



NORTH TEXAS TOLLWAY AUTHORITY

SYSTEM ANNUAL INSPECTION REPORT

Fiscal Year 2026





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NTTA Mission Statement

“We are committed to providing a safe and reliable toll road system, increase value and mobility options for our customers, operate the Authority in a businesslike manner, protect our bondholders, and partner to meet our region’s growing need for transportation infrastructure.”

NTTA Toll System





September 25, 2026

James Hofmann
Executive Director
North Texas Tollway Authority
5900 W. Plano Parkway
Plano, Texas 75093

Subject: FY 2026 GEC System Annual Inspection

Dear Mr. Hofmann:

As General Engineering Consultant to the North Texas Tollway Authority and in accordance with the requirements of Section 504 of the NTTA System Amended and Restated Trust Agreement, VRX, Inc. (VRX) is pleased to submit the Fiscal Year 2026 (FY26) System Annual Inspection Report.

VRX completed the System inspections in July 2026 and reports that the System's tollways, bridges, tunnel, and associated facilities are being maintained in generally good repair, working order, and condition. This assessment is based on general visual observations of the roadway, walls, bridges, tunnel, and related facilities. Detailed findings are presented throughout this report, and a complete list of observations has been provided separately to the Maintenance Department.

VRX recommends that NTTA continue implementing routine maintenance activities as budgeted and scoped, while also advancing the major maintenance projects planned for the upcoming fiscal year. Based on coordination with NTTA staff and review of the anticipated Reserve Maintenance Fund (RMF) projects scheduled for FY27, the following budgets are recommended and will be presented at the October 21, 2026, Board of Directors meeting, subject to Board approval at the December 2026 Board Meeting.

Operation and Maintenance Fund (OMF): \$295.4M

Reserve Maintenance Fund (RMF): \$96.8M

The overall condition of the roadways, walls, bridges, tunnel, and associated facilities, together with the proposed funding levels for System operating budgets, reflects NTTA's continued commitment to maintaining and operating a safe, reliable toll road system for the North Texas region.

Respectfully submitted,

A handwritten signature in black ink that reads "S.A. Brush, P.E.".

Scott A. Brush, PE
General Engineering Consultant
Project Director

cc: Elizabeth Mow, PE, NTTA (w/1 copy)
Amitis Meshkani, PE, NTTA (w/1 copy)
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Kevin Howlett, PE, Tetra Tech Architects & Engineers (w/1 copy)
File



TABLE OF CONTENTS

Consulting Engineer Project Director's Letter	i
Table of Contents	ii
Figures	v
Tables	ix
Acronyms and Abbreviations	x
System Map	xi
Executive Summary	xii
1.0 Introduction	1
1.1 Background	1
1.2 Annual Inspection Process	1
1.3 Description of System	3
1.3.1 Dallas North Tollway (DNT)	3
1.3.2 President George Bush Turnpike (PGBT)	4
1.3.3 Sam Rayburn Tollway (SRT)	4
1.3.4 Chisholm Trail Parkway (CTP)	4
1.3.5 Mountain Creek Lake Bridge (MCLB)	4
1.3.6 Lewisville Lake Toll Bridge (LLTB)	4
1.3.7 Addison Airport Toll Tunnel (AATT)	4
1.3.8 360 Tollway (360T)	5
1.3.9 Facilities	5
1.4 Maintenance Program Overview	5
1.4.1 Organization	5
1.4.2 Maintenance Rating Program	6
1.5 Specialized Inspections	6
1.5.1 Pavement Management Program	6
1.5.2 Overhead Sign Structure Inspection Program	7
1.5.3 High Mast Illumination Pole Inspection Program	7
1.5.4 Bridge Management Program	7
1.5.5 Tunnel Management Program	8
1.6 Governmental Accounting Standards Board Requirements	8
2.0 Inspection Findings	9
2.1 Overview	9
2.2 Dallas North Tollway Observations	9
2.2.1 Dallas North Tollway – Roadways	9
2.2.1 Dallas North Tollway – Roadways cont.	10
2.2.2 Dallas North Tollway – Walls	11
2.2.3 Dallas North Tollway – Bridges	12
2.2.4 Dallas North Tollway – Facilities	13

2.3	President George Bush Turnpike Observations	14
2.3.1	President George Bush Turnpike – Roadway	14
2.3.2	President George Bush Turnpike – Walls	15
2.3.3	President George Bush Turnpike – Bridges	16
2.3.4	President George Bush Turnpike – Facilities	17
2.4	Sam Rayburn Tollway Observations	18
2.4.1	Sam Rayburn Tollway – Roadway	18
2.4.2	Sam Rayburn Tollway – Walls	19
2.4.3	Sam Rayburn Tollway – Bridges	19
2.4.4	Sam Rayburn Tollway – Facilities	20
2.5	Chisholm Trail Parkway Observations	21
2.5.1	Chisholm Trail Parkway – Roadway	21
2.5.2	Chisholm Trail Parkway – Walls	22
2.5.3	Chisholm Trail Parkway – Bridges	23
2.5.4	Chisholm Trail Parkway – Facilities	24
2.6	Mountain Creek Lake Bridge Observations	25
2.6.1	Mountain Creek Lake Bridge – Roadway	25
2.6.2	Mountain Creek Lake Bridge – Walls	25
2.6.3	Mountain Creek Lake Bridge – Bridge	26
2.6.4	Mountain Creek Lake Bridge – Facilities	27
2.7	Lewisville Lake Toll Bridge Observations	28
2.7.1	Lewisville Lake Toll Bridge – Roadway	28
2.7.2	Lewisville Lake Toll Bridge – Walls	28
2.7.3	Lewisville Lake Toll Bridge – Bridges	29
2.7.4	Lewisville Lake Toll Bridge – Facilities	30
2.8	Addison Airport Toll Tunnel Observations	31
2.8.1	Addison Airport Toll Tunnel – Roadway	31
2.8.2	Addison Airport Toll Tunnel – Walls	32
2.8.3	Addison Airport Toll Tunnel – Bridge	32
2.8.4	Addison Airport Toll Tunnel – Facilities	33
2.9	360 Tollway Observations	34
2.9.1	360 Tollway – Roadway	34
2.9.2	360 Tollway – Walls	35
2.9.3	360 Tollway – Bridges	35
2.9.4	360 Tollway – Facilities	36
2.10	Office and Facility Observations	37
2.10.1	Other Facilities	37

3.0	Projects Completed Since FY 25 Inspections	40
3.1	Overview	40
3.2	Dallas North Tollway	40
3.3	President George Bush Turnpike	40
3.4	Sam Rayburn Tollway	40
3.5	Chisholm Trail Parkway	40
3.6	Mountain Creek Lake Bridge	40
3.7	Lewisville Lake Toll Bridge	40
3.8	Addison Airport Toll Tunnel	40
3.9	360 Tollway	40
3.10	Facility/Building	40
4.0	Future Projects and Recommendations	44
4.1	Overview	44
4.2	Dallas North Tollway	44
4.3	President George Bush Turnpike	44
4.4	Sam Rayburn Tollway	45
4.5	Chisholm Trail Parkway	45
4.6	Mountain Creek Lake Bridge	45
4.7	Lewisville Lake Toll Bridge	45
4.8	Addison Airport Toll Tunnel	45
4.9	360 Tollway	45
4.10	Facility/Building	45
4.11	Budget Recommendations	46
5.0	Summary	47
Appendices		
A	Section 504 of the Amended and Restated Trust Agreement	48
B	Quality Management System Manual Procedure GEC 01 – General Engineering Consultant Annual Inspection of the NTTA System	51
C	NTTA Corridor History	60

FIGURES

Figure 1:	System Map	xi
Figure 2:	DNT SB Reflective Pavement Cracking South of Galleria Dr.	10
Figure 3:	DNT NB Unsealed Pavement Joints South of W. Park Blvd.	10
Figure 4:	DNT SB Damaged or Faded Pavement Markings South of Sojourn Dr.	10
Figure 5:	DNT NB Landscape Bed Erosion North of Cotton Gin Rd.	10
Figure 6:	DNT NB Inlet Damage North of Lemmon Ave.	10
Figure 7:	DNT NB Pavement Spalling North of Plano Pkwy.	10
Figure 8:	DNT SB MSE Wall Cracking and Spalling South of Alpha Rd.	11
Figure 9:	DNT NB MSE Wall Spalling with Exposed Reinforcement North of Cedar Springs Rd.	11
Figure 10:	DNT SB Wall Staining South of Glenwick Ln.	11
Figure 11:	DNT Deck Spalling at IH 635.	12
Figure 12:	DNT Underdeck Spall with Exposed Reinforcement at IH 635.	12
Figure 13:	DNT Bridge Beam Spalling at Eldorado Pkwy.	12
Figure 14:	DNT Abutment Backwall Spall at Alpha Rd.	12
Figure 15:	DNT MLP3 Non-Functioning CO Sensor.	13
Figure 16:	DNT MLP4 Roof HVAC Unit without Hail Guard.	13
Figure 17:	DNT MLP4 Gantry Coating Failure.	13
Figure 18:	DNT Fiber Hut 1 Uncloseable Gate Lock.	13
Figure 19:	DNT Meaders Lane Winter Weather Operations Facility Corroded Member.	13
Figure 20:	PGBT WB Unsealed Longitudinal Joint at IH-35E.	14
Figure 21:	PGBT EB Asphalt Shoulder Cracking West of SH 114.	14
Figure 22:	PGBT SB Damaged or Faded Pavement Markings North of Merritt Rd.	14
Figure 23:	PGBT NB Turf Erosion and Flume Undermining South of Telecom Pkwy.	14
Figure 24:	PGBT WB Landscape Bed Erosion at Coit Rd.	14
Figure 25:	PGBT WB Wall Coping Displacement at Old Denton Rd.	15
Figure 26:	PGBT EB Wall Cracking West of Independence Pkwy.	15
Figure 27:	PGBT Concrete Beam Spall at Royal Ln.	16
Figure 28:	PGBT Backwall Cracking and Spalling at Gateway Dr.	16
Figure 29:	PGBT Exposed Column Footings at US 75.	16
Figure 30:	MLP7 Yellowed-Tagged Fire Alarm Control Panel.	17
Figure 31:	PGBT Eastbound Renner Road On-Ramp Deteriorated Roof.	17
Figure 32:	PGBT Midway On-Ramp Gantry Separated Wall Panel 1.	17
Figure 33:	PGBT Midway On-Ramp Gantry Separated Wall Panel 2.	17
Figure 34:	PGBT Brand Road Winter Weather Operations Facility Damaged Fence.	17
Figure 35:	PGBT Oakdale Road Winter Weather Operations Facility Damaged Wall.	17
Figure 36:	SRT EB Unsealed Longitudinal Pavement Joint West of Old Denton Rd.	18
Figure 37:	SRT EB Unsealed Longitudinal Shoulder Pavement Joint East of N. Josey Ln.	18
Figure 38:	SRT WB Damaged or Faded Pavement Markings West of Coit Rd.	18

Figure 39:	SRT WB Landscape Bed Erosion East of Legacy Dr.	18
Figure 40:	SRT WB Landscape Bed Concrete Edging Undermining West of W. Hebron Pkwy.	18
Figure 41:	SRT WB MSE Wall Panel Racking and Spalling at Ohio Dr.	19
Figure 42:	SRT EB MSE Coping Spalling West of Spring Creek Pkwy.	19
Figure 43:	SRT EB Bridge Deck Spalling at Coit Rd.	19
Figure 44:	SRT WB Unsealed Bridge Deck Joints at Lake Vista Dr.	19
Figure 45:	SRT WB Bridge Beam Spalling at Standridge Dr.	19
Figure 46:	SRT EB Bridge Beam Spalling with Exposed Reinforcement East of N. MacArthur Blvd.	19
Figure 47:	SRT MLG1 Fiber Hut Damaged Roof.	20
Figure 48:	SRT IH-35E Winter Weather Operations Facility Degraded Wall.	20
Figure 49:	CTP NB Pavement Punchout North of McPherson Blvd.	21
Figure 50:	CTP SB Pavement Joint Deterioration and Barrier Spall South of Arborlawn Dr.	21
Figure 51:	CTP SB MBGF Mow Strip Undermining North of Dutch Branch Rd.	21
Figure 52:	CTP NB Turf Erosion South of Dutch Branch Rd.	21
Figure 53:	CTP SB Minor Ditch Erosion South of W FM 917.	21
Figure 54:	CTP SB Landscape Bed Erosion South of Overton Ridge Blvd.	21
Figure 55:	CTP NB MSE Wall Rail and Coping Cracking North of SH 183.	22
Figure 56:	CTP SB MSE Wall Vegetation Overgrowth North of Clearfork Main St.	22
Figure 57:	CTP SB Bridge Deck Spalling at CTP to IH 20 WB DC.	23
Figure 58:	CTP NB Unsealed Bridge Joint at S. Hulen St.	23
Figure 59:	CTP SB Debris Filled Relief Bridge Joint at W Risinger Rd.	23
Figure 60:	CTP SB Bridge Column Drainage System Erosion at IH-20.	23
Figure 61:	CTP SB Bridge Backwall Spalling North of CR 1016.	23
Figure 62:	CTP MLG1 Fiber Hut Deteriorated Seal.	24
Figure 63:	CTP MLG3 Deteriorated Landing.	24
Figure 64:	CTP MLG3 Non-Installed Smoke Detector.	24
Figure 65:	MCLB WB Asphalt Shoulder Cracking.	25
Figure 66:	MCLB EB Damaged or Faded Pavement Markings at West Approach.	25
Figure 67:	MCLB Deck Spalling.	26
Figure 68:	MCLB Concrete Rail Spalling with Exposed Reinforcement.	26
Figure 69:	MCLB Bent Cap Spalling with Exposed Reinforcement.	26
Figure 70:	MCLB Concrete Bridge Beam Spalling with Exposed Reinforcement.	26
Figure 71:	MCLB Abutment Backwall Cracking and Spalling.	26
Figure 72:	MCLB Fiber Hut Exterior Wear and Crack.	27
Figure 73:	MCLB Fiber Hut Exterior Joint Failure.	27
Figure 74:	LLTB Roadway Approach.	28
Figure 75:	LLTB MSE Wall Coping Damage.	28
Figure 76:	LLTB Approach Slab Spalling.	29

Figure 77:	LLTB Deck Overhang Spalling.	29
Figure 78:	LLTB Minor Cap Column Cracking at the East End.	29
Figure 79:	LLTB Damaged Pipe of Bridge Collection Runoff System.	29
Figure 80:	LLTB Electrical Room Separated Drain Pipe.	30
Figure 81:	LLTB Damaged Concrete Landing.	30
Figure 82:	LLTB Electrical Room Bird-Insect Infestation.	30
Figure 83:	LLTB Fiber Hut Degraded Roof.	30
Figure 84:	LLTB Fiber Hut Insect Infestation.	30
Figure 85:	AATT Unsealed Concrete Flume at East End.	31
Figure 86:	AATT Obstructed Grate Inlet within Tunnel.	31
Figure 87:	AATT Turf Erosion at East End.	31
Figure 88:	AATT Fence Damage.	31
Figure 89:	AATT Cracking, Spalling and Stained Wall Panels at West Side.	32
Figure 90:	AATT Cracking, Spalling and Stained Wall Panels at East Side.	32
Figure 91:	AATT Gantry Deteriorated Roof.	33
Figure 92:	AATT Gantry Electrical Room Damaged Roof.	33
Figure 93:	AATT Main Electrical Room Failed Surge Suppressor.	33
Figure 94:	360T NB Spalled Pavement Joint North of Doryn Dr.	34
Figure 95:	360T NB Unsealed Longitudinal Joint South of Ragland Rd.	34
Figure 96:	360T SB Pavement Cracking South of Lone Star Rd.	34
Figure 97:	360T SB Damaged Concrete Barrier South of SE Green Oaks Blvd.	34
Figure 98:	360T SB Curb Inlet Damage with Exposed Reinforcement at SE Green Oaks Blvd.	34
Figure 99:	360T Damaged or Faded Pavement Markings at US 287.	34
Figure 100:	360T NB Turf Erosion North of Heritage Pkwy.	34
Figure 101:	360T Bridge Relief Joint with Debris North of N. Holland Rd.	35
Figure 102:	360T Bridge Deformed Bearing Pad SB Frontage Road Over Fish Creek.	35
Figure 103:	360T Bridge Class Culvert with Sediment Buildup North of Webb Lynn Rd.	35
Figure 104:	360T MLG14 Fiber Hut Damaged Ceiling.	36
Figure 105:	360T MLG14 Fiber Hut Degraded Door Frame.	36
Figure 106:	360T MLG14 Failed Electrical Receptacle.	36
Figure 107:	360T Fiber Hut 1 Insect Infestation.	36
Figure 108:	POC Switchboard SESB Alarmed Surge Suppressor.	37
Figure 109:	POC Damaged Roof.	37
Figure 110:	POC Storage Building Separated Roof Drain.	37
Figure 111:	POC Roof Damaged Pipe Penetration.	37
Figure 112:	POC Damaged Gutter.	37
Figure 113:	POC Storage Building Corroded Gate.	37
Figure 114:	FOC Fuel Island Corrosion.	38
Figure 115:	FOC Roof Failed Rain Hood.	38

