

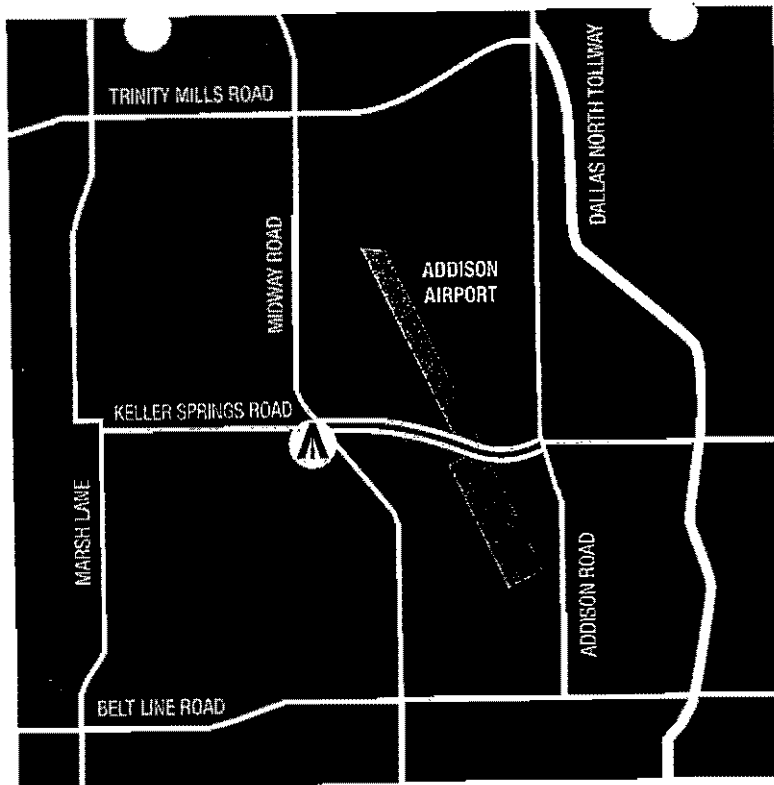
1999 KELLER SPRINGS TUNNEL -  
PRESS



Wondering if there's a light at the end of the tunnel? We won't keep you in the dark any longer. Join us February 17, when the RTTA and the Town of Addison turn the lights on in the tunnel for a night of swank music and swing dancing.

**ADDISON AIRPORT TOLL TUNNEL**  
February 17, 1999, 4:30 P.M.





**Addison Airport Toll Tunnel Grand Opening:**  
Approach west entrance to tunnel from Midway Road. Follow signs for parking.  
Parking is somewhat limited — please rideshare, if possible.

# R.S.V.P.



Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

Guests (Please print) \_\_\_\_\_  
\_\_\_\_\_

**Mail to: Addison Airport Toll Tunnel Grand Opening, 1000 West Weatherford,  
Fort Worth, Texas 76102. Or you may fax this card to 817-332-6044.**



**PLACE  
STAMP  
HERE**

**Addison Airport Toll Tunnel Grand Opening  
1000 West Weatherford  
Fort Worth, Texas 76102**

**FACTS ABOUT THE ADDISON AIRPORT TOLL TUNNEL**

Project length.....3,700 feet.

Tunnel length.....1,650 feet.

Cost.....\$20,000,000.

Depth.....28 feet from ground level to the roof of the tunnel.

Width.....40 feet wide outside the tunnel; 28 feet wide inside.

Toll.....50¢ one way.

First toll tunnel in Texas.

Year 2000 projected transactions per day.....15,600

Construction began March, 1997; 45 construction workers and 140,000 man-hours were needed to complete the project.

More than 170,000 tons of dirt and rock were removed to create the tunnel. Most of this material was transported to the President George Bush Turnpike for the Midway Rd. to Frankford Rd. segment, which will begin construction in April, 1999.

Partner Agencies: North Texas Tollway Authority, the Town of Addison, the City of Carrollton, Dallas County and the Federal Aviation Administration.

