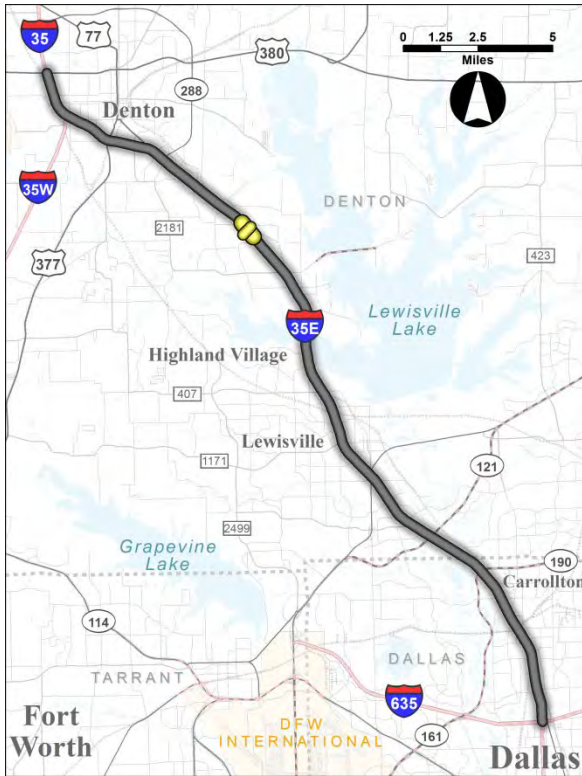
Proposed Typical Section



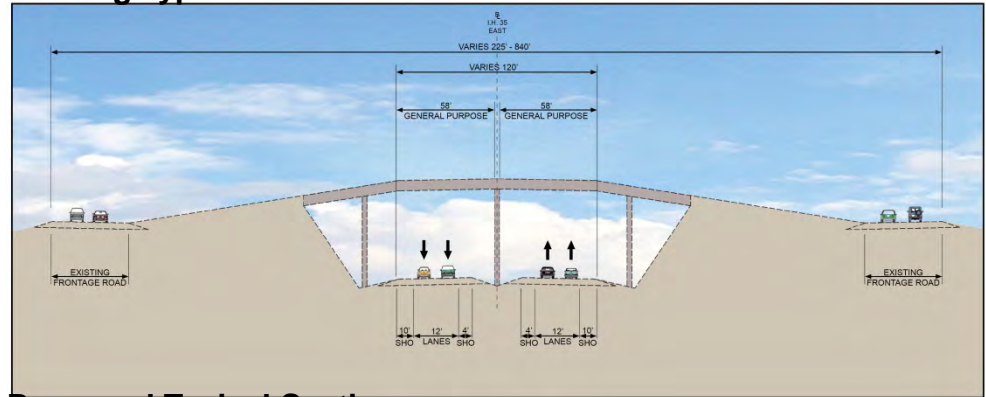
Segment 10 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	3	4	4.4
Managed Lanes	0	2 (reversible)	4.4
Frontage Road Lanes	2	2	0
		Total	8.8

Exhibit A: Segment 11 – Corinth Parkway Interchange (Interchange flip)

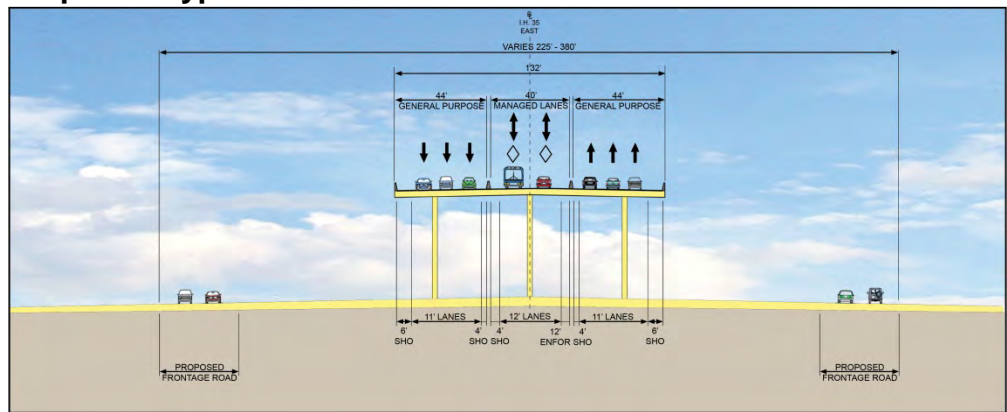
Length	0.6 miles
Estimated Design & Construction Cost	\$30 M
Estimated Right-of-Way Cost	\$29 M



