

BELT LINE & DALLAS PRINT SPOT

Oxford

NO. 753 1/3

ESSEITE

10%



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 2879
STEVE CHUTCHIAN	TOWN OF ADDISON	972 450 2886
FAISAL SMED	WALTER P. MOORE	(214) 740-6252
JOHN L. MEARS	DALLAS COUNTY	214-653-6407
Alberta B Robinson	Dallas County-PW	214-653-7151
Jenny Nicewander	TOWN OF ADDISON	972 450 2860
CARMEN MORAN	TOWN OF ADDISON	972-450-7018
MIKE MURPHY	"	" " 2878
Lea Dunn	"	972/450-7037
Bahman Bahramnejad	City of Dallas	214-670-3267
Hareon Abdah	City of Dallas	214-670-7019

**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

NEXT MEETING
MARCH 3rd
10:00 AM

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

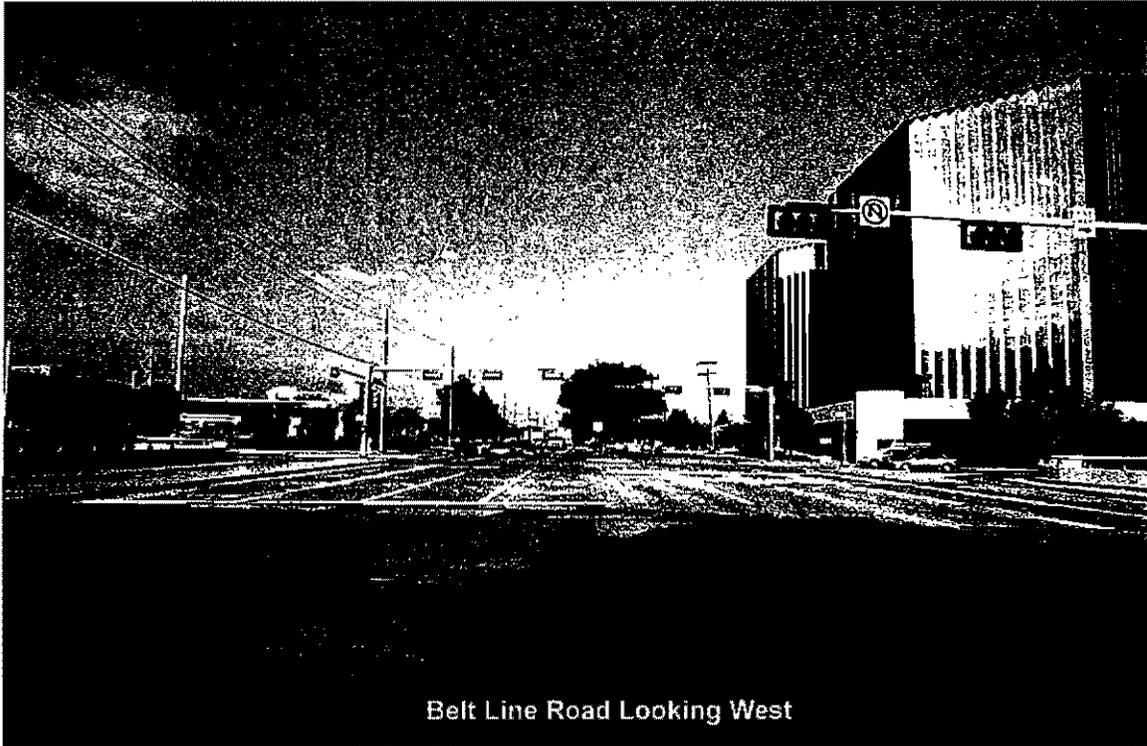
After receiving input from citizen groups in the design charette a preliminary design report will be prepared. The major components for the preliminary design report will be:

- 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.

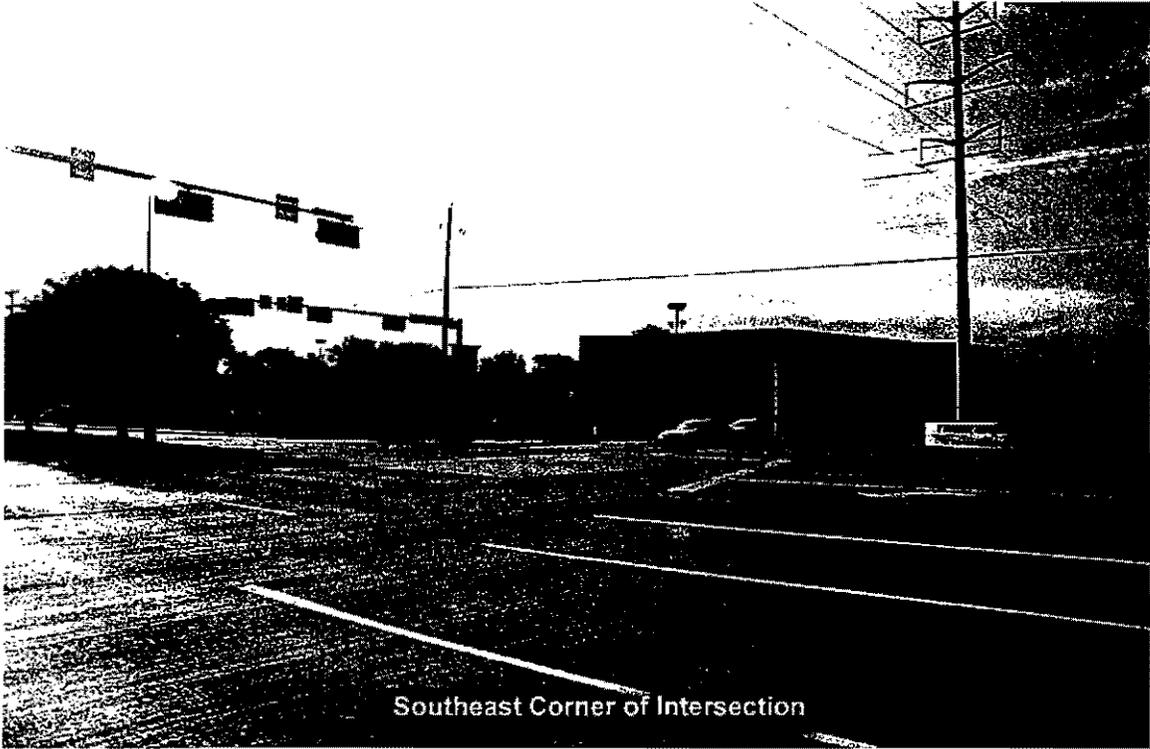
Photographs of the intersection and Belt Line Road are included on the following pages for reference.



