

Memorandum



CITY OF DALLAS

DATE October 03, 2014

TO The Honorable Mayor and Members of the City Council

SUBJECT **October 08, 2014 City Council Agenda Item #2 - Resolution Renaming a Portion of Cedar Springs Road from Mockingbird Lane to the Dallas Love Field Terminal "Herb Kelleher Way"**

The primary Love Field entrance drive from Cedar Springs Road to Herb Kelleher Way, leading from Mockingbird to the Love Field terminal, is on airport property and is not a dedicated public right-of-way. While at one time this was a dedicated public right-of-way, this portion of Cedar Springs along with a number of other streets were abandoned on January 11, 1965 per ordinance 11329. With this abandonment, Cedar Springs ceased to be a street north of Mockingbird Lane. Since that time, maintenance and improvements to the entrance drive became the responsibility of the airport.

Since this portion of Cedar Springs is not classified as a City street, designating a new name for the entrance drive does not have to meet requirements set by City Code for a street name change. The City Council approved a ceremonial designation of "Herb Kelleher Way" on June 8, 2011 (see attached resolution), and the Department of Aviation installed the ceremonial signs next to the Cedar Springs street signs at that time.

In addition to the concessions and tenants in the terminal, there are seven businesses that will be affected by the name change which are: Avis Rent a Car, The Hertz Corporation, Enterprise Rent a Car, Best Parking, The Parking Spot, Gulfstream Aerospace, and Jet Aviation (4 subtenants). While no formal notification or public hearing is required, the Department of Aviation is notifying the affected businesses of the potential change. If the City Council approves the item, the City will begin the process of changing the address. It will take approximately 60 days for the change to take effect and the new blade signs to be installed.

Please let me know if you need additional information.

A handwritten signature in black ink, appearing to read "Ryan S. Evans for".

Ryan S. Evans
First Assistant City Manager

Attachment

c: A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Eric D. Campbell, Assistant City Manager

Jill A. Jordan, P.E., Assistant City Manager
Mark McDaniel, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

ORDINANCE No. 11329

CORRECTLY ENROLLED

ORD. BOOK 62 PAGE ~~431~~
431-434

An Ordinance

PASSED FIRST READING

DATE JAN 10 1966 RESO. NO. 66-171

PASSED SECOND READING

DATE JAN 10 1966 RESO. NO. _____

PASSED THIRD AND FINAL READING

DATE JAN 10 1966 RESO. NO. _____

TO PUBLISHER JAN 11 1966
PUBLISHED JAN 12 1966
BEGINNING JAN 12 1966
CITY SEC'Y & ACCT. NO. 3

An Ordinance providing for the abandonment of that portion of the hereinafter described streets, alleys, and easements as shown in red on the plat attached as Exhibit "A", all lying within the boundary of Love Field Airport; Providing for the inclusion of the said streets, alleys and easements shown in red on said plat vacated and closed within Love Field proper, a municipal airport owned and operated by the City of Dallas; and Declaring an Emergency.

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WHEREAS, the City of Dallas is now the abutting owner of the hereinafter described portions of streets, alleys and easements, having acquired the fee simple title to said property for the enlargement of Love Field; and

WHEREAS, it is to the best interest of the general public that these portions of said streets, alleys and easements shall be vacated and closed and be included within the limits of Love Field, a municipal airport, owned and operated by the City of Dallas; Now, Therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That the following streets, alleys and easements shown in red on the plat attached as Exhibit "A", within the limits designated, be, and the same are hereby ordered abandoned, closed and vacated:

BEING all of the following named streets, alleys and easements within the limits designated:

ADRIAN DRIVE, from the southwest line of new Lemmon Avenue to the east line of Glencrest Lane.

ALDRIDGE STREET, from the northwest line of the northeast-southwest alley in City Blocks C/4685 and D/4686 to the southeast right-of-way line of the M.K.T. Railroad spur track southeast of City Block 4682.

ANSLEY AVENUE, from the southeast line of City Block 5732 to the prolongation northeastward of the northwest line of Lot 14 in City Block A/4995.

AUBREY AVENUE, from the northwest line of Elgin Street northwestward approximately 439 feet.

AVIATION STREET, from the northwest line of Roanoke Avenue to the southeast line of Burbank Street.

BOMBAY AVENUE, from the northeast line of Denton Drive to the west line of Midway Road.

BOSTON AVENUE, from the west line of the connection between Mockingbird Lane and Lemmon Avenue to the southeast line of City Block 5727.

BOTSFORD AVENUE, from the west line of Midway Road to the south line of Lovers Lane.

BOULDER STREET, from the northeast line of Monroe Avenue to the west line of Midway Road.

BROOKFIELD AVENUE, from a line approximately 500 feet southwest from the southwest line of Burrus Street to the southwest line of Old Lemmon Avenue.