**NTTA**

**NORTH TEXAS TOLLWAY AUTHORITY**



*Addison!*

**Lighting Ceremony**

*Addison Airport Toll Tunnel*

4:30 p.m.  
February 17, 1999

## **ADDISON AIRPORT TOLL TUNNEL**

*The Addison Airport Toll Tunnel is located just west of the Dallas North Tollway in the center of the Town of Addison. It links Keller Springs Road on the east side of the Addison Airport to its continuation on the west side, enhancing east-west traffic flow in the busy north Dallas/Addison area.*

*The tunnel project is 3,660 feet in length from Addison Road to Midway Road and the tunnel itself is 1,650 feet.*

*The tunnel is two lanes in width, providing one lane in each direction. There is sufficient right-of-way for an additional tunnel, which would provide for separate traffic.*

*Keller Springs road connects to North Central Expressway (US 75) via Campbell Road to the east and to IH 35E via Whitlock Lane in the west. Completion of the Addison Airport Toll Tunnel is expected to contribute greatly to relieving traffic congestion on Belt Line Road in the area.*

*The Addison Airport Toll Tunnel is the result of close cooperation among the North Texas Tollway Authority, the Town of Addison, the City of Carrollton and Dallas County. Its success will contribute to the continued growth of one of the most dynamic areas of the country.*

## **PROGRAM**

*Welcome and Introduction of Guests*

*David D. Blair, Jr.  
Director  
North Texas Tollway Authority*

*Remarks*

*The Honorable Lee Jackson  
Dallas County Judge*

*The Honorable Jim Jackson  
Dallas County Commissioner*

*The Honorable Richard Beckert  
Mayor, Town of Addison*

*The Honorable Milburn Gravley  
Mayor, City of Carrollton*

*Lighting of the Tunnel*

*Refreshments*

## TELEPHONE LISTING

7 April 1999

NAME	ORGANIZATION	OFFICE TELEPHONE	OFFICE FACSIMILE *	PAGER NUMBER *	MOBILE NUMBER *	EMERGENCY TELEPHONE *
AATI	Operator	972-248-7733	972-248-2410			
Abbott, Bill	H. B. Zachry	972-262-8898	972-264-5597	214-344-7264	817-485-6459	817-485-6459
Abrams, Tim	Terra-Mar	972-488-8800	972-488-8080			
Addison, Town of	Service Center	972-450-2871	972-450-2837			972-450-7157
Aguirre	Main Office	972-788-1508	972-788-1583			
Airport	Weather	972-239-9776				
Aldridge, Don	Brown & Root	972-267-0444	972-267-0445		972-523-9481	972-315-9098
Baker, Bob	NTTA Maintenance	214-747-1468	214-749-0237		214-532-5783	
Barber, Mike	Renaissance	817-240-1223	817-464-3347	214-814-5560	214-536-0710	
Baumgartner, John	Town of Addison	972-450-2886	972-450-2837			972-450-7157
Beidelman, Tim	Southwestern Bell	972-234-7085	972-234-7062			972-234-7002
Blain, John	DRB	972-583-3936	972-583-3936			
Bouma, Mark	NTTA	972-267-0465	972-267-0469		214-725-6278	
Brown & Root	#6 Barrier Plaza	972-231-7897				
Brown & Root, Inc.	Main Office	972-267-0444	972-267-0445			
Browne, James	HDR	972-960-4452	972-960-4471			
Campbell, Chris	Brown & Root, Inc.	972-985-9863	972-267-0445		972-740-2530	214-887-3632
Carrollton, City of	Main Office	972-466-3000				
Chasey, Bob	Aguirre	972-789-2664	972-788-1583			
Coletti, Domenic	HDR	972-960-4400	972-960-4471			
Cooper, Gary	Whitehall Realty	972-669-9796	972-669-9630			
Coronado Builders	Main Office	817-784-6086	817-784-1990			
Cortes, Tommy	S & J Electric Serv.	817-560-0000	817-560-0555	817-432-8337		
Crain, Chris	TCI Cable	972-840-5837	972-271-4535			
Cullins, Leroy	NTTA	972-267-0465	972-267-0469		214-532-5787	
DeVane, Alvin	FAA ATCT	972-239-3725	972-490-4338			
Ellis, Bruce	Town of Addison	972-450-2847	972-450-2837			972-450-7157
FAA Tower		972-239-3725	972-490-4338			
Forsythe, Sterling	Mateo Consulting	972-233-6700	972-233-7709			
Fredrich, Howard	DRB	281-242-5770	281-242-9177			713-242-1462
Ginn, Wayne	Ginn Cooperation	972-248-4900	972-931-1452			
Gleason, Danny	Zachry/Monterey					
Grady, Jim	Mas-Tek	214-467-0669	214-467-0671			
Gray, Tom	Half Associates	972-267-0444	972-267-0445			972-576-2717
Grief, Eric	Brown & Root	972-267-0444	972-267-0445			
Gruenberg, Roy	Whitehall Realty	972-689-9794	972-689-9630			
Guillermo, Fortiz	Rebcon, (Safety)	972-444-8230		972-269-9910	972-979-6896	
Half Associates	Main Office	214-739-0094	214-739-0095			
Hawkins, Tracy	Brown & Root, Inc.	972-612-3592	972-758-7386		972-679-3627	
HDR Engineering	Main Office	972-960-4400	972-960-4471			
Hershman, Michael	Eagle Equity	972-770-2257	972-770-2210			972-699-5505
Heuer, Ron	DRB	815-675-2003	815-675-9005			
Hilton, Greg	TU Electric/Gas	972-323-8913	972-323-8925			



