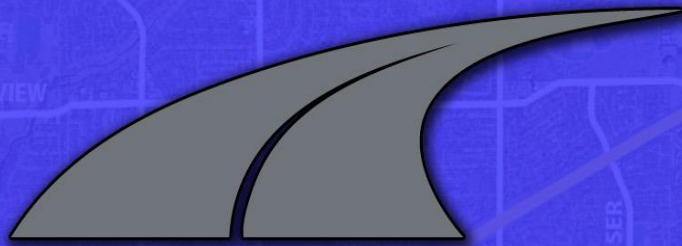


## City Council Work Session Handouts

March 11, 2013

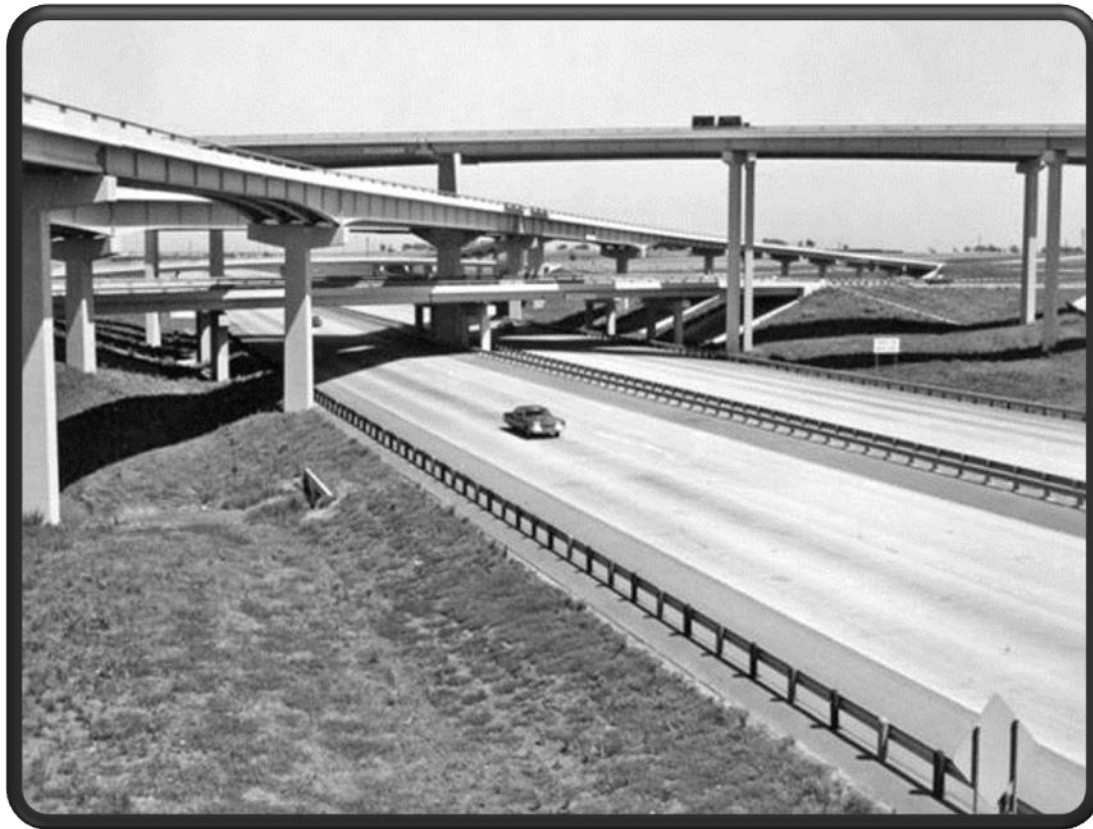
- I. Review and Discuss the LBJ Express Project
- II. Review and Discuss the US 75 Corridor Study
- III. Review and Discuss the Construction of the New Heights Recreation Center and Heights Family Aquatic Center



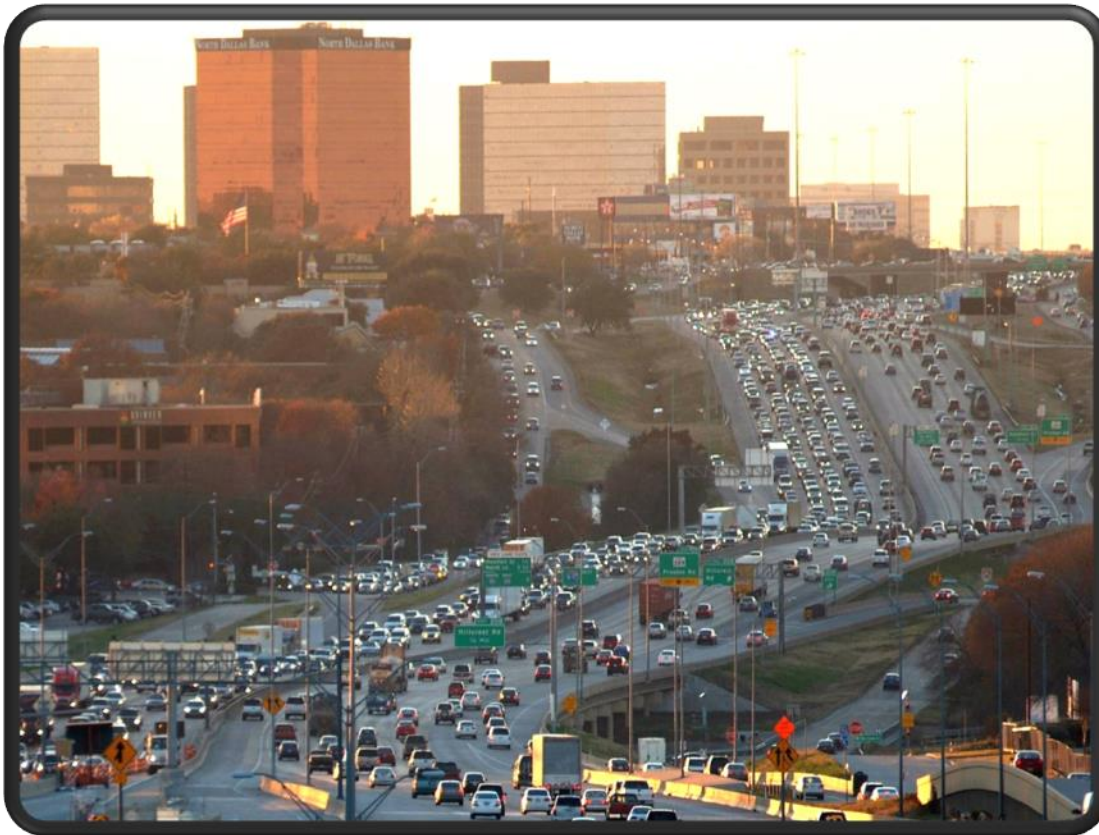
**LBJ**

express

**LBJ EXPRESS  
PROJECT OVERVIEW**



Opens in 1969  
with a capacity of  
180,000 cars/day.



In 2009 it had  
already  
270,000 cars/day.



And before the  
collapse...



