

Belt Line/Toll Road

3-30-05

Carter & Burges - Look at signal coordination  
Jozey to Coit  
Traffic counts @ Belt Line

Is Arapaho Rd on CDB's model?

Look @ Enhancements @ Belt Line

Look @ Pedestrian Traffic @ Belt Line

C&B will get started on the above

Next meeting mid to late may

**Work Plan  
Belt Line – DNT  
(a.k.a. – BLR-DNT-INT)**

**1. Project Definition Phase**

A. Team meeting to discuss goals, identify stakeholder groups, etc.

A meeting of the project team will be held to discuss and review the goals and objectives of the project. The current understanding of the project objectives is to:

- Improve mobility in the intersection at Belt Line Road and the Dallas North Tollway,
- Improve pedestrian mobility in the intersection,
- Provide a gateway into the Town of Addison, and
- Complement the urban design theme being developed by RTKL.

During the same team meeting the various stakeholders in the project will be identified, and incorporated into the project's communication plan.

B. Individual meeting with stakeholders

Meetings with the individual stakeholder groups will be conducted to determine their respective requirements, needs, and desires. This activity is important since the stakeholders will become important cornerstones in the effort to build consensus for the project. The stakeholders currently identified include the following:

- Town of Addison
- City of Dallas
- NTTA
- Dallas County
- Adjacent property owners

C. Develop alternatives for vehicle mobility

This portion of the project will be used to develop concepts for improving the vehicular mobility through the intersection. The concepts will not be detailed, but will be developed to a pre-schematic level. The objective of this work is to present some concepts to improve mobility that could be addressed in greater detail.

D. Develop alternatives for pedestrian mobility

The work to be performed in this task will develop alternates to improve pedestrian mobility in the Belt Line Road – DNT intersection. As with the

vehicular concepts, these ideas will not be developed to schematic level, but they will be developed in sufficient detail to permit comparison with other alternatives.

E. Team meeting to discuss both sets of alternatives

A meeting of the project team will be held to discuss and review the concepts identified in the previous tasks. The outcome from the meeting should be three or four alternatives for vehicular and pedestrian mobility improvement. Each of these alternatives will then be evaluated in greater detail.

F. Perform traffic counts

Traffic counts will be collected to determine the traffic volumes on the roadways entering and exiting the intersections included in the signal model. These data are critically important for the traffic modeling that will occur in the following task. The count will be collected for two-hours in each of the morning, mid-day, and afternoon peak periods.

G. Develop traffic signal timing model to evaluate vehicular alternatives

The work to be performed in this task is the traffic modeling to optimize the traffic flow through the intersection of Belt Line Road and the Dallas North Tollway. The modeling will have to extend to both the east and west approximately four traffic signals to coordinate and optimize signal timing. Travel time runs will be performed in each of the three peak periods.

H. Prepare concept level designs for pedestrian alternatives

Concept-level designs will be prepared for the pedestrian mobility alternatives identified. These plans will be used in the design charette to be conducted in the next task.

I. Conduct design charette

A design charette will be conducted to provide an opportunity for the various stakeholder groups and interested citizens to become involved in the design process. The design charette will last for approximately six hours, and will be conducted in an open-studio format, in which the participants can provide unstructured input to the project design effort.

## **2. Preliminary Design Phase**

A. Prepare preliminary design report

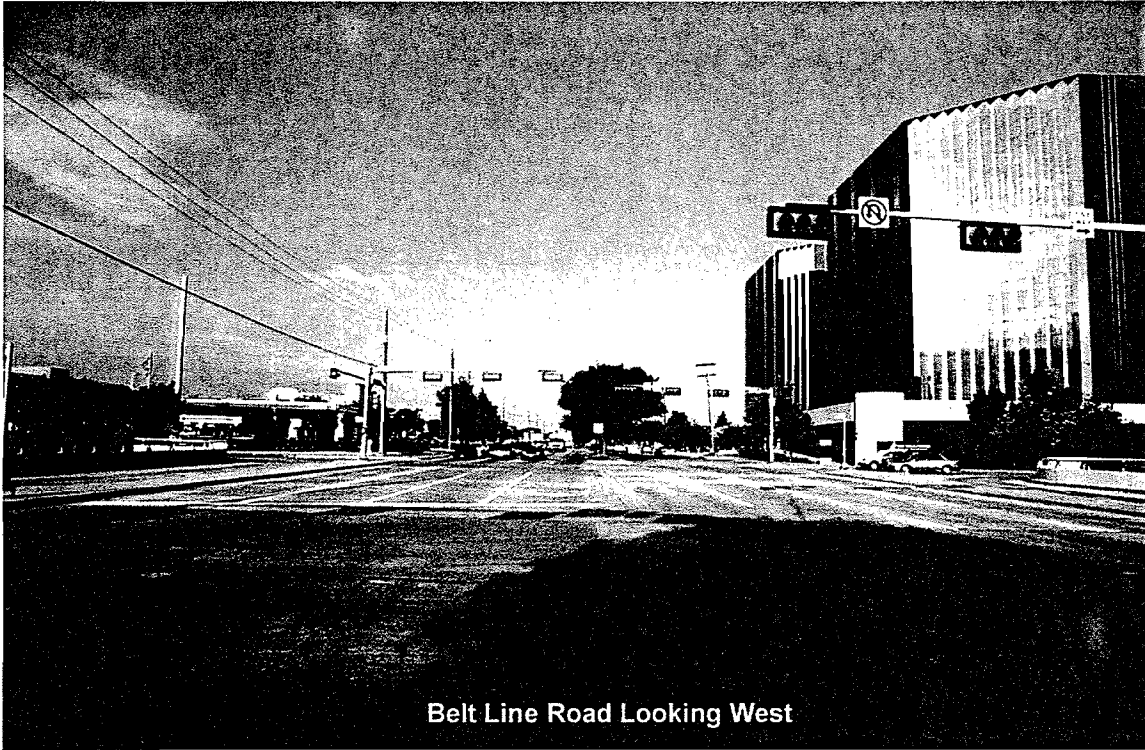
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- i. Schematic designs for vehicular improvements
- ii. Schematic designs for pedestrian improvements
- iii. Cost estimates for vehicular improvements
- iv. Cost estimates for pedestrian improvements
- v. Narrative discussions for each alternative presented

**B. Present report to team members and stakeholders**

After comments on the preliminary design report have been received and incorporated into the document, the final version of the report will be prepared and presented to the design team.