Figure 116:	FOC HVAC Unit Leak.	38
Figure 117:	FOC Warehouse Blocked Egress Route.	38
Figure 118:	GE 5900 Deteriorated Roof.	39
Figure 119:	GE 5910 Electrical Room Improper Storage.	39
Figure 120:	DNT NB near Northaven Rd. – Mill and Overlay.	41
Figure 121:	DNT SB to IH-35E – Partial Deck Replacement.	41
Figure 122:	DNT SB to IH-35E – Fracture Critical Weld Repairs.	41
Figure 123:	DNT near Beltline Rd. – Install New High Friction Surface Treatment.	41
Figure 124:	DNT near Tennyson Pkwy. – Restriping.	41
Figure 125:	PGBT near Coit Rd. – Mill and Overlay Outside Shoulder.	41
Figure 126:	PGBT East of Custer – Drainage Improvements.	41
Figure 127:	PGBT near Arkansas Ln. – Large and Small Sign Replacement.	41
Figure 128:	SRT near Legacy Dr. – SRT Curb Repairs.	42
Figure 129:	SRT near FM 544 – Mainlane and Frontage Road Restriping.	42
Figure 130:	SRT at Plano Pkwy. – Concrete Pavement Repairs.	42
Figure 131:	CTP near Arborlawn Dr – Restriping.	42
Figure 132:	AATT – Restriping.	42
Figure 133:	Gleneagles 5910 – Refurbished Exterior.	42
Figure 134:	Gleneagles 5900 – Exterior Building Refurbishment.	42
Figure 135:	Gleneagles 5910 – IT Department Restroom Renovation.	43
Figure 136:	Gleneagles Window Seal Replacement.	43
Figure 137:	MLP 6 – HVAC Replacement.	43
Figure 138:	MLP 8 – HVAC Upgrade.	43

TABLES

Table 1:	Budget Recommendations	xii
Table 2:	Roadway Inspection Elements	1
Table 3:	Wall Inspection Elements	1
Table 4:	Bridge Inspection Elements	2
Table 5:	Facility Inspection Elements	2
Table 6:	GEC Annual Inspection Rating Scale	3
Table 7:	Corridor Facts	5
Table 8:	Maintenance Responsibilities	5
Table 9:	Budget Recommendations	46

ACRONYMS AND ABBREVIATIONS

360T	360 Tollway
AATT	Addison Airport Toll Tunnel
BCS	Bridge Condition Score
BRINSAP	Bridge Inventory Inspection and Appraisal Program
CIP	Cast-in-Place
CMU	Concrete Masonry Unit
COMA	Comprehensive Maintenance Agreement
COSS	Cantilever Overhead Sign Support
CR	County Road
CTP	Chisholm Trail Parkway
DNT	Dallas North Tollway
FMC	Facility Management Consultant
FY	Fiscal Year
FOC	Frisco Operations Center
GASB	Governmental Accounting Standards Board
GEC	General Engineering Consultant
HMAC	Hot Mix Asphalt Concrete
HMIP	High-Mast Illumination Pole
IH	Interstate Highway
LLTB	Lewisville Lake Toll Bridge
MCLB	Mountain Creek Lake Bridge
MLG	Mainlane Gantry
MLP	Mainlane Plaza
MMC	Maintenance Management Consultant
MRP	Maintenance Rating Program
MSE	Mechanically Stabilized Earth
NTTA	North Texas Tollway Authority
OMF	Operation and Maintenance Fund
OSB	Overhead Sign Bridge
OSS	Overhead Sign Structure
POC	Plano Operations Center
PGBT	President George Bush Turnpike
QMS	Quality Management System
RMF	Reserve Maintenance Fund
SH	State Highway
SRT	Sam Rayburn Tollway
TRM	Total Routine Maintenance
TxDOT	Texas Department of Transportation
US	U. S. Highway

xi

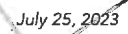


Figure 1: System Map

EXECUTIVE SUMMARY

As required by Section 504 of the North Texas Tollway Authority System Amended and Restated Trust Agreement, the Consulting Engineers conduct an inspection of the Tollway on or before the 90th day preceding the end of each fiscal year and submit a report presenting (a) their findings regarding whether the Tollway has been maintained in good repair, working order, and condition, and (b) their advice and recommendations concerning the proper maintenance, repair, and operation of the Tollway during the ensuing fiscal year, together with an estimate of the funds necessary for such purposes.

The Tollway (or System) consists of the Dallas North Tollway, President George Bush Turnpike, Sam Rayburn Tollway, Chisholm Trail Parkway, Mountain Creek Lake Bridge, Lewisville Lake Toll Bridge, Addison Airport Toll Tunnel, 360 Tollway, and associated facilities. The System serves much of the North Texas region and spans Dallas, Collin, Tarrant, Johnson, Denton, and Ellis Counties.

VRX, Inc. (VRX), serving as General Engineering Consultant, completed the inspections in July 2026 and is pleased to report that the System, as a whole, has been maintained in good repair, working order, and condition. This determination is based on a general visual inspection of the roadway, walls, bridges, tunnel, and related facilities.

VRX recommends that NTTA continue implementing the routine maintenance activities as budgeted and scoped, while also advancing the Reserve Maintenance Funded Projects planned for the ensuing fiscal year and beyond.

In coordination with NTTA staff, VRX reviewed the preliminary 2027 NTTA System budget, including the Operation and Maintenance Fund and Reserve Maintenance Fund, and concurs that the proposed funding levels are consistent with anticipated administrative and roadway expenditures. The following budgets are recommended and will be presented at the Board of Directors meeting on October 21, 2026, and are subject to Board approval in December 2026.

Table 1: Budget Recommendations	
FUNDS	BUDGET
Operation and Maintenance Fund (OMF)	\$295.4M
Reserve Maintenance Fund (RMF)	\$96.8M

The overall condition of the System, together with the funding levels provided in the operating budgets, demonstrates the North Texas Tollway Authority’s commitment to maintaining and operating a safe, reliable toll road system for the North Texas region.

1.0 INTRODUCTION

1.1 Background

As the General Engineering Consultant (GEC) to the North Texas Tollway Authority (NTTA), and in accordance with the requirements of Section 504 of the NTTA System Amended and Restated Trust Agreement, VRX, Inc. (VRX) conducted the annual visual inspection of the NTTA System (System). Assets inspected included roadways (mainlanes and frontage roads), bridges, retaining walls, tunnel facilities, roadway appurtenances, and associated infrastructure. In addition to the annual inspection, the GEC performs specialized evaluations, including detailed pavement assessments, structural inspections of overhead signs, gantries, and high-mast illumination poles, and retroreflectivity assessments of pavement markings, to supplement the annual review. The observations and findings identified during these inspections should be monitored and addressed by NTTA, as appropriate, to help ensure the assets achieve their intended service life. These inspections and observations provide a basis for planning the funding levels necessary to maintain System assets through the maintenance components of the Operation and Maintenance (O&M) Fund and the Reserve Maintenance Fund (RMF) for the ensuing fiscal year.

1.2 Annual Inspection Process

The GEC Annual Inspection evaluated four primary System elements: roadways, walls, bridges, and facilities. The roadway inspection focused on pavement, drainage structures, erosion, pavement markings, illumination, and barriers (Table 2). The wall inspection evaluated panels, joints, coping, flumes, mow strips, inlets, rails, riprap, visible underdrain cleanouts, sound walls, and adjacent features (Table 3). The bridge inspection focused on deck, superstructure, substructure, and drainage components (Table 4). The facility inspection included interior and exterior components of plaza operations facilities, Fiber Huts, Winter Weather Operations Facilities, maintenance facilities, administrative offices, and associated sites (Table 5).

Table 2: Roadway Inspection Elements

CATEGORY	ELEMENT	DESCRIPTION OF POTENTIAL OBSERVATIONS
Pavement	Travel Lanes & Shoulders	Identify distresses (spalls, joint damage, faulting or potholes) that affect the performance and ride quality
	Curb & Gutter	Identify damage such as cracks, spalls or settlement
	Concrete Barrier	Identify damage such as cracks or spalls, or alignment issues
Roadside	Inlets & Drainage Structures	Identify damage such as cracks, spalls, or settlement
	Culverts	Identify erosion at apron, spalls and cracks
	Embankment/Slopes	Identify erosion
	Landscape Beds	Identify erosion, damaged or exposed irrigation lines and damage to landscape borders
	Pavement Markings	Identify damaged, missing or non-reflective markings and markers
	Signage	Identify damaged, faded or non-reflective signage
	Illumination	Identify lighting not properly functioning; foundation issues or damaged/missing access panel
	Metal Beam Guard Fence	Identify damage by impact, settlement, misaligned, or erosion around posts
	Impact Attenuators	Identify damage by impact

To assess the condition of the System, retaining walls and associated appurtenances were inspected with emphasis on structural and drainage elements, as summarized in Table 3 below.

Table 3: Wall Inspection Elements

CATEGORY	ELEMENT	DESCRIPTION OF POTENTIAL OBSERVATIONS
Retaining Walls	Structure	Identify racked panels, cracks, spalls, backfill migration, or coping displacement
	Drainage	Identify cracks or settlement in flumes, erosion adjacent to drainage structures or issues with visible cleanouts

Bridge inspections are conducted through the Texas Department of Transportation's (TxDOT) Bridge Inventory, Inspection, and Appraisal Program (BRINSAP). Findings from the most recent bridge inspections were reviewed by the GEC prior to conducting supplemental inspections of the categories and specific features identified in Table 4 below.

Table 4: Bridge Inspection Elements

CATEGORY	ELEMENT	DESCRIPTION OF POTENTIAL OBSERVATIONS
Bridge	Deck	Identify surface deterioration, damaged joints, drainage issues, rail cracks or spall
	Superstructure	Identify concrete beams with cracks, spalls, damaged connections, damaged or deteriorated bearings associated with concrete and steel beams
	Substructure	Identify cracks or spalls in abutment and bent caps
	Channel	Identify erosion around columns and banks
	Culverts	Identify cracks, spalls, erosion on or around footings, headwalls and wingwalls
	Approaches	Identify cracks, spalls, or damaged joints
	Miscellaneous	Vertical clearance signs, illumination, warning devices or utility lines

NTTA-owned office buildings, operations centers, plazas, information technology facilities, and the AATT facilities supporting the System were also inspected. Facility condition assessments were organized into seven categories: (1) Architectural, (2) Mechanical, (3) Electrical, (4) Safety, (5) Gantry Building, (6) Fiber/MLG/IT Building, and (7) Unique Items. Each category consisted of specific features evaluated as shown in Table 5 below.

Table 5: Facility Inspection Elements

CATEGORY	ELEMENT	DESCRIPTION OF POTENTIAL OBSERVATIONS
Architectural	Exterior/General	Identify any tripping hazards or ADA non-compliance, erosion or landscape failures, exterior sealant and joint conditions, masonry damage, rust, or corrosion, railing, fencing or signage damage
	Interior/General	Identify any issues with ADA non-compliance, evidence of leaks, damaged interior finishes, functionality of doors and hardware, fire extinguisher expiration and structural stability
	Roofing	Identify any issues with roofing membrane, fasteners, penetration treatments and general drainage
Mechanical	Plumbing	Identify functionality of all fixtures, observed leaks piping conditions, and proper drainage
	HVAC System	Identify issues of functionality, equipment and refrigerant piping conditions, and age-related obsolescence
Electrical	Electrical System	Identify issues of functionality and code compliance with lighting and power systems, panelboards, transformers, transfer switches and generators
Safety	Egress	Identify issues with egress routes, exit signage, improper materials storage, guard rails, and ladders
	Fire Protection & Alarms	Identify any issues with fire alarm and fire protection systems
Gantry Building	Structural Elements	Identify issues with concrete or masonry damage, corrosion, rails and attenuators
	IT Support Elements	Identify issues with power, equipment mounting, and HVAC
Fiber/MLG/IT Building	IT Support Elements	Identify issues with lighting and power supply, and HVAC
	Building Structure	Identify issues with vandalism, insect infestation, rust, water infiltration, door and hardware
Unique Items	Fuel Stations, Geothermal Wells, etc.	Identify functionality of facility specific items such as geothermal wells

Inspections were conducted in accordance with NTTA's Project Delivery Department Quality Management System (QMS) Manual Procedure GEC-01 (Appendix B) and consisted of general visual observations and condition assessments of asset elements and features. No detailed analysis, in-place testing, or destructive testing was performed. The opinions, statements, and recommendations contained in this report are based solely on conditions observed at the time of these inspections. No representation or warranty is made that all defects have been identified or that additional defects may not develop or become evident at a later date. Nothing contained herein shall be construed to provide any third party with a claim or right of action against NTTA, its employees, the GEC, or the Maintenance Management Consultant (MMC), nor shall it create any duty or obligation by NTTA, its employees, the GEC, or the MMC to any such third party.

Observed items were documented and assigned condition ratings using a five-point scale (Table 6).

Table 6: GEC Annual Inspection Rating Scale

GRADE	RATING	DESCRIPTION
M	Monitor	Asset exhibits an existing condition that warrants periodic follow-up inspection activities. Maintenance is optional at this time.
4	Good	Asset exhibits minor levels of distress or deterioration. Routine maintenance recommended.
3	Fair	Asset exhibits moderate (frequent) distress or deterioration. Maintenance required to prevent further damage to system.
2	Poor	Asset exhibits advanced deterioration or is a safety concern. Maintenance or repair required to protect public or system.
1	Critical	Asset functionality is severely impaired or threatened. Immediate repair required to protect public or system.

1.3 Description of System

The System is a critical component of the North Texas transportation network (Figure 1), comprising more than 153 centerline miles (1,194 lane miles) of limited-access toll facilities, 643 bridges, and one tunnel. It includes the Dallas North Tollway (DNT), President George Bush Turnpike (PGBT), Sam Rayburn Tollway (SRT), Chisholm Trail Parkway (CTP), Mountain Creek Lake Bridge (MCLB), Lewisville Lake Toll Bridge (LLTB), Addison Airport Toll Tunnel (AATT), 360 Tollway (360T), and associated facilities. Toll collection across the System is performed entirely through electronic tolling.



1.3.1 Dallas North Tollway (DNT)

DNT extends approximately 33 miles north from Interstate 35E (IH-35E) in downtown Dallas to W. First Street, just north of U.S. Route 380 (US 380), in Prosper. It provides a convenient north-south corridor for motorists traveling between Dallas, Highland Park, University Park, Addison, Farmers Branch, Plano, Frisco, and Prosper.

Rapid growth in Collin and Denton Counties, together with input from local stakeholders, prompted NTTA to widen the existing facility and extend it farther north. The widening project, extending from the Sam Rayburn Tollway to US 380, opened to traffic in August 2025. The northern extension of DNT (Phase 4) will be delivered through two projects: Phase 4A, a 6-mile segment from US 380 to FM 428, and Phase 4B, an 8-mile segment from FM 428 to Grayson County. Both projects are included in the FY2026-FY2030 Capital Plan for construction and for planning and design, respectively.