## TELEPHONE LISTING

7 April 1999

NAME	ORGANIZATION	OFFICE TELEPHONE	OFFICE FACSIMILE *	PAGER NUMBER *	MOBILE NUMBER *	EMERGENCY TELEPHONE *
HNTB	Main Office	972-661-5626	972-661-5614			
Hooper, Peggy	Terra-Mar	972-488-8800	972-488-8080			
Hope, Daniel	Brown & Root, Inc.	972-407-9448	972-407-9836		972-467-6745	
Horn, Kurt	AATI (x.104)	972-248-7733	972-248-2416	214-249-2038		Pager +911
Hot Line	Brown & Root	972-276-0020				
Howman, Keith	HDR	972-960-4493	972-960-4471			817-488-7550
James, George	Zachry Constr Corp	972-862-9234				
Kaminski, Bruce	Long Shots	972-713-0127	972-713-0545	972-713-0000		
Kan, Yuri	Parsons	817-337-7300	817-337-0780		972-768-6332	
Kelley, Tommy	Brown & Root	972-267-0444	972-267-0445		972-467-6744	940-665-7527
Kemp, Bobby	Brown & Root	972-267-0444	972-267-0445		972-467-6743	972-399-8511
Latham, Tim	Brown & Root	972-612-3592	972-758-7386		972-740-2483	
Leech, William	Brown & Root	972-267-0444	972-267-0445		972-740-2485	972-267-0425
Lehue, Jerry	Half (Surveyor)	214-739-0094	214-739-0095			214-346-6319
Lewallen, Joe	H. B. Zachry	972-262-8898	972-264-5597	214-344-8651	214-535-1050	903-874-4389
Limam, Majed	Zachry Constr Corp	972-862-9234			972-824-0609	214-739-6984
Linamen, Rich	Lachel	703-551-4609	703-497-0537			540-720-5426
Markiewicz, Jeff	Town of Addison	972-450-2860	972-450-2837			
Martin, J.D.	Zachry/Monterey	972-262-8898	972-264-5597		214-532-7885	972-724-1437
Martin, Kenny	TU Electric/Gas	972-323-8942	972-323-8925			
Massie, Brian	Renaissance	814-240-1223	817-464-3347	214-833-1503	214-546-7599	
Mas-Tek	Home Office	972-709-7384				
Mateo Consulting	Home Office	972-233-6700	972-233-7707			
Miller, Richard	Mateo Consulting	972-233-6700	972-233-7709			
Molloy, Martin	Half Associates	214-739-0094	214-739-0095			
Morton, Gaye	Brown & Root	972-612-3592	972-758-7386			972-672-4281
Mullins, Bill	Metco Enviro.	972-931-7127	972-931-8398			
NTTA	Main Office	214-522-6200	214-528-4826			
NTTA	Project Office	972-267-0465	972-267-0469			
NTTA	Security (24Hrs.)	972-866-2539				
Pace, Jim	NTTA	214-522-6200	214-582-4826			
Pickett, Scott	Rebcon (P.C)	972-231-0145	972-231-9783	972-949-1163	972-824-6735	817-483-0647
Pogosov, Rem	Half Associates	214-739-0094	214-739-0095			972-234-6311
Powell, Elmer	Metco Enviro.	972-931-7127	972-931-8398			
Rebcon, Inc.	Barrier Plaza #6	972-231-3481				
Renaissance	Home Office	972-621-0077				
Ryan, Zane	AATI (x 105)	972-248-7733	972-248-2416	214-322-8167		972-438-7476
S & J Electric Serv.	Main Office	817-560-0000	817-560-0555			
Sands, Bob	Southwestern Bell	972-234-7084	972-234-7057			
Sarek, George	Lachel	303-279-4321	817-545-6763			817-545-6763
Satre, Dennis	Half Associates	972-509-0860	214-739-7086		214-914-6364	972-230-0223
Schumann, James	Rebcon (Super Int.)	972-231-3481		817-679-2007	972-965-3681	214-509-1882