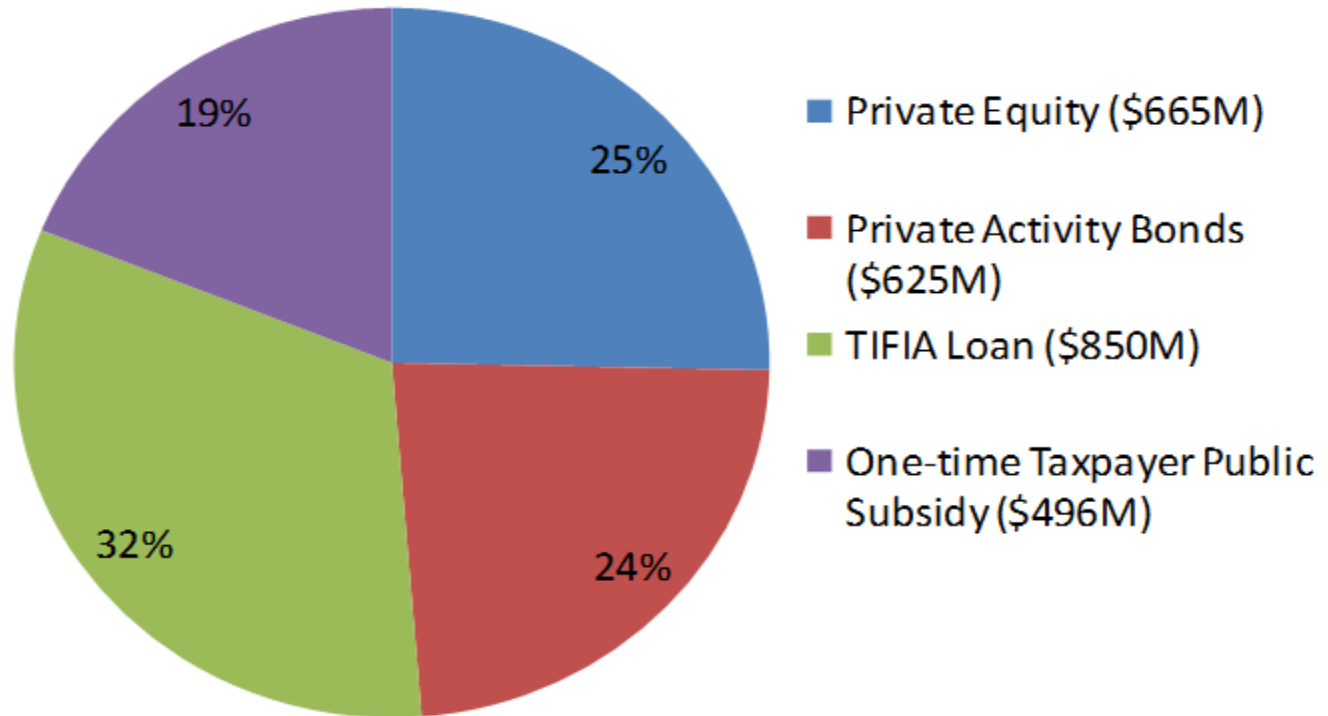


**LBJ**  
express

# LBJ EXPRESS PROJECT

LBJ Express Project Finance

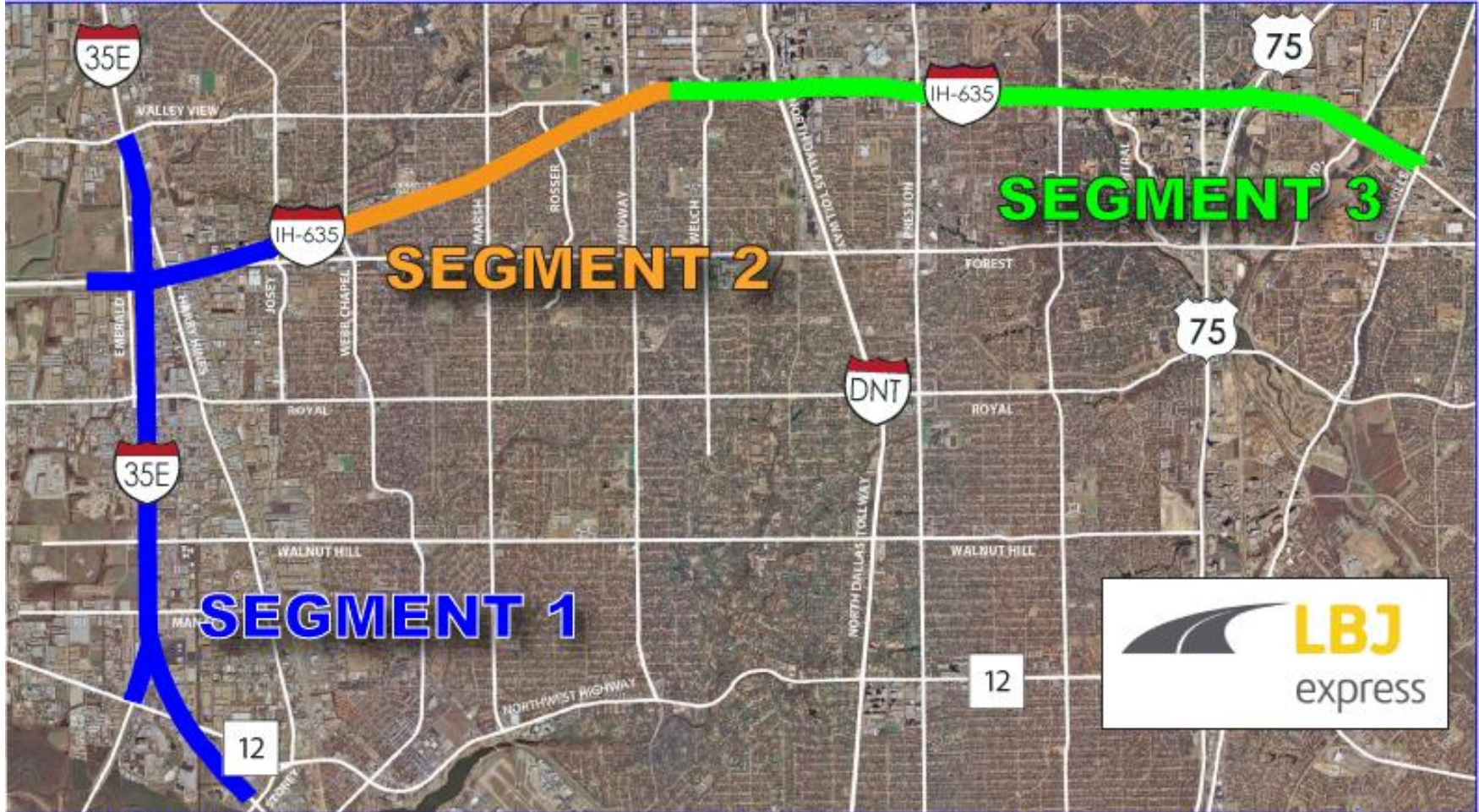
**LBJ Express Financial Plan - Total(\$2.7 B)**





**LBJ**  
express

# LBJ PROJECT LIMITS





# LBJ EXPRESS PROJECT

## TIMELINE

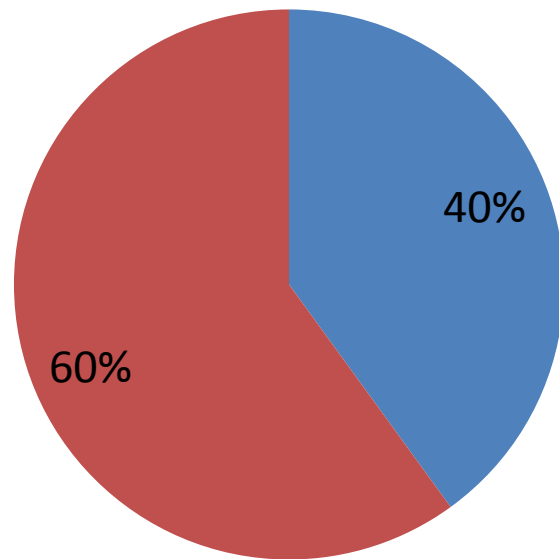
### BASELINE TIMELINE

Timeline	
Early 2011	Start of Construction / O&M
December 2013	Completion of I-635: Montfort Drive to Greenville Ave.
April 2015	<del>Completion of I-35E: Valwood Parkway to Loop 12</del> Completion of I-635: Luna Road to Josey Lane
December 2015	Completion of I-635: Josey Lane to Montfort Drive
2016	Commencement of Service on Completed LBJ Express
2061	LBJ Express Returns to TxDOT



## LBJ Express Construction Progress

■ Completed ■ Not Completed



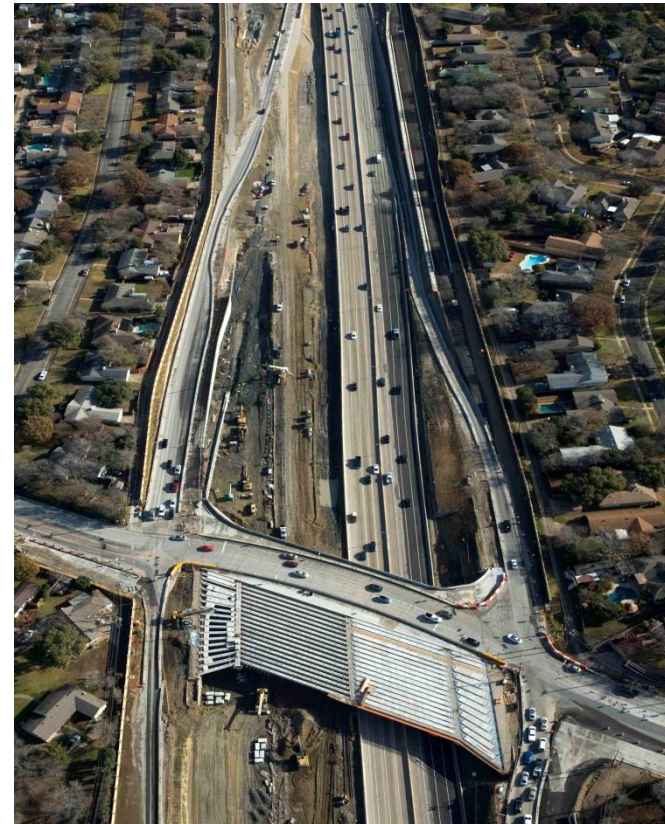
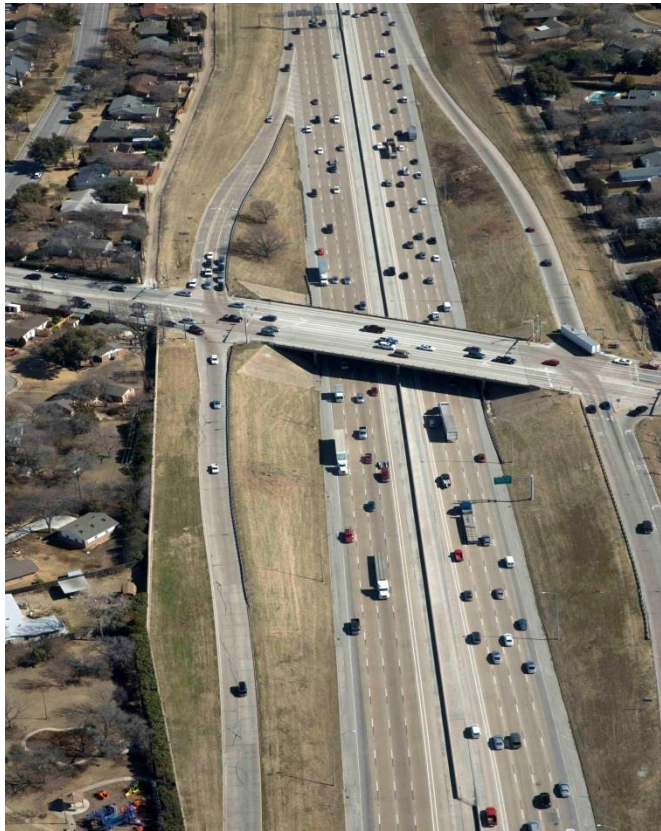
- 100% under construction
- On time-on budget
- First segment on track to open in December 2013
- Utilities 97% complete
- Frontage opened on western side of the project
- Excavation of the sub-surface lanes has begun

- Deck Surface – 80 football fields
- Concrete Beams – 6,400 – Dallas to Austin
- Soil nails – 320 miles – Dallas to Galveston
- 8,700,000 cubic yards of excavation – enough to fill Dallas Cowboy's Stadium 2.5 times



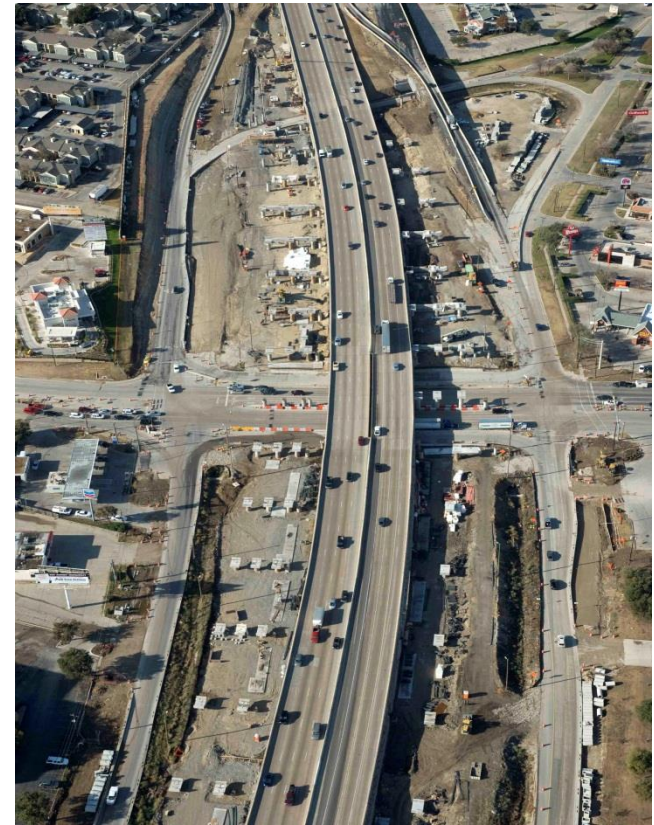
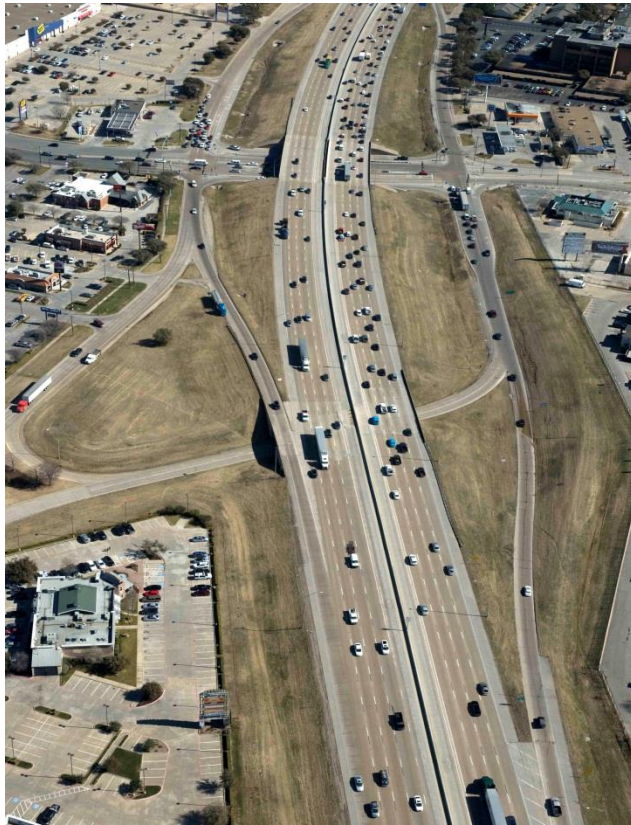