1.3.2 President George Bush Turnpike (PGBT)

PGBT extends approximately 11 miles from IH-20 in Grand Prairie to SH 183 in Irving. A non-tolled segment, maintained by the Texas Department of Transportation (TxDOT), extends from SH 183 to Belt Line Road. PGBT resumes at Belt Line Road in Irving and continues clockwise approximately 40 miles to Interstate 30 (IH-30) in Garland. PGBT serves as a key transportation corridor through the DFW Metroplex, providing access to Grand Prairie, Irving, Carrollton, Dallas, Plano, Richardson, Sachse, Rowlett, and Garland.



1.3.3 Sam Rayburn Tollway (SRT)

SRT extends approximately 26 miles from Business SH 121 near the Denton/Dallas County line to a point east of US 75 in Collin County. SRT provides convenient access to Coppell, Lewisville, Carrollton, The Colony, Plano, Frisco, McKinney, and Allen.



1.3.4 Chisholm Trail Parkway (CTP)

CTP is an approximately 28-mile corridor extending from IH-30 in downtown Fort Worth, Tarrant County, to US 67 in Cleburne, Johnson County. CTP provides access to Fort Worth, Burleson, and Cleburne. This limited-access toll facility features major interchanges at IH-30 and IH-20. To accommodate rapid population growth and support ongoing economic development in southern Tarrant and Johnson Counties, the CTP Widening Project will expand CTP to two lanes in each direction from FM 1187 in Tarrant County to US 67 in Johnson County—approximately 13 miles—with an estimated opening to traffic in late 2028.



1.3.5 Mountain Creek Lake Bridge (MCLB)

MCLB is an approximately two-mile facility that provides an east-west crossing of Mountain Creek Lake, extending from the Spur 303/SE 14th Street intersection in Grand Prairie to the Spur 303/Mountain Creek Parkway intersection in the Oak Cliff area of Dallas. This facility connects communities in Tarrant County with those in southern Dallas County and provides convenient access to businesses, recreational amenities, and other destinations throughout the Mid-Cities area.



1.3.6 Lewisville Lake Toll Bridge (LLTB)

LLTB is an approximately two-mile-long facility providing an east-west crossing of the northwestern arm of Lewisville Lake in Denton County. It serves as a distinctive landmark featuring a 360-foot steel truss that rises approximately 60 feet above the lake.



1.3.7 Addison Airport Toll Tunnel (AATT)

AATT provides an approximately 3,600-foot east-west route beneath Addison Airport in northern Dallas County, including a 1,650-foot tunnel. This facility alleviates congestion in far North Dallas and the Addison area and offers an alternate route to the heavily traveled Trinity Mills and Belt Line Roads; it opened to traffic in 1999.



1.3.8 360 Tollway (360T)

360T is an approximately 10-mile toll road located in Tarrant, Ellis, and Johnson Counties, extending from Green Oaks Boulevard in Tarrant County southward to US 287 in Ellis County.

Table 7: Corridor Facts

Corridor	Mainlane Miles	Frontage Road Miles	Bridges	Gantries/Plazas
DNT	218	0	111	43
PGBT	387	56	242	71
SRT	206	154	146	44
CTP	99	0	93	30
MCLB	4	0	1	2
LLTB	8	0	2	2
AATT	1	0	0	1
360T	37	41	48	10

Note: Individual corridor construction history available in Appendix C.

1.3.9 Facilities

NTTA facilities support the safe and reliable operation of the System. These facilities include the Gleneagles Office Complex, the Plano Operations Center, the Frisco Operations Center, winter weather operations facilities, fiber huts, and roadway plaza facilities that provide a range of operational support functions.

1.4 Maintenance Program Overview

The goal of NTTA's Maintenance Program is to maintain a safe and reliable toll road system by proactively performing activities that preserve the useful life of assets while delivering a high level of service to customers.

1.4.1 Organization

The Maintenance Department is responsible for the day-to-day routine maintenance of the System and associated facilities. By utilizing both in-house and outsourced resources to perform routine maintenance activities, NTTA has established a system of checks and balances to improve efficiency and cost-effectiveness in delivering these services. The overall goal is to have approximately 50 percent of these services outsourced to TRM contractors.

Table 8: Maintenance Responsibilities

CORRIDOR	MAINTAINED BY
DNT, AATT, SRT and LLTB	NTTA Staff
PGBT, MCLB and CTP	TRM Contractors
360 Tollway	COMA/TRM Contractor

Note: Tolling & ITS Equipment is maintained by NTTA Staff

TRM contracts are outlined below.

- **President George Bush Turnpike (West)** extends from IH-20 in Grand Prairie to Dickerson Parkway in Carrollton and includes the Mountain Creek Lake Bridge. This six-year contract, executed in November 2025, is outsourced to DCS Asset Maintenance, LLC.
- **President George Bush Turnpike (East)** extends from Dickerson Parkway in Carrollton to IH-30 in Garland. This six-year contract, executed in May 2023, is outsourced to Webber Infrastructure Management, Inc.
- **Chisholm Trail Parkway** extends from IH-30 in Fort Worth to US 67 in Cleburne. This six-year contract, executed in October 2022, is outsourced to Roy Jorgensen Associates, Inc.
- **360Tollway** extends from Green Oaks Boulevard in Arlington to US 287 in Mansfield. This corridor is maintained under a Comprehensive Maintenance Agreement (COMA) with the Lane-Abrams Joint Venture. The COMA has been in effect since May 2018, when 360T opened to traffic. NTTA will assume maintenance responsibilities at a future date to be determined.

The Project Delivery Department, along with their engineering consultants, the GEC and MMC, supports Maintenance by providing inspection findings and delivering major maintenance projects along the System. Tetra Tech Architects & Engineers (Tetra Tech), is the current MMC and provides professional engineering services in support of maintenance responsibilities such as:

- Oversight/direction of roadway repairs by NTTA in-house forces
- Plans, specifications, and estimates of maintenance projects
- Update of capital improvement plan as necessary to preserve NTTA assets
- Identification of appropriate maintenance and repair actions and cycles to minimize deteriorating conditions of the NTTA assets

1.4.2 Maintenance Rating Program

System conditions are monitored through a Maintenance Rating Program (MRP) that evaluates the performance of both in-house and contracted maintenance resources. As part of the MRP, NTTA has established consistent maintenance standards regardless of roadway type, construction history, or traffic patterns. The program tracks current operations and helps identify recurring maintenance concerns. This approach supports the early detection of issues, enhances accountability, and provides assurance that system assets are properly maintained. Under the MRP, sample units representing various asset groups (roadways, bridges, and facilities) are randomly selected throughout the year. Inspections are performed monthly on a portion of the sample units within each corridor. Individual asset characteristics are evaluated using Pass/Fail criteria, and the resulting scores are weighted and combined by asset group. The overall composite score is then used to assess maintenance effectiveness and is presented to the NTTA Board of Directors monthly.

1.5 Specialized Inspections

NTTA, through the GEC, performs specialized inspections of the System's pavement, overhead sign structures, and high-mast illumination poles. These inspections support the early identification of maintenance needs and provide valuable information for budget planning, helping to maximize the service life of these assets. Inspection findings are reviewed with NTTA staff and incorporated into ongoing maintenance planning and programming efforts.

1.5.1 Pavement Management Program

As the GEC, VRX maintains a Computerized Pavement Management System (CPMS) for NTTA. The CPMS is used to assess current pavement conditions and monitor performance trends throughout the pavement life cycle. This annual evaluation enables NTTA to optimize roadway maintenance strategies and plays a critical role in developing budget forecasts by identifying and predicting future pavement rehabilitation needs.

1.5.2 Overhead Sign Structure Inspection Program

The Overhead Sign Structure Inspection Program is conducted in accordance with established procedures that are consistent with previous NTTA inspection cycles and industry practices used by other transportation agencies. These procedures are based on the Federal Highway Administration (FHWA), “Ancillary Structures Inspection Reference Manual,” Publication No. FHWA-NHI-20-999, November 2021. The Program includes inspections of cantilever overhead sign supports (COSS), overhead sign bridges (OSB), dynamic message signs (DMS), and the structural components of mainlane and ramp toll gantries. The System contains 868 sign structures, which are inspected on a five-year cycle, with a portion of the inventory evaluated each year. The 2026 inspection cycle included 204 structures.

1.5.3 High Mast Illumination Pole Inspection Program

The High Mast Illumination Pole (HMIP) Inspection Program primarily consists of visual inspections but also includes ultrasonic testing of base weld locations when warranted and determined necessary by the inspection team. NTTA currently owns and maintains 266 high mast illumination poles throughout the System. Inspections are conducted in accordance with TxDOT guidelines for HMIPs, which require each pole to be inspected once every five years. The inspection program is divided into two groups: 148 poles on PGBT inspected in 2021 and 118 poles on DNT, SRT, and CTP inspected in 2022. Due to the ongoing PGBT lighting upgrade project affecting the HMIPs, inspections were suspended for 2026. HMIP inspections will resume following completion of the project.

1.5.4 Bridge Management Program

All bridges owned and maintained by NTTA are inspected under TxDOT’s BRINSAP program in accordance with the National Bridge Inspection Standards (NBIS). These standards, established by the Federal Highway Administration (FHWA) and detailed in 23 CFR 650, Subpart C of the Code of Federal Regulations (CFR), require that all bridges on the Texas Transportation Commission (TTC) designated State Highway System be inventoried, inspected, and evaluated at regular intervals in accordance with the American Association of State Highway and Transportation Officials (AASHTO) Manual for Bridge Inspection. In addition, TxDOT performs fracture-critical and underwater inspections for structures requiring such evaluations.

BRINSAP reports rate various categories of bridge elements, including the deck, superstructure, substructure, channel, culvert, and approaches. The condition of each bridge element is rated on a scale from 0 to 9, where 9 represents excellent condition and 0 indicates the element has failed.

The GEC maintains a comprehensive database of all NTTA bridge structures within the System. Upon receipt of BRINSAP reports, bridge ratings are reviewed, tracked, and incorporated into the database, and any required Follow-Up Action (FUA) worksheets are addressed. This database supports the monitoring of trends and key performance metrics used to evaluate the overall health of NTTA’s bridge inventory.

The Bridge Condition Score (BCS) is an additional performance measure used by TxDOT to assess and communicate the overall health of the state’s bridge inventory. The BCS is calculated using each bridge’s minimum component rating and weighted by deck area. The statewide BCS for Texas bridges is 88.91, while NTTA’s bridge inventory has an overall BCS of 91.0.

Fast Facts

643

of bridges
NTTA maintains

21

Average age (yrs)
of NTTA’s bridges

27

of bridges that are
50 yrs or older

1.5.5 Tunnel Management Program

NTTA's System includes one tunnel, AATT, which passes beneath the Addison Airport. AATT is inspected as part of TxDOT's implementation of the National Tunnel Inspection Standards (NTIS), a federal program similar to the National Bridge Inspection Standards (NBIS) for bridges. The NTIS establishes uniform requirements for tunnel inspections, while the Tunnel Operations, Maintenance, Inspection, and Evaluation (TOMIE) Manual provides procedures and guidelines for inspections and documentation of deficiencies. NTIS inspections evaluate structural, electrical, and mechanical components, including ventilation fans, fire protection systems, drainage sump pumps, and HVAC equipment serving the electrical room.

Tunnel inspections are conducted on a two-year cycle, with the most recent AATT inspection completed in August 2025. The 2025 data, along with the visual observations from the GEC's 2026 assessment, serve as the basis for the comments and recommendations presented in the tunnel section of this report.

1.6 Governmental Accounting Standards Board Requirements

Governmental Accounting Standards Board (GASB) Statement 34 establishes financial reporting requirements for state and local governments throughout the United States. In 2007, NTTA elected to adopt the Modified Approach for asset depreciation in accordance with GASB 34, which requires reporting of asset conditions every three years. NTTA has chosen to calculate the GASB 34 rating annually to help ensure the System continues to meet the Board-adopted minimum level of service of 8.0. The MMC maintains an inventory of NTTA's infrastructure assets, while the GEC collects and evaluates condition data and replacement costs for pavement and bridge assets. The GEC's annual inspection program provides the basis for compliance with GASB 34 requirements. The System's 2026 GASB 34 rating is 8.8 out of 10.

2.0 INSPECTION FINDINGS

2.1 Overview

Based on the 2026 visual annual inspection, the System remains in good repair, proper working order, and sound condition. In addition to the roadway, retaining wall, and bridge assets, NTTA's facilities represent a critical component of the tollway system by supporting daily operations, revenue collection, incident response and the Intelligent Transportation System (ITS) network. In accordance with the GEC Annual Inspection Rating Scale (Table 6), none of the observations for the four primary elements—roadway, walls, bridges, and facilities—received a rating below 2, meaning none of the assets have reached the stage of critical deterioration or are unable to function as intended. These results are consistent with the expected performance of a system of this age and reflect the effectiveness of ongoing preventive maintenance and rehabilitation efforts. Employing the proper maintenance strategies at the right time has been instrumental in preserving asset conditions, extending service life, and maintaining the overall performance of the System.

The following sections present visual observations for each corridor, organized by the four primary elements. Section 3 lists all projects completed since the previous GEC inspection, while Section 4 outlines planned projects and provides additional recommendations to address the observations documented in this report.

2.2 Dallas North Tollway Observations

2.2.1 Dallas North Tollway – Roadways

As NTTA's oldest corridor, the DNT contains roadway assets with varying ages, pavement structure types and maintenance histories. The roadway asset conditions observed during the 2026 annual inspection are consistent with expected asset performance and align with NTTA's planned roadway maintenance and rehabilitation program. Common observations included reflective pavement cracking and delamination migrating through mainlane overlays, unsealed pavement joints, isolated instances of missing, damaged, and faded pavement markings, erosion at landscape beds and exposed irrigation lines, damaged curb inlet tops, and localized concrete spalling. Upcoming improvements, including mainlane repairs of localized pavement distresses, pavement friction enhancement, joint sealing, restriping, and landscape bed rehabilitation, will address these conditions, enhance roadway safety and functionality, and support the corridor's long-term performance.

2.2.1 Dallas North Tollway – Roadways cont.

Our visual observations included several locations of reflective pavement cracking (Figure 2) and delamination that have migrated through the existing overlays on the mainlane pavement. Also noted were multiple locations where pavement joints, both longitudinal and transverse, are unsealed (Figure 3) due to damaged sealants or where the joint sealant material has met its expected lifecycle. Additionally, there were isolated instances of missing, damaged, and faded pavement markings (Figure 4) and erosion at landscape beds resulting in exposed irrigation lines (Figure 5). There were multiple locations south of IH 635 where curb inlet tops have been damaged and have exposed reinforcing steel (Figure 6). The inspection program also observed instances of concrete pavement spalling (Figure 7) corridor-wide which is consistent with the age, pavement types and traffic volumes on the roadway.

DNT – Roadways



Figure 2: DNT SB Reflective Pavement Cracking South of Galleria Dr.



Figure 3: DNT NB Unsealed Pavement Joints South of W. Park Blvd.



Figure 4: DNT SB Damaged or Faded Pavement Markings South of Sojourn Dr.



Figure 5: DNT NB Landscape Bed Erosion North of Cotton Gin Rd.



Figure 6: DNT NB Inlet Damage North of Lemmon Ave.



Figure 7: DNT NB Pavement Spalling North of Plano Pkwy.

2.2.2 Dallas North Tollway – Walls

The retaining wall visual observations documented during the 2026 annual inspection are consistent with expected asset performance resulting from environmental exposure, material aging, and known subgrade issues. Common visual observations included racked wall panels, localized panel cracking and spalling, some with exposed reinforcing steel, and wall staining. Planned preservation efforts will address identified maintenance needs, improve structural stability and functionality, reduce future maintenance needs, and extend the long-term service life of retaining wall assets.

Our observations included instances where wall panels had racked and were exhibiting cracking and/or spalling (Figure 8), spalling with exposed reinforcement (Figure 9), and exhibited wall staining (Figure 10). These observations alone cannot confirm nor negate current wall movement. NTTA, the MMC and the GEC conduct regular coordination meetings where NTTA has confirmed that further evaluation of these walls is being conducted.