Photographs of the intersection and Belt Line Road are included on the following pages for reference.



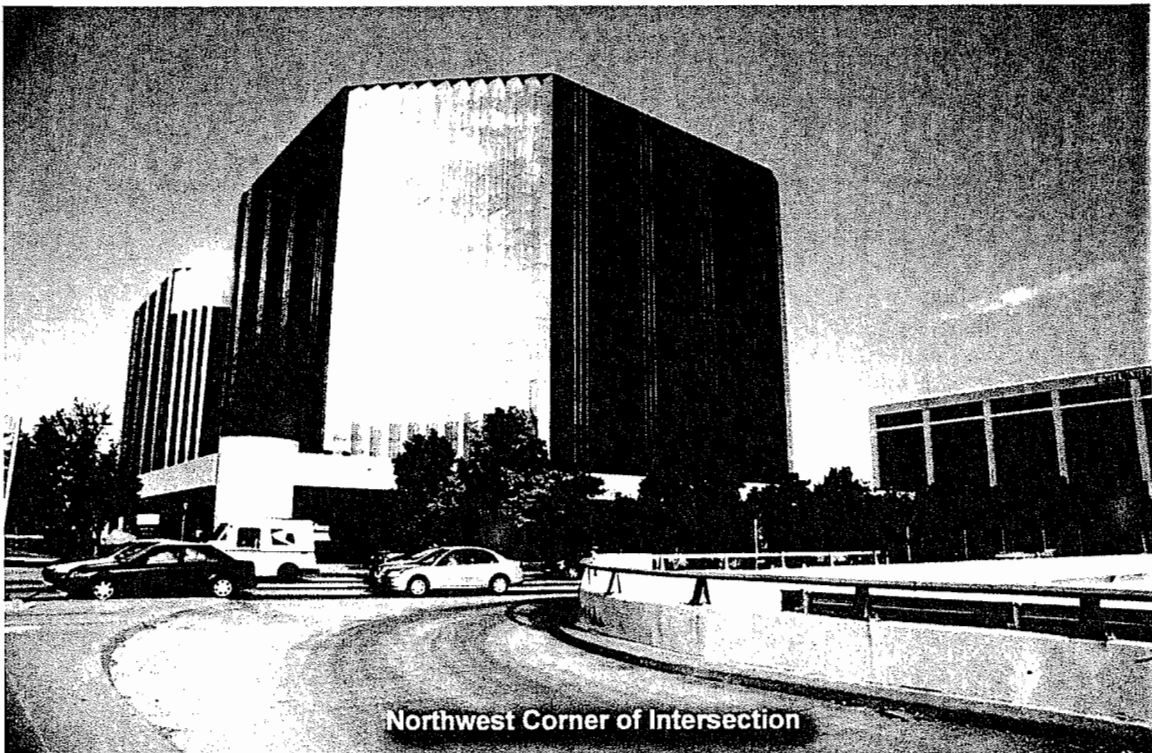
Belt Line Road Looking West



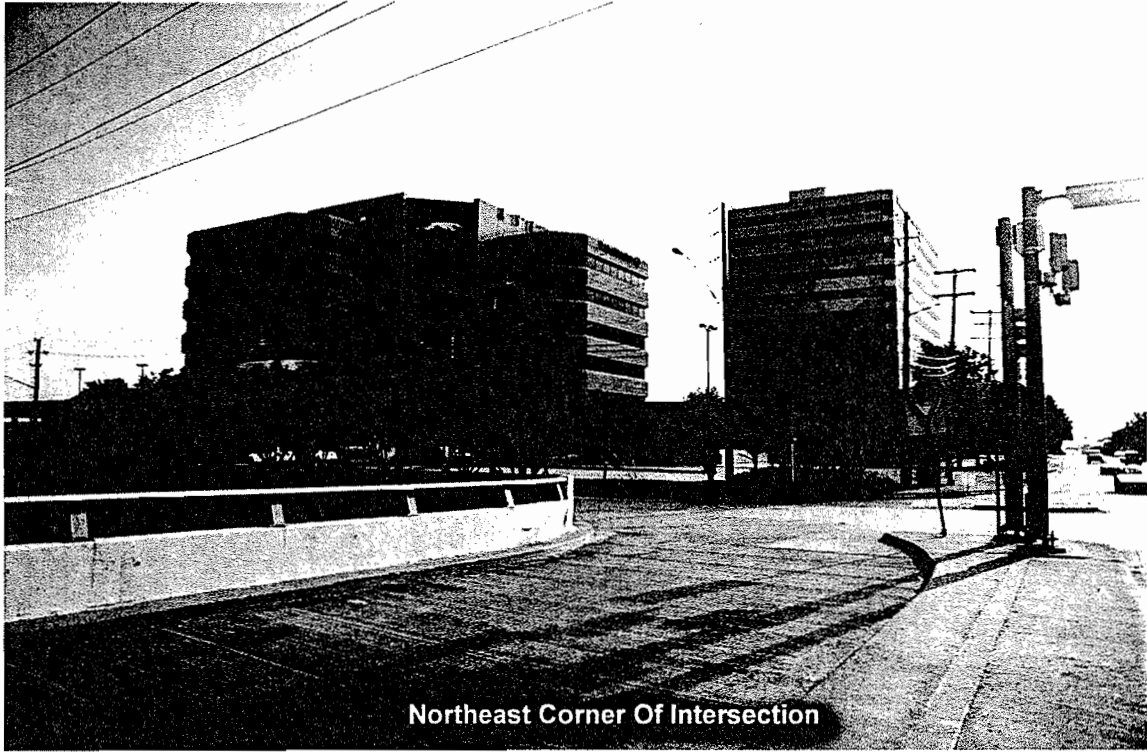
Belt Line Road Looking East