# CONSTRUCTION PROGRESS





# CONSTRUCTION PROGRESS





# CONSTRUCTION PROGRESS





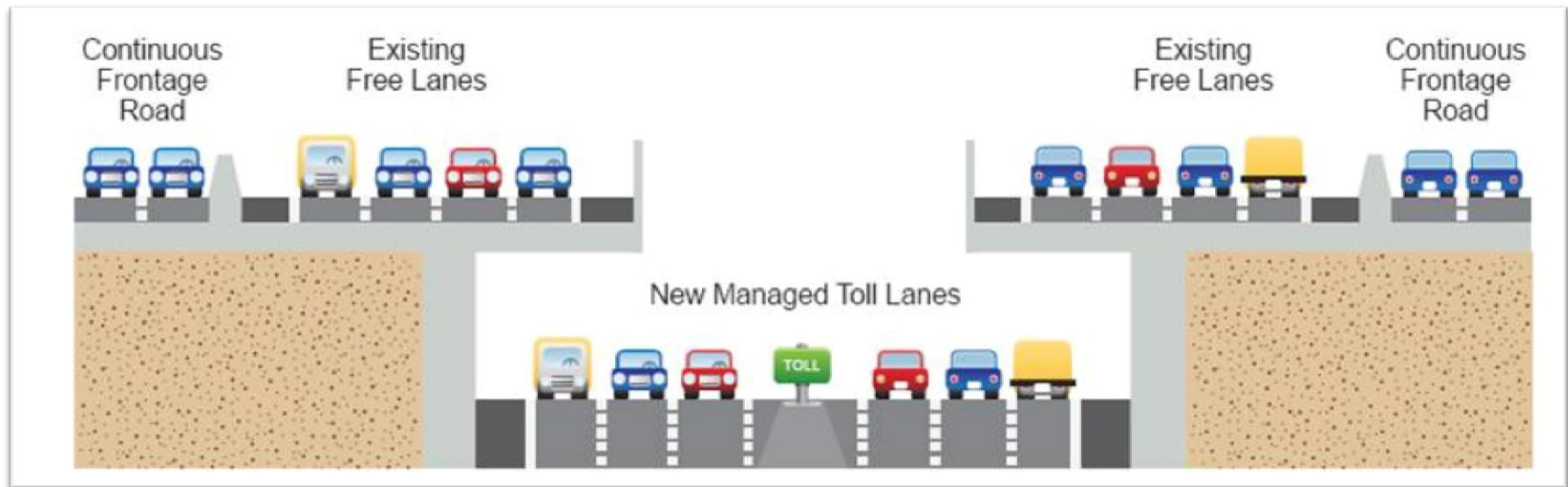
# CONSTRUCTION PROGRESS





# CONSTRUCTION PROGRESS

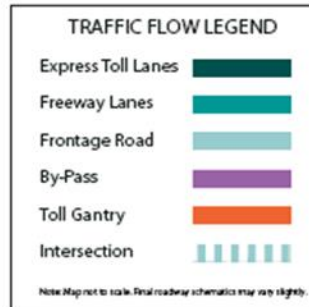
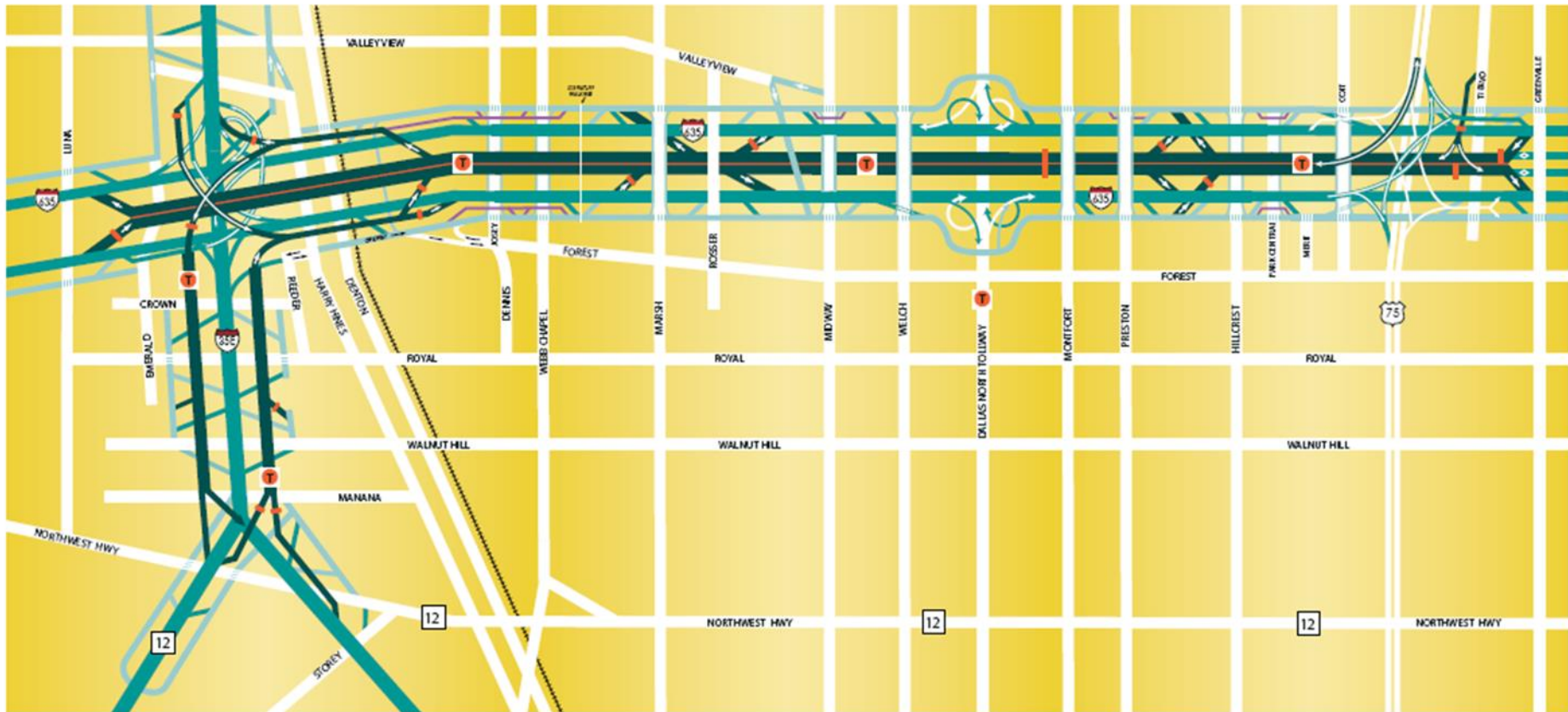




- Improvements to I-35E and I-635, two of busiest roadways in Texas
  - 8 reconstructed **existing** general purpose lanes (free)
  - 4 and 6 new managed lanes based on segment (toll)
  - 2 and 3 lane continuous frontage roads for better access



## UNDERSTANDING FUTURE TRAFFIC FLOW





# LBJ EXPRESS MARKETPLACE

# BUY LOCAL.

Your Key to Safety on the 

Emergency? Dial 911  
Breakdown or Road Hazard?  
Call 214-960-5711 ext. 2  
Need Traffic & Construction Alerts?  
[www.lbjexpress.com](http://www.lbjexpress.com)



Local.  
Loyal.  
LBJ Express. 

Welcome to  
the MARKETPLACE!

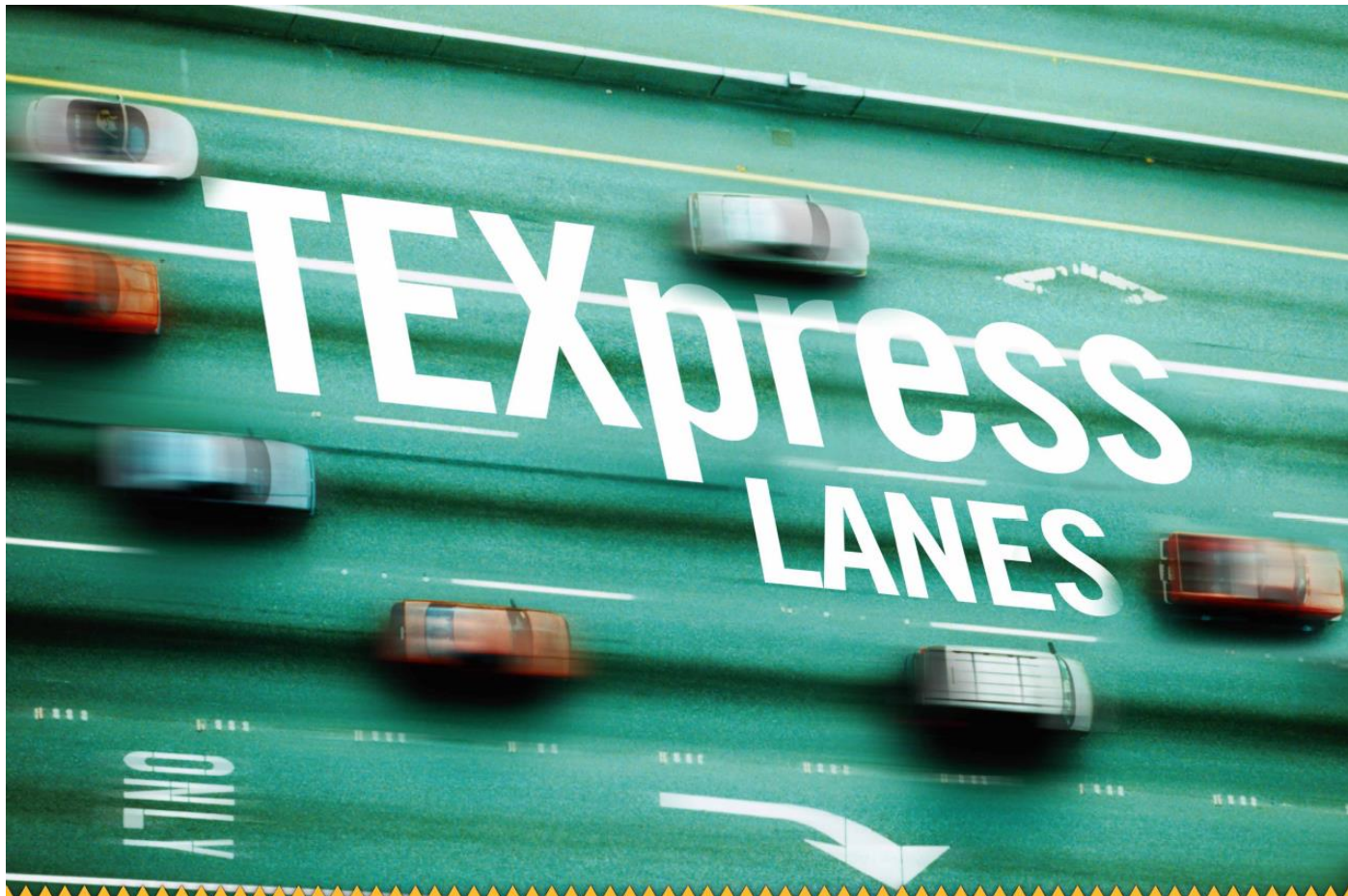
[www.lbjexpressmarketplace.com](http://www.lbjexpressmarketplace.com)

The screenshot shows the website's membership page. At the top, there is a search bar and a "Business Member Login" link. The navigation menu includes "Home", "About", "Directory", "Membership" (which is highlighted), "Events", and "Contact". The main content area features a "MEMBERSHIP" section with a sub-header "Home / Membership". Below this is a large image of a modern shopping mall interior. To the left of the main content is a sidebar menu with "Membership" and sub-items for "CONSUMERS" (Join - Consumers, Log In - Consumers) and "BUSINESSES" (Join - Businesses, Log In - Businesses), along with a link to "Learn About the LBJ Express". The main text explains that the marketplace was created to benefit both consumers and businesses, and provides details on membership for consumers and businesses.