**TELEPHONE LISTING**

7 April 1999

NAME	ORGANIZATION	OFFICE TELEPHONE	OFFICE FACSIMILE *	PAGER NUMBER *	MOBILE NUMBER *	EMERGENCY TELEPHONE *
Smith, Jodie	TU Electric/Gas	972-888-1317	972-888-1304			972-791-2888
Souder, Andrew	Carrollton Traffic	972-446-3606	972-466-0511			
Terra-Mar	Main Office	972-488-8800	972-488-8080			
Threadgil, Stan	NTTA Maintenance	214-747-2703	214-749-0237		214-725-6376	
Tillett, George	HDR	972-960-4400	972-960-4471			
Tunmer, Chris	Brown & Root, Inc.	972-407-9446	972-407-9636		972-740-2484	972-370-2086
Vaughn, James	Brown & Root, Inc.	972-267-0444	972-267-0445			972-488-3975
Walton, Mary	Brown & Root, Inc.	972-267-0444	972-267-0445			972-557-7552
Yesenik, Jim	Terra-Mar	972-488-8800	972-488-8080		214-869-0127	817-265-1655
Zachry Constr Corp	Marsh Lane	972-862-9234				
Zachry, H. B.	Main Office	972-262-8898	972-264-5597			

# TOLL ROADS NEWSLETTER

Number 35

A MONTHLY ON TURNPIKES TOLLING &amp; ROAD PRICE ISSUES

January 1999

Published at 301 East Third Street, Frederick, Maryland, 21701-5316 U.S.A. 12 monthly issues \$200 in U.S. corporate/agency, or \$90 personal, subscription. See back page. Publisher & editor Peter Samuel tel 301 631 1148 fax 301 631 1248 e-mail tollroads@aol.com website www.tollroads.com ISSN 1089-5760



DALLAS TX

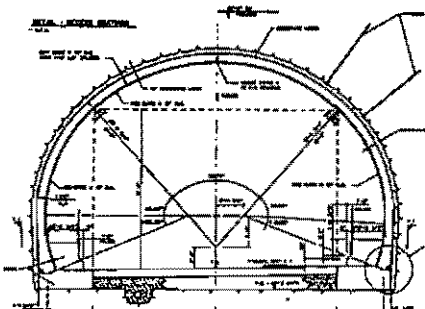
## Swank L'il Toll Tunnel Opens under Airport

There's a big party with lots of "swank" music and "swing" dancing, they call it, and western food and drink about 60 feet under the main runway of the exec-jet/freight Addison Airport, Dallas TX late afternoon Feb 17 to open a new toll tunnel. By world standards it's a very little tunnel, half a click or a third of a mile long, portal to portal, and just a lane each direction, but it is a big project for what it represents and what it will do for local people.

These guys haven't been employing lobbyists in Washington DC or the state capital Austin to squeeze 'pork' out of the governmental system or big bucks out of taxpayers somewhere else in the country. In the best western tradition they've said: "We'll do it ourselves. We'll cough up a couple of quarters a trip for the extra amenity and convenience we'll get."