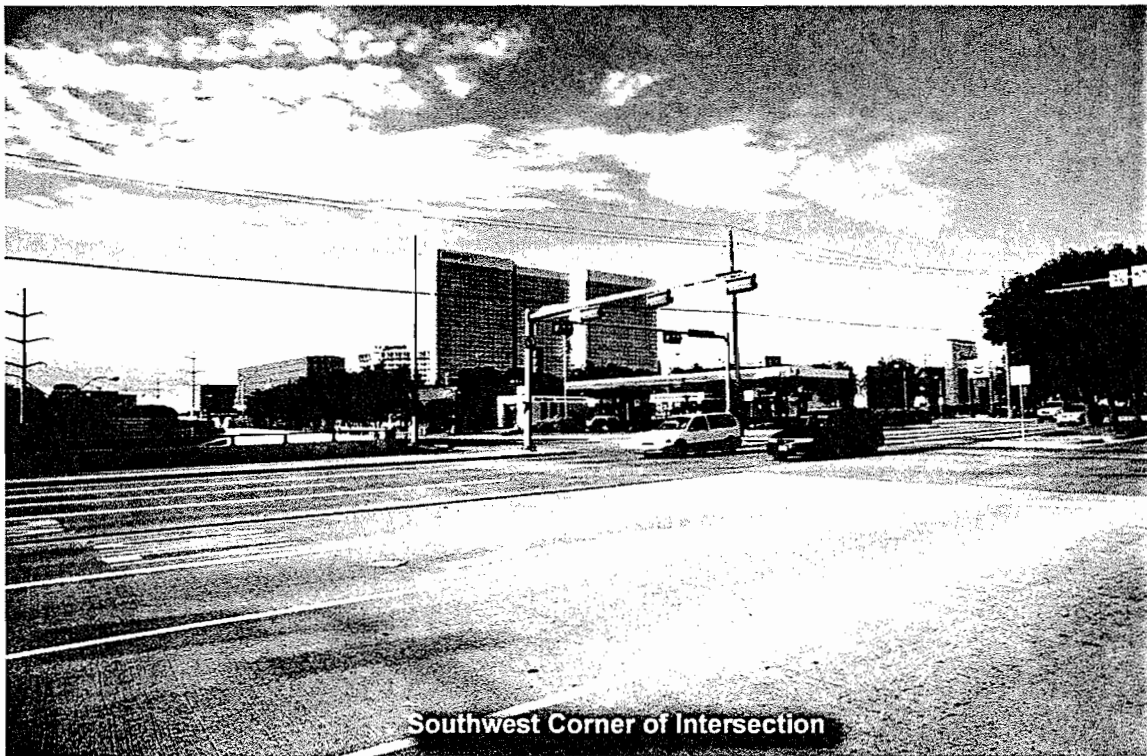
Southeast Corner of Intersection



Northwest Corner of Intersection

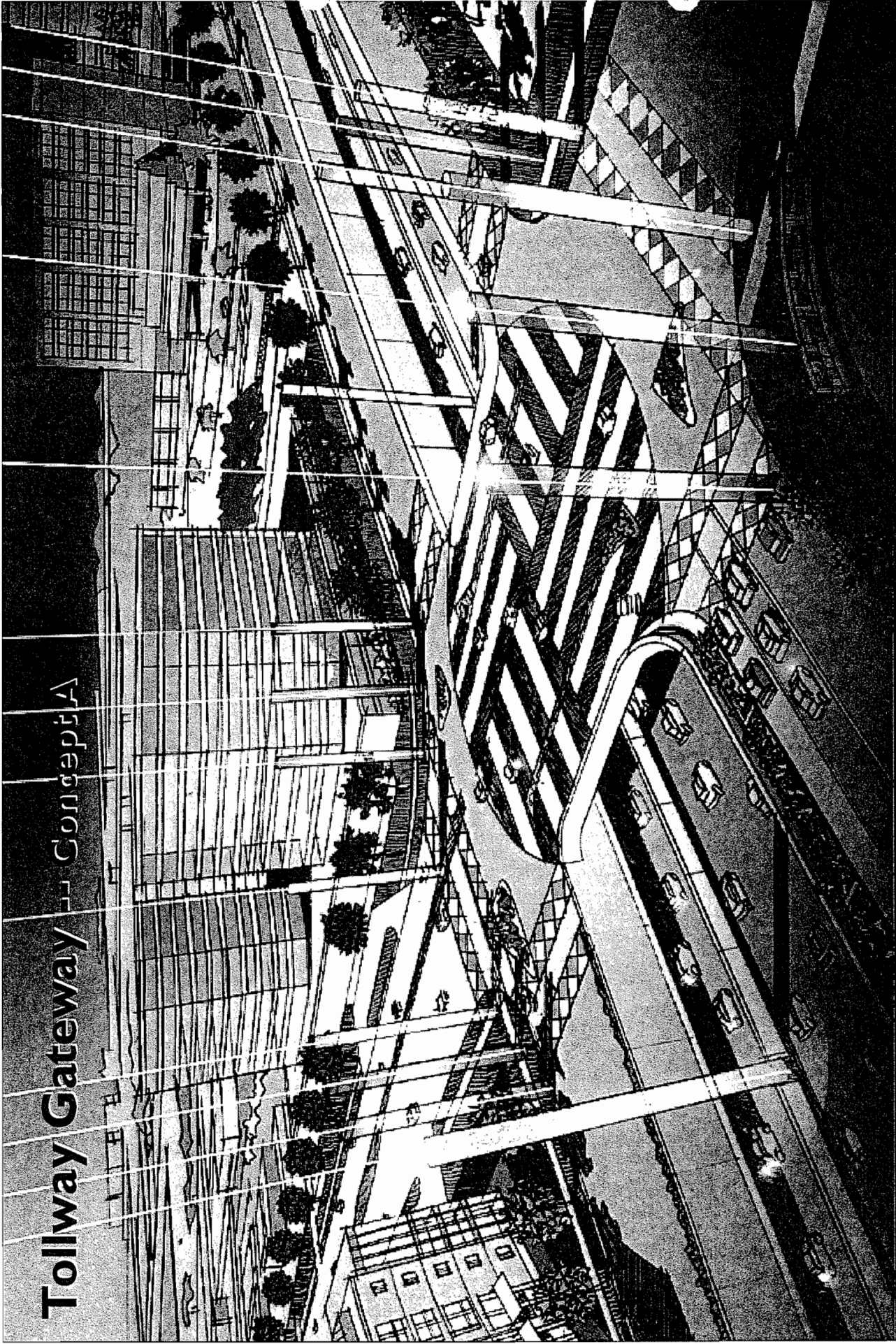


**Northeast Corner Of Intersection**



**Southwest Corner of Intersection**

# Tollway Gateway -- Concept A

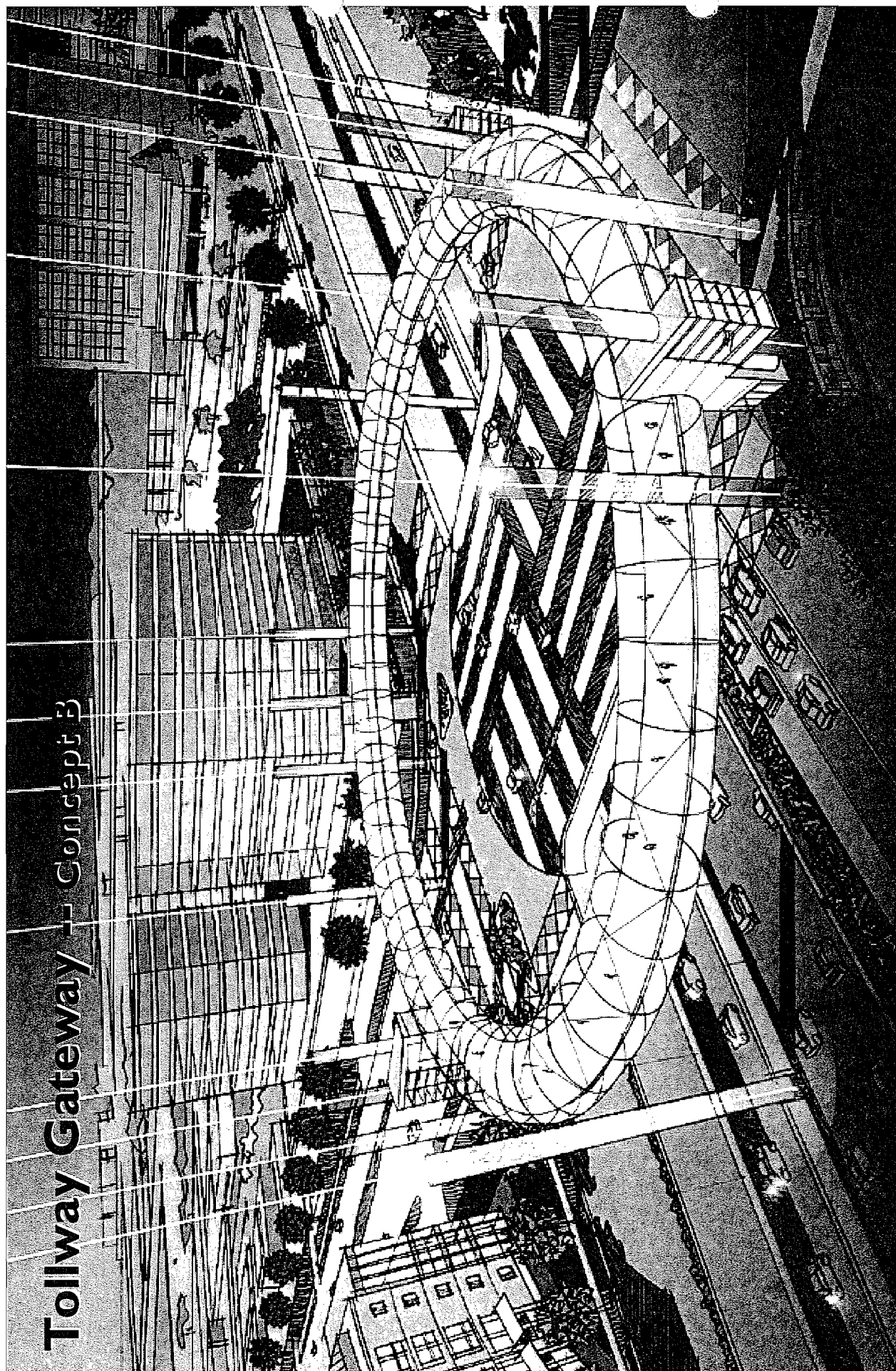


