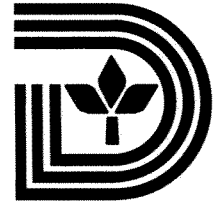


# Memorandum



CITY OF DALLAS

DATE September 19, 2008

TO Members of the Transportation and Environment Committee:  
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Jerry R. Allen, Carolyn R. Davis, Vonciel Jones Hill, Angela Hunt, Pauline Medrano and Ron Natinsky

SUBJECT LBJ Freeway Managed Lane Status Report Briefing

Attached is the "LBJ Freeway Managed Lane Status" briefing that will be presented to you on Monday, September 22, 2008 at the Transportation and Environment Committee Meeting.

Please contact me if you need additional information.

A handwritten signature in black ink, appearing to read 'R. Miguez'.

Ramon F. Miguez, P.E.  
Assistant City Manager

c: The Honorable Mayor and Members of the City Council  
Mary K. Suhm, City Manager  
Thomas P. Perkins, Jr., City Attorney  
Deborah Watkins, City Secretary  
Craig Kinton, City Auditor  
Judge C. Victor Lander, Judiciary  
Ryan S. Evans, First Assistant City Manager  
Ramon F. Miguez, P.E., Assistant City Manager  
Jill A. Jordan, P.E., Assistant City Manager  
A.C. Gonzalez, Assistant City Manager  
David O. Brown, Interim Assistant City Manager  
David Cook, Chief Financial Officer  
Jeanne Chipperfield, Director, Budget and Management Services  
Edward Scott, Director, Controller's Office  
Helena Stevens-Thompson, Assistant to the City Manager – Council Office  
Rick Galceran, P.E., Director, Public Works and Transportation



**Faster. Safer. Cleaner.**



# History

## **LBJ Opens in 1969**

- **Designed capacity 180,000**
- **Demand initially low**
- **Capacity exceeded in 1980s**
- **Upgrade plans began 1987**



# Why Improve LBJ Now?

## 2008 Status

- 270,000+ cars/day
- Aging infrastructure
- Congestion much of the day
- Continued population growth





# Why Improve LBJ Now?

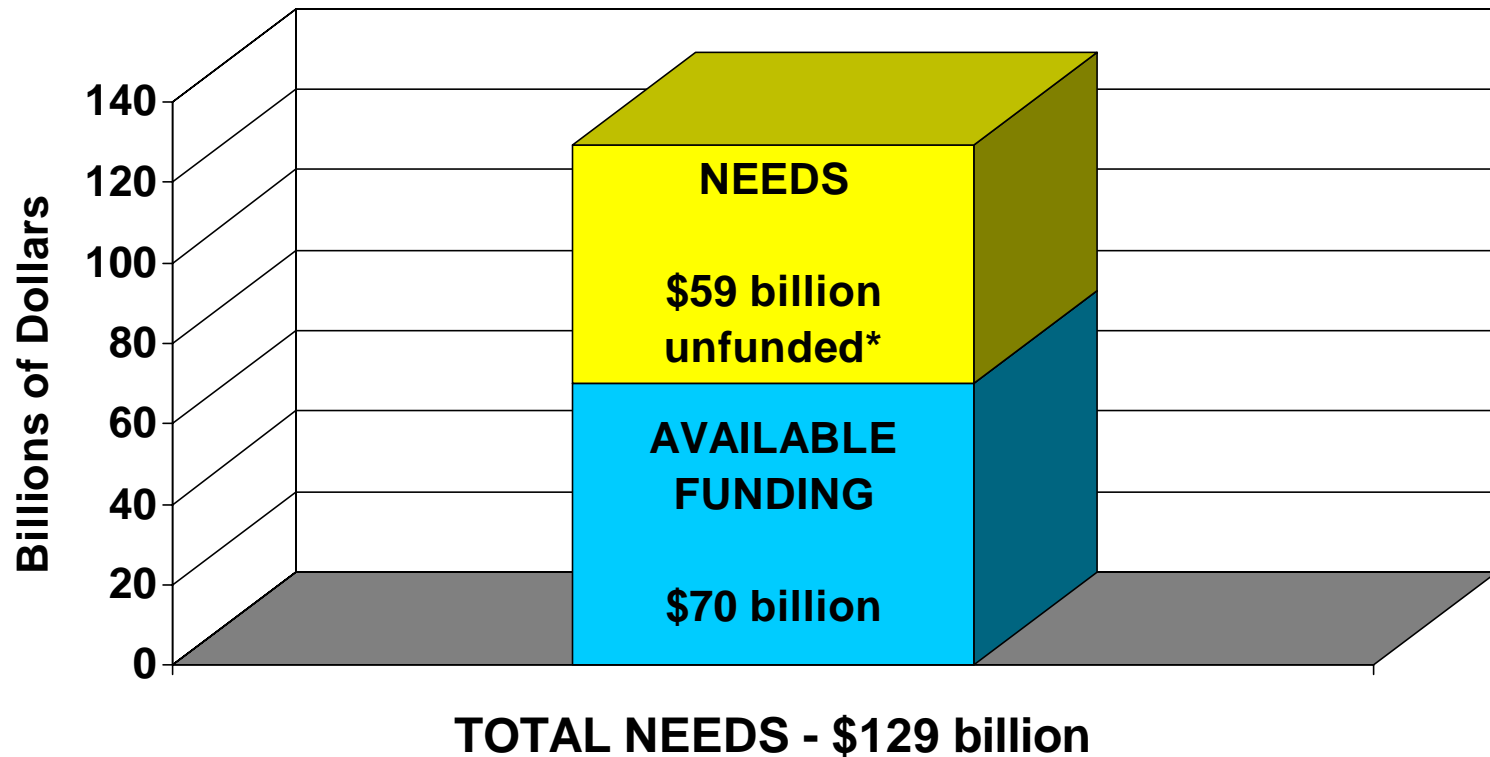
- **Declining funding**
- **Rising Costs – Land, construction, maintenance**
- **Nearly \$59 billion unfunded regional transportation needs through 2030\***
- **Poor air quality**