Existing Typical Section



Proposed Typical Section



PRELIMINARY: SUBJECT TO CHANGE

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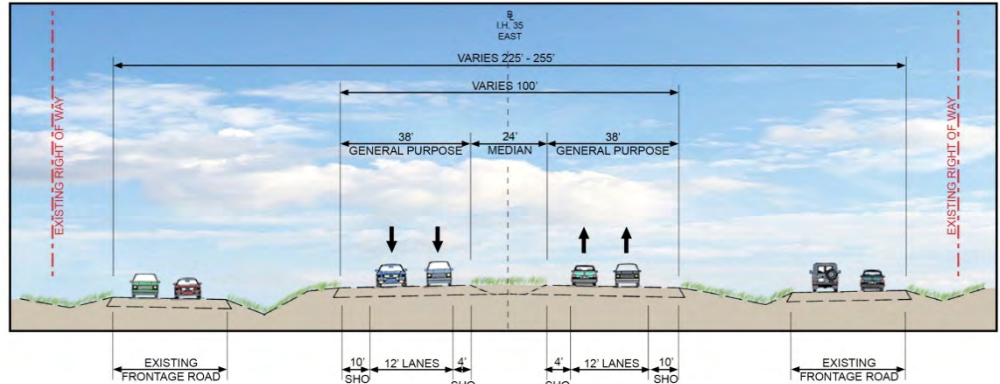
Segment 11 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	2	3	1.2
Managed Lanes	0	2 (reversible)	1.2
Frontage Road Lanes	2	2	0
		Total	2.4

Exhibit A: Segment 12 – Corinth Parkway to Post Oak Drive

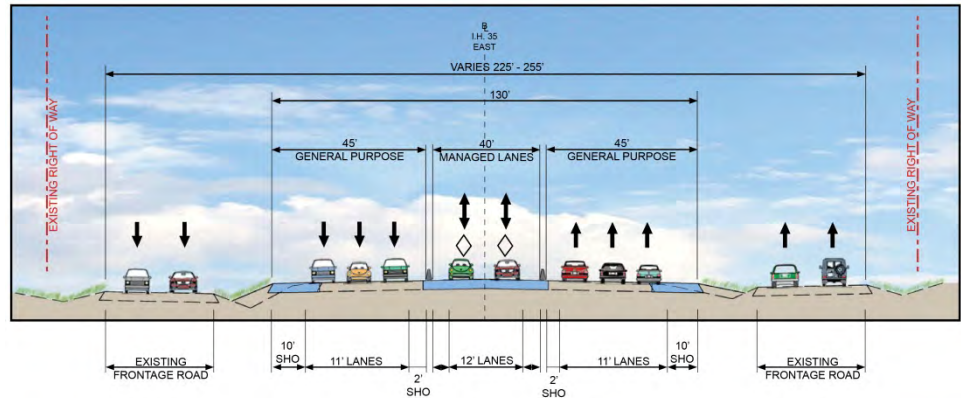
Length	0.7 miles
Estimated Design & Construction Cost	\$15 M
Estimated Right-of-Way Cost	\$0



Existing Typical Section



Proposed Typical Section



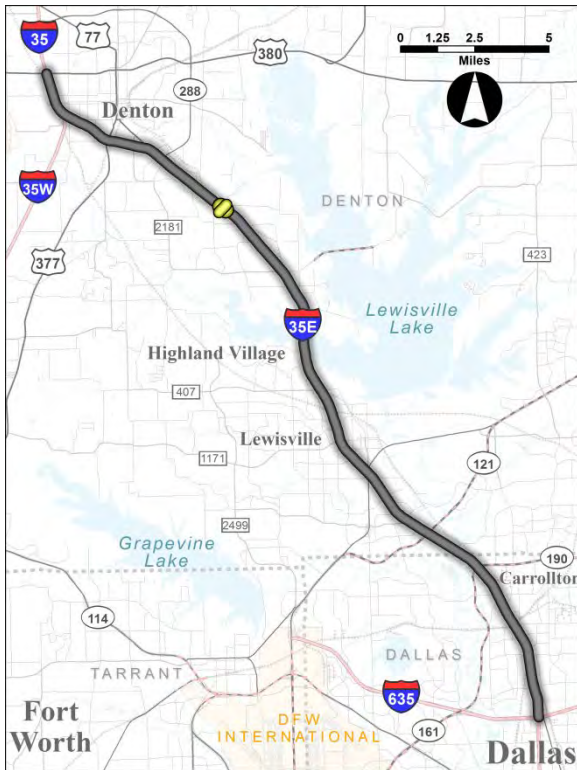
Segment 12 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	2	3	1.4
Managed Lanes	0	2 (reversible)	1.4
Frontage Road Lanes	2	2	0
Total			2.8