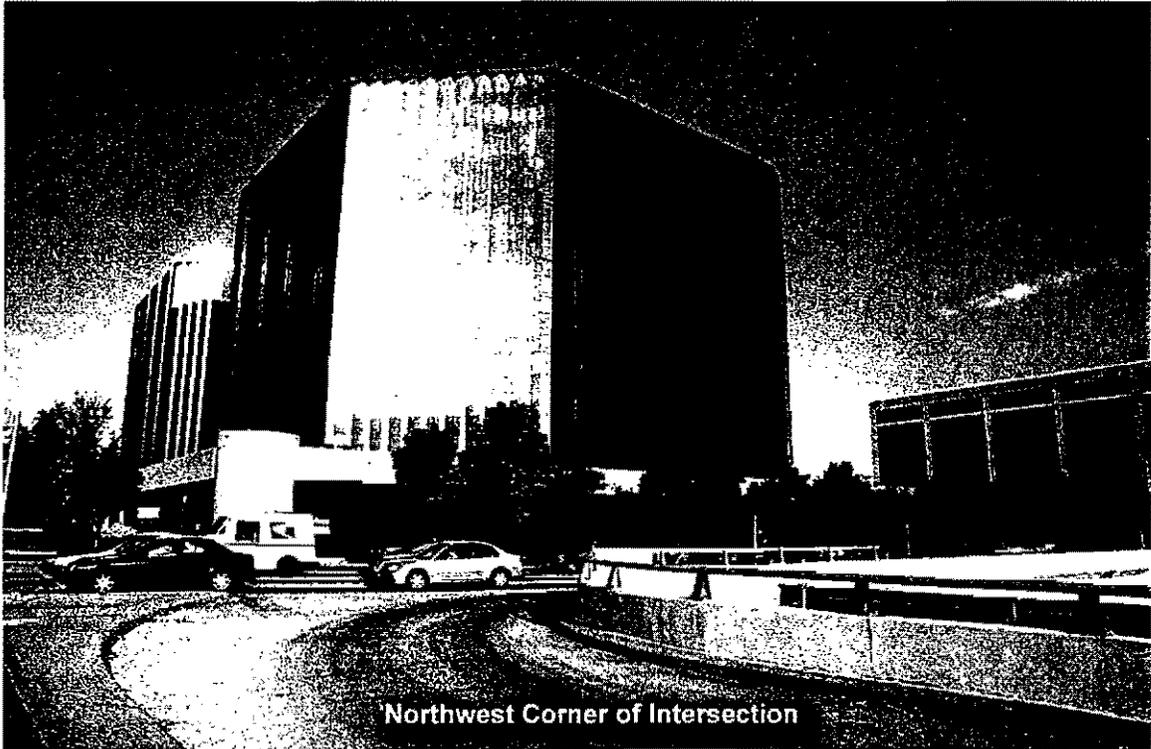
Belt Line Road Looking West



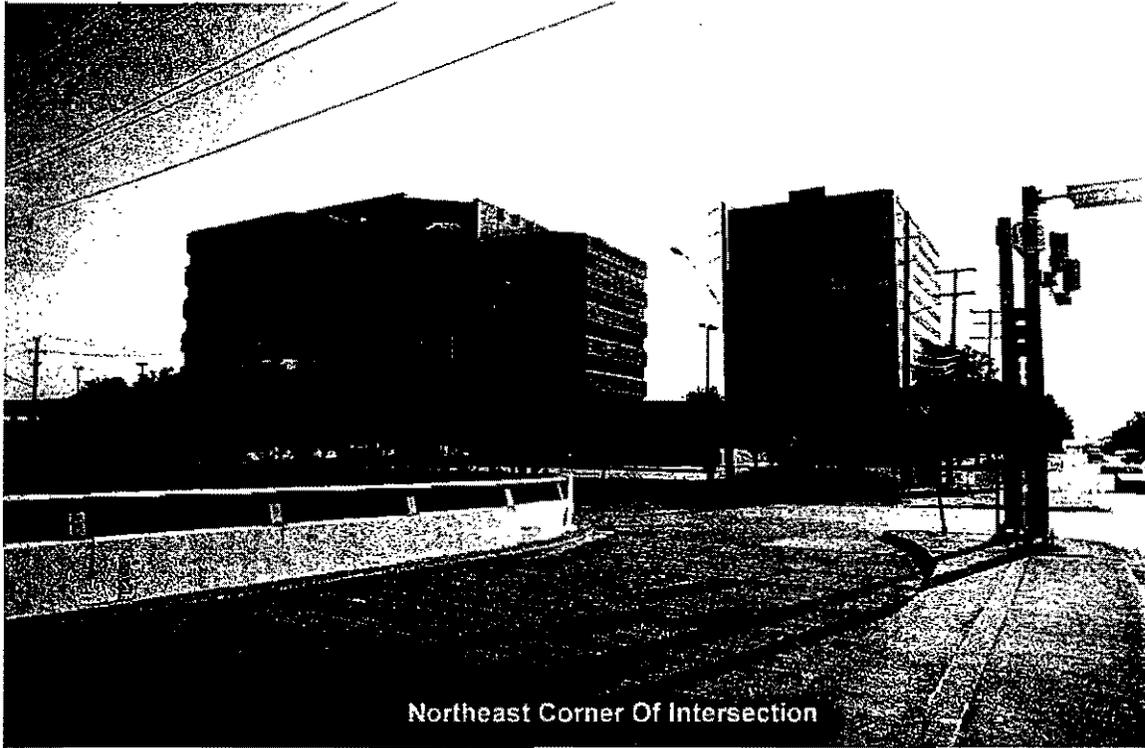
Belt Line Road Looking East



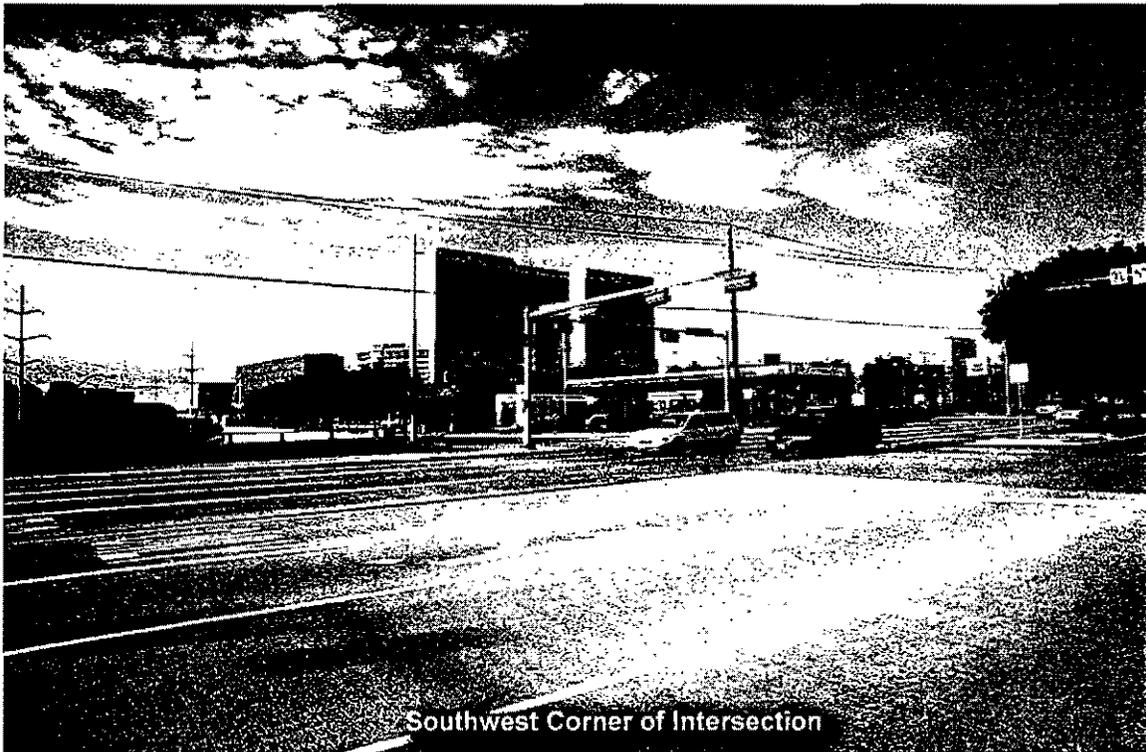
Southeast Corner of Intersection