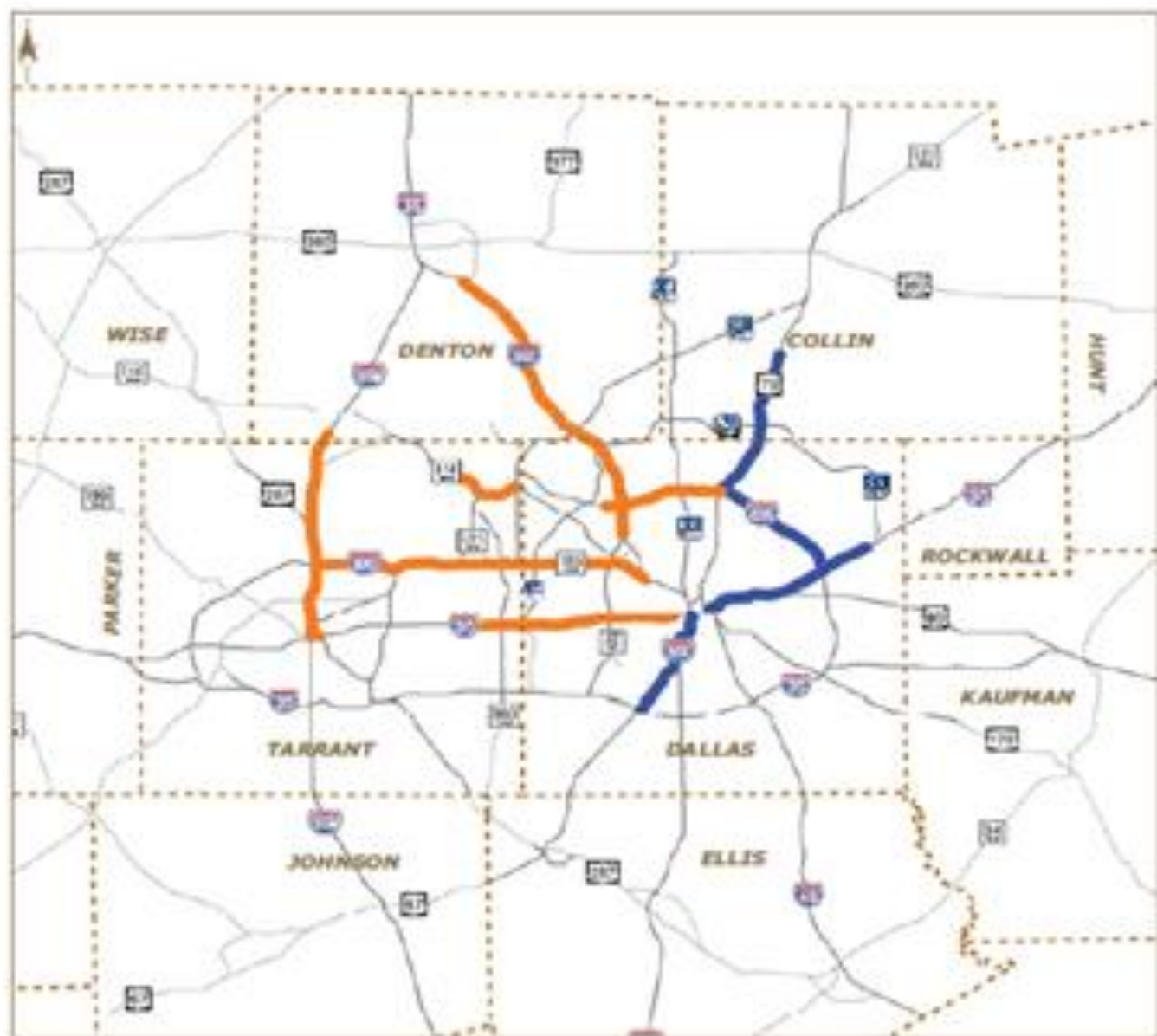
**LBJ**  
express

# NAME THE LANES



# Dallas-Fort Worth HOV and TEXpress Lanes

- Express/HOV Lanes
- TEXpress Lanes
- Major Roadways





# LBJ EXPRESS PROJECT

MANAGED LANES – “TEXpress Lanes”

- Concept rolled out in 1952 by William Vickery
- No capacity building strategy can fully solve congestion that is affordable or sustainable. In other words, you can't build your way out of congestion anymore.
- North Central Texas Council of Governments – Regional Transportation Council Concept
- Allow for drivers with different needs to make decisions about their commute where none existed in the past
- Well over 15 corridors currently have these in place with great success.



# LBJ EXPRESS PROJECT

MANAGED LANES – “TEXpress Lanes”

- Choice is the idea
- 50 mph and better
- HOV discounts during peak hours
- \$.15-\$.55 per mile
  - 13.3 miles along the LBJ Express Project
  - XX NTE
- Use your NTTA Tolltag, TxTag or HCRTA tag
- As demand increases, price increases





# LBJ EXPRESS PROJECT

MANAGED LANES – “TEXpress Lanes”

- Signage will be robust
- Tolling will be done by segments
- Drivers will have a choice before the next segment
- Limited use for shorter trips
- Accidents “freeze” the rate so you won’t be stuck with an increasing rate once in a tolling segment





**GET IN THE KNOW...**



- **CALL US:** (877) LBJ-EXPY / (877) 525-3979
- **EMAIL US:** [lbjinfo@lbjexpress.com](mailto:lbjinfo@lbjexpress.com)
- **VISIT THE WEBSITE:** [www.lbjexpress.com](http://www.lbjexpress.com)
- **CHECK US OUT ON FACEBOOK:** LBJ Express
- **FOLLOW US ON TWITTER:** @lbjexpress
- **RECEIVE TEXT ALERTS:** Text @lbjexpress to 23559
- **LBJ EXPRESS MARKETPLACE:** [www.lbjbiz.com](http://www.lbjbiz.com)



**...before you go.**





# US 75 Corridor Study

I-635 to SH 121

## Richardson City Council Meeting

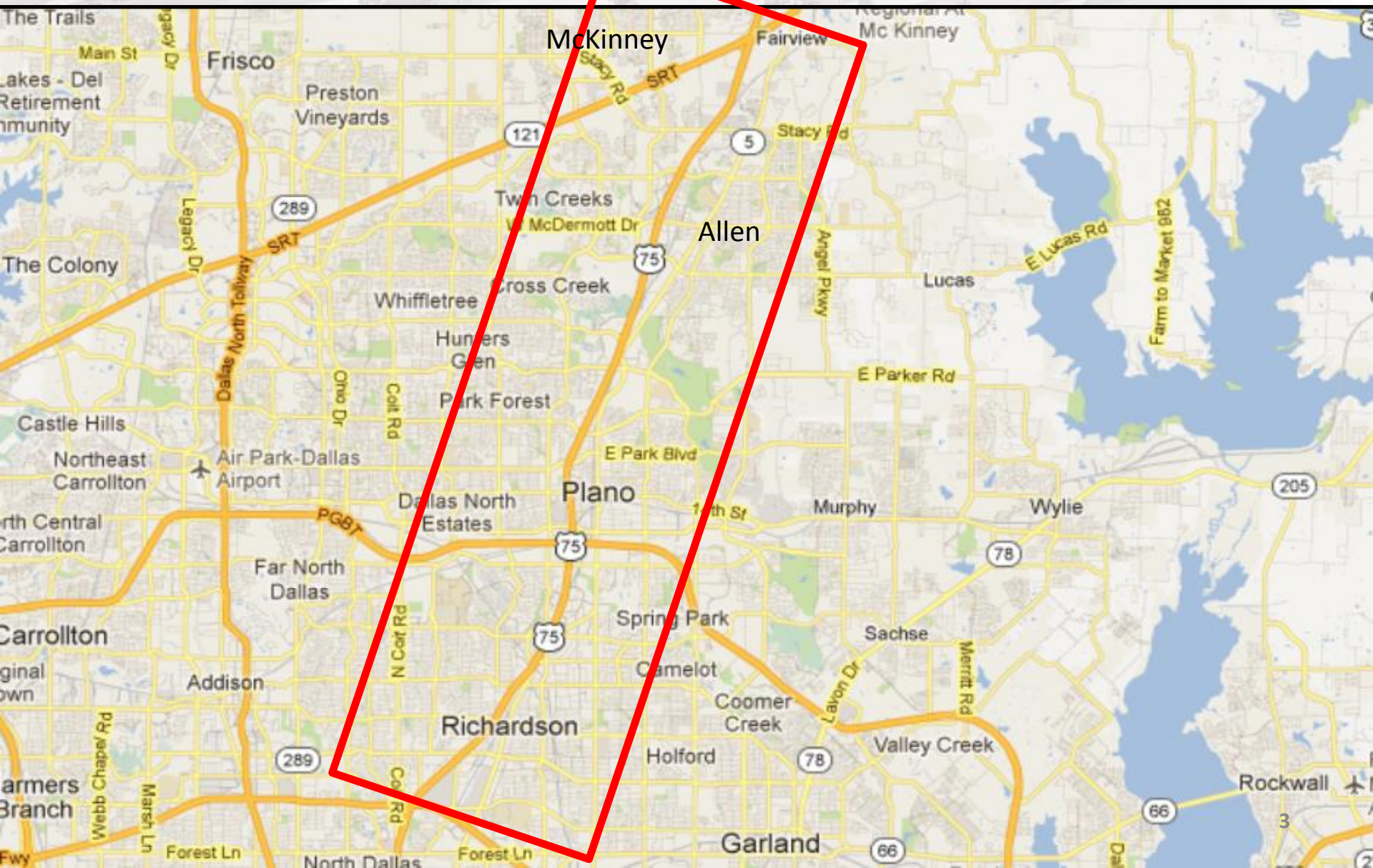
March 11, 2013



# Presentation Outline

- TxDOT Study - Purpose and Schedule
- Project Goals and Key Objectives
- City of Richardson Vision
- Tex21 Interstate Designation Discussion
- US 75 Study Status
  - Updated Traffic Information
  - Projected Traffic Congestion Levels
  - Potential Alternatives
- Next Steps

# Study Area



# Project Team

- TxDOT is Lead Agency
- HDR is Lead Consulting Firm
  - Subconsultants: Kimley Horn and Associates, Civil Associates, and Public Information Associates
- Project Working Group (meets monthly)
  - TxDOT / HDR
  - Municipalities (Dallas, Richardson, Plano, Allen, Fairview, McKinney)
  - Counties (Dallas and Collin)
  - NCTCOG
  - NTTA
  - DART

# Project Goals and Objectives



- Major Goals
  - Meet the Future Mobility and Accessibility Needs of the US 75 Corridor
  - Enhance Environmental Quality and Quality of Life
  - Support Economic Development in the Corridor
  - Improve Public Safety
  - Facilitate Financing/Funding of Project

# Study Purpose

- The purpose of this project is to identify alternatives and solutions to address mobility needs in the corridor and to minimize the impacts in the study area.
- As part of the study, detailed engineering drawings will be developed to depict the recommended solution
- And an environmental document will be developed to satisfy Federal Highway Administration (FHWA) requirements.