APPROVED AND
FORWARDED:
CITY CLERK

BURBANK STREET, from a line approximately 286 feet southwest from the southwest line of Burrus Street to a line approximately 400 feet southwest from the southwest line of Burrus Street.

BURBANK STREET, from northeast line of Burrus Street to the southwest line of Old Lemmon Avenue.

BURRUS STREET, from the northwest line of Gilford Street to the southeast line of Burbank Street.

BURRUS STREET, from the northwest line of Love Field Drive to the southeast line of Old Shore Crest Drive.

CAPPS DRIVE, from the northeast line of Old Lemmon Avenue to the southwest line of New Lemmon Avenue.

CEDAR SPRINGS ROAD, from the northwest line of Mockingbird Lane to the southeast line of Roanoke Avenue.

DANFORD STREET, from the northeast line of Denton Drive to the southwest line of Cedar Springs Road.

EDWARD STREET, from the northeast line of the alley in City Blocks A/2583 and F/2588 to the southwest line of Old Lemmon Avenue.

EDWARD STREET, from the north line of Thedford Street to the south line of City Block 4994.

ELGIN STREET, from the northeast line of Denton Drive to the southwest line of Needles Street.

ELGIN STREET, from the northeast line of Cedar Springs Road to the northeast line of Peach Avenue.

FACTORY STREET, from the northeast line of Denton Drive to the southwest line of Cedar Springs Road.

FELDER STREET, from the northwest line of Love Field Drive to the southeast right-of-way line of the M.K.T. Railroad spur track southeast of City Block 4682.

GILFORD STREET, from the southwest line of Cedar Springs Road to a line approximately 435 feet southwest from the southwest line of Burrus Street.

GILFORD STREET, from the northeast line of Aviation Street to the southwest line of New Lemmon Avenue.

GLENCREST LANE, from the north line of Lovers Lane to the southwest line of New Lemmon Avenue.

GROVE STREET, from the southwest line of Cedar Springs Road to the northeast line of Denton Drive.

HAWES STREET, from the west line of the connection between Mockingbird Lane and Lemmon Avenue to the prolongation northwestward of the northeast line of Lot 11 in City Block 2/2573.

HAWES STREET, from the southwest line of Aubrey Avenue to the northeast line of Denton Drive.

INDEPENDENCE STREET, from a line approximately 165 feet southeast from the southeast line of Love Field Drive to the southeast line of City Block G/4427.

LANGDON AVENUE, from a line 500.0 feet southwest from the southwest line of Burrus Street to the southwest line of New Lemmon Avenue.

LEMMON AVENUE, between City Blocks H/2599 and E/2587, from the southeast line of City Block 5727 to the west line of New Lemmon Avenue and its connection with Mockingbird Lane.

LEMMON AVENUE (Old), between City Blocks 5736, 19/5736 and 4994, from the southeast line of University Boulevard southeastward approximately 700 feet.

FIELD NOTES B. N.
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2024-2025

LIPSITZ STREET, from the northwest line of Burbank Street to the southeast right-of-way line of M.K.T. Railroad spur track in City Block 5730.

LIPSITZ STREET, from the northwest right-of-way line of the M.K.T. Railroad spur track in City Block 5739 northwestward approximately 770 feet to the end of said street.

LOYD STREET, from the northwest line of Love Field Drive to the southeast right-of-way line of the M.K.T. Railroad spur track, southeast of City Block 4682.

LOVEDALE AVENUE, from the northeast line of Denton Drive to the northeast line of Monroe Avenue.

LOVE FIELD DRIVE, from a line approximately 300 feet southwest from the north corner of City Block 4670 to the prolongation northwestward of the northeast line of an alley southeast of Love Field Drive between Felder Street and Aldredge Street.

LOVERS LANE, from the northeast line of Denton Drive to the southwest line of Old Lemmon Avenue.

MAXWELL AVENUE, from the northeast line of Botsford Avenue to the southwest line of New Lemmon Avenue.

METIER STREET, from the northwest line of Mockingbird Lane to the southeast line of City Block 5727.

MODEL STREET, from the northeast line of Denton Drive to the southwest line of Needles Street.

MODEL STREET, from the northeast line of Aubrey Avenue to the southwest line of Peach Avenue.

MONROE AVENUE, from the southeast line of Grove Street to the northwest line of Lovedale Avenue.

MONROE AVENUE, from the northwest line of Boulder Street to the southeast line of Gilford Street.

MOWATT AVENUE, from the northwest line of Mockingbird Lane to the southeast line of Hawes Street.

NEEDLES STREET, from the northwest line of Roanoke Avenue to the southeast line of Burbank Street.

NEEDLES STREET, from the southeast line of an alley 160 feet southeast from the southeast line of Elgin Street, to the northwest line of an alley 150 feet northwest from the northwest line of Danford Street.