DNT – Walls

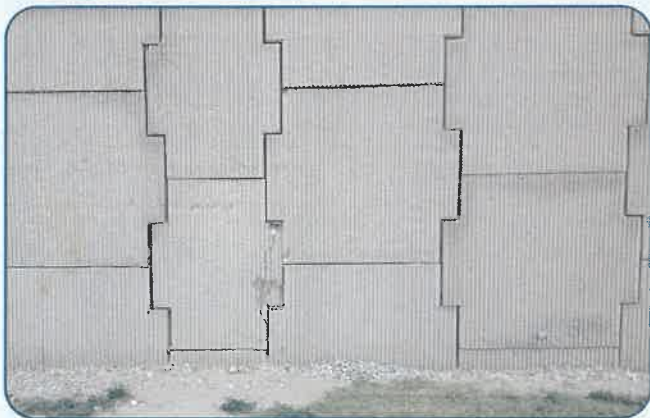


Figure 8: DNT SB MSE Wall Cracking and Spalling South of Alpha Rd.



Figure 9: DNT NB MSE Wall Spalling with Exposed Reinforcement North of Cedar Springs Rd.



Figure 10: DNT SB Wall Staining South of Glenwick Ln.

2.2.3 Dallas North Tollway – Bridges

The DNT bridge inventory includes structures of varying ages (average: 33 years) and configurations that have been subjected to decades of traffic loading and environmental exposure. The bridge observations noted during the 2026 annual inspection are consistent with expected asset performance and align with NTTA's planned bridge preservation program. Common observations included bridge deck cracking and spalling, concrete beam spalling, and localized substructure deterioration of abutment backwalls in isolated areas. Scheduled improvements, including partial-depth deck overlays, deck and approach slab joint sealing, deck repairs, and beam repairs, will address these maintenance needs, enhance structural durability, and preserve the long-term performance and service life of the bridge infrastructure.

Observations along the DNT corridor included bridge decks which exhibit different types of maintenance needs including cracking and spalling on top and underneath the concrete decks (Figures 11 and 12). Spalling of concrete beams due to impact with the abutment backwall (Figure 13) and localized pavement movement including spalling, and cracking of the abutment backwall with exposed reinforcing steel (Figure 14).

DNT – Bridges



Figure 11: DNT Deck Spalling at IH 635.



Figure 12: DNT Underdeck Spall with Exposed Reinforcement at IH 635.



Figure 13: DNT Bridge Beam Spalling at Eldorado Pkwy.



Figure 14: DNT Abutment Backwall Spall at Alpha Rd.

2.2.4 Dallas North Tollway – Facilities

The DNT facilities consist of main lane plazas, fiber huts (both stand-alone and associated with main lane toll gantries), a stand-alone restroom, and winter weather operations facilities. They include some of the oldest and newest NTTA facilities.

Common observations included water infiltration, insect/rodent infestation, and localized corrosion affecting several buildings and support facilities. Building deficiencies included foundation spalls, deteriorated joint sealants, damaged pipe insulation, ceiling deficiencies, and a non-functioning CO₂ sensor. Additional observations included a partially detached roof railing, deteriorated protective coatings on a gantry structure, an inoperable gate lock at a fiber hut, and widespread corrosion at the Meaders Lane Winter Weather Operations Facility.

Notable observations included: water infiltration, insect/rodent infestation, and window frame corrosion at MLG1. At the MLG3 fiber hut, foundation spall was observed. At MLP3, damaged pipe insulation (at the yard), foundation spall, joint sealant failure, ceiling issues, and a CO₂ sensor issue (Figure 15) were observed again. At MLP4, a roof HVAC unit was missing a hail guard (Figure 16), while the gantry structure coating failures were again observed (Figure 17). At the Fiber Hut near MLP2, the gate lock remained inoperable and could not be closed for locking (Figure 18), with water infiltration and insect infestation issues observed. At the Meaders Lane Winter Weather Operations Facility, there was still widespread corrosion (Figure 19).

DNT – Facilities



Figure 15: DNT MLP3 Non-Functioning CO Sensor.



Figure 16: DNT MLP4 Roof HVAC Unit without Hail Guard.



Figure 17: DNT MLP4 Gantry Coating Failure.



Figure 18: DNT Fiber Hut 1 Uncloseable Gate Lock.



Figure 19: DNT Meaders Lane Winter Weather Operations Facility Corroded Member.

2.3 President George Bush Turnpike Observations

2.3.1 President George Bush Turnpike – Roadway

As one of NTTA's largest corridors, PGBT contains roadway assets with varying ages and maintenance histories. The roadway observations during the 2026 annual inspection are consistent with expected asset performance and align with NTTA's planned roadway preservation program. Common observations included unsealed longitudinal pavement joints, asphalt shoulder distresses, deteriorated pavement markings, and localized erosion of roadway slopes and landscape beds. Planned improvements, including mainlane pavement mill and overlay and mainlane and frontage road restriping, will address these conditions, enhance roadway safety and functionality, and preserve the corridor's long-term performance.

Our observations included isolated unsealed longitudinal joints (Figure 20) and asphalt shoulder cracking (Figure 21). There were multiple locations that exhibited deterioration of pavement markings (Figure 22) in addition to general erosion observations that include erosion of roadway turf slopes and undermining of the flume (Figure 23) and within landscape beds (Figure 24).

PGBT – Roadways



Figure 20: PGBT WB Unsealed Longitudinal Joint at IH-35E.



Figure 21: PGBT EB Asphalt Shoulder Cracking West of SH 114.



Figure 22: PGBT SB Damaged or Faded Pavement Markings North of Merritt Rd.



Figure 23: PGBT NB Turf Erosion and Flume Undermining South of Telecom Pkwy.



Figure 24: PGBT WB Landscape Bed Erosion at Coit Rd.

2.3.2 President George Bush Turnpike – Walls

The retaining wall observations documented during the 2026 annual inspection are consistent with expected asset performance resulting from environmental exposure, material aging, and known subgrade issues. NTTA maintains an active, ongoing program for wall monitoring and stabilization. General observations included localized wall coping displacement, cracking and spalling of wall panels. Planned preservation efforts will address localized concrete panel distresses, maintain structural stability and functionality, reduce future maintenance needs, and extend the long-term service life of retaining wall assets.

Our observations included instances of retaining wall coping displacement (Figure 25) and of wall panel cracking and spalling at other isolated locations (Figure 26). These observations alone cannot confirm nor negate current wall movement. NTTA, the MMC and the GEC conduct regular coordination meetings where NTTA has confirmed that further evaluation of these walls is being conducted.

PGBT – Walls



Figure 25: PGBT WB Wall Coping Displacement at Old Denton Rd.



Figure 26: PGBT EB Wall Cracking West of Independence Pkwy.

2.3.3 President George Bush Turnpike – Bridges

The PGBT bridge inventory consists of structures with varying ages (average: 21 years), configurations, and construction types that are subject to continued deterioration from traffic loading, environmental exposure, and normal aging. The bridge observations noted during the 2026 annual inspection are consistent with expected asset performance and align with NTTA's planned bridge preservation program. Common observations included concrete beam spalls, some with exposed reinforcement resulting from contact with abutment backwalls, deterioration of the abutment backwall-to-wingwall connection, including localized cracking and spalling, and exposed column footings due to localized channel scour and erosion induced by high-intensity rainfall events and increased flow velocities within the channel. Planned bridge repairs and preservation projects will address some of these maintenance needs, mitigate continued deterioration, and preserve the long-term performance and service life of the bridge infrastructure.

Our observations along the PGBT corridor included concrete beams with multiple concrete beam spalls with some exhibiting exposed reinforcing steel from contact with the abutment backwall (Figure 27). Substructure observations include cracking and spalling of the backwalls (Figure 28) and exposed column footings from channel scour and erosion (Figure 29).

PGBT – Bridges



Figure 27: PGBT Concrete Beam Spall at Royal Ln.



Figure 28: PGBT Backwall Cracking and Spalling at Gateway Dr.



Figure 29: PGBT Exposed Column Footings at US 75.

2.3.4 President George Bush Turnpike – Facilities

The PGBT facilities consist of main lane plazas, ramp gantries, fiber huts and winter weather operations facilities. Some of the main lane toll gantries and ramp toll gantries have roofs which require facility inspections.

Common observations included continued deterioration of building exteriors, sealants, gantry roofs, and structural components, along with persistent water infiltration resulting in localized corrosion and water damage. Additional deficiencies included a yellow-tagged fire alarm control panel, lightning protection failures, separating gantry wall panels, and damage to winter weather operations facility walls and fencing. The MLP7 Roof Replacement project was underway at the time of the inspection; however, we were still awaiting the Notice to Proceed for the MLP9 HVAC Replacement project before beginning work.

The MLP7 roof replacement and the MLP9 HVAC replacement projects were in progress at inspection time. Notable observations at PGBT facilities included: continued exterior and sealant deterioration, and continued tunnel water infiltration (creating door corrosion and water damage). In MLP7, the fire alarm control panel was yellow-tagged (Figure 30). Main lane and ramp gantry roofs exhibited continued deterioration (Figure 31), and lightning protection failures were observed again. At the Midway Road Eastbound On-Ramp gantry, more wall panels were separating from the structure (Figures 32 and 33). Also, the winter weather operations facilities had wall and fence damage issues (Figures 34 and 35).

PGBT – Facilities



Figure 30: MLP7 Yellowed-Tagged Fire Alarm Control Panel.



Figure 31: PGBT Eastbound Renner Road On-Ramp Deteriorated Roof.



Figure 32: PGBT Midway On-Ramp Gantry Separated Wall Panel 1.



Figure 33: PGBT Midway On-Ramp Gantry Separated Wall Panel 2.



Figure 34: PGBT Brand Road Winter Weather Operations Facility Damaged Fence.



Figure 35: PGBT Oakdale Road Winter Weather Operations Facility Damaged Wall.

2.4 Sam Rayburn Tollway Observations

2.4.1 Sam Rayburn Tollway – Roadway

The SRT contains roadway assets with varying ages and maintenance histories that are subject to normal deterioration from traffic loading, environmental exposure, and aging. The roadway observations noted during the 2026 annual inspection are consistent with expected asset performance and align with NTTA's planned roadway preservation program. Common observations included unsealed joints, isolated areas of missing, damaged, and faded pavement markings, and localized erosion of landscape beds resulting in exposed irrigation lines and undermined landscape bed concrete edging. Planned improvements, including mainlane pavement joint sealing, landscape bed rehabilitation, and mainlane restriping, will address these conditions, enhance roadway safety and functionality, and preserve the corridor's long-term performance.

Our observations included multiple locations of unsealed longitudinal pavement joints (Figures 36, 37). There were isolated instances of missing, damaged, and faded pavement markings (Figure 38). Erosion issues included erosion at landscape beds resulting in exposed irrigation lines (Figure 39) and in some instances undermined landscape concrete edging (Figure 40).

SRT – Roadways



Figure 36: SRT EB Unsealed Longitudinal Pavement Joint West of Old Denton Rd.



Figure 37: SRT EB Unsealed Longitudinal Shoulder Pavement Joint East of N. Josey Ln.



Figure 38: SRT WB Damaged or Faded Pavement Markings West of Coit Rd.



Figure 39: SRT WB Landscape Bed Erosion East of Legacy Dr.



Figure 40: SRT WB Landscape Bed Concrete Edging Undermining West of W. Hebron Pkwy.

SRT – Walls



Figure 41: SRT WB MSE Wall Panel Racking and Spalling at Ohio Dr.



Figure 42: SRT EB MSE Coping Spalling West of Spring Creek Pkwy.

2.4.2 Sam Rayburn Tollway – Walls

The retaining wall observations documented during the 2026 annual inspection are consistent with expected asset performance resulting from environmental exposure, material aging, and known subgrade issues. Common observations included unsealed joints between retaining wall coping and adjacent concrete flumes, and MSE wall panels exhibiting racking, cracking and spalling. Planned rehabilitation and preservation efforts will address identified maintenance needs, maintain structural stability and functionality, reduce future maintenance needs, and extend the long-term service life of retaining wall assets.

Our observations included instances of wall panels that were racked or exhibited concrete cracking and/or spalling (Figure 41) or coping that cracked and spalled (Figure 42). These observations alone cannot confirm nor negate current wall movement. NTTA, the MMC and the GEC conduct regular coordination meetings where NTTA has confirmed that further evaluation of these walls is being conducted.

SRT – Bridges



Figure 43: SRT EB Bridge Deck Spalling at Coit Rd.



Figure 44: SRT WB Unsealed Bridge Deck Joints at Lake Vista Dr.

2.4.3 Sam Rayburn Tollway – Bridges

The SRT bridge inventory consists of structures with varying ages (average: 19 years), configurations, and construction types that are subject to continued deterioration from traffic loading, environmental exposure, and normal aging. The bridge observations noted during the 2026 annual inspection are consistent with expected asset performance and align with NTTA's planned bridge preservation program. Common observations included bridge deck spalling with exposed reinforcing steel, unsealed deck joints, and beam cracking and spalling with exposed reinforcing steel. Planned bridge deck rehabilitation and bridge beam end repair projects will address these maintenance needs, mitigate continued deterioration, enhance structural durability, and preserve the long-term performance and service life of the bridge infrastructure.

Our observations along the SRT corridor included bridge decks with multiple types of distresses including concrete spalling with exposed rebar (Figure 43), and unsealed deck and approach slab joints (Figure 44). Superstructure observations also included cracking and spalling of the concrete beams with exposed rebar (Figures 45, 46). The overall good condition of the structures reflects the effectiveness of ongoing maintenance activities in preserving their structural integrity and long-term performance.



Figure 45: SRT WB Bridge Beam Spalling at Standridge Dr.



Figure 46: SRT EB Bridge Beam Spalling with Exposed Reinforcement East of N. MacArthur Blvd.

2.4.4 Sam Rayburn Tollway – Facilities

The SRT facilities consist of fiber huts (stand-alone and also associated with the main lane toll gantries), and winter weather operations facilities.

Common observations included localized sealant failure, water and insect infiltration, and roof deterioration at fiber huts. Additional deficiencies included deterioration and damage to walls and fencing at the winter weather operations facilities. Overall, the SRT facilities remained in good condition despite these localized maintenance needs.

SRT Facilities were generally in good condition. Notable observations included: sealant failure, insect/water infiltration and roof deterioration/damage at the fiber huts (Figure 47), with roof corrosion at the restroom. The winter weather operations facilities had wall and fence degradation/damage issues (Figure 48).

SRT – Facilities



Figure 47: SRT MLG1 Fiber Hut Damaged Roof.



Figure 48: SRT IH-35E Winter Weather Operations Facility Degraded Wall.

2.5 Chisholm Trail Parkway Observations

2.5.1 Chisholm Trail Parkway – Roadway

The CTP contains roadway assets with varying maintenance histories that are subject to normal deterioration from traffic loading, environmental exposure, and aging. The roadway observations noted during the 2026 annual inspection are consistent with expected asset performance and align with NTTA's planned roadway preservation program. Common observations included concrete pavement cracking, spalling, and joint deterioration, isolated areas of missing, damaged or faded pavement markings, and localized erosion resulting in undermined MBGF concrete mow strips and erosion of turf embankment slopes. Planned restriping improvements, together with ongoing maintenance activities, will address these conditions, enhance roadway safety and functionality, and preserve the corridor's long-term performance.

Our observations included concrete pavement punchouts (Figure 49) and cracking, spalling, and joint deterioration (Figure 50). There are also areas where unsealed joints contribute to the undermining of the MBGF concrete mow strips (Figure 51). Additionally, other common erosion issues include turf erosion on embankment slopes (Figure 52), roadside ditch erosion (Figure 53) and landscape bed erosion exposing tree roots and irrigation lines (Figure 54).

CTP – Roadway



Figure 49: CTP NB Pavement Punchout North of McPherson Blvd.



Figure 50: CTP SB Pavement Joint Deterioration and Barrier Spall South of Arborlawn Dr.



Figure 51: CTP SB MBGF Mow Strip Undermining North of Dutch Branch Rd.



Figure 52: CTP NB Turf Erosion South of Dutch Branch Rd.



Figure 53: CTP SB Minor Ditch Erosion South of W FM 917.



Figure 54: CTP SB Landscape Bed Erosion South of Overton Ridge Blvd.