# Project Schedule

Data Collection	Dec 2012
Identification of Preliminary Alts.	<b>Mar 2013</b>
Public Meeting #1	Jun 2013
Identification of Conceptual Alts.	Aug 2013
Identification of Viable Alt.	Oct 2013
Public Meeting #2	Nov 2013
Corridor Development Plan	Jan 2014
Schematic Development	Jan 2014
NEPA Documentation	Jan 2014
Public Hearing	May 2015
Project Completion	Sep 2015



# Richardson's Vision

- Commuter Corridor for Regional Employment Base
- Re-developing Land Use and Density along US 75
- Seeking bi-directional congestion relief
- Desire to avoid a greater vertical barrier through the community
- While Managed Lanes are considered a viable solution to generate revenue for project funding, local access is a necessity
- Need to enhance pedestrian and bicycle mobility across the corridor



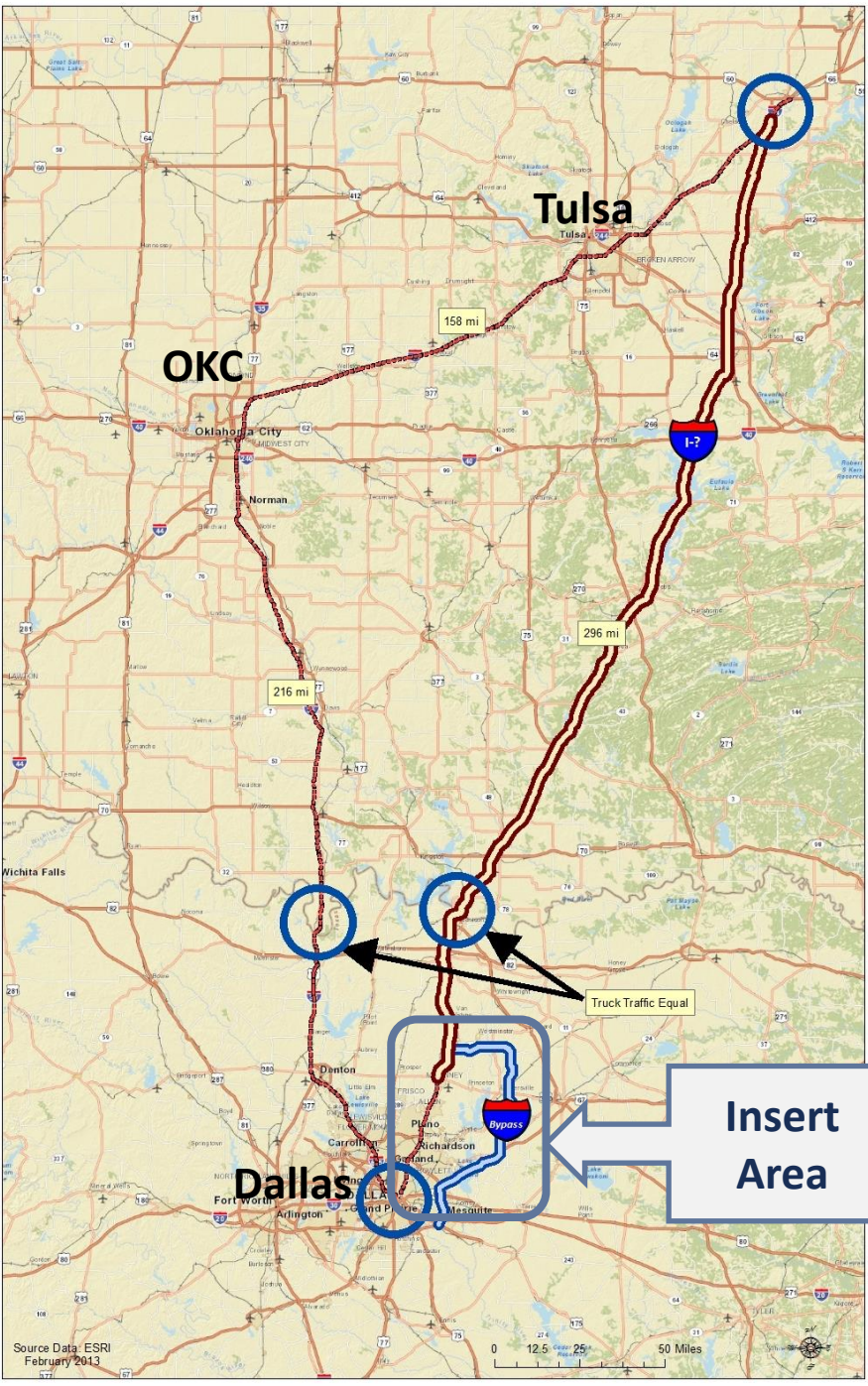
# TEX-21 US75 / US69 Task Force

## U.S. 75/69 Overview

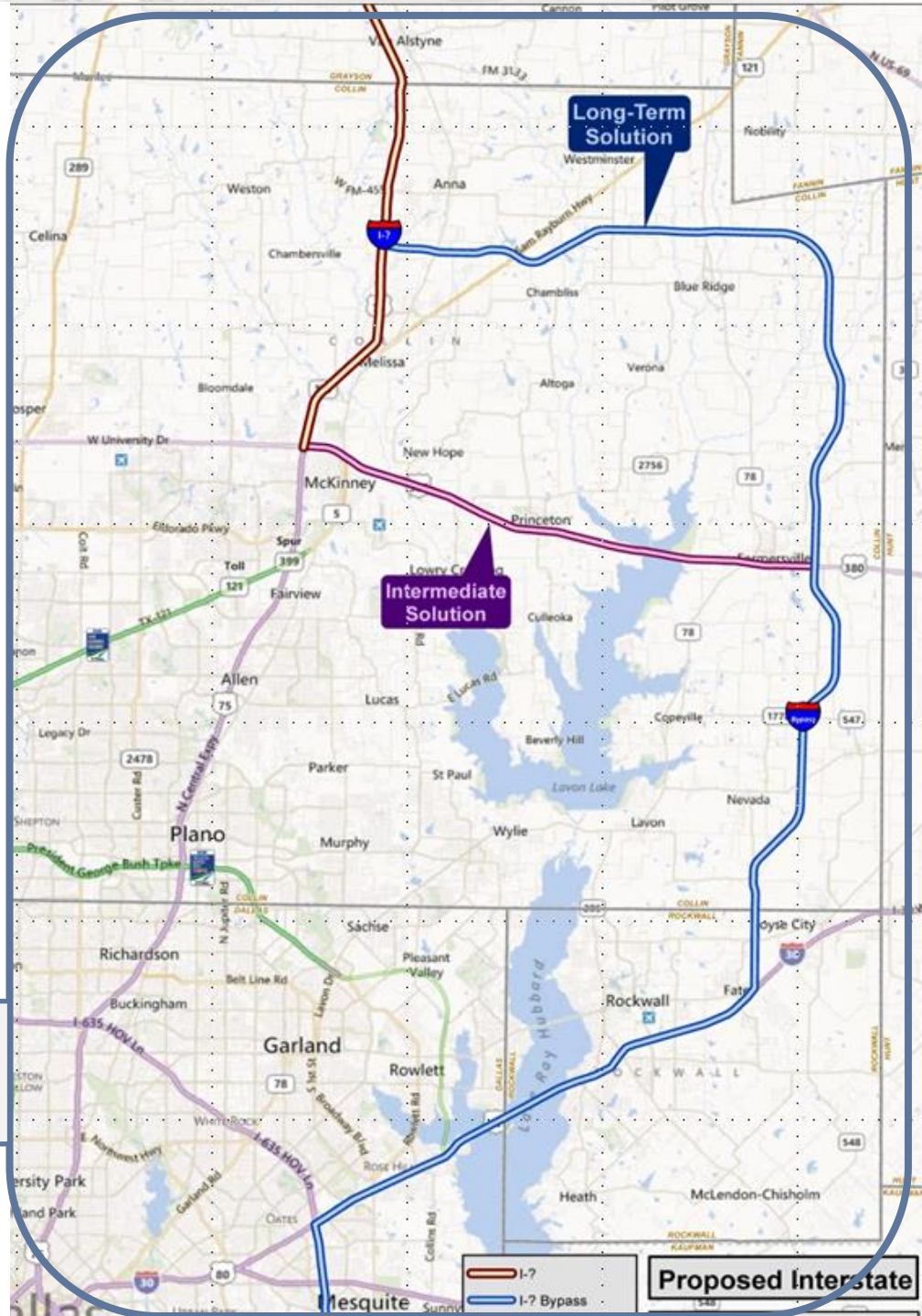
- **Length: 288.158 miles (76.158 in TX, 212 in OK)**
- **Existed: 1927 – Present**
- **Counties Passed Through: 11 (3 in TX, 8 in OK)**
- **Cities with populations greater than 2000 within 20 miles, based on the 2000 Census: 42 (27 in TX, 15 in OK)**
- **U.S. Congressional Districts: 6 (4 in TX, 2 in OK)**

Counties	Population (2000)
Dallas	2,218,899
Collin	491,675
Grayson	110,595
Bryan	36,534
Atoka	13,879
Pittsburg	43,953
McIntosh	19,456
Muskogee	69,451
Wagoner	57,491
Mayer	38,369
Craig	14,950
Total	3,115,252