The Addison Airport Toll Tunnel will provide commuters and business people and moms and dads and delivery trucks and a lot of other diverse traffic a straight shot east-west Richardson to Carrollton along the Keller Springs Road and between the Keller Springs Rd interchange of the Dallas North Tollway and points west. And it will take a few big rigs off local streets. A Wilbur Smith traffic and revenue study

cont p2



## ELECTRONIC TOLLING

### Triborough Transformed

Francis Ford Coppola has been spending time in New York City to begin a film called Metropolis which will focus on some of the larger than life personalities of recent New York history like the late Robert Moses. Called "The Power Broker" by biographer Robert Caro, Moses was the dominant figure in the construction of New York's major expressways, parkways, and its great bridges between 1924 and 1968. He founded the Triborough Bridge (later 'and Tunnel') Authority, and by making it a self-financing city authority he was able to wield great power without ever having to run for office. He had avid supporters and passionate enemies, and TBTA was constantly in the news. No more.

Nowadays known as MTA Bridges and Tunnels (MTA B&T) it is run by Michael C. Ascher, an engineer from the transit side of MTA, and before that from nuclear power. Ascher and his colleagues work out of a modest gray 3-story office building, the Robert Moses Building, located in the shadow of the elevated Manhattan plaza of the Triborough bridge on Randall's Island in the East River.

Coppola got himself an E-ZPass tag to use during his New York stay and thought it was something amazing. When he visited the Moses building two months ago, he immediately chatted about E-ZPass and asked Ascher: "When are you going to bring E-ZPass to San Francisco?"

Caltrans of course is making its own efforts with MFS to implement electronic tolling (ET) on the Bay area bridges closer to Coppola's homeland, but it is striking that it is New York City's ET implementation that has become so famous - and envied by guys who live alongside Silicon Valley.

The success of E-ZPass has transformed the public image of the MTA B&T with New Yorkers too. The improvements are readily observed.

Take the Brooklyn Battery Tunnel (BBT), where traffic volume is up 16% this year while congestion is way down. Ed Wallace the general manager of the BBT is obviously



BBT links the Battery at the southern tip of Manhattan to Brooklyn (foreground). Staten Is is off the pic left. Courtesy Unique Media Maps.

proud of the way this tunnel now operates. He says that a combination of E-ZPass technology and special provision for bus/HOV have dramatically increased the capacity of the crossing.

The whole place looks a lot better than I recall it when I lived in New York 17 years ago. Then trash blew around and the Triborough facilities had a generally rundown appearance. It certainly isn't Scandinavian neat-and-tidy yet, but a lot cleaner. And the people there look as if they care for things. They seem to quite enjoy their work from the chatter around their office and the change rooms, and from their general demeanor. A happy crew.

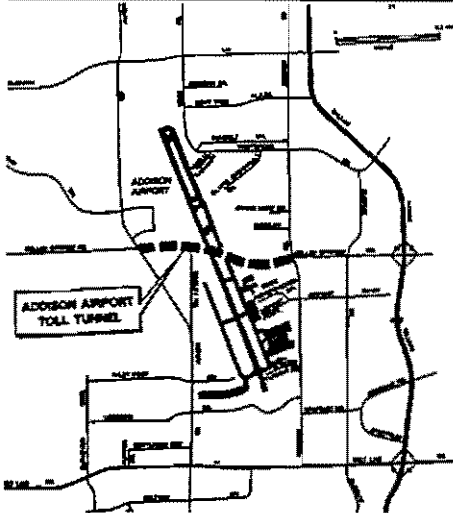
For about 40mins Jan 20, I stood with Wallace at the toll plaza on the Brooklyn end of the tunnel watching the evening

continued right side bottom p2

Bridges and Tunnels  
Triborough Bridge and Tunnel Authority

## INSIDE

- 5: SPECIAL ROUNDUP - Electronic Tolling in North America
- 12: CORRECTION: E-ZPass Funding
- 13: MFS Hit with Penalties by NJ Consortium
- 13: Trial of Semi-Automated Occupancy Count in Texas Disappoints
- 14: Six Road Pricing Projects for Study in MD
- 15: Dulles and Mass pikes Hit by Errant Trucks
- 15: Al Gare's Liveability Agenda Knocks Roads
- 16: Hwy 407 Sale Mysteries
- 16: Newt's Greatest Act - Cox for Amtrak



Addison Airport Tunnel is 20km (12mi) north of Dallas CBD, just off Dallas North Tollway and between the LBJ-Fwy I-635 and the Geo Bush Turnpike (u/c)

estimated that 12.5k veh/day on opening (and 21k veh/day in 2010) would pay 50c/trip to save up to 2 miles (3km) and 9mins with a couple of signalized intersections jogging north or south. That amounts to tolls of \$2.3m/yr on opening (and \$3.8m/yr in 2010) plus some extra revenue on the N Dallas Tollway itself (\$445k/yr on opening and \$800k in 2020.)