PRELIMINARY: SUBJECT TO CHANGE

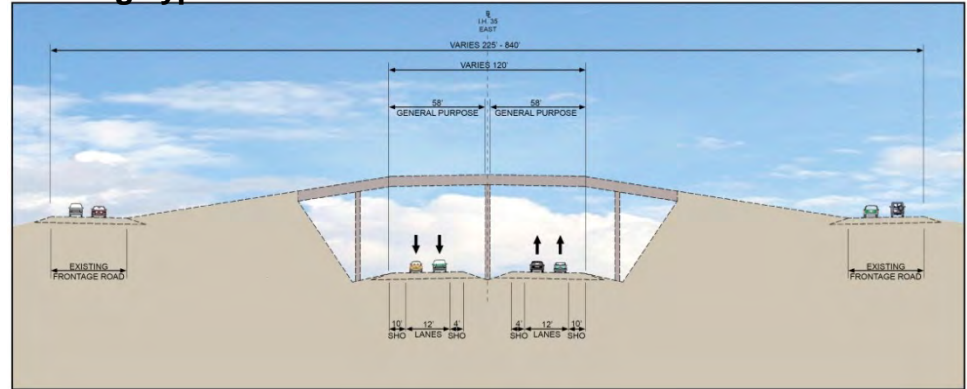
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Exhibit A: Segment 13 – Post Oak Drive Interchange

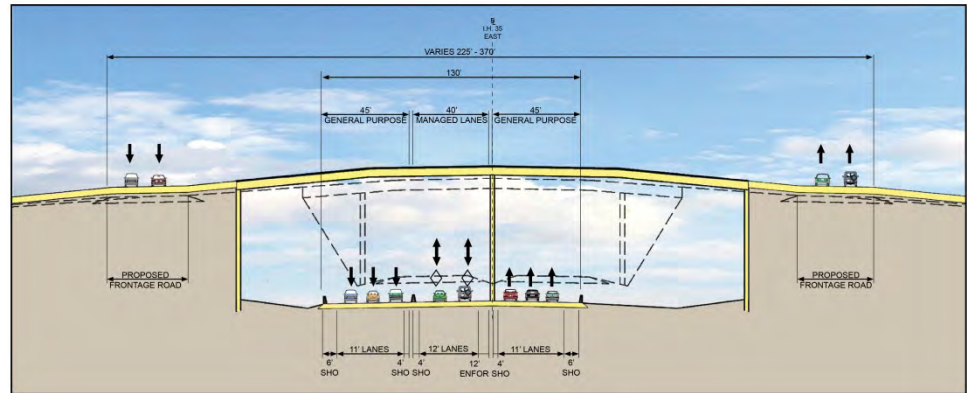
Length	0.2 miles
Estimated Design & Construction Cost	\$11 M
Estimated Right-of-Way Cost	\$0