**belt line road**VISIONING

*Addison*  
RTKL



# Tollway Gateway -- Concept B



**belt line roadVISIONING**

*Addressing*  
**RTKL**

Belt Line / Toll way

~~Dorphan~~

1-25-05

City/county - look @

Traffic counts we don't  
want it widened

Intersection needs to come  
forward -

Need a survey of corners  
showing pavement lines - four  
corners

Paris Rutherford RTK

Alberta Robinson - - -



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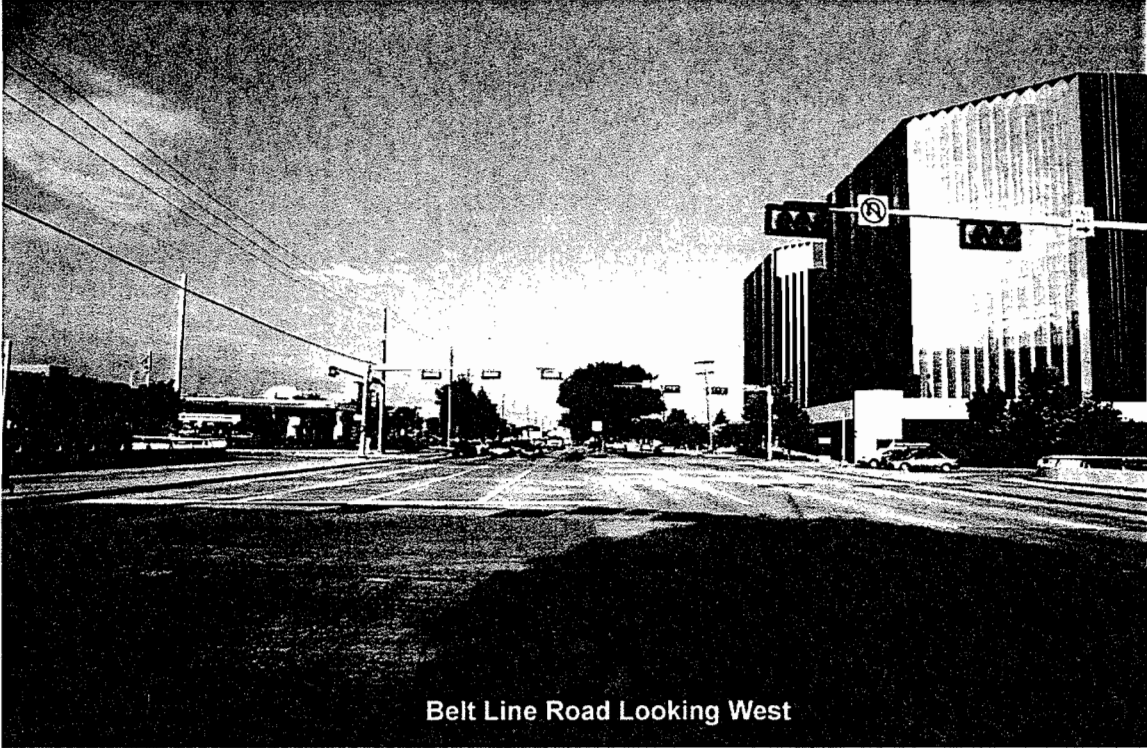