**Insert Area**



# Tex21 Interstate Re-designation and Elected Official Mtg Highlights



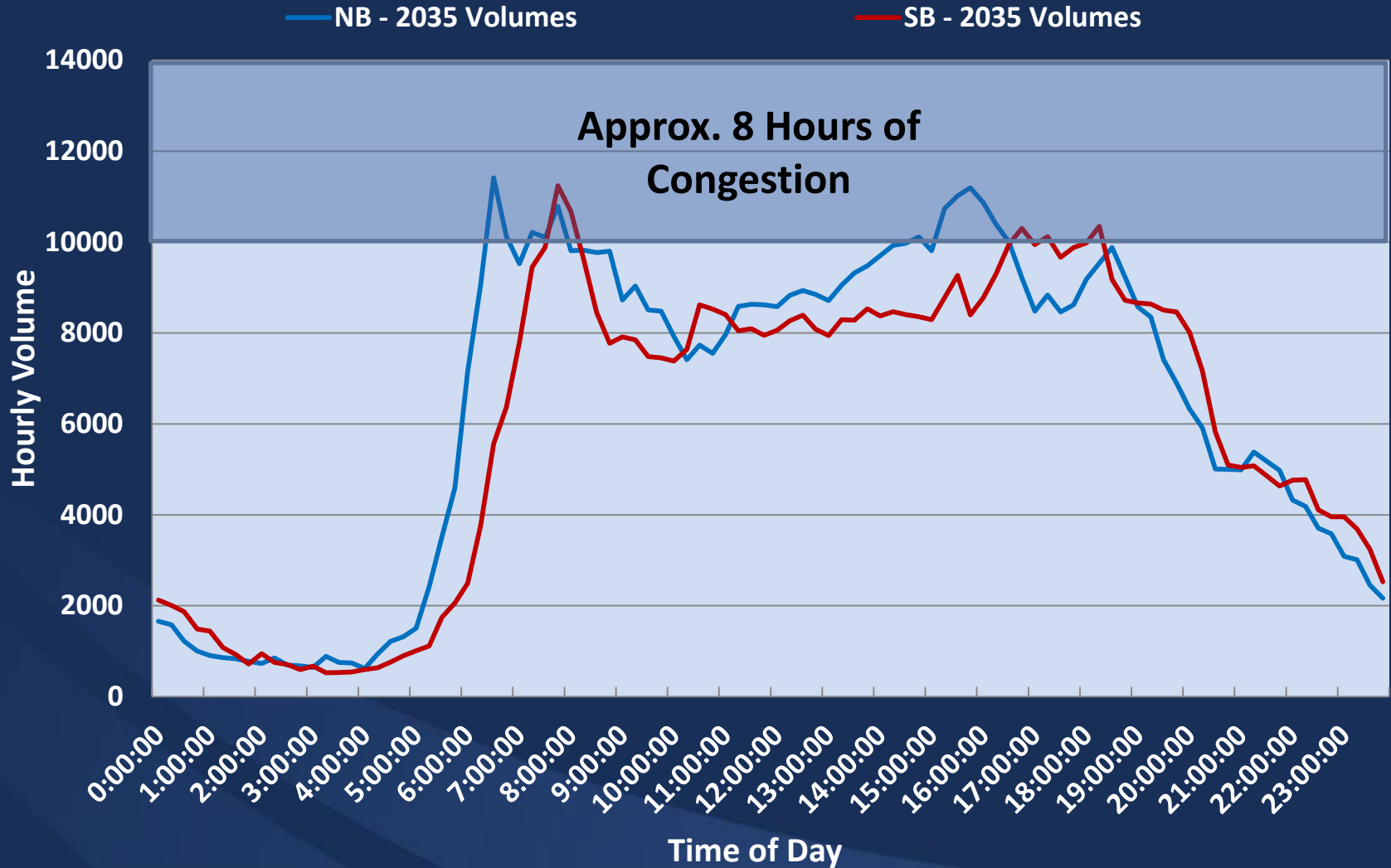
- Conclusion: Interstate designation would not provide a substantial benefit for US 75 south of McKinney.
- General consensus is that achieving the forecasted demand within the existing US 75 ROW may not be feasible without an alternate corridor.
- An interstate facility would require restoration of the travel lane and shoulder widths along US 75.
- FHWA indicated that if the interim Managed Lanes were removed travel lane and shoulder widths along US 75 would need to be restored.
- Refocused approach to interstate designation
  - Possibly routing along future outer loop
  - Designation not to include US 75 south of US 380

# US 75 Freeway Demand

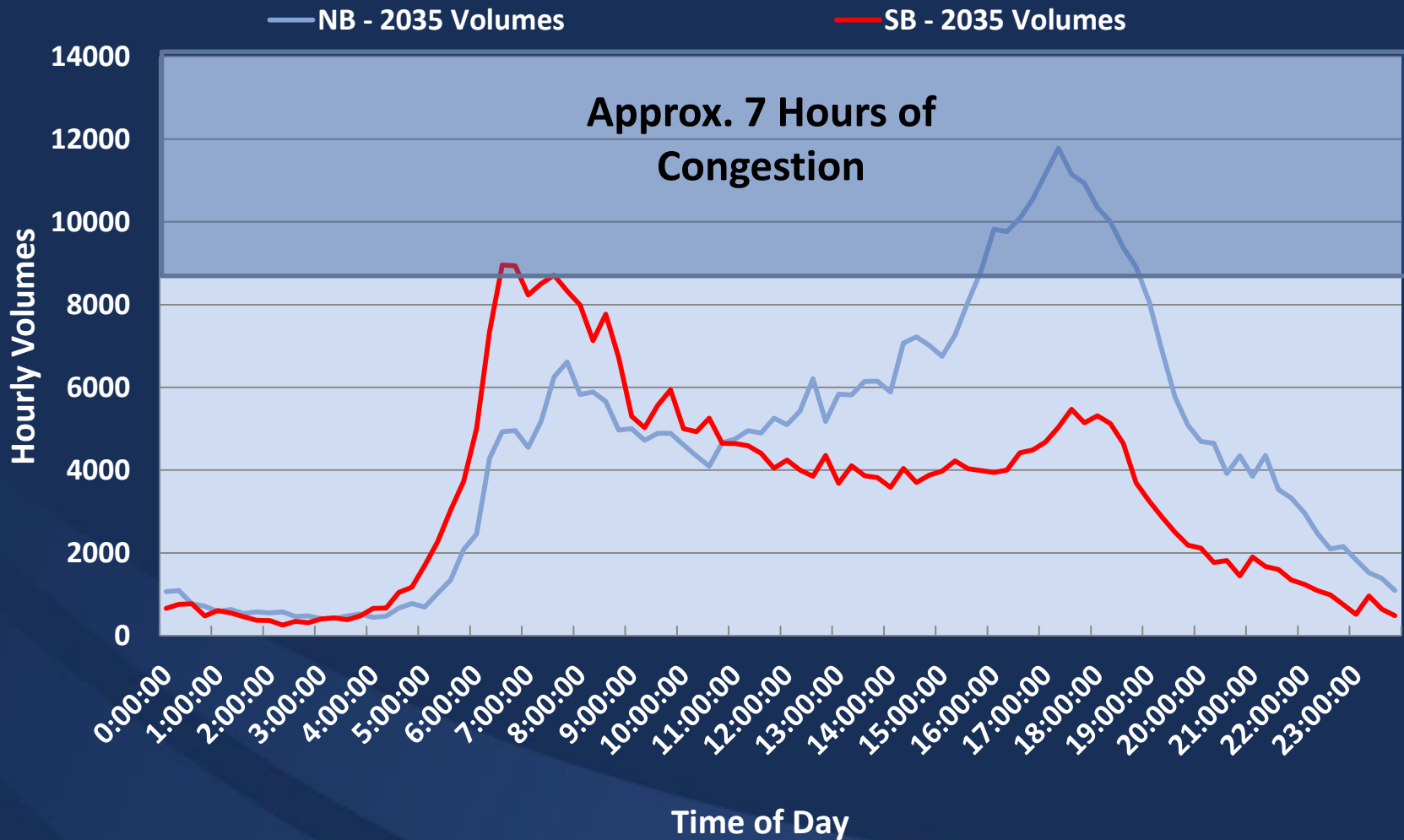
Location	2035 Projected Daily Vehicle Demand*	Existing Number of Freeway Lanes including HOV	Projected Number of Freeway Lanes Needed
IH 635 to Campbell	420,000	10	16
Campbell to Legacy	380,000	10	16
Legacy to SH 121	325,000	8/10	14

**Existing Traffic Volume on US75 is ~250,000 vehicles per day in Richardson**

# Estimated Hours of 2035 Congestion South of PGBT



# Estimated Hours of 2035 Congestion North of PGBT



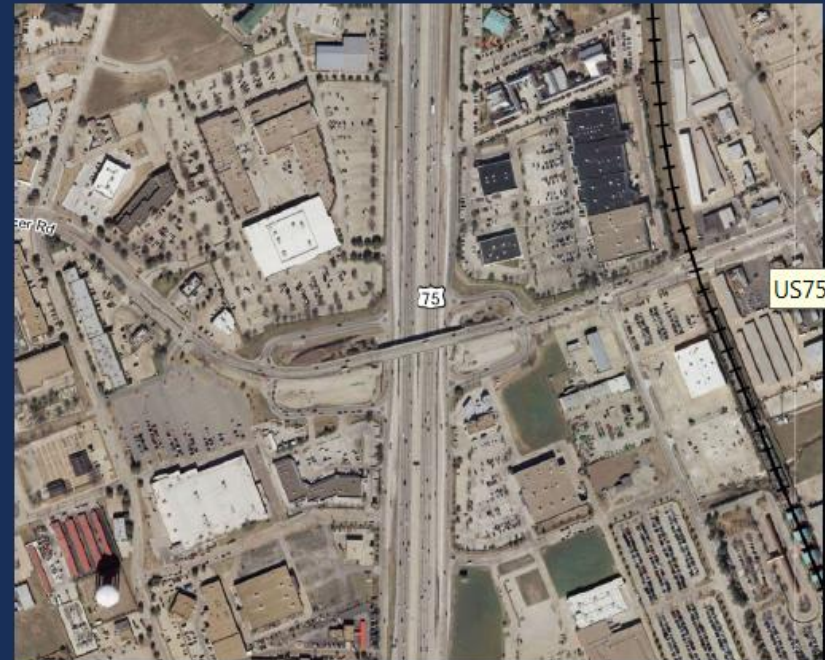
# Discussion of Potential Alternatives

- Major Alternative Categories
  - No-Build
  - TSM/TDM
  - Arterial Improvements
  - Transit
  - New Location Toll Road
  - Additional Freeway Lanes
  - Managed Lanes



# Discussion of Potential Alternatives

- No-Build
  - Considered throughout the feasibility and NEPA phases
  - Serves a baseline for comparing alternatives





# Discussion of Potential Alternatives

- TSM/TDM
  - Signal Progression
  - Intersection improvements
  - Carpool/vanpool
  - Employer Trip Reduction
  - Already considered in the NCTCOG Model



# Discussion of Potential Alternatives

- Arterial Improvements
  - Arterial widening
  - Innovative Interchanges
  - Super-Arterials



# Discussion of Potential Alternatives

- Transit
  - Expansion of Existing DART
  - Bus Rapid Transit
  - Bus Service Expansion



# Discussion of Potential Alternatives

- New Location Toll Road
  - Impacts to ROW
  - Provides opportunity for additional activity centers
  - Potential access to eastern areas currently not served
  - Significant cost



# Discussion of Potential Alternatives

- Additional Freeway Lanes
  - Elevated, depressed or widen
  - Lane Balance and connectivity at I-635
  - Impacts to ROW
  - Funding concerns