\*Source: NCTCOG



# Why Improve LBJ Now?

Transportation Needs -vs- Available Funding through 2030



*\*Source: NCTCOG*



# **What Has Been Done To Advance This Project?**

- Since planning began in 1987 there have been over 300 meetings with the public and key stakeholders**
- Preferred alternative selected by the public and approved by the region in 1996**
- Funding sources have been sought**
- Request For Proposals has been issued**



# What is the New LBJ?





# How Will LBJ be Better?

## Faster

- 6 additional managed toll lanes
- Reliable travel speeds
- Less congestion
- Predictable trip times
- Better traveler information

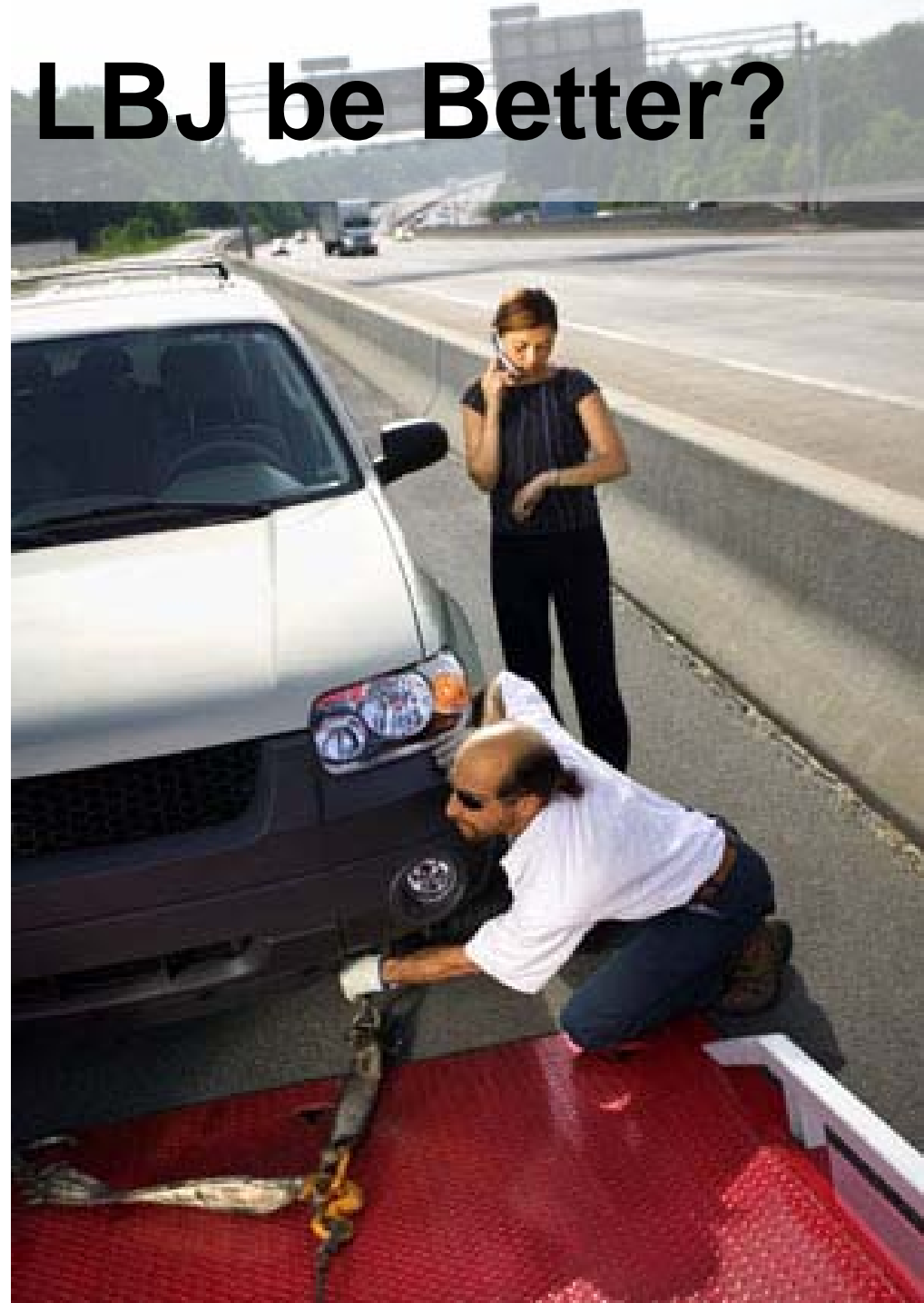




# How Will LBJ be Better?

## Safer

- Wider lanes
- Additional shoulders
- Continuous frontage roads
- Improved incident response
- Separated traffic streams





# How Will LBJ be Better?

## Cleaner

- **Less pollution**
  - better traffic flow
  - shorter trip times
- **Sound walls**
- **Finished in 5 years vs. 20 years +**