2.5.2 Chisholm Trail Parkway – Walls

Overall, the retaining wall inventory on the Chisholm Trail Parkway corridor was found to be performing as intended, with observations generally limited to localized maintenance items and isolated areas of distress that are typical for infrastructure exposed to long-term environmental conditions.

The most common observations included localized racking of mechanically stabilized earth (MSE) wall panels, cracking of retaining wall copings and adjacent traffic rail, isolated settlement of concrete mow strips, and areas of vegetation and overgrowth requiring routine maintenance. Localized loss of backfill was also observed at a limited number of retaining wall locations. These conditions were generally isolated in nature and are consistent with maintenance activities expected as the corridor continues to age. Vegetation management remains important to maintain access for inspections, preserve drainage paths, and facilitate early identification of developing wall-related concerns.

As with all visual inspections, the observations documented during the 2026 Annual Inspection are limited to conditions visible and accessible at the time of inspection and cannot independently confirm or rule out future movement or subsurface conditions. Based on the observations made during this inspection, no additional corridor-wide concerns were identified beyond the localized conditions documented in this report.

Two wall observations include cracking of the rail and wall coping (Figure 55) and vegetation overgrowth on the MSE wall (Figure 56).

CTP – Walls



Figure 55: CTP NB MSE Wall Rail and Coping Cracking North of SH 183.



Figure 56: CTP SB MSE Wall Vegetation Overgrowth North of Clearfork Main St.

2.5.3 Chisholm Trail Parkway – Bridges

The CTP bridge inventory consists of structures with varying ages (average: 12 years), configurations, and construction types that are subject to continued deterioration from traffic loading, environmental exposure, and normal aging. The bridge observations noted during the 2026 annual inspection are consistent with expected asset performance and support NTTA's ongoing bridge preservation and maintenance program. Common observations included concrete deck cracking and spalling, unsealed joints, debris accumulation within bridge joints, localized erosion beneath bridge structures, and sediment and debris accumulation within bridge-class culvert headwalls and channel limits. Continued routine maintenance and targeted preservation activities will help mitigate further deterioration and preserve the long-term performance and service life of the bridge infrastructure.

Our observations along the CTP corridor included locations of concrete cracking and spalling of the bridge deck (Figure 57). Other observations included unsealed deck and bridge approach slab joints (Figure 58) and debris in the joints (Figure 59). General erosion observations included erosion under the bridge (Figure 60) and a few locations of bridge backwall cracking and spalling (Figure 61).

CTP – Bridges



Figure 57: CTP SB Bridge Deck Spalling at CTP to IH 20 WB DC.



Figure 58: CTP NB Unsealed Bridge Joint at S. Hulen St.



Figure 59: CTP SB Debris Filled Relief Bridge Joint at W Risinger Rd.



Figure 60: CTP SB Bridge Column Drainage System Erosion at IH-20.



Figure 61: CTP SB Bridge Backwall Spalling North of CR 1016.

2.5.4 Chisholm Trail Parkway – Facilities

The CTP facilities consist of fiber huts (stand-alone and also associated with the main lane toll gantries), and winter weather operations facilities. These are some of NTTA's newest facilities.

Common observations included localized sealant and landing deterioration, insect infestation within light fixtures, and non-functioning GFCI test buttons. Additional deficiencies included door lock and water heater issues at restroom facilities, uninstalled smoke detector, as well as wall fence damage at the winter weather operations facilities. Overall, the CTP facilities remained in good condition with only minor maintenance needs.

Minor observations include sealant deterioration (Figure 62), landing deterioration (Figure 63), insect infestation, and non-functioning GFCI test buttons again noted. More notable observations were an uninstalled smoke detector (Figure 64), and a failed surge suppressor at MLG2. At the restrooms, previous door lock and water heater issues were again observed. The winter weather operations facilities had wall and fence damage issues.

CTP – Facilities



Figure 62: CTP MLG1 Fiber Hut Deteriorated Seal.



Figure 63: CTP MLG3 Deteriorated Landing.



Figure 64: CTP MLG3 Non-Installed Smoke Detector.

2.6 Mountain Creek Lake Bridge Observations

2.6.1 Mountain Creek Lake Bridge – Roadway

As NTTA's second oldest corridor, MCLB roadway assets are subject to normal deterioration resulting from environmental exposure and aging. The roadway observations noted during the 2026 annual inspection are consistent with expected asset performance and support NTTA's ongoing roadway maintenance program. Observations included asphalt shoulder cracking, a few unsealed joints within the concrete flume, and isolated instances of missing, damaged, and faded pavement markings. Continued maintenance activities will address these conditions to enhance roadway safety, preserve functionality, and support the long-term performance of the facility.

Minor observations included asphalt shoulder cracking (Figure 65) in addition to missing, damaged, and faded pavement markings (Figure 66).

MCLB – Roadway



Figure 65: MCLB WB Asphalt Shoulder Cracking.



Figure 66: MCLB EB Damaged or Faded Pavement Markings at West Approach.

2.6.2 Mountain Creek Lake Bridge – Walls

MCLB has one retaining wall that was observed to be in good condition, with no notable deficiencies or areas of concern identified.

2.6.3 Mountain Creek Lake Bridge – Bridge

The MCLB bridge inventory consists of one structure with an age of 48 years that is subject to continued deterioration from environmental exposure and normal aging. The bridge observations noted during the 2026 annual inspection are consistent with expected asset performance and align with NTTA's planned bridge preservation program. Common observations included bridge deck and concrete rail spalling, as well as spalling with exposed reinforcing steel on bent caps, concrete beams, and the abutment backwall. Planned bridge rail sealing and ongoing routine maintenance will address localized deterioration, improve the transition onto the structure, reduce moisture intrusion, and preserve the long-term performance and service life of the bridge infrastructure.

Our observations along the MCLB corridor included bridge deck spalling (Figure 67) and bridge rail spalling with localized areas of exposed reinforcement (Figure 68). Observations included spalling with exposed reinforcing steel on the bent cap (Figure 69) and at multiple locations on the concrete beams (Figure 70). Substructure observations included concrete cracking and spalling with exposed reinforcing steel on the abutment backwall (Figure 71).

MCLB – Bridge



Figure 67: MCLB Deck Spalling.



Figure 68: MCLB Concrete Rail Spalling with Exposed Reinforcement.



Figure 69: MCLB Bent Cap Spalling with Exposed Reinforcement.



Figure 70: MCLB Concrete Bridge Beam Spalling with Exposed Reinforcement.



Figure 71: MCLB Abutment Backwall Cracking and Spalling.

2.6.4 Mountain Creek Lake Bridge – Facilities

The MCLB facility consists of a fiber hut (associated with the toll gantries). This facility replaced the original toll plaza.

Observations included localized exterior wear, cracking, joint sealant failure, and water infiltration at the Fiber Hut. Overall, the MCLB facility remained in generally good condition with only minor maintenance needs.

The MCLB facility is generally in good condition. Notable minor observations included: camera base plate not fully secured, exterior wear/cracking (Figure 72), exterior joint failures (Figure 73), and water infiltration.

MCLB – Facilities



Figure 72: MCLB Fiber Hut Exterior Wear and Crack.



Figure 73: MCLB Fiber Hut Exterior Joint Failure.

LLTB – Roadway



Figure 74: LLTB Roadway Approach.

2.7 Lewisville Lake Toll Bridge Observations

2.7.1 Lewisville Lake Toll Bridge – Roadway

The LLTB roadway assets are subject to normal deterioration associated with environmental exposure and aging. Because the roadway within the LLTB corridor consists of several short, non-contiguous pavement sections and is supported by an active routine maintenance program, very few maintenance observations were identified during this year's assessment. Planned mainlane restriping, together with continued routine maintenance activities, will further enhance roadway safety and visibility, address minor maintenance needs, and preserve the long-term safety, functionality, and serviceability of the facility. (Figure 74)

LLTB – Walls



Figure 75: LLTB MSE Wall Coping Damage.

2.7.2 Lewisville Lake Toll Bridge – Walls

LLTB retaining walls are subject to normal deterioration associated with environmental exposure and aging with few maintenance observations identified during the 2026 annual inspection. Current observations include damaged wall coping (Figure 75) and localized settlement of mow strips adjacent to the wall system. These observations alone cannot confirm nor negate current wall movement.

2.7.3 Lewisville Lake Toll Bridge – Bridges

The LLTB bridge inventory includes two structures with an age of 17 years that are subject to continued deterioration from environmental exposure and normal aging. The bridge observations noted during the 2026 annual inspection are consistent with expected asset performance and support NTTA's ongoing bridge preservation and maintenance program. Common observations included approach slab spalling, cracking of bridge caps, minor concrete rail spalling, and damage of the bridge runoff collection system. Continued inspection, routine maintenance, and targeted preservation activities will help mitigate further deterioration and preserve the long-term performance and service life of the bridge infrastructure.

Our observations along the LLTB corridor included concrete spalling at the bridge approach slab (Figure 76) as well as on the deck overhang (Figure 77). A substructure observation included minor cracks on a bridge bent cap column (Figure 78). In addition, observations include disconnected or damaged pipes of the bridge collection runoff system (Figure 79).

LLTB – Bridge



Figure 76: LLTB Approach Slab Spalling.



Figure 77: LLTB Deck Overhang Spalling.



Figure 78: LLTB Minor Cap Column Cracking at the East End.



Figure 79: LLTB Damaged Pipe of Bridge Collection Runoff System.

2.7.4 Lewisville Lake Toll Bridge – Facilities

The LLTB facilities consist of a fiber hut (associated with the toll gantry) and two electrical rooms located in the bridge center section (one east bound and one west bound).

Observations included corrosion of electrical conduit and enclosures, separated drain piping, localized concrete deterioration, and bird and insect infestation within the electrical rooms. Additional deficiencies at the Fiber Hut included roof deterioration, water infiltration, and insect infestation. Overall, the LLTB facilities remained in generally good condition with localized maintenance needs.

Electrical Room observations included: corroded electrical conduit/enclosures, a separated drain pipe (Figure 80), damaged concrete landing (Figure 81), and bird/insect infestation (Figure 82). At the fiber hut, roof degradation (Figure 83), water infiltration, and insect infestation (Figure 84) were observed.

LLTB – Facilities



Figure 80: LLTB Electrical Room Separated Drain Pipe.



Figure 81: LLTB Damaged Concrete Landing.



Figure 82: LLTB Electrical Room Bird-Insect Infestation.



Figure 83: LLTB Fiber Hut Degraded Roof.



Figure 84: LLTB Fiber Hut Insect Infestation.

2.8 Addison Airport Toll Tunnel Observations

2.8.1 Addison Airport Toll Tunnel – Roadway

The AATT is one of 11 roadway vehicle tunnels in Texas and represents a unique underground transportation facility within the NTTA system. Roadway tunnels present unique maintenance challenges, including managing groundwater infiltration and maintaining critical life safety systems. Recent improvements have focused on enhancing safety, reliability, and long-term durability through upgrades to the tunnel lighting system, structural lining, ventilation fans and warning devices at both tunnel approach portals.

Recent observations identified isolated maintenance items, including an unsealed joint at a concrete flume adjacent to a retaining wall, obstructed grate inlets, turf erosion, and fence damage. Future planned improvements include mainlane pavement striping, continued tunnel wall coating rehabilitation, and drainage enhancements to maintain the long-term performance and serviceability of the facility.

Our observations included an unsealed joint at a concrete flume adjacent to a retaining wall (Figure 85) and an isolated occurrence of a grate inlet obstructed by dirt and debris within the tunnel (Figure 86). Additional observations along the east side of the tunnel included localized erosion on the turf slope (Figure 87) and fence damage (Figure 88).

AATT – Roadway



Figure 85: AATT Unsealed Concrete Flume at East End.



Figure 86: AATT Obstructed Grate Inlet within Tunnel.



Figure 87: AATT Turf Erosion at East End.



Figure 88: AATT Fence Damage.

2.8.2 Addison Airport Toll Tunnel – Walls

The retaining wall observations documented during the 2026 annual inspection are consistent with expected asset performance for a maintained tunnel facility resulting from environmental exposure, and material aging. Planned retaining wall coatings and drainage improvements will preserve the long-term safety, visual aesthetics, and functionality of the facility.

Our observations included instances where walls exhibited cracking, spalling as well as stained wall panels (Figures 89, 90). These observations alone cannot confirm nor negate current wall movement. NTTA, the MMC and the GEC conduct regular coordination meetings where NTTA has confirmed that further evaluation of these walls is being conducted.

AATT – Walls



Figure 89: AATT Cracking, Spalling and Stained Wall Panels at West Side.



Figure 90: AATT Cracking, Spalling and Stained Wall Panels at East Side.

2.8.3 Addison Airport Toll Tunnel – Bridge

The AATT corridor does not include any bridge structures.

2.8.4 Addison Airport Toll Tunnel – Facilities

The AATT facilities consist of a toll plaza and the main electrical room located over the tunnel west portal.

Observations included continued deterioration of gantry and electrical room roofs, along with a continued surge suppression device failure in the main electrical room. Tunnel fan replacement and fire alarm system repair/replacement projects were in progress at the time of the inspection.

The tunnel fan replacement project was still in progress at the time of inspection, as well as a project to repair/replace the fire alarm system. The roofs for the toll gantry and associated electrical room have further deteriorated since the previous inspection (Figures 91, 92). In the main electrical room, a surge suppression device failure was again noted (Figure 93).

AATT – Facilities



Figure 91: AATT Gantry Deteriorated Roof.



Figure 92: AATT Gantry Electrical Room Damaged Roof.



Figure 93: AATT Main Electrical Room Failed Surge Suppressor.

360T – Roadway



Figure 94: 360T NB Spalled Pavement Joint North of Doryn Dr.



Figure 95: 360T NB Unsealed Longitudinal Joint South of Ragland Rd.



Figure 96: 360T SB Pavement Cracking South of Lone Star Rd.



Figure 97: 360T SB Damaged Concrete Barrier South of SE Green Oaks Blvd.



Figure 98: 360T SB Curb Inlet Damage with Exposed Reinforcement at SE Green Oaks Blvd.



Figure 99: 360T Damaged or Faded Pavement Markings at US 287.



Figure 100: 360T NB Turf Erosion North of Heritage Pkwy.

2.9 360 Tollway Observations

2.9.1 360 Tollway – Roadway

As the newest corridor to the NTTA System, 360T includes a mix of older frontage road assets and newer mainlane facilities, each are subjected to normal deterioration from environmental exposure, traffic loading and aging. The roadway observations noted during the 2026 annual inspection are consistent with expected asset performance and support NTTA's ongoing roadway preservation and maintenance program. Common observations included unsealed and deteriorated concrete pavement joints; areas of cracked and spalled pavement; isolated deficiencies associated with missing, damaged, or faded pavement markings and graphics; and localized turf erosion. Continued maintenance and targeted preservation activities will address these conditions, enhance roadway safety and functionality, and preserve the corridor's long-term performance.

Our observations included spalled concrete joints (Figure 94), unsealed longitudinal joints (Figure 95), cracked pavement (Figure 96), and damaged concrete barriers (Figure 97) and curbs with exposed reinforcement (Figure 98). Additional observations included isolated areas of missing, damaged, and faded pavement graphics (Figure 99). Common erosion-related observations included turf erosion along roadway slopes (Figure 100).

2.9.2 360 Tollway – Walls

Overall, the retaining wall system on the 360 Tollway corridor was found to be in good condition, with only isolated maintenance observations identified. None of the observed conditions indicated concerns requiring immediate corrective action or suggested that the retaining walls were not performing their intended function.

As with all visual inspections, the evaluation is limited to conditions that are visible and accessible at the time of inspection and cannot independently confirm or rule out future movement or subsurface deficiencies. While continued routine maintenance and periodic monitoring are recommended as part of the corridor's ongoing asset management program, the 2026 inspection did not identify any observed conditions that indicate a systemic concern with the retaining wall inventory. The observed conditions were consistent with normal maintenance needs expected for infrastructure of this age and service environment.