LBJHOV-1.j

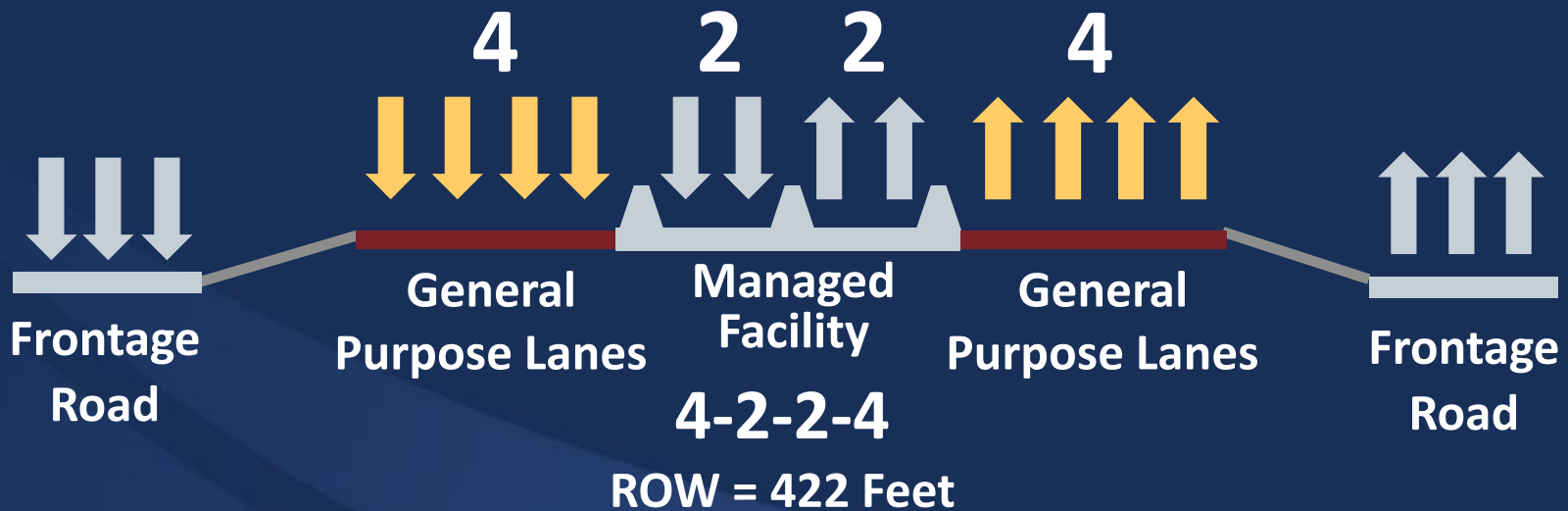
# Discussion of Potential Alternatives

- Managed Lanes
  - Possible funding source
  - Elevated, depressed or widen
  - Need to consider ingress/egress locations



# Potential Typical Sections

## 4-2-2-4



Additional ROW Needed = 62 to 122 Feet

# Potential Typical Sections

## 4-3-3-4



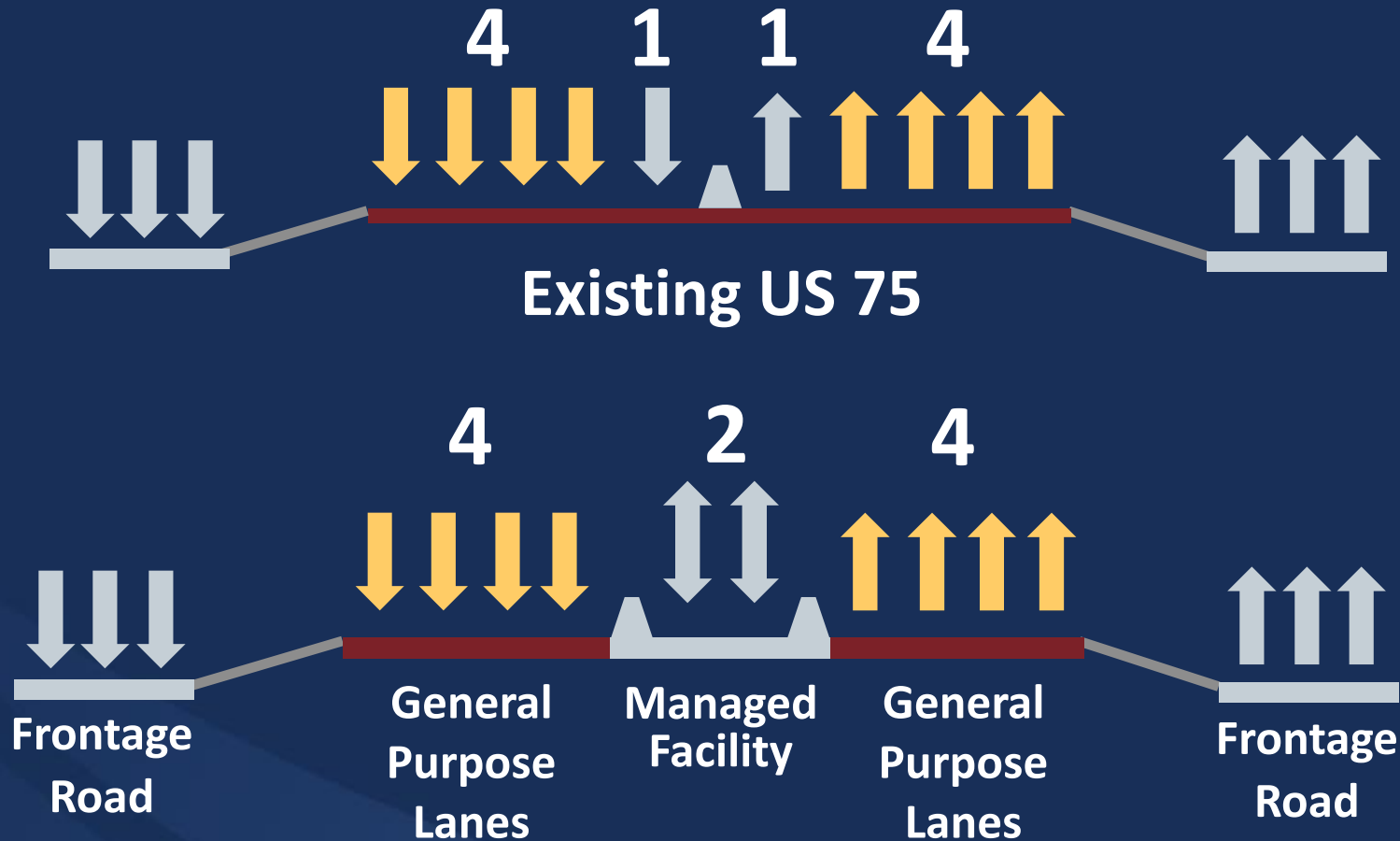
Additional ROW Needed = 98 to 158 Feet



# Interim Reversible Managed Facility

- Introduce toll to the Managed HOV facility
- Two-lanes in peak direction, none in off-peak direction
- Doubles peak-direction capacity
- Off-peak demand satisfied in general purpose lanes
- Requires operation for reversal (Automatic or manual)
- Works with existing wishbone/reversible connector at LBJ.
- Life span is more limited than an ultimate configuration

# Reversible Typical Section



**Reversible Managed Facility**  
Additional ROW Needed = Undetermined

# Reversible Managed Facility

- Based on
  - Managed lane capacity
  - Off-peak direction capacity

Location	Year Off-Peak Traffic Operations Reach Capacity	<i>Peak</i> Direction Hourly Demand including Managed Lane	<i>Off-Peak</i> Direction Hourly Demand
IH 635 to Campbell	2022	13,850 vph	10,000 vph
Campbell to Legacy	2027	14,500 vph	10,500 vph
Legacy to SH 121	2030	12,200 vph	9,100 vph

# Next Steps

- Finalize Richardson's US 75 Corridor Vision
- Continue coordination with Project Working Group
  - Next Mtg is April 4, 2013
  - Presentation of Proposed Conceptual Alternatives
  - Discussion of impact of alternatives on overall corridor demand
- Update Council prior to future Public Meetings
  - Next Public Mtg is June 2013

# Next PWG Meeting

- Presentation of Proposed Conceptual Alternatives
- Discussion of impact of alternatives on overall corridor demand



- Next Meeting will be Thursday, April 4, 2013

# Website

www.us75mobility.com



HOME

ABOUT

SCHEDULE

EVENTS

RESOURCES

CONTACT US



## Welcome!

The Texas Department of Transportation (TxDOT) is preparing a Corridor Study for the reconstruction and widening of US 75 from IH 635 to SH 121. The length of this corridor is approximately 21.1 miles and is within the Cities of Dallas, Richardson, Plano, Allen and Fairview, and it is located in Dallas and Collin Counties.

### Upcoming Events

IDENTIFICATION OF PRELIMINARY ALTERNATIVES | MARCH 2013

PUBLIC MEETING #1 | JUNE 2013

IDENTIFICATION OF CONCEPTUAL & VIABLE ALTERNATIVES | AUGUST & OCTOBER 2013

## Central Expressway/ US 75 Vision Statement

Central Expressway / US 75 is the City of Richardson's "Main Street", its paramount transportation artery. Central Expressway / US 75 traverses the heart of the community and sustains the local economy, which in turn nourishes the quality of life enjoyed by its citizens. The image the City imparts and its perception are not only substantially shaped by one's experience on Central Expressway itself, but also by one's experience within the adjoining urban fabric that comprises the highway's broader physical context. It is therefore imperative that any reconstruction of the highway be mindful of its dual role as a component of the greater state-wide transportation network as well as an essential contributor to the long-term health and vitality of the City of Richardson. It is the City of Richardson's view that this objective may be best achieved through a context sensitive approach that acknowledges the following:

- Central Expressway serves foremost as a commuter corridor serving locally-situated regional employment centers and proximate residential population. The accommodation of comparatively larger volumes of traffic, particularly commercial trucking, is better suited to true interstate corridors.
- As a commuter corridor, addressing long-term traffic projections by maintaining bi-directional congestion relief is a fundamental necessity.
- Any expansion of the US 75 right-of-way within the City of Richardson must not impair long-term planning objectives to foster on-going reinvestment, redevelopment and densification of properties that flank either side of the highway.
- Vertical expansion of US 75 through Richardson should be minimized and limited exclusively to discrete locations as necessary to provide access to or from the freeway and managed travel lanes.
- East/west, intra-city permeability through the US 75 Corridor must be meaningfully improved by providing for safer, more attractive and comfortable pedestrian and bicycle mobility.
- While managed lanes may afford a viable solution to generate revenue for project funding, safe and efficient ingress and egress to access these lanes should be made available and maintained to benefit those individuals working, residing or visiting the City of Richardson.
- Any reconstruction or redesign of US 75 must tangibly contribute to one's sense of arrival and the City's uniqueness of place by implementing a comprehensive urban design palette to include landscaping, enhanced pavement, specialty lighting, signage, and architectural treatments to elements such as column cladding, retaining walls, bridge bents, abutments, etc.

# **Heights Recreation Center & Aquatics Center Construction Update**

City Council Work Session  
March 11, 2013



# Heights Recreation Center & Aquatics Center

- Good Progress on the Heights Recreation Center construction.
- Heights Recreation Center on schedule
  - Heights Recreation Center delivery of building May 15, 2013
    - Recreation Center opening May 28, 2013 (Day after Memorial Day).
- Heights Family Aquatics Center has been challenged with utility issues and weather delays however, construction is well underway and significant progress is being made.
  - Anticipated Aquatics opening July 2013

# Richardson Heights Recreation Center Project Background

- December 15, 2012 the former Heights recreation center closed to the public.
  - Vacated the building.
  - Gymnastics equipment relocated to the new facility
  - Full time staff relocated to temporary offices
  - Heights Recreation Center classes have been relocated to the Senior Center, Gymnastics Center, and Huffhines Recreation Center
- January 2, 2013:
  - Gymnastics Center opened to the public with ribbon cutting ceremony.