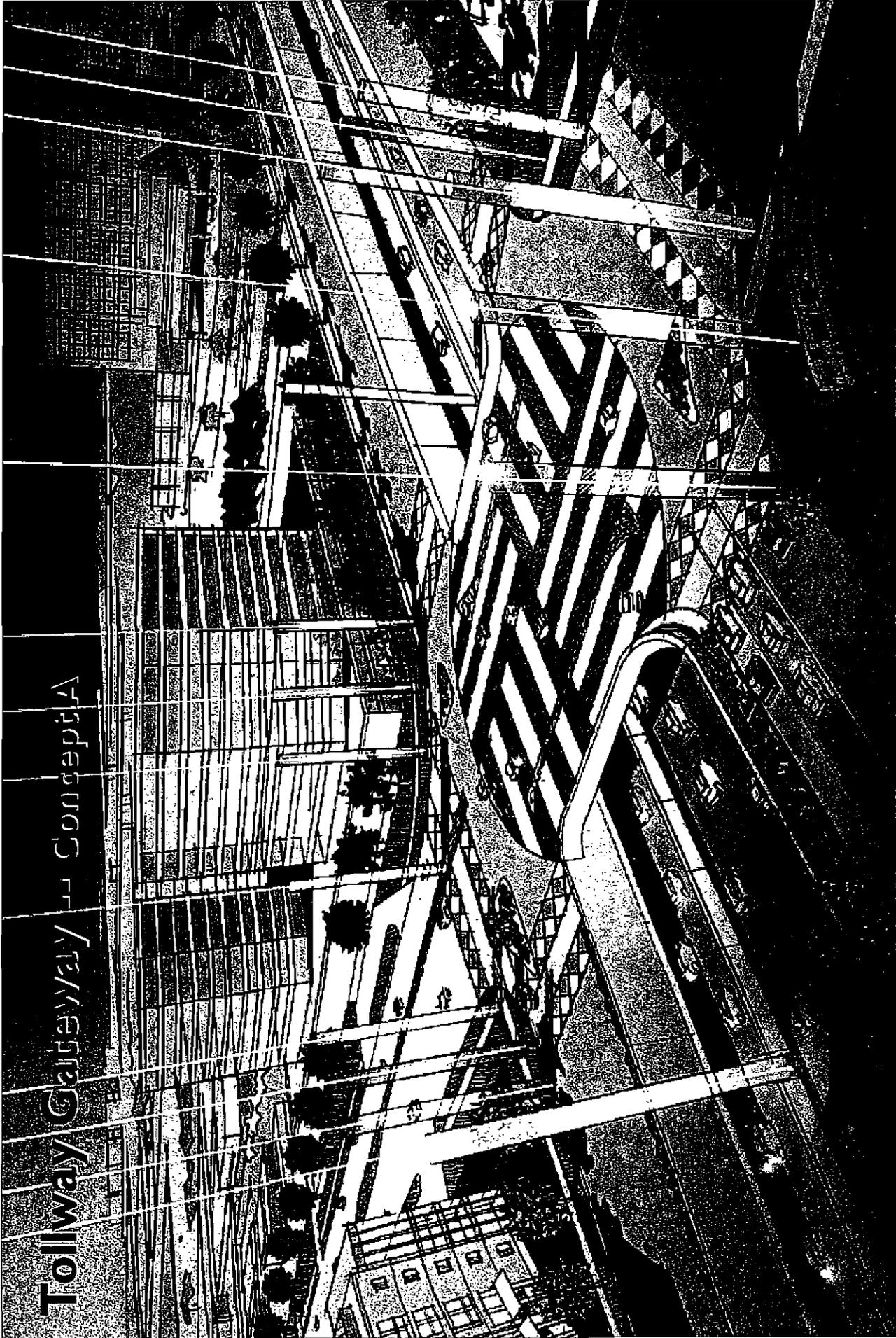
Northwest Corner of Intersection



Northeast Corner Of Intersection



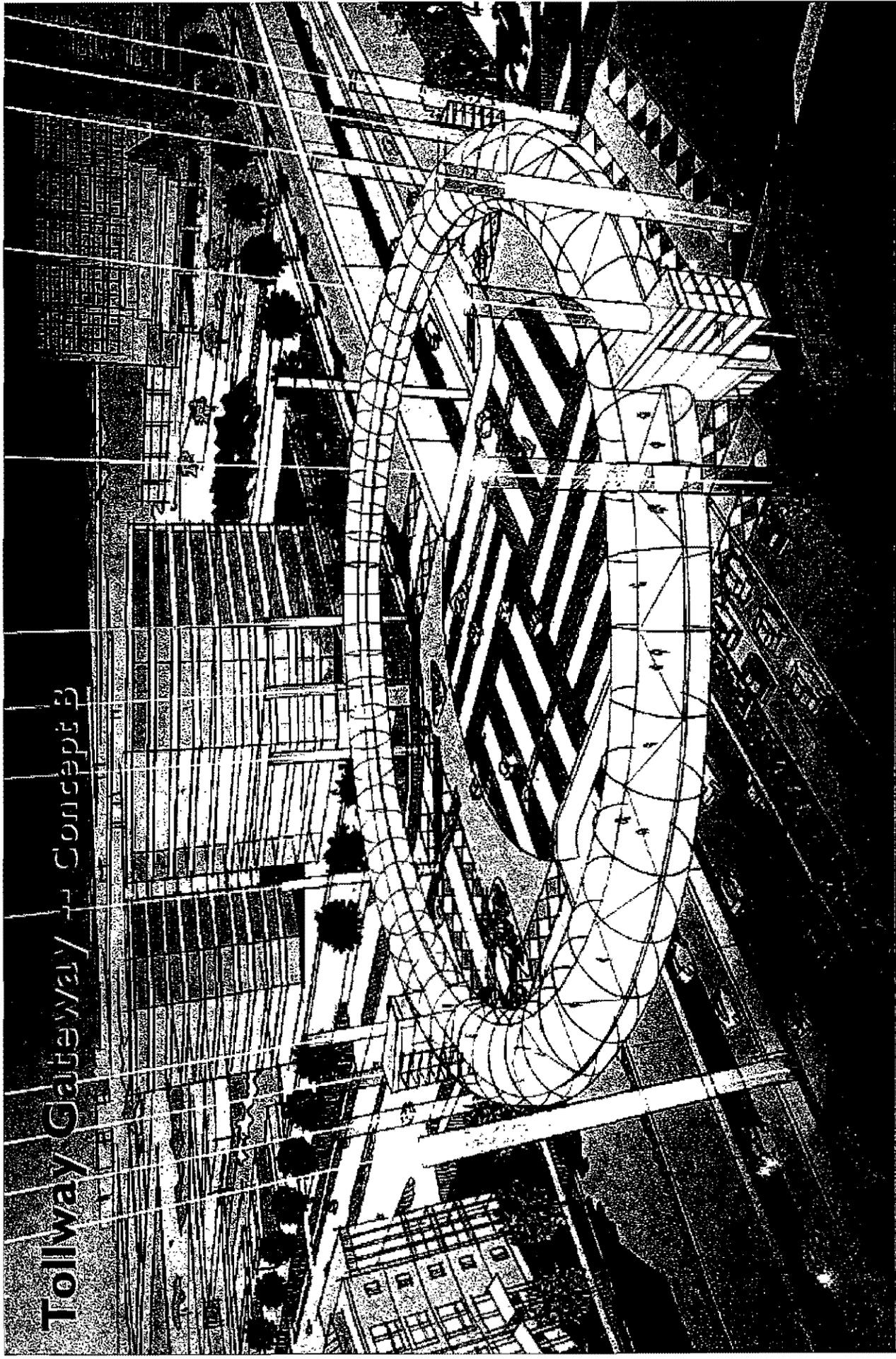
Southwest Corner of Intersection