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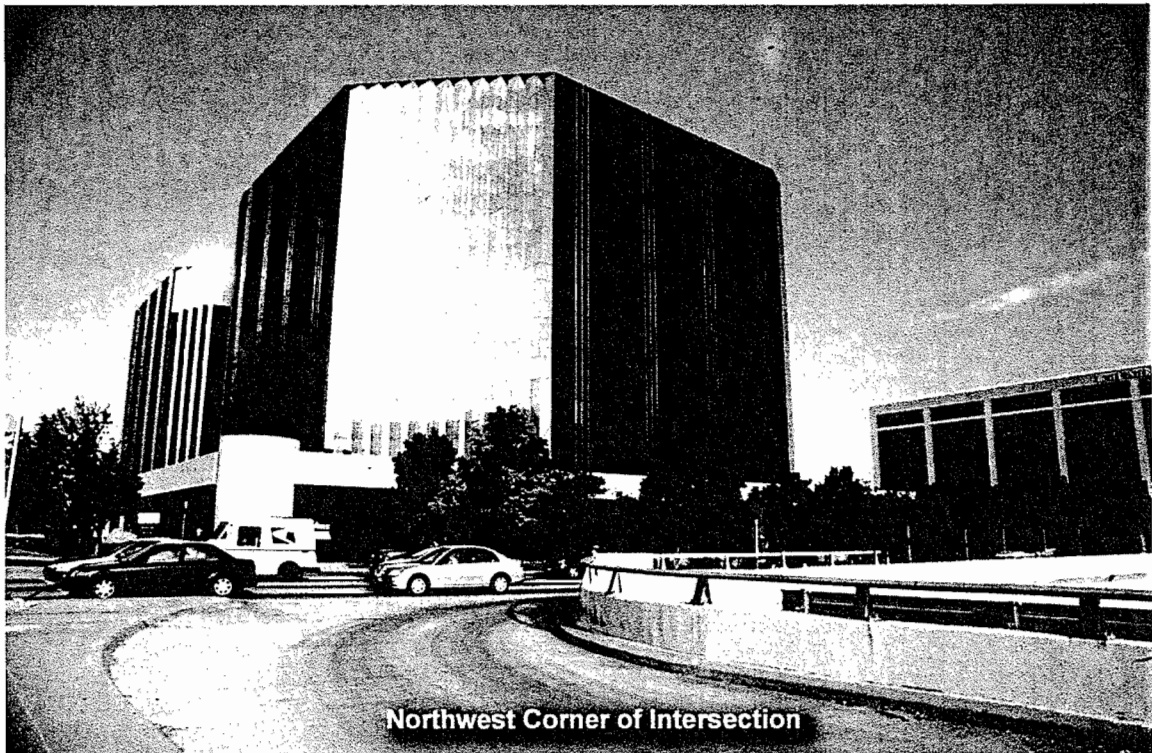
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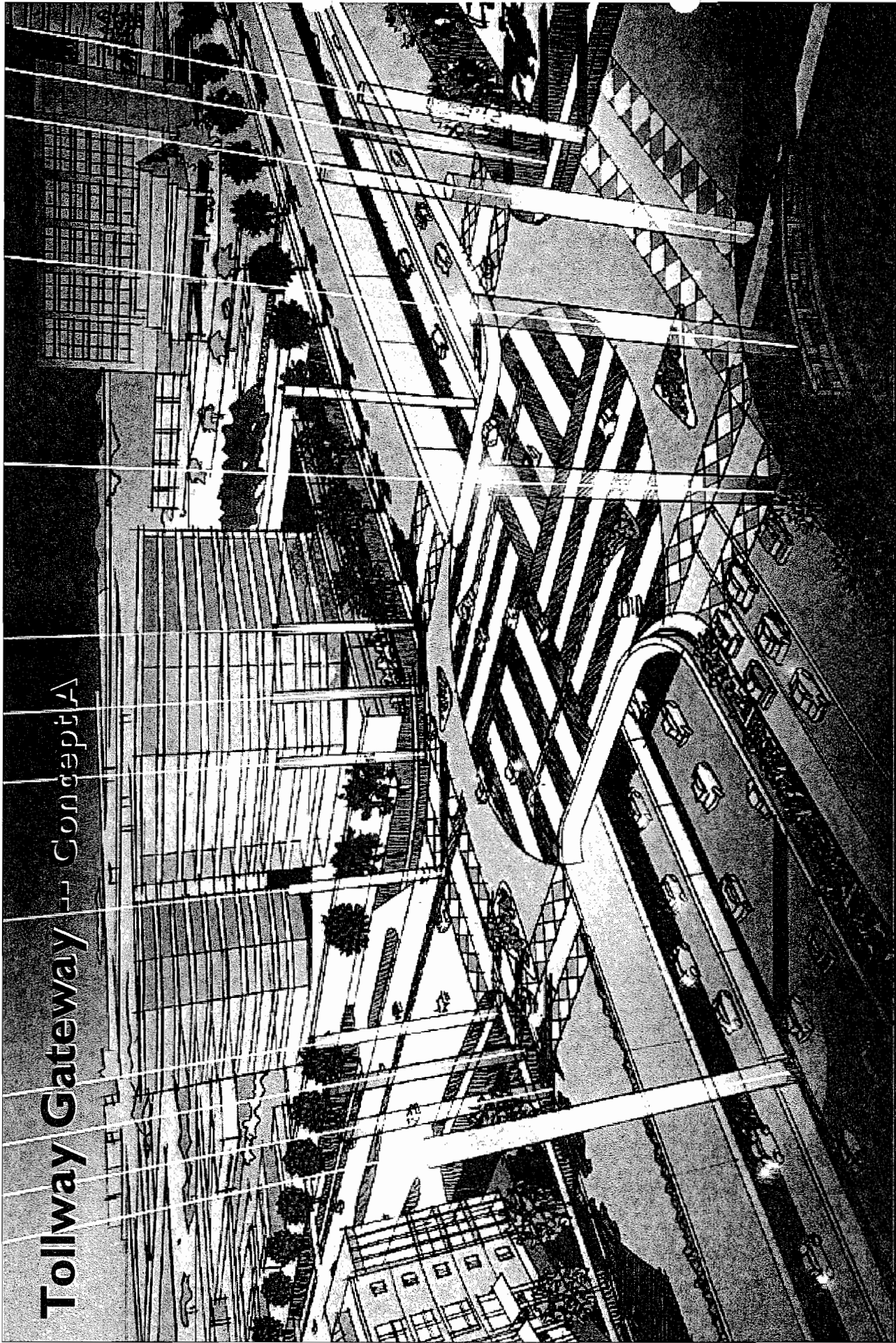
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**Northwest Corner of Intersection**