NOEL STREET, from the southwest line of Old Lemmon Avenue to the prolongation northwestward of the southwest line of City Block 5727.

NORDYKE STREET, from the northwest line of Gilford Street to the south line of Lovers Lane.

NOYES STREET, from the northwest line of Love Field Drive to the southeast line of old Shore Crest Drive.

PARKSIDE DRIVE, from the east line of Glencrest Lane to the southwest line of New Lemmon Avenue.

PEACH AVENUE, from the northwest line of Hawes Street to the prolongation southwestward of the northwest line of Lot 1 in City Block B/2584.

PEACH AVENUE, from the northwest line of Elgin Street to the southeast line of City Block 5732.

QUINLAN STREET, from the northeast line of Monroe Avenue to the southwest line of City Blocks 24/2384-3/4 and 25/2384-3/4.

RAY STREET, from the west line of Edward Street to the south line of City Block 4994.

ROANOKE AVENUE, from the southwest line of Old Lemmon Avenue to the northeast line of Aviation Street.

ROANOKE AVENUE, from the northeast line of Cedar Springs Road to a line approximately 435 feet southwest from the southwest line of Burrus Street.

SEATON STREET, from the west line of the connection between Mockingbird Lane and Lemmon Avenue to the southeast line of City Block 5727.

SHERIDAN AVENUE, from the northeast line of Monroe Avenue to the southwest line of Botsford Avenue.

SHORE CREST DRIVE (OLD), adjacent to City Blocks D/4426 and E/4676, southeast of new Shore Crest Drive.

SPRAGUE STREET, from the northwest line of an alley between City Blocks B/4927 and 5738 to the southeast line of Factory Street.

THEDFORD STREET, from the northeast line of Old Lemmon Avenue to the west line of New Lemmon Avenue.

THURMAN AVENUE, from a line approximately 120 feet southeast from the southeast line of Elgin Street to a line approximately 125 feet northwest from the northwest line of Model Street.

TOBACCO AVENUE, from the northwest line of Gilford Street to the southeast line of Burbank Street.

TRENTON STREET, from the southeast line of Wylie Drive to the southeast line of Shore Crest Drive.

UNIVERSITY BOULEVARD, from the west line of Midway Road to the southwest line of New Lemmon Avenue.

WEST AMHERST STREET, from the northeast line of Denton Drive to the southwest line of Old Lemmon Avenue.

WYLIE DRIVE, from the southwest line of Trenton Street to a line approximately 350 feet southwest from the southwest line of Trenton Street.

WYLIE DRIVE, from the northeast line of City Block 4682 to a line approximately 350 feet northeast from the northeast line of Noyes Street.

UNNAMED STREET IN CITY BLOCK 5064, from the south line of Capps Drive southeastward approximately 1030 feet to the end of said street as dedicated by deed recorded in Volume 2252, page 559, Deed Records of Dallas County, Texas.

UNNAMED STREET BETWEEN CITY BLOCKS 4658 and 4662, from the southeast line of Love Field Drive southeastward approximately 170 feet to the end of said street.

UNNAMED STREET BETWEEN CITY BLOCKS 16/5128 and 17/5128, from the east line of Maxwell Avenue to the west line of Midway Road.

ALLEY in City Block 1/2347, parallel with Denton Drive.

ALLEY on the northwest side of City Block 1/2347.

ALLEY in City Block 2/2348, parallel with Danford Street.

ALLEY in City Block 2/2348, parallel with Denton Drive.

ALLEY in City Block 3/2349, parallel with Grove Street.

ALLEY in City Block 3/2349, parallel with Denton Drive.

ALLEY in City Block 4/2350, parallel with Lovedale Avenue.

ALLEY in City Block 4/2350, parallel with Denton Drive.

ALLEY in City Block 5/2351, parallel with Model Street.

ALLEY in City Block 5/2351, parallel with Denton Drive.

FIELD DRIVE

ALLEY in City Block 6/2352, parallel with Denton Drive.

ALLEY on the southeast side of City Block 6/2352.

EASEMENT in City Block 25/2377 from the southwest line of Burrus Street to a line approximately 435 feet southwest from the southwest line of Burrus Street.

EASEMENT in City Block 26/2378 from the southwest line of Burrus Street to a line approximately 500 feet southwest from the southwest line of Burrus Street.

EASEMENT in City Block 27/2379.

EASEMENT in City Block 28/2380.

EASEMENT in City Block 29/2381 from the southwest line of Burrus Street to a line approximately 885 feet southwest from the southwest line of Burrus Street.

ALLEY in City Block 30/2382, parallel with Burbank Street from the southwest line of Burrus Street to a line approximately 500 feet southwest from the southwest line of Burrus Street.