Tollway Gateway → Concept A

belt line road VISIONING

Advison
RTKL



Tollway Gateway - Concept B

Belt Line road VISIONING

ADDISON
RTKL

Town of Addison Project Application

Project Name (Maximum 30 characters) BELT LINE RD. INTERSECTION IMPROVEMENTS

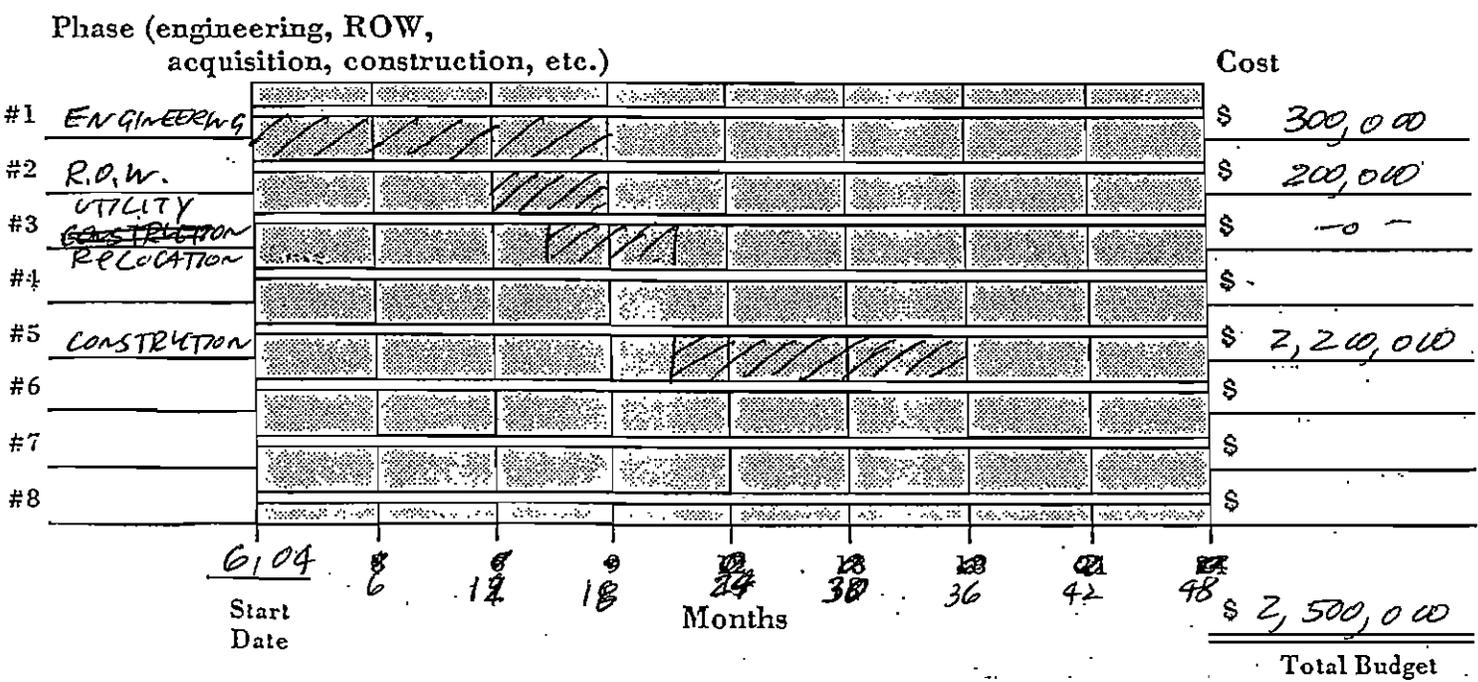
Project Description
IMPROVEMENTS TO THE INTERSECTION OF
BELT LINE RD. & DALLAS PARKWAY, TO ENHANCE
VEHICLE & PEDESTRIAN MOVEMENT IN THE AREA.