On that basis this \$15m project (\$13m for the tunnel itself and \$2m for the toll plaza and approach roads) will be self-financing. That "swank" party down under the runway at Addison will rightly celebrate a good road project that will improve the quality of local life without slipping a hand into other people's pockets via the tax collector.

Project manager Mark Bouma of the North Texas Tollway Authority, Bill Leech engineering supervisor of Brown & Root, and Dan Hubenak of Zachary Monterrey the

tunnel contractor and their staffs completed the tunnel to contract price in 16 months. By contrast the permitting, studies and financing took 7 years!

The tunnel construction was not uneventful. A ten ton rock fell from the roof two-thirds through tunneling. And before they had built a retaining wall they had quite a rockslide on one approach ramp - 600 cub yds of rock that came rumbling down uninvited, blocking the entrance to the tunnel. That set them back a few weeks. Fortunately no one was hurt in either of the incidents.

The airport is a busy one with just the single runway so the tunnel had to be mined underneath it. Exploiting what is often called the New Austrian tunneling method they used quite basic machinery, a single roadheader with a grinding head that grinds the rock up at the face and sends gravelly material onto a conveyor belt into waiting dump trucks. That cuts out the "heading" or top of the tunnel section. A jumbo with a rotary drill was used to insert rock bolts into the rock to put it into compression and stabilize it, the number and depth of the anchors being calculated for a 'just-enough' support, along with stiff quick drying concrete (shotcrete) 'shot' onto the walls. The shotcrete was reinforced not with conventional rebar but with economical shards of steel called fiber reinforcement. A D9 dozer with a rear ripper then tore out 'benches' deepening the tunnel progressively downwards, as wheel loaders put the stuff in trucks which drove it out the tunnel.

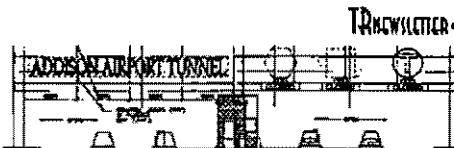
As usually happens in tunneling they ran into some underground water and had to intensify their anchoring and provide

Tunnel data	
Length:	485m (1590') portal to portal
Width:	11.9m (39')
Height:	8.5m (28')
Excavation:	by Mitsui roadheader, Cat D9 ripping
Method:	top heading and benching down
Primary support:	rock bolts & shotcrete
Tunnel top to ground level above:	8.8m (29')
Travel lanes:	2
Toll lanes:	6
Forecast traffic:	12.5k to 21k veh/day
Toll:	50c all vehicles
Payment modes:	collector(s), coin, ET
Project cost:	\$15m

drainage systems and pumps. The water was at what they call a reverse fault in the rock. Then there was waterproof lining, reinforcement, horseshoe shaped concrete finishing, and roadway pavement, small side walkways, lighting, and suspended jettfans for ventilation.