2.9.3 360 Tollway – Bridges

The 360T bridge inventory consists of structures with varying ages (average: 17 years), configurations, and construction types that are subject to continued deterioration from traffic loading, environmental exposure, and normal aging. The bridge observations documented during the 2026 Annual Inspection are consistent with expected asset performance and support NTTA's ongoing bridge preservation and maintenance program. Common observations included debris accumulation at bridge approaches, localized erosion beneath bridge structures, and debris and sediment accumulation within bridge-class box culverts. Continued inspections, routine maintenance, and targeted preservation activities will help mitigate further deterioration, maintain proper drainage and hydraulic performance, and preserve the long-term performance and service life of the bridge infrastructure.

The GEC's inspection identified recurring observations of dirt and debris accumulation within bridge approach joints (Figure 101), deformed bearing pads (Figure 102), and debris and sediment accumulation within bridge-class box culverts (Figure 103). If left unaddressed, these conditions can reduce drainage efficiency, impede hydraulic performance, and contribute to the long-term deterioration of bridge components.

360T – Bridges



Figure 101: 360T Bridge Relief Joint with Debris North of N. Holland Rd.



Figure 102: 360T Bridge Deformed Bearing Pad SB Frontage Road Over Fish Creek.



Figure 103: 360T Bridge Class Culvert with Sediment Buildup North of Webb Lynn Rd.

2.9.4 360 Tollway – Facilities

The 360 Tollway facilities consist of fiber huts (stand-alone and also associated with the main lane toll gantries), and a winter weather operations facility.

Common observations included localized ceiling damage, exterior wall and door deterioration, water infiltration, electrical GFCI receptacle deficiencies, and insect infestation at fiber hut facilities. Overall, the 360T facilities remained in good condition with only minor maintenance needs.

Our observations include minor ceiling damage (Figure 104), exterior wall/door issues (Figure 105), water infiltration, incomplete electrical panelboard schedules, electrical GFCI receptacle issues (Figure 106), insect infestation (Figure 107), and winter weather operations facility corrosion.

360T – Facilities



Figure 104: 360T MLG14 Fiber Hut Damaged Ceiling.



Figure 105: 360T MLG14 Fiber Hut Degraded Door Frame.



Figure 106: 360T MLG14 Failed Electrical Receptacle.



Figure 107: 360T Fiber Hut 1 Insect Infestation.

2.10 Office and Facility Observations

2.10.1 Other Facilities

The remaining NTTA facilities consist of the Plano Operations Center, the Frisco Operations Center and the Gleneagles Office Complex.

Common observations at the Plano Operations Center included localized roof deterioration, damaged roof drainage components, deteriorated pipe penetration boots, damaged gutters, joint sealant failures, corrosion with protective coating failures at outbuildings and the fuel island, and an isolated occurrence of an alarmed panelboard surge suppressor. Overall, the facility remained in generally good condition with localized maintenance and repair needs.

At the inspection time, the Plano Operations Center Truck Wash Building Upgrade and the Gleneagles Office Complex 5910 Data Center Upgrade were in progress.

Notable observations at the Plano Operations Center included: a panelboard surge suppressor in alarm (Figure 108), roof damage (Figure 109), Bulk Storage Building roof drain separations/damage (Figure 110), pipe penetration boots damaged/improperly installed (Figure 111), gutter damage (Figure 112), joint sealant failures, and rust/paint failures at the outbuildings/fuel island (Figure 113).

Plano Operations Center – Observations



Figure 108: POC Switchboard SESB Alarmed Surge Suppressor.



Figure 109: POC Damaged Roof.



Figure 110: POC Storage Building Separated Roof Drain.



Figure 111: POC Roof Damaged Pipe Penetration.



Figure 112: POC Damaged Gutter.



Figure 113: POC Storage Building Corroded Gate.

Facilities cont'd

At the Frisco Operations Center, fuel island corrosion was observed (Figure 114), along with a damaged surge suppressor, an improperly functioning eye wash, roof damage (Figure 115), a HVAC unit leak (Figure 116), fire egress obstructions in the warehouse (Figure 117), and expired fire extinguishers.

Frisco Operations Center – Observations



Figure 114: FOC Fuel Island Corrosion.



Figure 115: FOC Roof Failed Rain Hood.



Figure 116: FOC HVAC Unit Leak.



Figure 117: FOC Warehouse Blocked Egress Route.

Facilities cont'd

Notable observations at the Gleneagles 5900 Office Center included: non-functioning exhaust fans, ceiling issues, ADA compliance issues, roof deterioration (Figure 118), and general interior wear/tear.

Notable observations at the Gleneagles 5910 Office Center included: ceiling issues, minor plumbing items and improper storage in electrical rooms (Figure 119). The GEC understands that the data center project will address ceiling issues in the data center.

Gleneagles 5900 and 5910 – Observations



Figure 118: GE 5900 Deteriorated Roof.



Figure 119: GE 5910 Electrical Room Improper Storage.

3.0 PROJECTS COMPLETED SINCE FY 25 INSPECTIONS

3.1 Overview

Since the GEC's 2025 annual and specialized inspections, numerous maintenance and rehabilitation projects have been completed across the System. These projects represent the ongoing maintenance activities typically required to support a transportation network of NTTA's size, complexity, and age. The approved 2025 RMF budget provided the funding needed not only to repair and rehabilitate assets, but also to extend their intended service life. NTTA's proactive asset management approach (inspect/plan/budget/design/construct) enables the System to consistently deliver the level of service its customers have come to expect.

3.2 Dallas North Tollway

- Pavement Rehabilitation: NB from IH-35E to Harvest Hill Rd. (Figure 120)
- Bridge Deck Surface Replacement: SB Direct Connector to IH-35E; Underpass at Bordeaux Ave. (Figure 121)
- Weld and Fracture Critical Member Repairs; Maple Ave./Knight St., Harry Hines Blvd., SB Direct Connector to IH-35E and NB Direct Connector from IH-35E (Figure 122)
- Concrete Pavement Joint Sealing; PGBT to Legacy Dr.
- Friction Enhancement; at Beltline Rd. and Keller Springs Rd. (Figure 123)
- Restriping; PGBT to Headquarters Blvd. (Figure 124)
- Raised Pavement Marker Replacement: Entire corridor

3.3 President George Bush Turnpike

- Mill and Overlay of Outside Shoulders: Midway Rd. to US 75 (Figure 125)
- Fog Seal Outside Shoulders: US 75 to SH 78
- Underdrain and Inlet Installation; East of Custer Rd. (Figure 126)
- Large and Small Sign Replacement; IH-20 to SH-183 (Figure 127)

3.4 Sam Rayburn Tollway

- Concrete Pavement and Curb Repairs; Various locations along entire corridor (Figure 128)
- Restriping Mainlanes and Frontage Road; South end to US 75 (Figure 129)
- Raised Pavement Marker Replacement: Entire corridor
- Concrete Pavement Repairs and Drainage Improvements; Plano Pkwy. / Paige Rd. and west of Spring Creek Pkwy. (Figure 130)

3.5 Chisholm Trail Parkway

- Restriping; from IH-30 to US 67 (Figure 131)

3.6 Mountain Creek Lake Bridge

- Routine maintenance performed by outsourced contractor

3.7 Lewisville Lake Toll Bridge

- Raised Pavement Marker Replacement: Entire corridor
- Weld and Fracture Critical Member Repairs

3.8 Addison Airport Toll Tunnel

- Restriping; Entire corridor (Figure 132)

3.9 360 Tollway

- No projects were completed since the last inspection

3.10 Facility/Building

Dallas North Tollway

- » Window Replacement: MLP4

Gleneagles Facilities

- » Building Exterior Finishes (Figure 133)
- » Building Exterior Finishes: Gleneagles 5900 (Figure 134)
- » Restroom Renovation: Gleneagles 5910 IT Department (Figure 135)
- » Campus Repairs
- » Storefront Seal Replacement (Figure 136)

President George Bush Turnpike

- » HVAC Replacement: MLP 6 (Figure 137)
- » HVAC Upgrade: MLP 8 (Figure 138)

Below are a few examples of completed projects related to roadway, bridges and facilities.

Completed Project Examples



Figure 120: DNT NB near Northaven Rd. – Mill and Overlay.

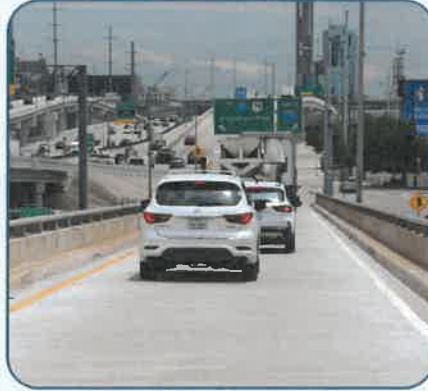


Figure 121: DNT SB to IH-35E – Partial Deck Replacement.



Figure 122: DNT SB to IH-35E – Fracture Critical Weld Repairs.



Figure 123: DNT near Beltline Rd. – Install New High Friction Surface Treatment.



Figure 124: DNT near Tennyson Pkwy. – Restriping.



Figure 125: PGBT near Coit Rd. – Mill and Overlay Outside Shoulder.



Figure 126: PGBT East of Custer – Drainage Improvements.



Figure 127: PGBT near Arkansas Ln. – Large and Small Sign Replacement.

Completed Project Examples



Figure 128: SRT near Legacy Dr. – SRT Curb Repairs.



Figure 129: SRT near FM 544 – Mainlane and Frontage Road Restriping.



Figure 130: SRT at Plano Pkwy. – Concrete Pavement Repairs.



Figure 131: CTP near Arborlawn Dr – Restriping.



Figure 132: AATT – Restriping.



Figure 133: Gleneagles 5910 – Refurbished Exterior.



Figure 134: Gleneagles 5900 – Exterior Building Refurbishment.

Completed Project Examples



Figure 135: Gleneagles 5910 – IT Department Restroom Renovation.



Figure 136: Gleneagles Window Seal Replacement.



Figure 137: MLP 6 – HVAC Replacement.



Figure 138: MLP 8 – HVAC Upgrade.

4.0 FUTURE PROJECTS AND RECOMMENDATIONS

4.1 Overview

Through ongoing coordination with the Project Delivery and Maintenance Departments, as well as the MMC, a plan will be developed to address observations identified during the 2026 annual inspection. This section summarizes anticipated future projects and maintenance needs, as supported by the GEC's findings.

It should be noted that many observations on CTP and PGBT fall under the responsibility of the routine maintenance contractor. These include localized pavement cracking and spalling, unsealed pavement joints, pavement edge drop-offs, and erosion on turf embankments, ditches, and areas beneath bridges, all of which should be addressed to prevent further deterioration of system assets.

4.2 Dallas North Tollway

Several projects have been developed or are in the process of being developed to address the needs of the DNT. These future projects include the following with general project limits:

- Mainlane and Shoulder Pavement Rehabilitation (Southbound; IH-635 to S. End) – Ongoing Construction
- Mainlane Pavement and Bridge Rehabilitation (IH-635 to PGBT)
- Mainlane Pavement Joint Sealing (PGBT to SRT) – Design
- Mainlane Pavement Friction Enhancement (PGBT to SRT) – Design
- Mainlane Restriping (IH-635 to PGBT)
- Mainlane Restriping (PGBT to SRT)
- Bridge Deck Overlay (S. End to IH-635; 9 Bridges) – Ongoing Construction
- Bridge Deck Rehabilitation (DNT at IH-635) – Design
- Bridge Repairs (PGBT to SRT) – Ongoing Construction
- Bridge Deck Joint Sealing (IH-635 to US 380) – Ongoing Construction
- Wall Preservation (S. End) – Design

- Pedestrian Fence Rail Repairs – Design
- Illumination Upgrades (S. End to IH-635) – Ongoing Construction
- DNT Deck Rehabilitation (S. end to IH-635) – Ongoing Construction
- DNT Ramp Repairs (IH-635 to PGBT and SRT to US 380) Ongoing Construction
- DNT Steel Beam and Bearing Repairs (S. end to IH-635) Ongoing Construction

4.3 President George Bush Turnpike

Several projects have been developed or are in the process of being developed to address the needs of the PGBT. These future projects include the following with general project limits:

- PGBT Pavement Repairs – Design
- Bridge Repairs (at IH-35E) – Design
- Bridge Lifting (Hackberry Creek, Gateway Dr., and Royal Ln.) – Design
- Mainlane Restriping (SH 78 to IH-30)
- Mainlane Recapping/Retracing (IH-35E to MLP 10; SH 183 to IH-20)
- Frontage Road Edgeline Restriping (SH 183 to IH-20)
- Sound Wall Rehabilitation (Frankford Rd.) – Design
- PGBT Erosion Mitigation at Arbor Creek – Ongoing Construction
- PGBT Shoulder Repairs at Merritt – Ongoing Construction

4.4 Sam Rayburn Tollway

Several projects have been developed or are in the process of being developed to address the needs of the SRT. These future projects include the following with general project limits:

- Mainlane Pavement Joint Sealing (Denton Tap Rd. End to Standridge Rd.)
- Mainlane Pavement Joint Sealing (Standridge Rd. to Ohio Rd.) – Design
- Bridge Deck Rehabilitation (East Rowlett Creek and Coit Rd.) – Design
- Mainlane Restriping (N. Denton Tap Rd. to US 75) – Design
- Retaining Wall Rehabilitation – Design
- Drainage Improvements
- Bridge Joint Cleaning and Sealing (Denton Tap to Old Denton Rd.) – Ongoing Construction
- SRT Landscape Erosion Repairs (Alma, Custer and Lake Forest) – Ongoing Construction

4.5 Chisholm Trail Parkway

A project has been developed or is in the process of being developed to address the needs of CTP. This future project includes the following with general project limits:

- Mainlane Recaping/Retracing (IH 30 to FM 1187) – Design
- Small and Overhead Sign Replacement – Ongoing Construction

4.6 Mountain Creek Lake Bridge

A project has been developed or is in the process of being developed to address the needs of MCLB. These future projects include the following with general project limits:

- Mainlane Restriping (Entire corridor) – Design

4.7 Lewisville Lake Toll Bridge

A project has been developed or is in the process of being developed to address the needs of LLTB. This future project includes the following with general project limits:

- Mainlane Restriping (Entire corridor)

4.8 Addison Airport Toll Tunnel

Several projects have been developed or are in the process of being developed to address the needs of AATT. These future projects include the following with general project limits:

- Wall Coating and Drainage Improvements – Design

4.9 360 Tollway

No project identified.

4.10 Facility/Building

Several projects have been developed or are in the process of being developed to address the needs of NTTA's facilities. These projects include the following:

Gleneagles 5900 and 5910

- Campus Renovation Project – Design

Plano Operations Center

- Exterior Rehabilitation
- Electrical and Lighting Improvements
- Gate Replacement Project
- Fuel Island

Frisco Operations Center

- Exterior Rehabilitation
- Electrical and Lighting Project
- Gate Replacement Project
- Fleet Wash Bay and Drainage Improvements

Addison Airport Toll Tunnel

- Reconditioning of Sump Pumps
- Fire Alarm System – Design

Dallas North Tollway – Facilities

- MLP 4 – Gantry Repairs and Recoating – Design

President George Bush Turnpike Facilities

- MLP 7 – HVAC Replacement – Design
- MLP 6, 7, 8 and 10 – Refurbish – Design

4.11 Budget Recommendations

As required by the Amended and Restated Trust Agreement, the GEC also provides recommendations for both OMF and the RMF.

The funding levels included in the FY 2027 NTTA System Preliminary Budget for major administrative and roadway Operation and Maintenance Fund costs are recommended to maintain NTTA's major assets at or above the Board-adopted GASB 34 level of 8.0 out of 10.