Project Type: Operating/Unique Operating/Recurring Capital Special Event

Time to Complete (In months)

Related in Planning Sector :	1	2	3	4	5	6	N/A

Project Time Line



Finance Department Use

Project # _____
 Year _____ Sector _____ Type _____ Free _____ Seq. _____

SIGN IN SHEET

Belt Line / Dallas Parkway Intersection
Improvements

3-24-04

<u>Name</u>	<u>Company</u>	<u>Phone</u>
JIM PIERCE	Town of Addison	972-450-2879
DON HOLZWARTH	Dallas County	214-653-7151
LUKE JALBERT	ADDISON	972-450-2860
STEVE CHUTCHIAN	TOWN OF ADDISON	972-450-2886
ALEX MARTINEZ	CHARTER BURGESS	214-638-0145
AL PETRASCK	"	"
MIKE MURPHY	TOA	972-450-2878
WEN DUNK	TOA	972-450-7037
ALBERTA ROBINSON	Dallas County - PW	214-653-7151
JOHN L MEARS	"	214-653-6407
Robin Jones	TOA	972-450-2871

TOWN OF
ADDISON

PUBLIC WORKS

To: ALEX MARTINEZ

From: STEVE CHUTCHIAN

Company: CARTER & BURGESS

FAX #: 214-638-0447

Date: 4/9/04

No. of pages (including cover): 7

Phone: 972/450-2886
Fax: 972/450-2837

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COKERCompany

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PHASE I REPORT

SINGLE POINT URBAN INTERCHANGE SUPPORT INVESTIGATION BELTLINE ROAD AT NORTH DALLAS TOLLWAY

Prepared By: Michael R. Coker, President
Coker Company
6350 LBJ Freeway
Suite 158
Dallas, Texas 75240
972-726-6130 (V)
972-726-6142 (F)
mrcoker@cokercompany.com

This report is the result of an investigation performed by the Coker Company on behalf of the Town of Addison to determine the level of potential support from a number of governmental and quasi-governmental jurisdictions for the construction of a **single point urban interchange** at the intersection of Beltline Road and the North Dallas Tollway, Dallas, Texas.

EXECUTIVE SUMMARY

There is generally support for the project across the jurisdictions and agencies interviewed. There remains some skepticism about potential improvements in mobility and safety resulting from the operation of this type of interchange. Insuring pedestrian mobility and safety continue to be a theme from a number of the agencies interviewed. Funding, outside of what the Town of Addison has identified, has not been committed, but multiple agencies have indicated a willingness to consider funding if appropriate requests are submitted. Other sources of funds may require significant additional time to acquire.

ASSIGNMENT

The Phase I assignment included contacting officials with the specified jurisdictions and determining or assessing their level of support for the project. Officials in each of the specified jurisdictions were contacted either in person or by telephone.

INVESTIGATION

TOWN OF ADDISON

The Town of Addison, while not one of the jurisdictions to be interviewed, is critical to this assessment of support. Officials and citizens from the town believe that a single point urban interchange (SPUI) design will improve traffic operations at this intersection. To that end, the citizens have authorized a significant source of funding through the Town's capital bond program to underwrite a substantial amount of the land acquisition, design and construction for the project.

The majority of the intersection is within the corporate limits of the city of Dallas. Therefore, obtaining support from the city of Dallas is critical to the potential for success at this intersection.

CITY OF DALLAS

On June 18, Coker Company representatives Michael Coker and Liz Carter met with City of Dallas Public Works and Transportation Director David Dybala and one of his Assistant Directors responsible for the Capital Bond Program, Warren Benoy. Mr. Dybala indicated that he was supportive any intersection design that could improve traffic operations at this intersection. Mr. Benoy indicated that there was money in the upcoming bond election (May 2002) for improvements to the east of the intersection and

that he would work to include as much funding as he could for improvements and/or land acquisition at the intersection.

Mr. Dybala stated that statistical information that supports the contention that a SPUI will demonstrably improve traffic operations and safety would help him market the concept to the City Manager and the City Council. Coker Company representatives advised him that that information was available.

One concern that Mr. Dybala expressed was related to the pedestrian safety issue. His contention is that there is a significant volume of pedestrian traffic that crossed over the Dallas North Tollway during lunch hours and in the evening. Coker Company representatives advised him that the Town of Addison is aware of those concerns and that the engineer/intersection designer is considering all of the opportunities available to ensure the safety of the pedestrian public.

Mr. Dybala and his staff are supportive of the concept and are interested in cooperating with the design and ultimate construction of the project.

COUNTY OF DALLAS

Michael R. Coker met with Dallas County Planning Director, Rick Loessberg and Don Cranford, Assistant Director of Public Works and other senior members of the Department of Public Works regarding the proposed SPUI on July 3, 2001. Their position was that of moderate support. There was no support for providing additional county funding for the project at this time since their funding cycle recently closed, but there was no opposition to the concept provided that the SPUI design actually does improve traffic operations and safety. Like the city of Dallas, there was concern expressed regarding the ability of pedestrians to successfully and safely navigate their way from one side of the interchange to the other.

The County supports the project, especially if it improves mobility and traffic safety.