EASEMENTS in City Blocks 4/2384-1/2, 5/2384-1/2, 6/2384-1/2, 7/2384-1/2, 8/2384-1/2, 9/2384-1/2, 16/2384-1/2, 17/2384-1/2, 18/2384-1/2, 19/2384-1/2, 20/2384-1/2 and 21/2384-1/2.

EASEMENTS in City Blocks 1/2384-3/4, 2/2384-3/4, 3/2384-3/4, 10/2384-3/4, 11/2384-3/4, 12/2384-3/4, 13/2384-3/4, 14/2384-3/4, 15/2384-3/4, 22/2384-3/4, 23/2384-3/4 and 24/2384-3/4.

ALLEY in City Block A/2583 between Lots 1 and 11.

ALLEY in City Block B/2584.

ALLEY in City Block C/2585.

ALLEY in City Block D/2586.

ALLEY in City Block E/2587.

ALLEY in City Block G/2589.

ALLEY in City Block H/2590.

ALLEY in City Block I/2591.

ALLEY in City Block K/2592.

ALLEY in City Block E/2597.

ALLEY in City Block R/2608.

ALLEY in City Block S/2609.

ALLEY in City Block T/2610.

ALLEY in City Block V/2612.

ALLEY in City Block W/2613.

EASEMENT in City Block D/4426.

EASEMENT in City Block G/4427.

EASEMENT in City Block A/4673 between Lots 1 and 23.

EASEMENT in City Block C/4675 from the northeast line of Noyes Street to a line approximately 365 feet northeast from the northeast line of Noyes Street.

EASEMENT in City Block E/4676.

FIELD NOTES 113

EASEMENT in City Block F/4677.

EASEMENT in City Block H/4678 from the northeast line of Noyes Street to a line approximately 300 feet northeast from the northeast line of Noyes Street.

EASEMENT in City Block I/4680 from the southwest line of Trenton Street to a line approximately 375 feet southwest from the southwest line of Trenton Street.

Northeast-southwest ALLEY and northwest-southeast ALLEY in Block D/4686.

Northeast-southwest ALLEY and northwest-southeast ALLEY in City Block E/4687.

ALLEY between City Blocks F/4688 and 4681.

ALLEY on the northwest side of City Block A/4926.

ALLEY on the northwest side of City Block B/4927.

ALLEY in City Block C/4928.

ALLEY in City Block D/4929.

ALLEY in City Block F/4930.

ALLEY in City Block G/4931.

ALLEY in City Block E/4956.

ALLEY in City Block H/4957.

ALLEY in City Block I/5061.

ALLEY in City Block 2/5062.

ALLEY in City Block 3/5063 from the east line of Glencrest Lane to the northeast line of New Lennox Avenue.

ALLEY in City Block 2/5728.

ALLEY in City Block 3/5728.

ALLEY in City Block 4/5728.

ALLEY in City Block 5/5728.

ALLEY in City Block 6/5728.

ALLEY in City Block C/5729.

ALLEY in City Block 5739, between Lipsitz Street and Burrus Street.

SECTION 2. That the property within the portions of the above streets, alleys and easements abandoned, vacated and closed, be, and the same are hereby incorporated into the municipal airport, known as Love Field, owned and operated by the City of Dallas, and shall be an integral part thereof.

SECTION 3. The fact that the City of Dallas has made contracts for the improvement of Love Field, including extension of certain runways, which will occupy portions of the abandoned, closed and vacated streets, alleys and easements, shown in red on the plat attached as Exhibit "A", which property is to be included within the Love Field Airport property, creates an urgency and an emergency in the immediate preservation of the public peace, safety and general welfare and requires that this

ordinance shall take effect immediately from and after its passage, and it is accordingly so ordained.

APPROVED AS TO FORM:
N. ALEX BICKLEY, City Attorney


Assistant City Attorney

JAN 10 1966

PASSED: JAN 10 1966
CORRECTLY ENROLLED N. Alex Bickley
City Attorney

ATTEST:
Harold G. Shank
City Secretary.

Memorandum



CITY OF DALLAS

DATE October 3, 2014

TO The Honorable Mayor and Members of the City Council

SUBJECT Klyde Warren Park Tunnel
October 8, 2014 Consent Agenda for Public Works – Item Nos. 24, 25 and 26

The construction for the Klyde Warren Park Tunnel project began in the fall of 2009 and was completed in July 2012. Per the Interlocal Agreement authorized by Council on February 25, 2009, by Resolution No. 09-0596, the Texas Department of Transportation (TxDOT) administered the construction and the City of Dallas is responsible for the operation, maintenance and inspection of the tunnel. The Street Services Department oversees the operation, maintenance and tunnel inspections as these services fall more in line with their departmental maintenance responsibilities. To assist Street Services, Public Works has worked to help procure consulting and operational assistance from two companies, Siemens Industry, Inc. and Jacobs Engineering Group, Inc.