Existing Typical Section



Proposed Typical Section



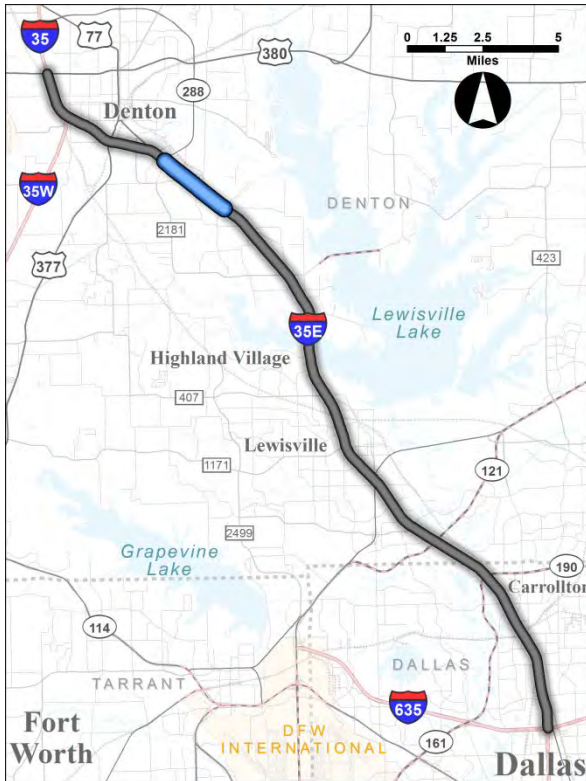
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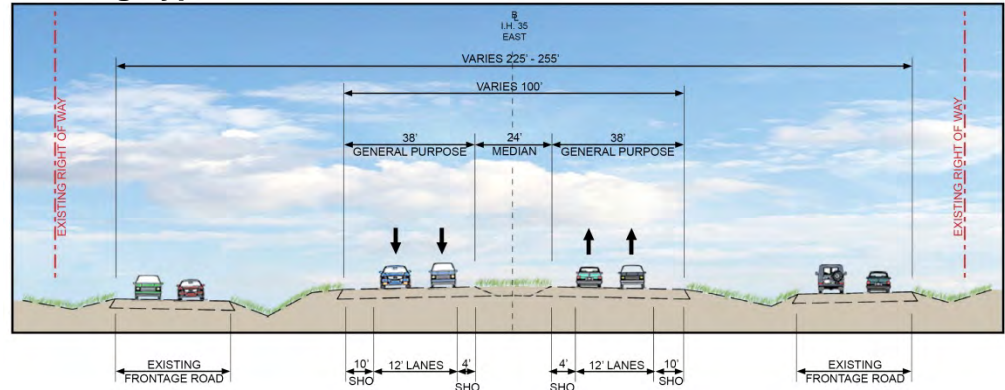
Segment 13 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	2	3	0.4
Managed Lanes	0	2 (reversible)	0.4
Frontage Road Lanes	2	2	0
		Total	0.8

Exhibit A: Segment 14 – Post Oak Drive to Loop 288

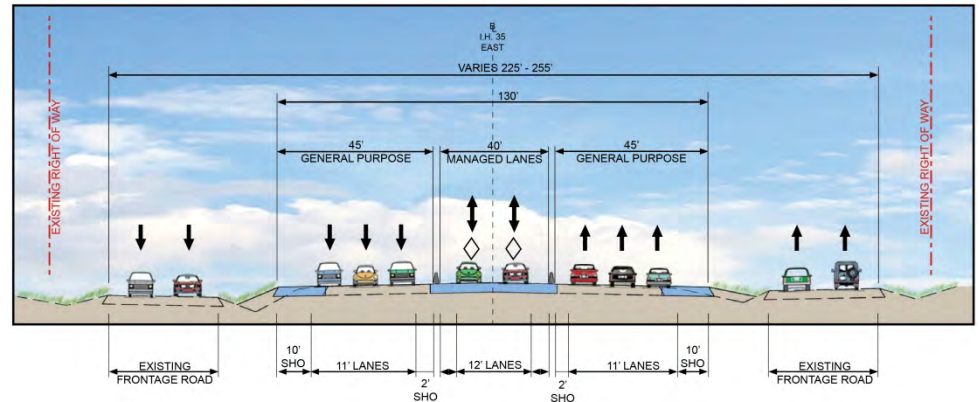
Length	2.5 miles
Estimated Design & Construction Cost	\$63 M
Estimated Right-of-Way Cost	\$0



Existing Typical Section



Proposed Typical Section



PRELIMINARY: SUBJECT TO CHANGE

Right-of-Way costs shown are based on conceptual design and intended for planning purposes only and are not intended to represent actual or projected Right of Way acquisition costs for the project. A detailed, or per parcel, analysis was not performed. These costs are not final and are subject to change.