NORTH TEXAS TURNPIKE AUTHORITY

On July 3, 2001 Michael R. Coker met with the executive director of the North Texas Turnpike Authority, Jerry Hiebert and several senior staff members. They indicated that they did not have a position about the SPUI concept, but guardedly indicated that an improvement to the transportation system would be a good thing as long as construction did not adversely affect their main lane operations on the Tollway. Mr. Hiebert and his staff made it clear that any construction interference with the Tollway's main lanes would necessarily require significant coordination and cooperation.

NTTA staff did not provide any encouragement about funding for any portion of the project.

It is my assessment that NTTA staff are neither supportive nor are they adverse to the concept. They do not want any interchange construction (SPUI or other) to interfere with the Tollway's ability to move vehicles.

DALLAS AREA RAPID TRANSIT AUTHORITY

Coker Company representatives, Michael R. Coker and John Abbott met with senior DART manager, Jack Wierzenski regarding DART's level of support for the concept and whether or not they would be able to contribute any funding to the land acquisition, design or construction of the project. DART supports any transportation improvement that reduces congestion, improves circulation and vehicular through put, and that does not adversely affect pedestrian mobility or safety. He indicated that the Town of Addison receives money from DART for them to use for transportation improvements that are important to the overall transportation system and that are consistent with traffic and safety issues, and that assist in reducing the environmental impacts of vehicular transportation.

TEXAS DEPARTMENT OF TRANSPORTATION

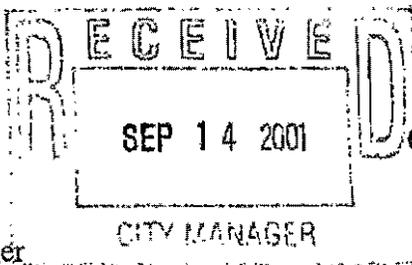
The Coker Company discussed the project with staff at the TXDOT regional office. While there was not an expression of support for the project, neither was there opposition to the project. TXDOT supports projects that improve mobility and that reduce adverse air quality impacts. There was no indication of a willingness to support the project financially.

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

In a telephone conference with Michael Morris at the North Central Texas Council of Governments, it was determined that there is support for the project if it does improve mobility. It was also determined that funding for projects of this type can be made available, but the process included an application and review process that can take a long time. Coker Company recommends that the application process be commenced, especially with as many of the potentially affected jurisdictions (including DART) as possible in sponsorship roles.

CONCLUSION

There is a consensus of support for the project, especially if this design can improve mobility, reduce operational costs, and not adversely affect pedestrian mobility and safety. There remain some skeptics regarding the forecasted mobility improvements and projected costs for the design and construction of the project. Additional funding, while potentially available, has not been committed. The Coker Company recommends that the Town of Addison and the other potentially affected jurisdictions pursue all available avenues of financial support for the project.



COKERCompany



September 14, 2001

Ron Whitehead, City Manager
Town of Addison
Town Hall
5300 Belt Line Road
Addison, Texas 75240

6350 LBJ Freeway
Suite 158
Dallas, TX 75240
972.726.6130 Voice
972.726.6142 Fax

Re: Phase I Report for Single Point Urban Interchange Jurisdictional Support Investigation

Dear Mr. Whitehead,

Attached you will find the Phase I Report to determine the level of support for the construction of a Single Point Urban Interchange (SPUI) at the intersection of Beltline Road and the North Dallas Tollway, Dallas, Texas.

The objectives of Phase I of the assignment were to determine the level of support for the construction of a SPUI at this intersection and to obtain concurrence and approval, if possible, of the project from the City of Dallas, Dallas County, the Texas Department of Transportation, Dallas Area Rapid Transit, the North Texas Turnpike Authority, and the North Central Texas Council of Governments.

The Coker Company met with representatives from various jurisdictions and the general consensus was that if the SPUI design could effect a measurable improvement in the intersection's efficiency at a cost that would not be unreasonable for the traffic improvement created, that the project should be pursued. None of the jurisdictions put their position in writing, but the attached report provides a synopsis of discussions, issues, and opinions from the interviewees about the proposed project.

During discussions with the jurisdictions, we did discuss funding opportunities and potential jurisdictional funding support. My impression is that the City of Dallas is inclined to participate at some, unspecified level in the construction of the intersection since it is in the City of Dallas. Dallas County indicated that any funding for the next three years has already been prioritized and would not likely be assigned to this project. DART indicated that the Town of Addison has received their allocation of DART related funding and that the Town may allocate a portion of this funding to this project in accordance with the standards and requirements of the funding agreement. The Council of Governments, as the MPO (Metropolitan Planning Organization) empowered with the distribution of TEA 21 funds, indicated that application could be made through that organization, but that project funding may not be available and if funding were made available, that the funding cycle would more than likely occur following the target dates for design and construction. NTTA did not offer any funding for the project during this support investigation.

Page 2
Whitehead Letter
September 14, 2001

Support for the project is generally good with the related jurisdictions. Coker Company recommends that that Town of Addison vigorously pursue additional funding resources from the City of Dallas, NCTCOG, DART and others to fully fund the land acquisitions required, the engineering and ultimately the construction of the interchange.

Sincerely,
Coker Company

A handwritten signature in cursive script, appearing to read "Michael R. Coker".