# Tollway Gateway → Concept A

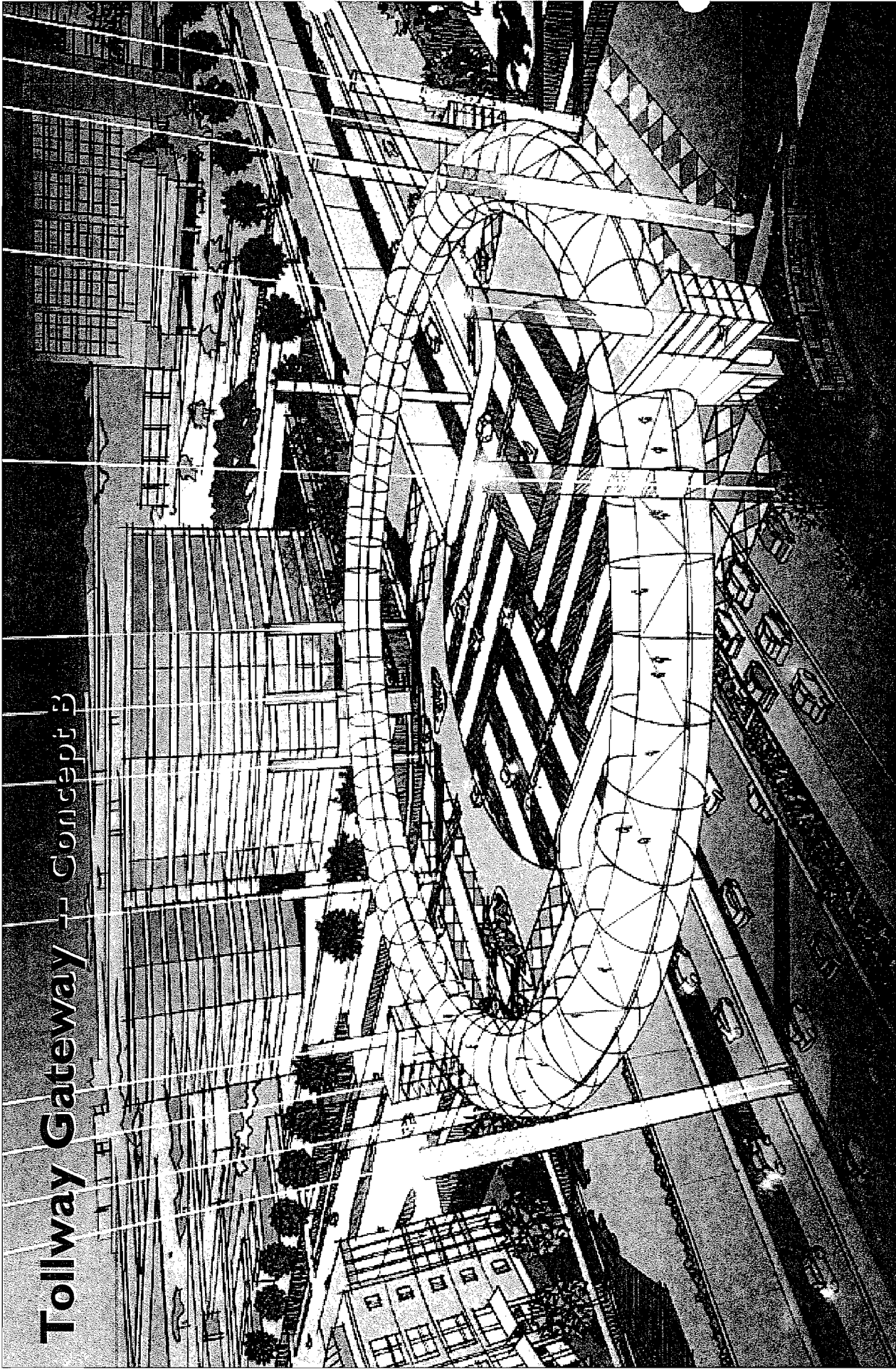


**belt Line roadVISIONING**

*Atkinson*

RTKL

# Tollway Gateway -- Concept B



**belt line roadVISIONING**

*Addison*

RTKL

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**Faisal S. Syed, P.E., P.T.O.E.**  
**LEED™ AP**  
Senior Associate  
Managing Director,  
Dallas Civil Engineering Services

# **WALTER MOORE**

*ENGINEERS + CONSULTANTS*

1845 Woodall Rodgers Frwy.,  
Suite 1650  
Dallas, Texas 75201-2287  
**tel** 214.740.6200 **fax** 214.740.6300  
**cell** 469.323.7037  
**email** fsyed@walterpmoore.com

# Belt Line / Tollway

1-28-05

City of Dallas: On throgare plan -  
Public Hearing / Council Approval  
Alan Hendrix - include traffic  
analysis. Look at options -  
More north? Include in between  
intersections. Walter more  
in consultants  
look @ do nothing -  
look @ widening  
Open ended scope =

\* HNTB data to Carter Burgess

Michael Morris input?

Plans will be submitted for review -

RTKL is looking at pedestrian options

2 mil - Town

mainly @ grade

1 mil - County

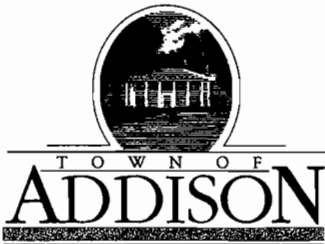
Next meeting -

Thurs March 3<sup>rd</sup> ~~at 10 AM~~

10 AM Here



*Extra*



**PUBLIC WORKS DEPARTMENT**

(972) 450-2871 FAX (972)450-2837

Post Office Box 9010 Addison, Texas 75001-9010

16801 Westgrove

January 28, 2005

Mr. David C. Dybala, P.E.  
City of Dallas  
Director of Public Works and Transportation Administration  
320 E. Jefferson, #101  
Dallas, TX 75203

Re: Belt Line Road

Dear Mr. Dybala:

As you may know, the Town of Addison has partnered with Dallas County on a project to improve the traffic, and pedestrian flow, through the Belt Line Road/Dallas Parkway intersection. The Town is also planning to make improvements to Belt Line Road west of Dallas Parkway.

On Friday, December 17, 2004 a meeting was held in Addison, at the call of Dallas County, to discuss our project and to try to begin drafting a scope of work. Representatives from the City of Dallas were also present. At that meeting, we received information about Dallas' proposed plan to widen Belt Line Road to 8 lanes between the Dallas Parkway and Preston Road. While we have heard about this project in the past, we were under the impression that the project was dormant and were quite surprised to learn of its revival.

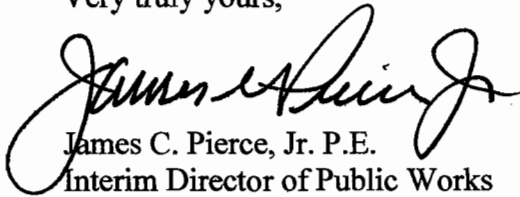
While we are always interested in making improvements to our infrastructure, we must register our objections to widening Belt Line Road, particularly if it means adding another lane of roadway adjacent to the present pavement. Adding another lane eastbound would take a significant amount of parking away from the existing businesses along Belt Line Road and would be devastating to their livelihood. Parking spaces are limited in this area as it is now.