The City has two separate contracts with Siemens Industry, Inc. for the operation and maintenance of the tunnel elements: (1) fire and Closed Circuit Television (CCTV) monitoring, and (2) tunnel lighting and jet fan maintenance.

Council authorized a three year service contract with Siemens Industry, Inc. for fire and CCTV monitoring and annual fire alarm inspections on September 26, 2012, by Resolution No. 12-2427. In order to improve emergency response times and public safety, the monitoring requirements need to be increased from the current 30 minute cycles to every 15 minutes. **Agenda item No. 24** will authorize an increase in the contract with Siemens Industry, Inc. for increased fire and Closed Circuit Television (CCTV) Camera monitoring requirements for revised cycle times for the Klyde Warren Park Tunnel – Not to exceed \$46,496 from \$436,640 to \$483,136 – Financing: Current Funds (subject to annual appropriations).

Council also authorized a three year service contract with Siemens Industry, Inc. to maintain and repair the tunnel lights and jet fans for the Klyde Warren Park Tunnel on March 27, 2013, by Resolution No. 13-0486. The City now has two years of experience operating and maintaining the tunnel and its related elements, and a more robust preventative maintenance and monitoring program is recommended for the control panels, software and generator needs in order to maintain overall efficiency of the tunnel lights and jet fans. Needed improvements include preventative maintenance and monitoring of the control panel, software support, generator, and standpipe inspection, per the National Fire Protection Association (NFPA) 23 standards, video monitoring/software maintenance, and heating, ventilation and air conditioning (HVAC) and electrical vault maintenance. Also needed are one-time installations for card

Klyde Warren Park Tunnel

October 8, 2014 Consent Agenda for Public Works – Item Nos. 24, 25 and 26

October 3, 2014

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reader access to the control room, fire alarm panel replacement, fire alarm air supervisory system, CCTV monitor to TxDOT feed disconnect, refuse wall pack light fixtures, CCTV video system annual license and software maintenance for three years. **Agenda item No. 25** will authorize an increase in the contract with Siemens Industry, Inc. for additional maintenance for tunnel lights and jet fans for the Klyde Warren Park Tunnel – Not to exceed \$380,525, from \$2,013,866 to \$2,394,391 – Financing: Current Funds (subject to annual appropriations).

Jacobs Engineering Group, Inc. was the design consultant for the Klyde Warran Park Tunnel project. Council authorized a professional services contract with Jacobs Engineering Group, Inc. to assist the City in overseeing the operation and maintenance work for the tunnel on June 27, 2012, by Resolution No. 12-1640. It is now necessary to extend this contract with Jacobs Engineering Group, Inc. via a supplemental agreement. In addition to the operation and maintenance oversight work, the supplemental agreement includes required structural and environmental routine monitoring. Since the tunnel and other elements are two years in service, certain monitoring requirements will start now including the quarterly inspection for the tunnel structure and monthly environmental inspections. **Agenda item No. 26** will authorize Supplemental Agreement No. 1 to the professional services contract with Jacobs Engineering Group, Inc. for the operation and maintenance oversight work for the Klyde Warren Park Tunnel – Not to exceed \$256,960, from \$122,450 to \$379,410 – Financing: Current Funds (subject to appropriations).

Please let me know if you have questions or need additional information.



Jill A. Jordan, P.E.

Assistant City Manager

c: A.C. Gonzalez, City Manager
Warren M. S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
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Ryan S. Evans, First Assistant City Manager
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Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor and Council
Rick Galceran, P.E., Director, Public Works Department
Dennis Ware, Director, Street Services Department

Memorandum



CITY OF DALLAS

DATE October 3, 2014

TO Honorable Mayor and Members of the City Council

SUBJECT **Reconstruction of the New Sylvan Avenue Bridge**

The September 2014 issue of Texas Contractor Magazine by Associated Construction Publications features an article about the new Sylvan Avenue Bridge. This article is attached for your information. The bridge previously had only two lanes for traffic and dipped below the floodplain within the levee, making it subject to periodic flooding. In the 2003 bond program, voters approved the replacement of the bridge with six lanes for traffic that was to be 50-feet above the floodplain. In addition, two six foot wide pedestrian sidewalks and bicycle lanes on each side of the bridge have been added. Also added was an access ramp from the bridge that will facilitate uninterrupted pedestrian and bicycle traffic to and from the Trammel Crow Park and recreational trails below.

The bridge was designed by HNTB Corporation, and is being constructed by W.W. Webber, under the management of TxDOT. Four lanes are currently open to traffic and all six lanes of traffic and the pedestrian and bicycle lanes are expected to open this December.

If you have any questions or need additional information, please contact me.

A handwritten signature in blue ink, appearing to read 'Jill Jordan'.