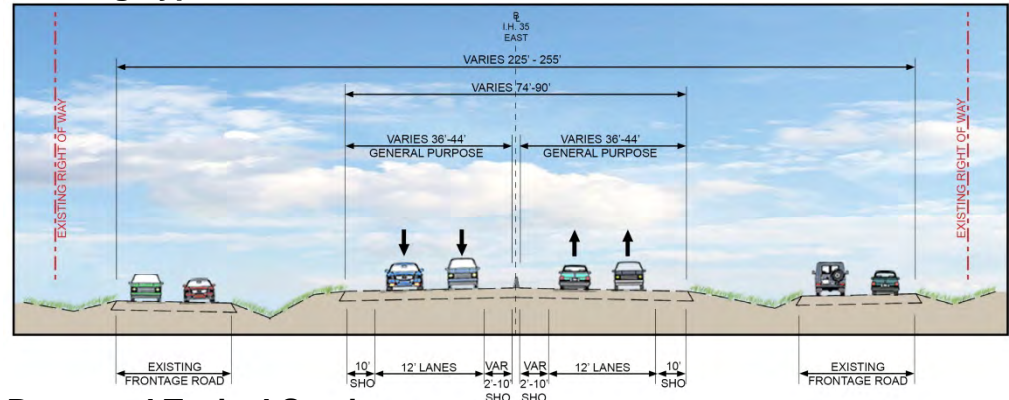
Segment 14 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	2	3	5.0
Managed Lanes	0	2 (reversible)	5.0
Frontage Road Lanes	2	2	0
Total			10

Exhibit A: Segment 15 – Loop 288 to IH 35W

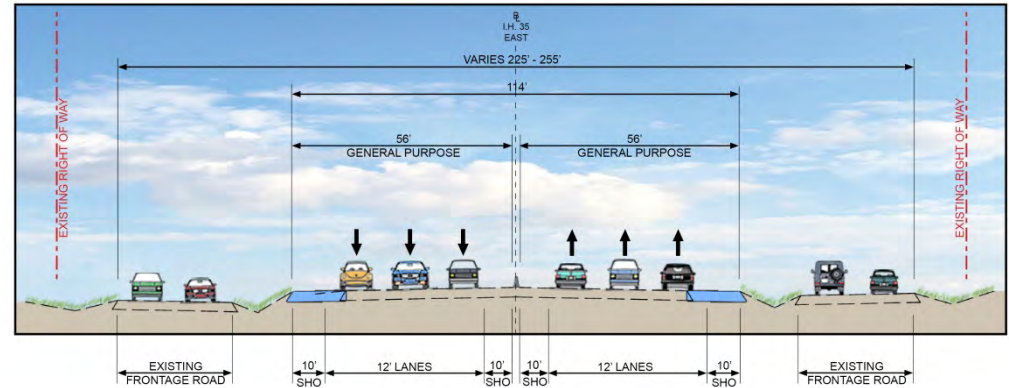
Length	3.8 miles
Estimated Design & Construction Cost	\$39 M
Estimated Right-of-Way Cost	\$23 M



Existing Typical Section



Proposed Typical Section



PRELIMINARY: SUBJECT TO CHANGE

Right-of-Way costs shown are based on conceptual design and intended for planning purposes only and are not intended to represent actual or projected Right of Way acquisition costs for the project. A detailed, or per parcel, analysis was not performed. These costs are not final and are subject to change.

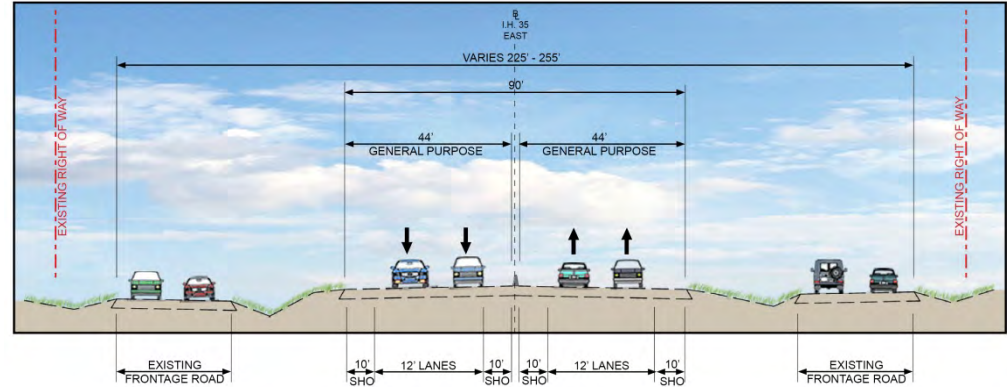
Segment 15 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	2	3	7.6
Managed Lanes	0	0	0
Frontage Road Lanes	2	2	0
		Total	7.6