# Heights Recreation Center and Family Aquatics Center





**HILL & WILKINSON**  
GENERAL CONTRACTORS

*Richardson Heights Recreation  
& Family Aquatics Center*

Print #120703767  
Date: 07/03/12  
Lat/Lon: 32.962251 -96.745048



Aerial Photography, Inc. 954-568-0484



**HILL & WILKINSON**  
GENERAL CONTRACTORS

*Richardson Heights Recreation  
& Family Aquatics Center*

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Aerial Photography, Inc. 954-568-0484



**HILL & WILKINSON**  
GENERAL CONTRACTORS

*Richardson Heights Recreation  
& Family Aquatics Center*

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Aerial Photography, Inc. 954-568-0484



**HILL & WILKINSON**  
GENERAL CONTRACTORS

*Richardson Heights Recreation  
& Family Aquatics Center*

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**HILL & WILKINSON**  
GENERAL CONTRACTORS

*Richardson Heights Recreation  
& Family Aquatics Center*

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Date: 10/03/12

Lat/Lon: 32.962251 -96.745048



**Aerial Photography, Inc.** 954-568-0484





**HILL & WILKINSON**  
GENERAL CONTRACTORS

*Richardson Heights Recreation  
& Family Aquatics Center*

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Aerial Photography, Inc. 954-568-0484



**HILL & WILKINSON**  
GENERAL CONTRACTORS

*Richardson Heights Recreation  
& Family Aquatics Center*

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Aerial Photography, Inc. 954-568-0484



**HILL & WILKINSON**  
GENERAL CONTRACTORS

*Richardson Heights Recreation  
& Family Aquatics Center*

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**HILL & WILKINSON**  
GENERAL CONTRACTORS

*Richardson Heights Recreation  
& Family Aquatics Center*

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Lat/Lon: 32.962251 -96.745048



Aerial Photography, Inc. 954-568-0484



**HILL & WILKINSON**  
GENERAL CONTRACTORS

*Richardson Heights Recreation  
& Family Aquatics Center*

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Lat/Lon: 32.962251 -96.745048



Aerial Photography, Inc. 954-568-0484



**HILL & WILKINSON**  
GENERAL CONTRACTORS

*Richardson Heights Recreation  
& Family Aquatics Center*

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Lat/Lon: 32.962251 -96.745048



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**HILL & WILKINSON**  
GENERAL CONTRACTORS

*Richardson Heights Recreation  
& Family Aquatics Center*

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Date: 01/02/13

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**HILL & WILKINSON**  
GENERAL CONTRACTORS

*Richardson Heights Recreation  
& Family Aquatics Center*

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Lat/Lon: 32.962251 -96.745048



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**HILL & WILKINSON**  
GENERAL CONTRACTORS

*Richardson Heights Recreation  
& Family Aquatics Center*

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Date: 02/27/13

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**HILL & WILKINSON**  
GENERAL CONTRACTORS

*Richardson Heights Recreation  
& Family Aquatics Center*

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Date: 02/27/13  
Lat/Lon: 32.962251 -96.745048



Aerial Photography, Inc. 954-568-0484



Heights Recreation Center

















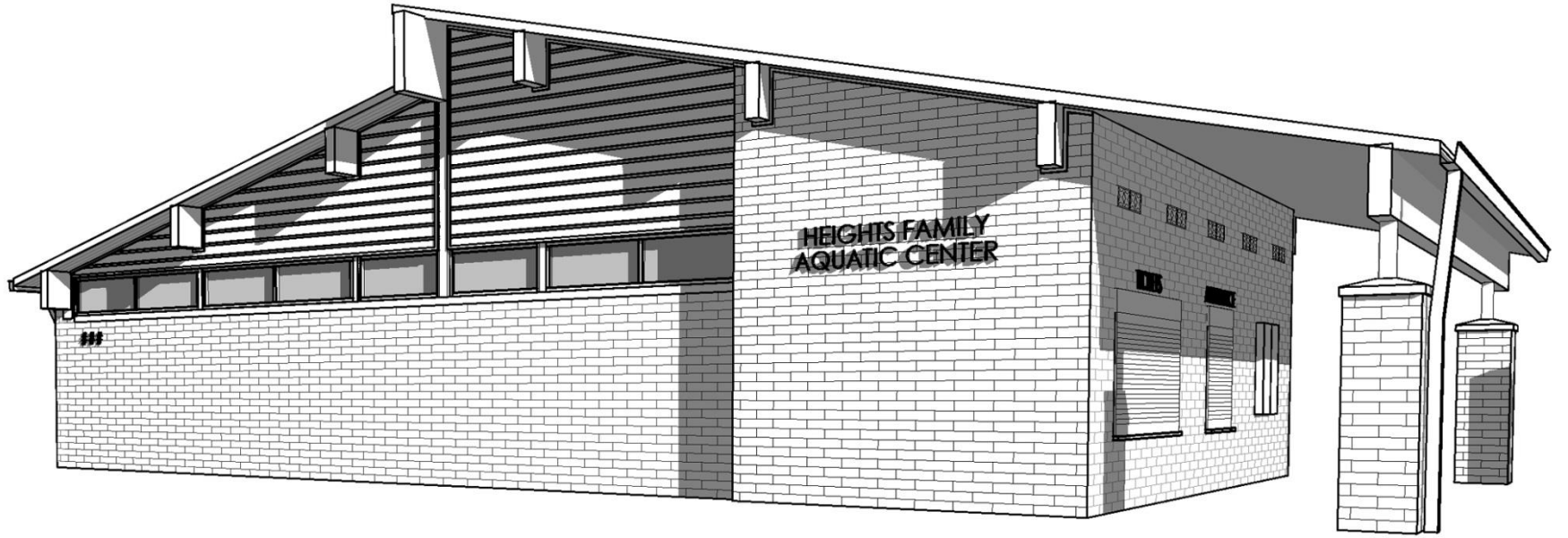






# Heights Recreation Center and Family Aquatics Center





HEIGHTS FAMILY  
AQUATIC CENTER

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BOM

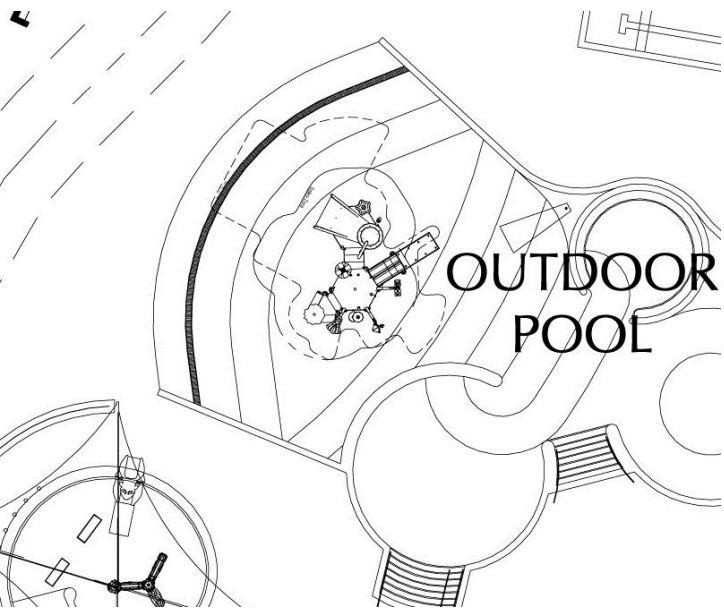
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STACK

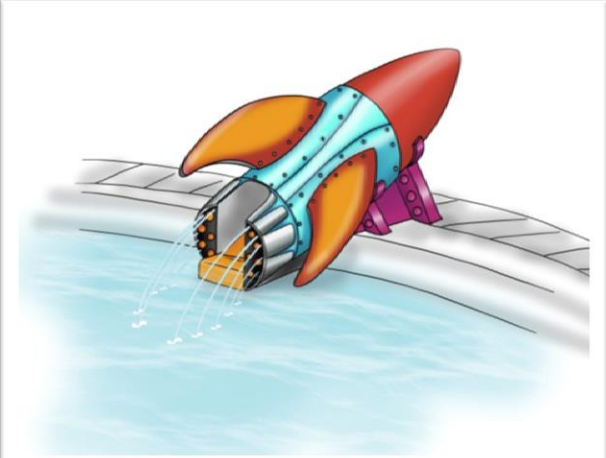
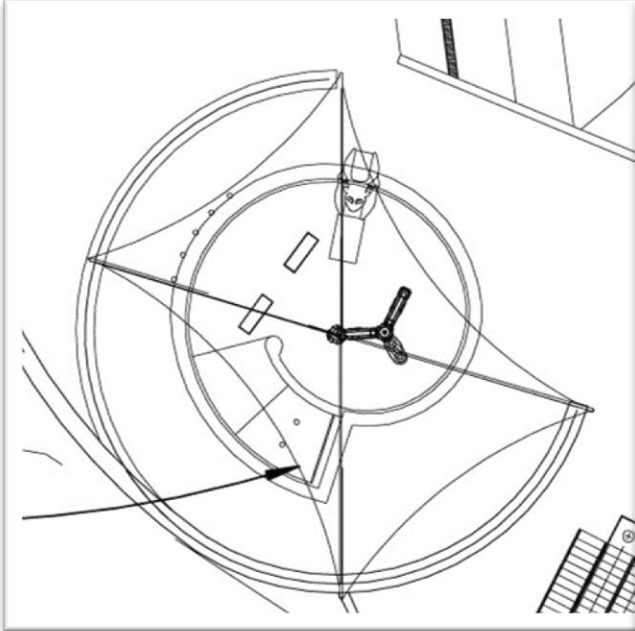




DO NOT  
STACK

DO NOT  
STACK

# Tot Pool Play Features







A large building under construction with a prominent overhanging roof. The upper portion of the walls is covered in plywood sheathing, while the lower portion is dark brick. A white ladder is leaning against the brick wall. To the right, a large red and blue inflatable rocket is visible, partially obscured by a wooden crate.

A large wooden crate made of oriented strand board (OSB) sitting on a wooden pallet. The crate is filled with a red and blue inflatable rocket. The text "DO NOT STACK" is visible on the side of the crate.

A large pile of white and blue pipes, some wrapped in clear plastic, lying on the concrete slab. Two wooden planks are leaning against the pipes. The pipes are arranged in a somewhat organized manner, suggesting they are ready for installation.

A metal anchor bolt protruding from the concrete slab. The anchor has a white cap and is surrounded by a circular hole in the concrete.

Another metal anchor bolt protruding from the concrete slab, similar to the one in the foreground. It also has a white cap and is surrounded by a circular hole.

A white truck parked near the building. The truck is partially obscured by other construction materials and equipment.















# Project Overview

- Richardson Gymnastics Facility to opened on time and on budget January 2, 2013.
- Richardson Heights Recreation Center is on pace for anticipated opening May 28, 2013, 5:00 PM.
- Aquatics Center is anticipated to open July 2013 weather Pending.