Jill A. Jordan, P.E.
Assistant City Manager

Attachment

c: A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
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Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

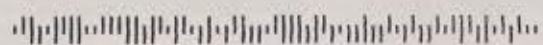
TEXAS CONTRACTOR

-serving Texas since 1923



HNTB and W.W. Webber

Partner on New Sylvan Avenue Bridge



*****AUTO**MIXED ADC 450
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715 KIRK DR
KANSAS CITY MO 64105-1310

ACP
1028 Shelby Street
Indianapolis, Indiana 46203
ELECTRONIC SERVICE REQUESTED

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U.S. POSTAGE

Longer Spans Improve Functionality of New Sylvan Avenue Bridge



By Angelle Bergeron

The City of Dallas wanted the bridge to complement the signature Santiago Calatrava-designed cable stayed bridges located within the Trinity River Corridor. The Texas Department of Transportation (TxDOT) wanted a bridge that is easy to maintain and would not become a pinch point during flooding.

HNTB Corporation designed the 3,446 foot long bridge with spliced, prestressed concrete, I-beam girders that are post-tensioned, creating 170 to 250 foot long spans over the Trinity River and floodplain.

The design satisfies the desired aesthetics and U.S. Army Corps of Engineers requirements for a 100-year flood event, while taking advantage of the TxDOT-preferred, low maintenance, con-

crete I-beam design.

"TxDOT likes to use I-beams because of durability, long life, and desired constructability," said Daniel Chapman, HNTB's Project Manager. "This is the most durable and cost effective design for TxDOT."

"This bridge is perfect for floodplains because it eliminates a lot of obstacles where flood trash and debris tend to collect," said Shane Harp, Project Manager for TxDOT, which oversaw the project that has since been turned over to the owner, the City of Dallas.

Prestressed concrete beams are typically 70 to 100 feet long and run from bent cap to bent cap, explained Harp. HNTB's spliced and post-tensioned design for longer spans eliminated the need for several columns and bents.

The new bridge has 75 columns within

the limits of the Dallas Floodway, Chapman said, compared to the Hampton Road Bridge, located just upstream, which has 208 columns in the floodway. That allows for more open recreation space in the 10,000 acre Trammel Crow Park that is situated in the floodway below the bridge, and a cleaner appearance that is more in keeping with the overall Trinity River Corridor Project Balanced Vision Plan. Approved by the Dallas City Council in 2003, the plan incorporates flood protection, recreation, transportation, environmental restoration and economic development throughout the corridor.

The primary goals of the Sylvan Avenue Bridge project were to bring the two lane Sylvan Avenue above the Trinity River floodplain and replace three deficient bridges.

"The original Sylvan Avenue crossed the Trinity on roadways that went over the levees and traveled down to the bottom of the floodplain," Harp said.

The thoroughfare was the victim of chronic flooding.

"We spanned a brand new bridge from levee to levee between Irving Boulevard and Morris Street, bringing the new bridge 50 feet above the floodplain," Harp said.

In addition to elevation of the roadway, the project included: increased traffic capacity from two to six lanes; 6 foot wide sidewalks and bicycle lanes on either side of the bridge; an access ramp to Trammel Crow Park; a new boat ramp; and continuous street lights.

"The old bridge was converted to a pedestrian trail and the city is building all



kinds of bike and walking trails through the floodplain," Harp said.

The bridge opened to traffic in April, and the City of Dallas is making recreational additions to the floodplain.

Developing the Trinity Corridor

HNTB first became involved in the project in 1989 and further developed the conceptual design direction simultaneously with the schematic design development for the Trinity Parkway project. The proposed tollway bypass around downtown Dallas is located within the Trinity Floodway and will likely pass under the eastern end of the Sylvan Avenue Bridge, said James Frye, HNTB's Leader of Urban Design and Planning. "Because we developed the Trinity River Land Use Master Plan for the city, we possessed

a thorough understanding of the city's big-picture goals and objectives for the Trinity Corridor."

HNTB began design of the Sylvan Avenue Bridge project in 2009.

"The City of Dallas wanted something sleek and smooth that would work with the Calatrava bridges, and also complement North Texas Toll Authority guidelines for the parkway," Frye said. "The Trinity Parkway will likely be a facility with very contemporary looking structural components and electric toll gantries."

Where Sylvan Avenue crosses, the floodway is 2,500 to 3,000 feet from levee to levee, Chapman said. Crossing the Trinity River channel required a span of 250 feet.

Steel could have been used for the longer spans, but that would have required more maintenance over the long term. HNTB

determined that, by using post-tensioning, the desired strength could be achieved using prestressed I-beams.

"The entire bridge is 3,446 feet long with 23 spans, and nine of those are post-tensioned concrete," Chapman said. "We used a three-span, post-tensioned concrete haunch I-girder over the Trinity River channel. The center span was 250 feet and it was spliced on either side with a 220 foot post-tensioned span."