Even more basic, we question the need for another lane eastbound between Dallas Parkway and Preston Road. We travel this way a lot and do not notice any serious congestion. Furthermore, the addition of other East-West arterials like Keller Springs Road, and the George Bush Turnpike has helped. Lastly, when Arapaho Road Phase III is completed (under construction from Addison Road to Marsh Lane, and scheduled for completion in October, 2005) we expect a significant amount of traffic will be diverted from Belt Line to Arapaho Road.

Mr. David C. Dybala, P.E.  
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Page 2

We respectfully request that the scope of the project between Dallas Parkway and Preston Road be modified such that no additional pavement be added eastbound that would encroach upon the businesses on the south side of Belt Line Road. We would welcome the opportunity to discuss this project with you in more detail.

Very truly yours,



James C. Pierce, Jr. P.E.  
Interim Director of Public Works

Cc: Lea Dunn, Deputy City Manager  
Chris Terry, Assistant City Manager

# Addison!

**JIM PIERCE, P.E.**  
Assistant Public Works Director  
(972) 450-2879  
(972) 450-2837 FAX  
jpierce@ci.addison.tx.us

Town of Addison 16801 Westgrove Dr. P.O. Box 9010, Addison, Texas 75001-9010

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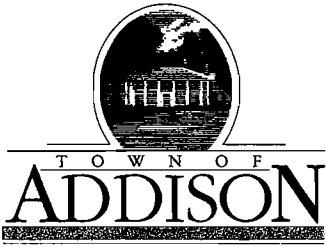
1-28-05

David: Mike Murphy, our Director of P.W has retired. He was supposed to have sent this letter in late December but we cannot find a signed copy. If he did send it, please forgive this second letter. If not, I wanted you to know our position on this project.

Please call if you have any questions,

Jim \_\_\_\_\_





**PUBLIC WORKS DEPARTMENT**  
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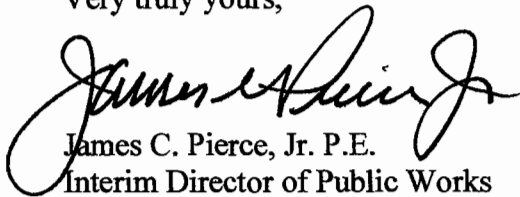
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Belt Line / Tollway

12-17-04

C & B, John Means, Alberta Robinson, Haroon Abdoh P.E.  
(City of Dallas) Jenny, Mike, Steve, Robin, JCP  
Lee Danner, Carmen

Preston to Dallas Parkway

Widening 8 lane divided section

Prop Row 130' East ROW 100' ±

TX DOT agreement - 80/20

80% Funds CMAC STTM

D volumes justify 4 lanes

Justify project based on traffic

Therefore plans call for 8 lanes divided

BL/TW: Pedestrian Bridge? Streetscape  
project won't affect the BL/TW project  
Get NTHA involved?

Jan 28<sup>th</sup> @ 10:30 @ SVC center

■ Faisal S. Syed, P.E., P.T.O.E.  
LEED™ AP  
Senior Associate  
Dallas Transportation  
Engineering Services

**WALTERMOORE**  
ENGINEERS + CONSULTANTS

■ 1845 Woodall Rodgers Frwy.,  
Suite 1650  
Dallas, Texas 75201-2287  
tel 214.740.6200 fax 214.740.6300  
email fsyed@walterpmoore.com

Haroon Abdoh, P.E.  
Project Manager



CITY OF DALLAS  
Public Works & Transportation  
Interagency Coordination  
1500 Marilla St., Room L1BN  
Dallas, Texas 75201

Telephone 214/670-7019  
Fax 214/670-3800  
E-mail: habdoh@pbw.ci.dallas.tx.us

Belt Line / Tollway  
 Segin In Sheet

12-17-04

<u>Name</u>	<u>Company</u>	<u>Phone</u>
Jim Pierce	Town of Addison	972-450-2879
AL PETRASEK	CARTER & BURGESS	214.638.0145
Robin Jones	TOWN OF ADDISON	972 450 2849
STEVE CHUTCHIAN	TOWN OF ADDISON	972 450 2886
FRISAL SIED	WALTER P. MOORE	(214) 740-6252
JOHN L. MEARS	DALLAS COUNTY	214-653-6407
Alberta B Robinson	Dallas County-PW	2) 653-7151
Jenny Nicewander	TOWN OF ADDISON	972 450 2860
CARMEN MORAN	TOWN OF ADDISON	972-450-7018
MIKE MURPHY	"	" " 2878
Lee Dunn	"	972/450-7037
Bahman Bahramnejad	City of Dallas	214-670-3267
Hareon Akdah	City of Dallas	214-670-7019

12-3-01

Belt Line Rd Between Preston & Dalles Pky.

Voin mail from Alan Hendrix 214-670-4262

Same status as 7-11-01 conversation. Not sure when project will happen. 8 lanes are probably not feasible because of the restaurants and businesses east of DNT and therefore may be changing the scope of the project. They need to get an agreement with Tx DOT and hire a consultant, neither of which they have done.

7-11-01

Belt Line Rd Between Preston & Dallas Parkway.

Telecon with Alan Hendrix 214-670-4262

There has not been much activity on this project yet.

In the 1990 Bond issue, \$500K had been allocated for a grade separation project that will probably never happen. Staff wants to allocate some or all of that money to the widening project. This has been presented to Council but no decision as yet.

The project is funded in TEA 21 (80%) with 20% local funds. They have not selected a consultant and have no agreement with Tx DOT as yet.

I told Alan that we are very concerned about the impact this project will have on the Town and want to be kept in the loop for review and comment at every opportunity. He said OK.