



NORTH TEXAS TOLLWAY AUTHORITY

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FOR IMMEDIATE RELEASE:

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NTTA Board to Consider Speed Limit Adjustments on Aug. 19

Plano, Texas – The North Texas Tollway Authority (NTTA) System Projects and Operations Committee advanced a resolution to be considered by the Board of Directors that would adjust speed limits on the Dallas North Tollway (DNT) and President George Bush Turnpike (PGBT). If approved, the speed limits would go into effect as soon as new signs are installed. Signage installation would begin the day after board action was taken and continue through Sept. 1.

The recommended speed limits are based on a speed study that was initiated in 2008, but they could not be implemented until environmental speed limit designations were removed on certain portions of the roadway.

“The speed study results indicate that recommended speed limits are more consistent with the actual flow of traffic,” said Rick Herrington, NTTA deputy executive director.

Recommended adjustments to speed limits on the DNT and PGBT are as follows:

- DNT between Ivan Street and Oak Lawn Avenue – speed limit would decrease from 55 to 50 mph
- DNT between Oak Lawn Avenue and just South of Trinity Mills Road (Dallas/Collin county line) – speed limit would increase from 55 to 65 mph
- DNT between just south of Trinity Mills Road in Dallas and County Road 26 in Frisco – speed limit would increase from 60 or 65 to 70 mph
- DNT between County Road 26 in Frisco and U.S. 380 – speed limits would remain 55 mph
- PGBT between Beltline Road in Irving and west of SH 78 in Garland – speed limit would increase from 60 to 70 mph.

- PGBT between just .2 miles west of SH 78 and SH 78

The NTTA initiated a speed study in 2008 to determine appropriate speed limits in conjunction with the implementation of all-electronic toll collection (all-ETC) at the main lane plazas on the DNT and PGBT. The speed study identified the speed at or below which 85 percent of the vehicles travel during free flow conditions on the roadways, also known as the “85th percentile speed. The NTTA also evaluated characteristics unique to each roadway such as vertical and horizontal curvature, crash records and environmental impacts along the corridors.

Environmental Speed Limit designations on the DNT and PGBT were removed by the North Central Texas Council of Government with the approval of the Texas Commission of Environmental Quality and Environmental Protection Agency because many of the NTTA’s recent initiatives, such as the transition to all-ETC, offset any increase of emissions due to speed limit adjustments.

If approved, the NTTA will work with member cities and counties on the implementation of transitional speed zones at the ends of the DNT and PGBT.

EDITOR’S NOTE: PLEASE SEE ATTACHED MAP FOR LIST OF ALL SPEED LIMITS

About the NTTA

The North Texas Tollway Authority, a political subdivision of the state of Texas, is authorized to acquire, construct, maintain, repair and operate turnpike projects in the north Texas region. The nine-member governing board is comprised of Chairman Paul N. Wageman; Vice Chairman Victor Vandergriff; and Directors Kenneth Barr, Gary Base, Bob Day, David Denison, Michael Nowels, Bob Shepard and Alan E. Sims.

The NTTA serves Collin, Dallas, Denton and Tarrant counties and is responsible for the NTTA System, consisting of the Dallas North Tollway, President George Bush Turnpike, Sam Rayburn Tollway, Addison Airport Toll Tunnel, Lewisville Lake Toll Bridge and the Mountain Creek Lake Bridge. The NTTA is able to raise capital for construction projects through the issuance of turnpike revenue bonds. NTTA toll projects are not a part of the state highway system and receive no direct tax funding. Tolls are collected to repay debt and to operate and maintain the roadways.

Visit the NTTA Web site at www.ntta.org or call 214-461-2000 for additional information about the NTTA. For customer service, please call 972-818-NTTA (6882).

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RECOMMENDED SPEED LIMITS