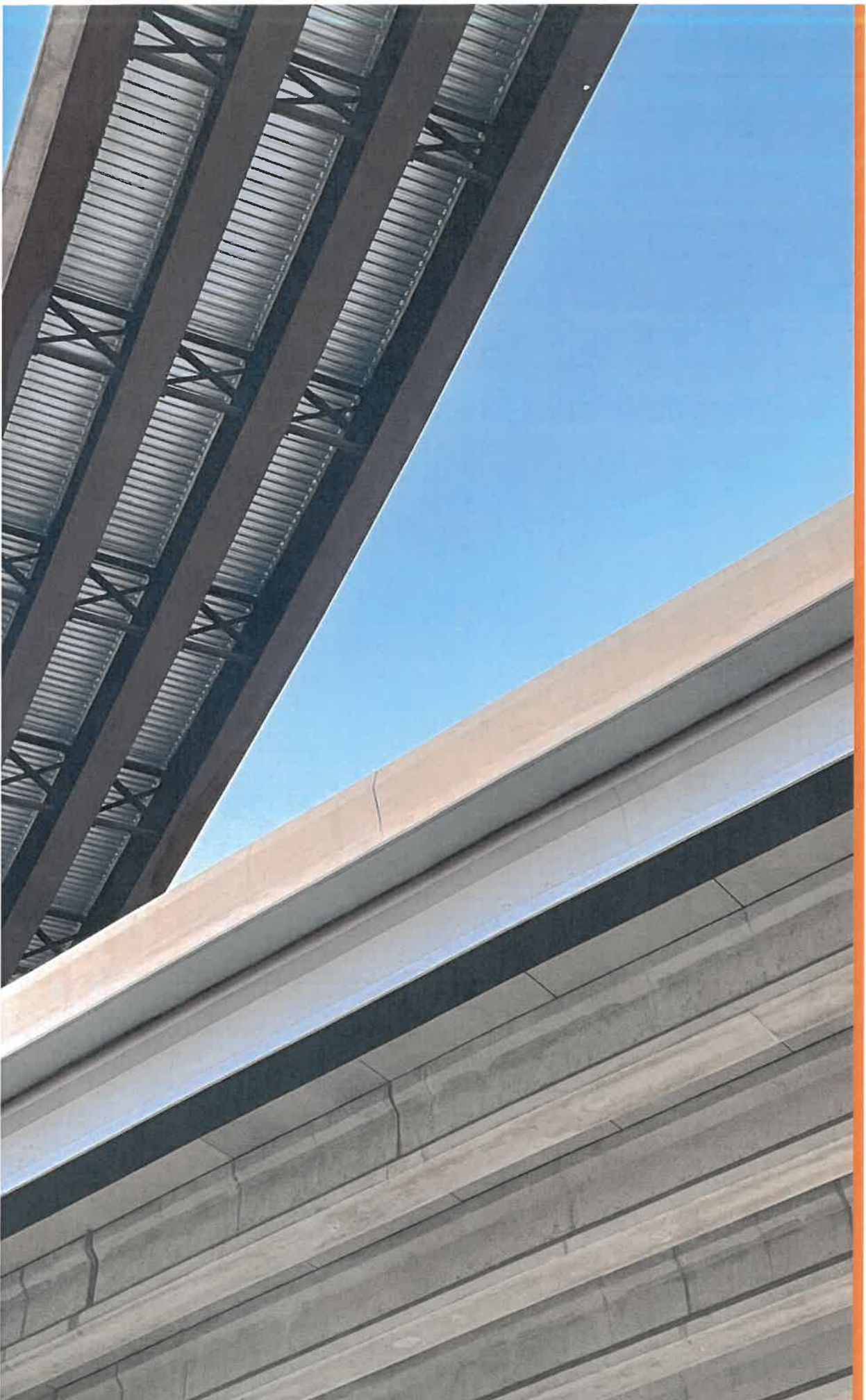
Table 9: Budget Recommendations	
FUNDS	BUDGET
Operation and Maintenance Fund (OMF)	\$295.4M
Reserve Maintenance Fund (RMF)	\$96.8M

5.0 SUMMARY

Overall, the System has been maintained in good repair, working order and condition. The overall condition of the System shows NTTA's commitment to funding, maintaining, and operating a safe and reliable network of roadways.

Continued routine maintenance and the implementation of Reserve Maintenance Fund projects will ensure the System continues to provide a safe and reliable mobility option for the customers throughout the North Texas region.

**APPENDIX A - SECTION 504 OF THE AMENDED AND
RESTATED TRUST AGREEMENT**



AMENDED AND RESTATED TRUST AGREEMENT

BY AND BETWEEN
NORTH TEXAS TOLLWAY AUTHORITY
AND
WELLS FARGO BANK, N.A.,
Dallas, Texas
SECURING
SYSTEM REVENUE BONDS

Dated as of April 1, 2008

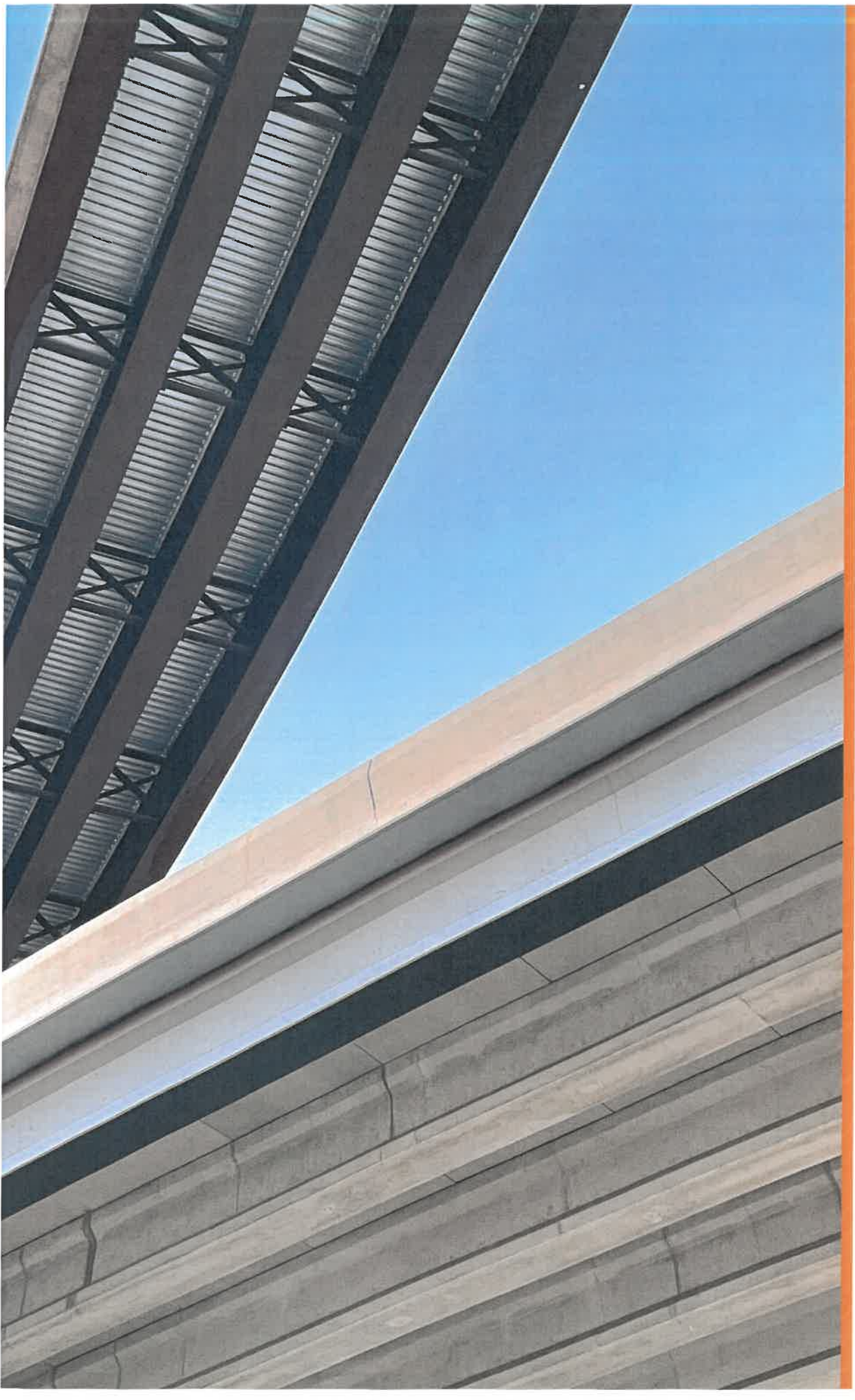
Section 503. Revenue Fund. The special fund held by the Trustee and created and designated "Tollway Revenue Fund" (hereinafter sometimes called the "Revenue Fund") under the Original Agreement is hereby reaffirmed. The Authority covenants that all gross revenues (all tolls, other revenues, and income) arising or derived by the Authority from the operation and ownership of the Tollway (excepting investment income from all Funds and Accounts other than the Revenue Fund) will be collected by the Authority and deposited daily, as far as practicable, with the Trustee for the credit of the Revenue Fund. It shall be the duty of the Trustee to verify the amount of each such daily deposit separately, and to make a report to the Authority of the amount of each such daily deposit as soon as practicable. Tolls collected on behalf of TxDOT pursuant to a project agreement that provides for revenue sharing with TxDOT shall be collected by the Authority and shall be held and transferred to or upon the order of TxDOT as set forth in the project agreement.

Section 504. Duties of Consulting Engineers. The Authority covenants that it will cause the Consulting Engineers employed by it under the provisions of Section 704 of this Agreement, to make an inspection of the Tollway on or before the 90th day prior to the end of each Fiscal Year and to submit to the Authority a report setting forth (a) their findings whether the Tollway has been maintained in good repair, working order and condition, (b) their advice and recommendations as to the proper maintenance, repair, and operation of the Tollway during the ensuing Fiscal Year and an estimate of the amount of money necessary for such purposes, including their recommendations as to the total amounts and classifications of items and amounts that should be provided for Current Expenses and the Reserve Maintenance Fund in the Annual Budget for the next ensuing Fiscal Year, and (c) their advice and recommendations as to the amounts and types of insurance which should be carried during the ensuing Fiscal Year with respect to the Tollway under the provisions of Article VII of this Agreement. Copies of such reports shall be filed with the Trustee and mailed by the Authority to each bondholder who shall have filed his name with the Board Representative designated for such purpose, which shall initially be the Chief Financial Officer of the Authority.

Section 505. Preliminary Budget of Current Expenses, and Payments into Reserve Maintenance Fund; Hearing on Budget; Annual Budget; Failure to Adopt Annual Budget; Amended or Supplemental Annual Budget; Payments for Maintenance, Repair, and Operations. The Authority covenants that on or before the 60th day prior to the end of each Fiscal Year it will adopt a preliminary budget of Current Expenses and payments into the Reserve Maintenance Fund for the ensuing Fiscal Year. Copies of each such preliminary budget shall be filed with the Trustee and mailed to the Consulting Engineers and each bondholder who shall have filed his name and address with the Board Representative designated for such purpose, which shall initially be the Chief Financial Officer of the Authority.

If the holders of at least five percent (5%) in aggregate principal amount of the bonds then Outstanding shall so request in writing on or before the 60th day prior to the end of any Fiscal Year, the Authority shall hold a public hearing on or before the 30th day prior to the end of such Fiscal Year at which any bondholder may appear in person or by agent or attorney and present any objections he may have to the final adoption of such budget. Notice of the time and place of such hearing shall be mailed, at least ten (10) days before the date fixed by the Authority for the hearing, to the Trustee, the Consulting Engineers, and each bondholder who shall have filed his name and address with the Board Representative designated for such purpose, which shall initially be the Chief Financial Officer of the Authority. The Authority further covenants

APPENDIX B - QUALITY MANAGEMENT SYSTEM MANUAL PROCEDURE
GEC-01 – GENERAL ENGINEERING CONSULTANT ANNUAL INSPECTION
OF THE NITA SYSTEM



NTTA Projects	Original Issue Date: 07/05/2012	GEC-01
Resource: General Engineering Consultant Procedures	Revision: 0 Issue Date: 07/05/2012	Page 1 of 8
Title: GEC Annual Inspection of the NTTA Systems		

1.0 PURPOSE:

The purpose of this procedure is to describe the General Engineering Consultant (GEC)'s responsibilities for the general annual visual inspection and assessment of the NTTA System, Special Projects System (SPS), and related facilities as required by Section 504 of the NTTA System Amended and Restated Trust Agreement and Section 710 of the NTTA Special Projects System Trust Agreement.

2.0 RESPONSIBILITIES:

2.1 Project Director (PD) – The PD shall be a licensed civil engineer with prior experience being a program manager or project director, project manager, and field experience. The PD shall:

- Review and understand the trust agreements with the NTTA and ensure the letters to the bond holders, presentations, and all other work performed during annual inspections is in conformance with the trust agreements.
- Coordinate the NTTA staff review of the letters to the bond holders.
- Perform a quality assurance (QA) review of the final letters to the bond holders to ensure they include the inspection findings, advice and recommendations as to the proper maintenance/repair, and cost estimates thereof, per their respective trust agreements.
- Approve, sign, and deliver the final letters to the NTTA for delivery to the bond holders.
- Perform QA review of, and present to the NTTA board, a PowerPoint presentation discussing the significant aspects of the year's inspection results.

2.2 Project Manager (PM) – The PM shall be a licensed civil engineer with prior experience being a project manager as well as inspection field experience. The PM shall:

- Prepare and negotiate the inspection work authorization documents.
- Organize the pre-inspection kick-off meeting by: writing the agenda; inviting field inspectors, Maintenance Management Consultant (MMC) employees and all required NTTA staff; and facilitating the meeting.
- Be the point of contact for the GEC inspection team when communicating with the NTTA and the MMC inspection staff.

NTTA Projects	Original Issue Date: 07/05/2012	GEC-01
Resource: General Engineering Consultant Procedures	Revision: 0 Issue Date: 07/05/2012	Page 2 of 8
Title: GEC Annual Inspection of the NTTA Systems		

- Obtain from NTTA:
 - A list of bridges and bridge class culverts to be inspected, as well as the TxDOT Bridge Inventory Inspection and Appraisal Program (BRINSAP) reports on all bridges listed.
 - 11x17 black-and-white aerial photography plan sheets of all roadways in the systems at a scale of approximately 1 inch = 250 feet. Plan sheets should show the roadway centerline, stationing, cross street names and should encompass all collector/distributor and direct connector ramps.
 - A list of facilities required for inspection.
 - Governmental Accounting Standards Board (GASB) ratings for the System and the SPS from the most recent year available.
- Manage the inspection staff to ensure that both budget goals and schedule deadlines are met.
- Oversee the writing of the two letters to the bond holders, one for the NTTA System and one for the SPS.
- Perform a quality control (QC) review of the letters to the bond holders, observation spreadsheet and PowerPoint presentation prior to final submittal to the NTTA.
- Deliver the observation spreadsheet categorized as described in 6.1.7 to the NTTA Maintenance Department and ensure it functions properly on the NTTA computer servers.

2.3 Roadway Inspector (RI) – the RI shall be a licensed civil engineer (or if approved an Engineer in Training (E.I.T.) with P.E. supervision) with prior roadway and drainage design and/or inspection experience. The RI shall:

- Perform visual inspection and condition assessment of all roadways and appurtenances while being accompanied by an NTTA staff member.

2.4 Retaining Wall Inspector (WI) – the WI shall be a licensed civil engineer (or if approved an E.I.T. with P.E. supervision) with prior retaining wall design and/or inspection experience. The WI shall:

- Perform visual inspection and condition assessment of all retaining wall, sound wall, and tunnel elements while being accompanied by an NTTA staff member.

2.5 Bridge Inspector (BI) – the BI shall be a licensed civil engineer (or if approved an E.I.T. with P.E. supervision) with prior bridge design and/or inspection experience. The BI shall:

- Perform visual inspection and condition assessment of all bridges and bridge-class culverts on the list provided by the NTTA while being accompanied by an NTTA staff member.

NTTA Projects	Original Issue Date: 07/05/2012	GEC-01
Resource: General Engineering Consultant Procedures	Revision: 0 Issue Date: 07/05/2012	Page 3 of 8
Title: GEC Annual Inspection of the NTTA Systems		

2.6 Facilities Inspector (FI) – the FI shall be a licensed architect (or if approved an Associate AIA under the supervision of a licensed architect) with prior architectural design and/or inspection experience. The FI shall:

- Perform visual inspection and condition assessment of all of the NTTA's facilities while being accompanied by an NTTA staff member. The facilities to be inspected shall be as directed by the NTTA and may include main lane plazas, operations buildings, ramp plazas, sand storage enclosures, fiber huts, the central maintenance facility and the Gleneagles administration office complex.