"We used similar units on either side of this within the floodway to help minimize the number of columns," Chapman added. "These were both 170 foot by 220 foot by 170 foot, three-span, post-tensioned prestressed concrete I-girders."

Prestressed concrete I-girders were used for the remainder of the bridge.





Starting Construction

W.W. Webber began construction of the project in March 2012.

Construction of the concrete bridge included 13,000 cubic yards of substructure concrete, 43,000 linear feet of girder erection and 396,000 square feet of reinforced concrete bridge deck.

TxDOT closed Sylvan Avenue to traffic in September 2012, essentially creating an "open canvas" for the contractor to work, Harp said.

However, lifting the 240,000 pound spans and working in the soggy, unstable floodplain was something of a challenge for the contractor. "Prior to this bridge, the biggest beam I had set in my life was 115,000 pounds," said Javier "Curly" Vasquez, Webber's Superintendent on the project.

"They had some of the biggest cranes out here I'd ever seen in my life and I've been doing this for 30 years," Harp said.

For the big lifts, Bigge Crane & Rigging

Company operated a Manitowoc M-16000 with a luffer that had a 440 ton lift capacity in that configuration and a Liebherr LR1300, with a 330 ton capacity.

"Both are crawler type cranes, so we were able to walk them across the floodplain instead of reaching across from either side," said Mike Tilghman, Bigge's Project Superintendent who put together the lift plans. "The rigging was straightforward, but putting a luffer on a crawler and working it next to a river is not something people usually do because of ground instability."

Under Vasquez' direction, Webber performed soil compaction tests and placed multiple layers of crawler mats. Vasquez also closely coordinated deliveries to feed beams into the project in a timely fashion.

"Because of Mother Nature, bringing these pieces in and driving them down into that floodplain had to be right on the money, right on spot, for the cranes to pick them up," Tilghman said. "Curly did a good job of coordinating that. Otherwise, every time it rained, when it filled up with water, we would have had 240,000 pounds sitting on a truck that weighs 120,000 pounds stuck in the mud."

Tilghman added that, since there were no accidents or incidents, the job went really well. "Nothing got tore up, and nobody got hurt."

Because this bridge was "pieced togeth-

er like a puzzle," Harp said, with girders supported by shoring towers and spliced together in the air, the design wouldn't be a good solution for construction over an existing highway.

However, the spliced, prestressed concrete, post-tensioned I-beam girder design is also being used on portions of six bridges in the Dallas Horseshoe Project.

Parsons Brinckerhoff and AECOM are leading design on that project, but HNTB was part of the review process.

"Interestingly, all proposers on that project proposed using I-beam prestressed instead of girders," Chapman said.

TxDOT required four, 250 foot spans on parts of the project to accommodate the City of Dallas' future Lakes Project. However, since the project was awarded as design-build, TxDOT did not specify the use of steel girders or concrete, explained Duane Milligan, TxDOT's Project Manager for the Dallas Horseshoe. "That was a decision made by the contractor, Pegasus Link Constructors."

However, the contractor's choice means less maintenance for TxDOT, Milligan said. "With steel, you have to paint it periodically, and there are more inspection requirements. Also, concrete girder beams can be manufactured more locally. Our beams are coming from San Antonio, and steel often comes from further away." 🏗️



Photo courtesy of Mike Gibson

Memorandum



DATE: October 2, 2014

TO: Honorable Mayor and Members of the City Council

SUBJECT: City License Applications

Attached is a list of the most recent Dance Hall and Sexual Oriented Business applications received by the Vice Unit of the Dallas Police Department.

Please have your staff contact Sergeant C. Tubbs, #6311, at (214) 670-4811 and or charles.tubbs@dpd.ci.dallas.tx.us should you need further information.



Eric D. Campbell
Assistant City Manager

- c:
- A.C. Gonzalez, City Manager
 - Ryan S. Evans, First Assistant City Manager
 - Warren M.S. Ernst, City Attorney
 - Craig D. Kinton, City Auditor
 - Rosa A. Rios, City Secretary
 - Daniel F. Solis, Administrative Judge
 - Jill A. Jordan, P.E., Assistant City Manager
 - Mark McDaniel, Assistant City Manager
 - Joey Zapata, Assistant City Manager
 - Jeanne Chipperfield, Chief Financial Officer
 - Sana Syed, Public Information Officer
 - Elsa Cantu, Assistant to the City Manager – Mayor & Council