Michael R. Coker, AICP
President

HP LaserJet 3200se



HP LASERJET 3200

APR-9-2004 9:10AM

Fax Call Report

Job	Date	Time	Type	Identification	Duration	Pages	Result
266	4/ 9/2004	9:07:51AM	Send	92146380447	2:05	7	OK

TOWN OF
ADDISON

PUBLIC WORKS

To: ALEX MARTINEZ

From: STEVE CHUTCHIAN

Company: CARTER & BURGESS

Phone: 972/450-2886
Fax: 972/450-2837

FAX #: 214-638-0447

Date: 4/9/04

16801 Westgrove
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No. of pages (including cover): 7

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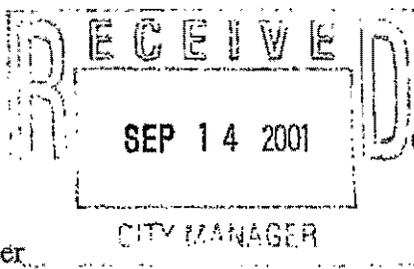
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Whitehead Letter
September 14, 2001

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Sincerely,
Coker Company

A handwritten signature in black ink, appearing to read "Michael R. Coker". The signature is written in a cursive, flowing style.

Michael R. Coker, AICP
President

Steve Chutchian

From: Mike Murphy
Sent: Tuesday, April 13, 2004 3:04 PM
To: Steve Chutchian
Subject: Set up meeting

Steve,

I need for you to set up a meeting with Carter Burgess and Dallas County (rep) to meet and discuss the Belt Line Street Scape project and how it relates to the so-called SPUI, with Paris Rutherford (RTKL), Lea Dunn and us.....

The dates that are available are Monday April 19th at 2:00pm or anytime on Thursday 22nd. (Lets have in Service Center Conf Room)

Mike

Michael E. Murphy, PE

Director of Public Works

(972) 450-2878 Work

(214) 215-5280 Mobile

(972) 450-2837 Fax

E-Mail: mmurphy@ci.addison.tx.us



DEPARTMENT OF PUBLIC WORKS

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Carter=Burgess

Albert C. Petrasek, Jr., Ph.D., P.E.
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DEPARTMENT OF PUBLIC WORKS

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E-Mail: martinezao@c-b.com
www.c-b.com

SIGN IN SHEET

Belt Line / Dallas Parkway Intersection
Improvements

3-24-04

<u>Name</u>	<u>Company</u>	<u>Phone</u>
Jim Pierce	Town of Addison	972-450-2879
Don Holzmann	Dallas County	214-653-7151
LUKE JALBERT	ADDISON	972-450-2860
STEVE CHUTCHIAN	TOWN OF ADDISON	972-450-2886
ALEX MARTINEZ	CARTER BORGES	214-638-0145
AL PETRASEK	"	"
Mike Murphy	TOA	972-450-2878
Her Dunk	TOA	972-450-7037
Albena Robinson	Dallas County - Phil	214-653-7151
✓ JOHN L. MEARS	"	214-653-6407
Robin Jones	TOA	972-450-2871

Belt Line/Dallas Parkway Intersection Improvements

3-24-04

Our goal - Improve efficiency of the intersection.

We had little support from Dallas & NTTA for a true SPDI
This project must "tie in" with the re-invention of Belt Line Rd.

We want to scope a project that will improve the efficiency of the intersection

Don H. Define stakeholders. ROW takes time! Get stakeholders involved.
C&B - This job needs to be scoped

Traffic needs to be studied wrt:

Completion of Arapaho

Changes @ Preston Wood Center

Extension of Montfort Drive

Are there any ROW issues

Pedestrian issues must be addressed

Pedestrian friendly - important

Invite C&B and County reps to the meetings on reinventing Belt Line

Next step - scope determination

No schedule yet for BL Streetscape. Should have it at the next meeting.

→ Set up a meeting with RTKL, Lo & C&B

Steve Chutchian

From: Jim Pierce
Sent: Monday, January 26, 2004 4:34 PM
To: Steve Chutchian
Cc: Mike Murphy
Subject: RE: Belt Line @ Dallas Parkway (10303)

Please contact Mr. Mears and let him know. Thanks,

Jim Pierce, P.E.
Assistant Public Works Director
P.O. Box 9010
Addison, TX 75001-9010
972-450-2879

-----Original Message-----

From: Steve Chutchian
Sent: Monday, January 26, 2004 11:05 AM
To: Jim Pierce
Subject: RE: Belt Line @ Dallas Parkway (10303)

Jim: I am holding up on scheduling this meeting until Mike gives us the o.k. Thanks.
Steve C.

-----Original Message-----

From: Jim Pierce
Sent: Wednesday, January 21, 2004 6:03 PM
To: Steve Chutchian
Cc: Mike Murphy; Jim Pierce; Luke Jalbert; Robin Jones
Subject: FW: Belt Line @ Dallas Parkway (10303)

Steve: Please set up the meeting

Jim Pierce, P.E.
Assistant Public Works Director
P.O. Box 9010
Addison, TX 75001-9010
972-450-2879

-----Original Message-----

From: John Mears [mailto:JMears@dallascounty.org]
Sent: Wednesday, January 21, 2004 12:59 PM
To: Jim Pierce
Cc: ARobinson@dallascounty.org; dholzwarth@dallascounty.org
Subject: Belt Line @ Dallas Parkway (10303)

I would like to set up a kick-off meeting for the above project in the next couple of weeks. Please let me know what days/times you might be available (more than one option usually helps) and if you like to have the meeting here or at your office. The consultant said that they're fairly open at this point.