3.0 SCOPE/APPLICABILITY:

This procedure shall apply to the NTTA annual inspections of both the NTTA System and the SPS, as set forth by the Trust Agreements. The NTTA System shall include the Dallas North Tollway (DNT), the President George Bush Turnpike (PGBT), the Eastern Extension of the George Bush Turnpike (PGBT EE), the Sam Rayburn Tollway (SRT), the Addison Airport Toll Tunnel (AATT), the Lewisville Lake Toll Bridge (LLTB), the Mountain Creek Lake Bridge (MCLB) and associated facilities. The SPS shall include the President George Bush Turnpike Western Extension (PGBT WE) and associated facilities. The inspections, letters to the bond holders, observation spreadsheets and presentations shall be complete 90 days prior to the end of the respective NTTA System and SPS fiscal year, as specified in the trust agreements.

4.0 REFERENCES:

- NTTA System Amended and Restated Trust Agreement
- NTTA Special Projects System Trust Agreement
- Prior letters to the bond holders
- Prior observation spreadsheets
- Prior PowerPoint presentations with speaker notes
- BRINSAP reports
- NTTA personnel
- Overhead Sign Structure Inspection
- High Mast Illumination Pole Inspection
- Pavement Management Program
- Texas Accessibility Standards

5.0 DEFINITIONS & ACRONYMS:

N/A

NTTA Projects	Original Issue Date: 07/05/2012	GEC-01
Resource: General Engineering Consultant Procedures	Revision: 0 Issue Date: 07/05/2012	Page 4 of 8
Title: GEC Annual Inspection of the NTTA Systems		

6.0 PROCEDURES:

6.1 General: The following procedures include tasks involving all inspectors, and where specifically mentioned, the PM and PD.

- 6.1.1** Prior to beginning any field inspections, the PM will schedule and facilitate the kick-off meeting with primary staff involved in the annual inspections (GEC, MMC and NTTA staff). A list of topics to be covered should include at a minimum; the scope, schedule, extent of the maintenance limits, equipment the inspectors will need to perform their tasks, safety protocol, record keeping, and the teaming of NTTA employees with the field inspectors. A contact list with all participants' names, phone numbers and email addresses should be created and distributed to all inspection staff. At the conclusion of the meeting, all participants should be aware of all submittal dates, safety protocol and the extent of the NTTA's maintenance limits.
- 6.1.2** Each field inspector is responsible for coordinating their respective inspection schedule with the NTTA point of contact provided by the PM. The NTTA will supply qualified staff members to team up with each GEC inspection personnel. The NTTA staff participating in the inspections should be knowledgeable of the systems they will assist in inspecting and the inspection / maintenance limits of that system.
- 6.1.3** Perform field inspections only between the hours set by the NTTA maintenance staff and within the limits of NTTA maintenance for the roadways. During inspections, all inspectors must wear the required safety equipment and adhere to all safety protocol set forth by the NTTA. Areas outside of NTTA maintenance responsibility are not required to be included in the inspections. When in the vicinity of ongoing construction or maintenance activities, inspections should not be performed within or near active construction areas.
- 6.1.4** When areas are unsafe or unreachable for pedestrian access during inspections, a rolling lane closure should be requested so that visual inspections may be performed from inside the vehicle. The vehicle shall travel at the slowest safe speed possible for each particular inspection and location, using the roadway shoulder wherever possible. Rolling lane closures should be requested at least 2 weeks in advance, and must be approved and scheduled by the respective NTTA roadway section supervisors. In areas where rolling lane closures are unsafe or where pedestrian access is not feasible, it should be documented as such.
- 6.1.5** If a safety concern requiring immediate attention by the maintenance department is observed, the inspector shall immediately contact the PM, who must in turn inform the NTTA Maintenance Department Director or Assistant Director.

NTTA Projects	Original Issue Date: 07/05/2012	GEC-01
Resource: General Engineering Consultant Procedures	Revision: 0 Issue Date: 07/05/2012	Page 5 of 8
Title: GEC Annual Inspection of the NTTA Systems		

- 6.1.6** At the conclusion of each inspection day, store/update all pictures, notes, and spreadsheets digitally on a single drive location accessible by the entire GEC inspection staff. Files should be set up in a clear and consistent manner for all inspectors. In cases where all staff may not have daily access to this drive, work should be downloaded at least every other week to this drive. Backup files should be created regularly to prevent loss of productivity or re-work if by chance system files are lost.
- 6.1.7** Organize and hyperlink all pictures in an observation spreadsheet in such a manner that they may be sorted by damage description, facility/roadway, station/location, direction of travel, date inspected, priority, and any other useful categories deemed helpful by the NTTA and MMC. All field inspectors will complete the portion of the observation spreadsheet for their discipline. Upon completion of the observation spreadsheet, upload the spreadsheet and all pictures to the NTTA server, and confirm the hyperlinked pictures will work on the server properly.
- 6.1.8** Determine condition ratings for all locations after the completion of the field inspections, organization of notes and pictures, and the observation spreadsheet. Using this information, assess which specific locations should be mentioned in the bond letter for maintenance, monitoring, or repair, and begin writing the letters to the bond holders. Each member of the inspection team must assist with the writing of the letters to the bond holders by contributing information on the condition of each component of the system, relating general trends as well as noting specific concerns and improvements.
- 6.1.9** The PM should assemble findings from each inspection team members and prepare the report to submit to the bond holders. The final letters should include the inspection findings, advice and recommendations as to the proper maintenance/repair, and cost estimates thereof, and the GASB ratings provided by the NTTA for the respective systems. The PM will also perform a quality control (QC) review of the letter prior to submitting to the PD for Quality Assurance (QA). Once QC and QA are complete, the PD will submit the letter to the Maintenance Department and MMC for review. The inspection team, working with the PM and PD, should address any comments received from the Maintenance Department and MMC and submit the final version of the letters to the NTTA for final review. The final approved letters must be completed and delivered to the NTTA with sufficient time to mail them to the bond holders 90 days prior to the end of the respective NTTA System and SPS fiscal year.
- 6.1.10** All field inspectors will assist with the creation of two PowerPoint presentations, one for the NTTA System, and one for the SPS, each summarizing the annual inspection findings for their respective systems. The PowerPoint presentations must be completed in sufficient time to be presented by the PD at the first NTTA board meeting following the delivery of the respective letter to the bond holders.

NTTA Projects	Original Issue Date: 07/05/2012	GEC-01
Resource: General Engineering Consultant Procedures	Revision: 0 Issue Date: 07/05/2012	Page 6 of 8
Title: GEC Annual Inspection of the NTTA Systems		

6.2 Roadway Inspector

- 6.2.1 Perform visual inspection and condition assessment on the following roadway elements: all drainage structures (storm sewer, ditches, concrete flumes and culverts), erosion issues, signing and striping, both rigid and flexible barriers, and a design safety review of the complete systems.
- 6.2.2 Perform visual inspections of all roadway elements while riding with the NTTA roadway section supervisors. The supervisor should drive slowly and carefully along both the inside and outside shoulders allowing the RI time to properly inspect the roadway elements. For those areas deemed unsafe to perform inspections in this manner, a rolling lane closure should be requested to accomplish the inspection.
- 6.2.3 Take pictures of all observed findings along each roadway. At the RI's discretion, pictures may be taken noting overall roadway conditions.
- 6.2.4 Note the observation, location, date, and direction of each picture on the aerial photography plan sheets provided by the PM.

6.3 Retaining Wall Inspector

- 6.3.1 Perform visual inspection and condition assessment on the following retaining wall, sound wall, and tunnel elements: panels, joints, coping, flumes, mow strips, inlets, rails, riprap, slope paving, visible underdrain pipes, sound wall columns; and adjacent: sidewalks, curbs, fencing, roadways, shoulders, soil slopes, and landscaping.
- 6.3.2 Perform visual inspections of every retaining wall on the systems by walking both top and bottom of each wall, except in areas deemed unsafe for pedestrians (i.e. cut sections along PGBT where the main lanes are within 15 feet of the walls; fill sections along DNT where the top of retaining walls coincide with the main lane barrier rail) In areas where it is unsafe to walk the top or bottom of any wall, a rolling lane closure should be requested to accomplish the inspection.
- 6.3.3 Perform visual inspections of every sound wall by either walking or driving (depending on accessibility) the front and back side.
- 6.3.4 Take pictures of all observed findings along each wall whether visible from the top or bottom of the wall. General pictures may be taken at each wall location for common types of widespread deterioration, and should be noted as such. Overall condition pictures should be taken at intervals sufficient to encompass all lengths of all walls for documentation of areas that do not exhibit deterioration or areas of concern.
- 6.3.5 Note the observation, location, date, direction, and number of each picture on the aerial photography plan sheets provided by the PM.

NTTA Projects	Original Issue Date: 07/05/2012	GEC-01
Resource: General Engineering Consultant Procedures	Revision: 0 Issue Date: 07/05/2012	Page 7 of 8
Title: GEC Annual Inspection of the NTTA Systems		

6.4 Bridge Inspector

- 6.4.1 Review the BRINSAP reports prior to the bridge inspections. Note any deficiency on the reports, especially ratings less than 6, to be specifically investigated during the visual inspection of each bridge.
- 6.4.2 Perform visual inspections and condition assessment on the following bridge elements: deck, superstructure, substructure, channel and culvert, by walking above, below and alongside the structure, except in areas that are unreachable or deemed unsafe for pedestrians. Such areas are roadways with less than 6 foot shoulders, direct connector ramps, or any other condition which the inspector deems unsafe. Rolling should be requested when inspecting these areas.
- 6.4.3 Visual inspections must be performed while maintaining a clear, detailed view of all bridges, including high level interchanges and bridges over waterways; binoculars may be used to achieve this level of detail.
- 6.4.4 Bridges that cross over large bodies of water, such as MCLB and LLTB, shall be inspected from a NTTA provided motorized boat.
- 6.4.5 Take pictures of all observed findings at each bridge and bridge class culvert location. At the BI's discretion, pictures may be taken noting overall bridge condition.
- 6.4.6 Note the observation, location, date, direction and number of each picture on the bridge inspection form.

6.5 Facilities Inspector

- 6.5.1 Perform visual inspection and condition assessment of the exterior and interior of all facilities, observing all readily accessible areas including enclosed but unlocked plenums, attic spaces, and storage areas. Note any evidence of leaks, insect infestation, structural movement, malfunctioning components, impact damage, and general wear and tear. Note any deterioration of elements, in particular those relevant to Texas Accessibility Standards and the Building Code for Life, Health, and Safety Standards. Record any issues reported to the inspectors by occupants. Spot check function of light fixtures, HVAC, and electrical outlets. Verify that areas and elements intended to be secured are secured.
- 6.5.2 Take pictures of all observed findings at each facility location. General pictures may be taken at each facility for common types of widespread deterioration, and should be noted as such. Take a representative sample of overall condition pictures at intervals sufficient to encompass all facilities for documentation of areas that do not exhibit areas of concern.
- 6.5.3 Note the observation, location, and date of each picture.

NTTA Projects	Original Issue Date: 07/05/2012	GEC-01
Resource: General Engineering Consultant Procedures	Revision: 0 Issue Date: 07/05/2012	Page 8 of 8
Title: GEC Annual Inspection of the NTTA Systems		

7.0 REGULATORY REQUIREMENTS:

N/A

8.0 RELATED BOARD POLICY:

N/A

9.0 COMPONENT DOCUMENTS:

[GEC-01-F1](#) NTTA Annual Inspection Observations

10.0 FLOWCHART:

N/A

11.0 REVISION HISTORY:

Revision	Revised by:	Date Issued	DRN No.	Reason for Revision
0	Stephanie Halliday	07/05/2012	10408	Original Release

APPENDIX C - NITA SYSTEM - CORRIDOR HISTORY



NTTA System – Corridor History



The initial section from downtown Dallas to Interstate Highway 635 (IH-635) opened to traffic in June 1968. In 1987 it was extended to Briargrove Lane in far North Dallas and then to State Highway (SH) 121 in Plano in 1994. An extension to Gaylord Parkway in Frisco opened in 2004 and again to US 380 in Frisco in 2007. The DNT/SRT interchange opened in 2011. The DNT continues to expand towards the north with the extension over US 380 to W. First Street in Prosper in 2023. NTTA has continued to extend the original DNT to new destinations as communities to the north have continued to grow.



Segment 1, extending from Midway Road to Avenue K in Collin County, opened to traffic in 1999. Segment 2, extending from Avenue K to Brand Road in Garland, opened in 2000. Segment 3, from Midway Road to the IH-35E interchange in Carrollton, opened in 2001. Segment 4, from the IH-35E interchange to the IH-635 interchange in Irving, opened in 2005. Segment 5, extending from the IH-635 interchange to Belt Line Road, opened to traffic in 2001. Segment 6, extends from Brand Road to the IH-30 near Lake Ray Hubbard in Garland, opened in October 2012.

Segments 7 & 8 extend from SH 183 to IH-20 in Grand Prairie. These two segments were constructed in four phases with Phases 1-3 under the direction of TxDOT.

Phase 1, consisting of frontage roads from North Carrier Parkway to IH-20, along with the mainlane interchange at SH 183, was opened in August 2009. Phase 2, which included two mainlanes in each direction from SH 183 to Egyptian Way, also opened to traffic in August 2009. Phase 3, consisting of frontage roads and a third mainlane from Conflans Road to North Carrier Parkway, opened in April 2010. Phase 4 was administered by NTTA under a design-build contract and included two mainlanes in each direction from North Carrier Parkway to IH-20, as well as the interchanges at IH-20 and IH-30. Phase 4 was opened to traffic in October 2012.

The PGBT has been widened to four lanes in each direction to increase capacity between IH-20 in Grand Prairie and SH 183 in Irving and from Belt Line Road in Irving to SH 78 in Garland.

NTTA maintains a portion of the frontage roads along the PGBT corridor. The sections maintained on both sides of the mainlanes include Midway Road to Rosemeade Parkway and Marsh Lane to Frankford Road in Carrollton and IH-20 to IH-30 in Grand Prairie.



Segment 1, extending from Denton Tap Road to Old Denton Road, opened to traffic in 2006. Segment 2, extending from Old Denton Road to Hillcrest Road, opened in 2008. Segments 1 and 2 were constructed under the direction of TxDOT. Segment 3, extending from Hillcrest Road to Hardin Boulevard, opened in 2009. Segment 4, extending from Hardin Boulevard to east of US 75 (including the SRT/US 75 interchange) opened in 2011. Segment 5, the SRT/DNT interchange, also opened in 2011. SRT was widened to four lanes in each direction from Denton Tap Road to US 75 in 2021. The frontage roads of SRT, which retained the SH 121 designation, are maintained by NTTA.



CTP is a six lane controlled access toll road from IH-30 to Altamesa Boulevard; a four lane facility from Altamesa Boulevard to FM 1187; and a two lane facility from FM 1187 to US 67. The CTP provides motorists with an alternate route to Interstate 35W. CTP mainlanes were open to traffic in 2014.



MCLB is an approximate two mile facility that provides an east-west crossing of Mountain Creek Lake from the Spur 303/SE 14th Street intersection in Grand Prairie to the Spur 303/Mountain Creek Parkway intersection in the Oak Cliff section of Dallas. This facility links communities in Tarrant county with those in the southern part of Dallas County and provides convenient access to businesses, recreational facilities, and other destinations in the Mid Cities area MCLB opened to traffic in 1979.



LLTB is an approximately two mile long facility that provides an east-west crossing of the northwestern arm of Lewisville Lake in Denton County. It serves as a unique landmark with a 360-foot steel truss that rises 60 feet above the roadway. The LLTB opened to traffic in 2009.



AATT provides an approximate 3,600 foot, east-west route under Addison Airport in northern Dallas County which includes a 1,650 foot tunnel. This facility relieves congestion in the far North Dallas and Addison areas and provides an alternate route to the heavily traveled Trinity Mills and Belt Line Roads and opened to traffic in 1999. The AATT was opened to traffic in 1999.



360T is an approximate 10-mile toll road located in Tarrant, Ellis, and Johnson Counties, extending from Green Oaks Boulevard in Tarrant County south to US 287 in Ellis County. The 360T was built through a public-private partnership between the TxDOT and NTTA and opened to traffic in 2018.