Exhibit A: Segment 16 – IH 35W to US 380

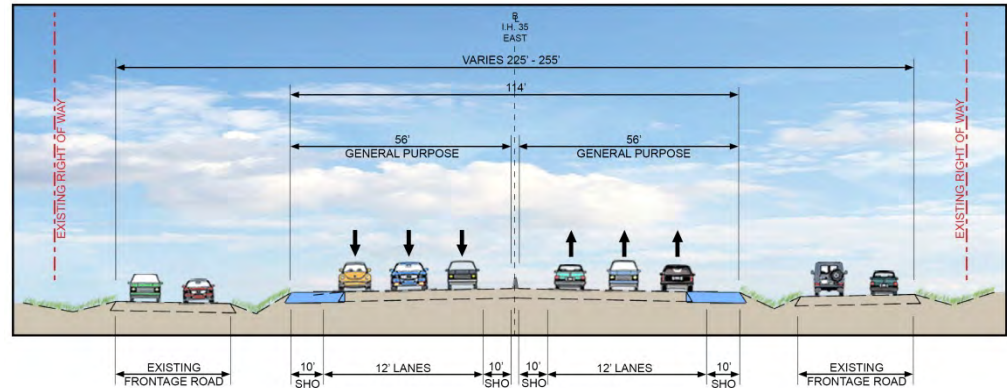
Length	1.2 miles
Estimated Design & Construction Cost	\$7 M
Estimated Right-of-Way Cost	\$0



Existing Typical Section



Proposed Typical Section



PRELIMINARY: SUBJECT TO CHANGE

Right-of-Way costs shown are based on conceptual design and intended for planning purposes only and are not intended to represent actual or projected Right of Way acquisition costs for the project. A detailed, or per parcel, analysis was not performed. These costs are not final and are subject to change.

Segment 16 Details	Existing Lanes Each Way	Proposed Lanes Each Way	Additional Lane Miles
General Purpose Lanes	2	3	2.4
Managed Lanes	0	0	0
Frontage Road Lanes	2	2	0
Total			2.4

MANAGED LANE POLICIES

1. A fixed-fee schedule will be applied during the first six months of operation; dynamic pricing will be applied thereafter.
2. The toll rate will be set up to \$0.75 per mile during the fixed-schedule phase. The established rate will be evaluated and adjusted, if warranted, with Regional Transportation Council (RTC) approval.
3. Toll rates will be updated monthly during the fixed-schedule phase.
4. Market-based tolls will be applied during the dynamic-pricing phase. During dynamic operation, a toll rate cap will be established. The cap will be considered “soft” during times of deteriorating performance when a controlled rate increase above the cap will be temporarily allowed.
5. Transit vehicles will not be charged a toll.
6. Single-occupant vehicles will pay the full rate.
7. Trucks will pay a higher rate, and no trucks will be permitted in the LBJ tunnel.



MANAGED LANE POLICIES

(continued)

8. High-occupancy vehicles of two or more occupants and vanpools will pay the full rate in the off-peak period.
9. High-occupancy vehicles of two or more occupants will receive a 50 percent discount during the peak period.* This discount will phase out after the air quality attainment maintenance period. RTC-sponsored public vanpools are permitted to add peak-period tolls as eligible expenses. Therefore, the Comprehensive Development Agreement (CDA) firm will be responsible for the high-occupancy vehicle discount and the Regional Transportation Council will be responsible for the vanpool discount.
10. The toll rate will be established to maintain a minimum average corridor speed of 50 miles per hour.

*6 hours per weekday: 6:30 a.m. - 9:00 a.m. and 3:00 p.m. - 6:30 p.m.



MANAGED LANE POLICIES

(continued)

11. During the dynamic-pricing phase, travelers will receive rebates if the average speed drops below 35 mph. Rebates will not apply if speed reduction is out of the control of the operator.
12. Motorcycles qualify as high-occupancy vehicles.
13. No discounts will be given for “Green Vehicles.”
14. No scheduled inflation adjustments will be applied over time.
15. Every managed lane corridor will operate under the same policy.
16. Adoption of this policy will have no impact on the Regional Transportation Council Excess Revenue Policy previously adopted.



MANAGED LANE POLICIES

(continued)

17. The Regional Transportation Council requests that local governments and transportation authorities assign representatives to the Comprehensive Development Agreement procurement process.
18. The duration of the Comprehensive Development Agreement should maximize potential revenue.
19. Tolls will remain on the managed lanes after the Comprehensive Development Agreement duration.