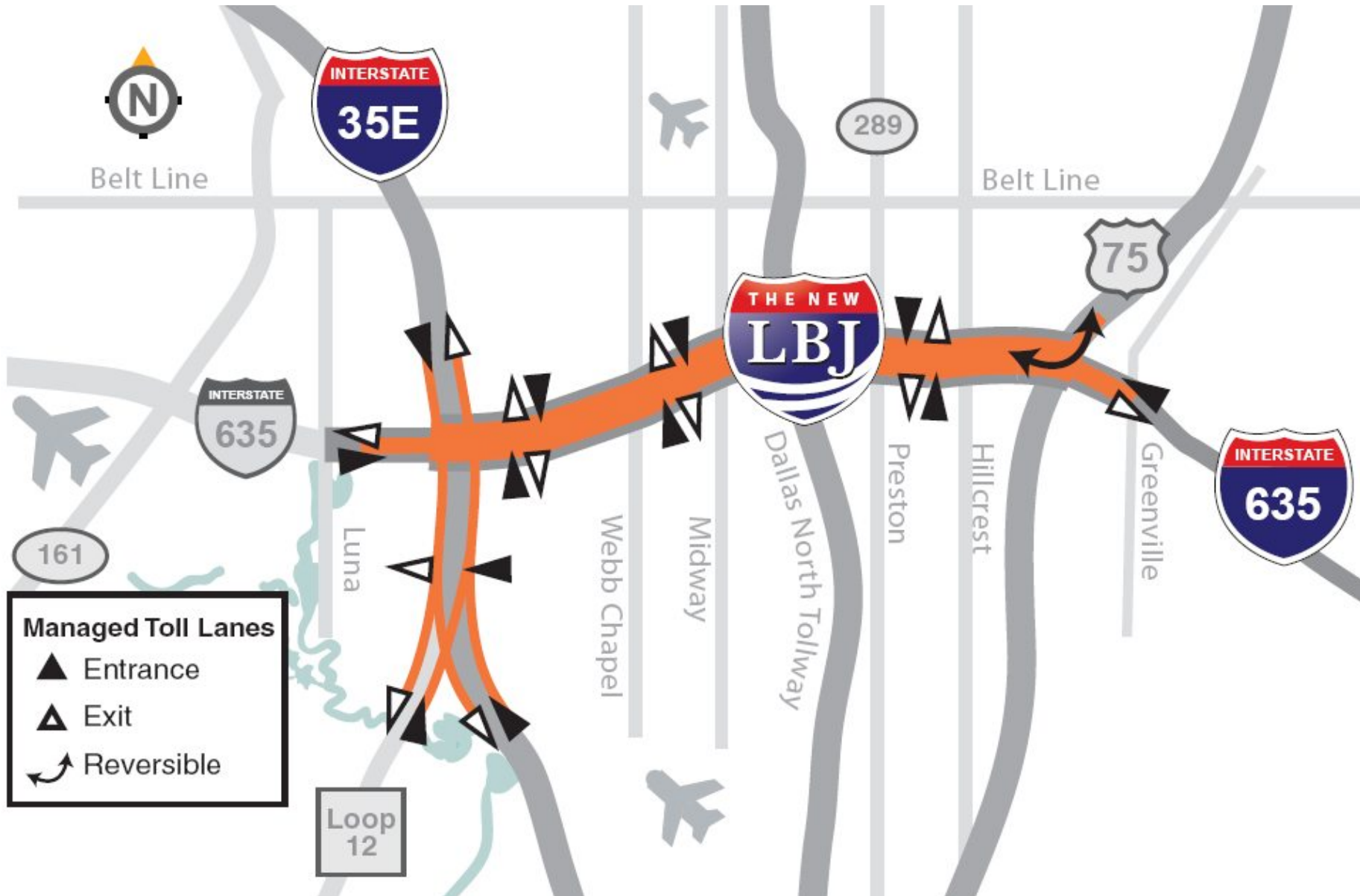
# What Will LBJ Look Like?

- 8 free mainlanes
- 6 new managed toll lanes
- 2 and 3 lane frontage roads





# What Will LBJ Look Like?





# How Will Traffic Flow Be Maintained?

- “High Five” approach
- During construction, developer must:
  - Keep a minimum of 4 mainlanes open in each direction during peak hours
  - Not close more than 1 lane of a frontage road





# What Are “Managed” Toll Lanes?

Managed toll lanes are lanes where traffic is kept moving at a **faster** more reliable speed (50+ mph) by **adjusting the toll rate** up and down as the **number of vehicles** increase or decrease respectively.



# How is Traffic “Managed?”

## **Tolls are adjusted up or down based on:**

- **Traffic speed**
- **Traffic volume to maintain a minimum 50 mph average speed**

## **How tolls are set:**

- **Fixed pricing – First 6 months of operation**
- **Full toll rate – single occupant vehicles**
- **50% toll rate – HOV (2+) during rush hour(s)**



# Public/Private Partnership

## Private sector developer will:

- Provide majority of funding
- Design
- Build
- Operate
- Maintain



# Public/Private Partnership

## What are the benefits?

- **Project completed faster**
- **Congestion relief sooner**
- **Cost savings greater**
- **Pollution impact reduced**
- **Design innovation**
- **Risks shifted to developer**
- **Public funds conserved for local needs**
- **Texas retains ownership / oversight**
- **Region shares toll revenue**



# How Much Will it Cost?



**Estimated \$4 billion project cost**



# What is Next?

- **Proposal submittal**
- **Proposal evaluation**
- **Developer selection**
- **Public hearing**
- **Contract award**
- **Construction begins**
- **Construction complete**





# Questions?

## For Additional Information:

**John Hudspeth, P.E.**

**TxDOT Project Manager**

**P.O. Box 133067**

**Dallas, Texas 75313-3067**

**214-320-4490**

**Jack Antebi, P.E.**

**LBJ Mobility Coordinator**

**Texas Transportation Institute**

**9441 LBJ Freeway, Suite 103**

**Dallas, TX 75243**

**972-994-0034**

**[www.newlbj.com](http://www.newlbj.com)**