Weekly License Application Report

September 22, 2014 - September 26, 2014

<i>BEAT</i>	<i>DIST.</i>	<i>NAME OF BUSINESS</i>	<i>ADDRESS</i>	<i>LICENSE</i>	<i>STATUS</i>	<i>LATE HOUR</i>	<i>DATE</i>	<i>APPLICANT</i>
514	2	LA ZONA ROSA	1676 REGAL ROW	SOB-CABARET	RENEWAL	NO	9/22/2014	HARTSTEIN, GARY J.
554	6	LIDO THEATER	7035 JOHN CARPENTER FREEWAY	SOB- BOOKSTORE	RENEWAL	NO	9/22/2014	GREEN, SONDR
512	6	PEARL ADULT CABARET	9009 SOVEREIGN ROW	SOB-CABARET	RENEWAL	NO	9/22/2014	CEREZO, ARMANDO
534	6	ESCAPADE	2551 LOMBARDY #220	DH-CLASS A	RENEWAL	YES	9/22/2014	FERDOWS, SCHAHROUZ
534	6	CLUB 2009	10707 FINNELL STREET	DH-CLASS A	RENEWAL	YES	9/22/2014	FERDOWS, SCHAHROUZ
534	6	ESCAPADE 2001	10701 FINNELL STREET	DH-CLASS A	RENEWAL	YES	9/22/2014	FERDOWS, SCHAHROUZ
521	6	THE MEN'S CLUB OF DALLAS	2340 W. NORTHWEST	SOB-CABARET	RENEWAL	NO	9/25/2014	FAIRCHILD, DAVID
537	6	CHAMPION BILLIARD & GAME	9530 OVERLAKE #D	BH	RENEWAL	NO	9/22/2014	CHONG, CHANG HEE

License Definitions:

- DH - Class "A" -Dance Hall - Dancing Permitted 3 Days Or More A Week*
- DH - Class "B" Dance Hall - Dancing Permitted Less Than Three Days a Week*
- DH - Class "C" Dance Hall - Dancing Scheduled One Day At A Time*
- DH - Class "E" Dance Hall - Dancing Permitted Seven Days A Week for Persons Age 14 through Age 18 Only*
- LH - Late Hours Permit - Can Operate A Dance Hall Until 4:00*
- BH - Billiard Hall - Billiards Are Played*
- SOB - Sexually Oriented Business - Adult Arcade / Adult Book/Video Store / Adult Cabaret / Adult Adult Theater / Escort Agency / Nude Model Studio*

Monday, September 29, 2014

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Memorandum



CITY OF DALLAS

DATE October 3, 2014

TO Honorable Mayor and Members of the City Council

SUBJECT InspireDallas Housing Plus Community Outreach Update

We have scheduled several upcoming community outreach events related to the InspireDallas Housing Plus planning effort during the month of October 2014. Through these events we hope to engage a broad cross section of our community in this important strategic planning effort. These events are intended to give neighborhood organization leaders and city residents several opportunities to participate in this planning process through a variety of formats at accessible locations throughout the city. Additional information and updates are available online on our project website at www.inspire-dallas.org. We will be reaching out to your staff for assistance in getting the word out about these events:

- National Night Out Events on October 7, 2014 (times vary by location) – Staff will provide information and conduct surveys about InspireDallas Housing Plus at the following seven locations:
 - Tietze Park, 2700 Skillman St at 5:30 to 8:30 pm
 - Vickery Meadow (Fair Oaks Park), 7600 Fair Oaks Ave at 5:00 to 7:00 pm
 - Willow Falls, 13603 Brookgreen Dr at 6:30 to 8:30 pm
 - Kiest Park, 3080 S. Hampton Rd at 5:00 to 9:00 pm
 - Buckner Terrace (Edna Rowe Elementary) at 4918 Hovenkamp at 5:00 to 8:00 pm
 - Janie C. Turner Rec. Center, 6424 Elam Rd at 5:30 to 8:00 pm
 - Meadow Stone Park, 3150 Bainbridge Dr at 5:30 to 9:00 pm
- Interactive Community Workshops – Staff will host interactive workshops at the following four locations:
 - South Oak Cliff High School, 3601 S. Marsalis Ave on October 21, 5:30 pm to 7:30 p.m.
 - San Jacinto Elementary School, 7900 Hume Dr on October 22, 5:30 pm to 7:30 p.m.
 - Walnut Hill Recreation Center, 10011 Midway Rd on October 23, 5:30 pm to 7:30 p.m.
 - Dallas City Hall, 1500 Marilla St, L1 FN on October 25, 9:30 am to 12:00 p.m.
- Virtual Townhall Meeting on October 27, 5:30 pm to 7:00 pm – This virtual townhall meeting will allow citizens to view a presentation about InspireDallas Housing Plus and interact online or over the phone in a question and answer session with the planning team.

October 3, 2014
InspireDallas Housing Plus Community Outreach Update
Page 2

We encourage you to attend as many of these events as you can. Please feel free to call me at (214) 670 3309 if you need further information.



Theresa O'Donnell
Chief Planning Officer

c: A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
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