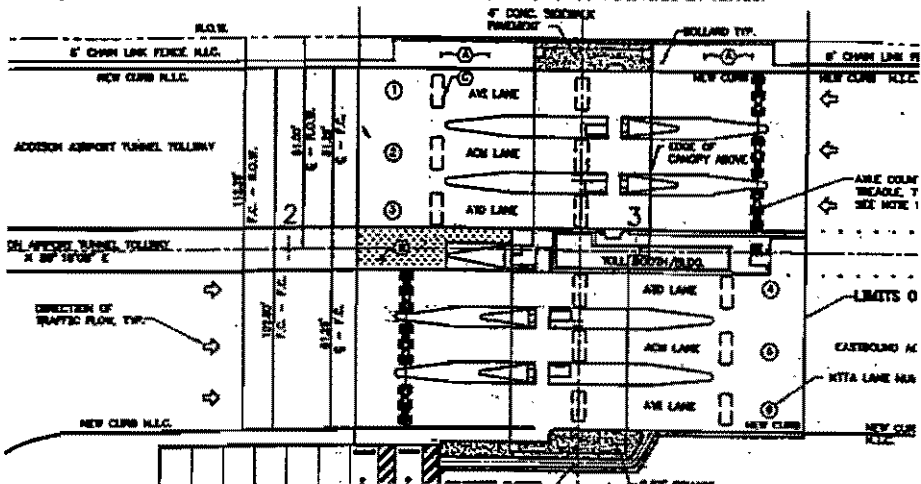
Volume of heavy trucks is expected to be small, so the owner and operator North Texas Tollway Authority has decided to forgo vehicle classification and different rates. All vehicles will pay the same 50c at the 6 toll lane plaza at the western end of the To keep down staffing costs there is a single central toll booth with windows each side for one or two collectors looking after manual payers. The middle lane each way will have a coin machine lanes and the right lane will be for electronic tolling.

"Swing on down" is their slogan, both for the opening ceremony and for patrons. (Contact Mark Bouma NTTA 972 267 0465)



Note greater width for ET lanes on outside

At the center of toll plaza is two way booth for collectors serving both directions of traffic. Out from the attended lanes are coin machine lanes and on the far outsides ET lanes.



MTA B&T continued... rush hour traffic emerging from Manhattan on its way to Brooklyn and Staten Island. The longest queue I saw was six vehicles. There were many straight shots through, and short lines of two or three vehicles now and again, with 40 to 50mph traffic coming up out of the tunnel then rolling through toll lanes at 10mph, a few stopping for a few seconds. No congestion worth the name.

New gates (from the German company Magnetic) of aluminum tube with a thick red foam jacket to make them more visible whip up in a fraction of a second when the

**KELLER SPRINGS TUNNEL  
JANUARY 1997**

The connection of the east and west parts of Keller Springs was conceived in the mid 1980's and is considered one of the key projects to reduce congestion on Belt Line Road and improve mobility in northern Dallas County. Traffic on Belt Line Road has grown from approximately 40,000 vehicles per day in 1986 to nearly 70,000 vehicles per day in 1996.

As with all projects of this magnitude, (\$20 million in construction costs and \$3 million in right-of-way acquisition) there are impacts to the surrounding community. The Town is taking many steps to mitigate that impact. These include the following:

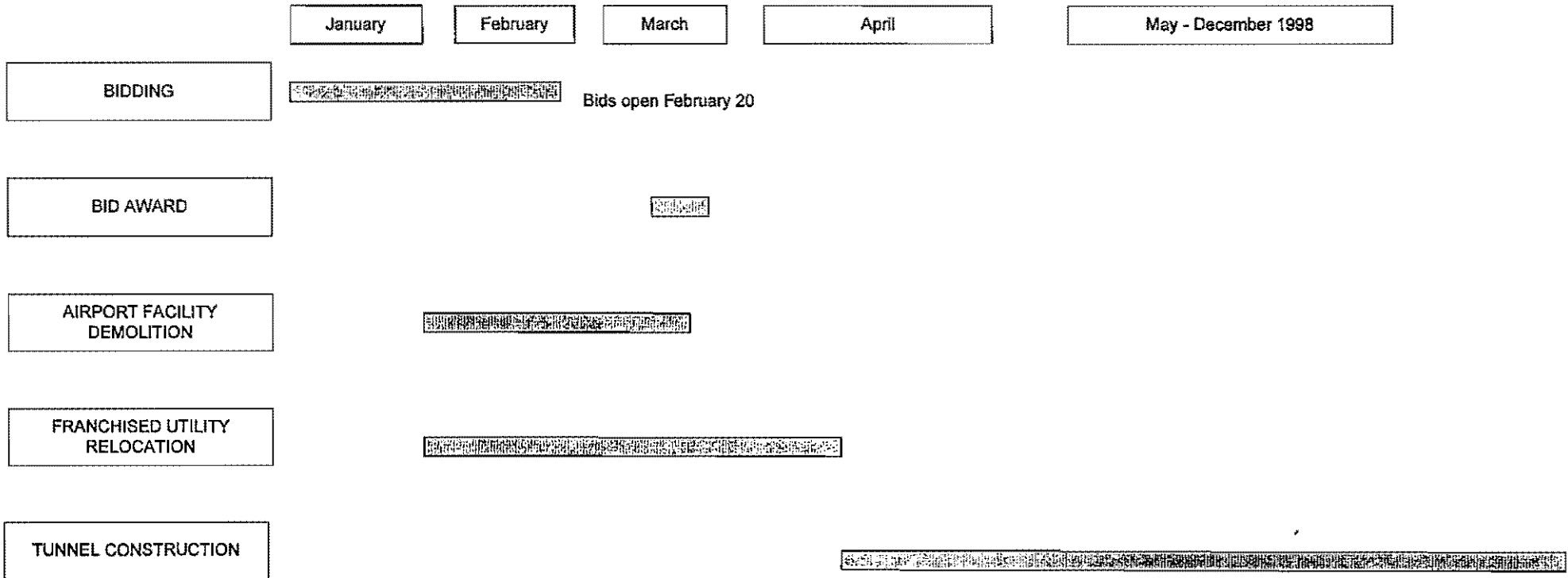
1. Establishment of the Town of Addison - Airport Development Line (972) 450-2830. The goal of this service will be to address questions and issues that arise from the activities related to the tunnel and airport.
2. Construction of the tunnel necessitates the removal of 3 acres of developed property from the airport. Staff has evaluated the amount of undeveloped land at the airport and has established a goal of replacing the 3 acres of property within 5 years. It is our belief that there is sufficient land available on the airport to meet the short term development needs.
3. AT this time, the Town has negotiated settlements with all leasehold interests and major tenants except two (AATI & H&S Investors). We recognize the investments made at the field and believe the investors were fairly compensated.
4. The Town has explored a couple of scenarios regarding the development of new hangars on the south tie down area. At this time the economics of new construction is difficult to justify based on the current rents and occupancies. However this land is available for development by an investor, including those investors that were compensated by the Town as a result of this project.
5. Since August 1996, the Town and AATI have worked cooperatively to find facilities for the tenants displaced by the tunnel construction. Our goal is to have all affected tenants relocated by March 1, 1997. This includes 19 patio hangars, 24 T-hangars and 2 jet hangars. This is being accomplished by using existing space more effectively and utilizing the refurbished hangars in the Friendly Aviation area. It is our goal to minimize the number of aircraft displaced to tie-down areas without a

Keller Spring Tunnel  
January 1997  
Page Two

hangar option. We anticipate that approximately 10 aircraft may have to be relocated to tie-down areas and are hopeful that a hangar will be available within 6 months.

This project is being funded and constructed by the Texas Turnpike Authority and is moving ahead rapidly. The bid opening is scheduled for February 20, demolition and utility relocation's are expected to start as soon as the land is available. The Texas Turnpike Authority contractor is expected to start in early summer and complete the project by December 1998. This will make Keller Springs into a regional arterial stretching from Preston Road on the east to the City of Coppell on the west.

**Keller Springs Toll Tunnel  
January 1997**



Dates subject to acquisition of right-of-way and weather delays.

## **ARAPAHO ROAD JANUARY 1997**

The project has three main phases. Phase I is from Dallas Parkway to Addison Road. This section has been delayed because of right-of-way acquisition. The Town is going to proceed with construction of the roadway between Dallas Parkway and Quorum Drive to accommodate the construction schedule for the Colonnade expansion. They have designed their plans based on the reconstructed roadway and delaying the roadway construction until all the right-of-way is acquired could impact their construction schedule. Construction should start in June and be completed in December. Construction on the roadway between Quorum Drive and Addison Road will start as soon as the right-of-way is acquired at the northeast corner of Addison Road and Arapaho Road. Construction will hopefully begin in the fall and be completed in the Spring of 1998. Estimated cost of Phase I is \$3-\$4 million, depending on the final cost of the right-of-way.

Phases II will extend Arapaho Road from Addison Road to Midway Road. Phase III will extend the road from Midway Road to Marsh Lane. The new roadway will stay on the south side of the railroad tracks and use the existing right-of-way of Centurion Drive and Realty Drive, both of which will become Arapaho Road. The Town has selected HNTB engineers to design these two phases. The main two issues on these phases is acquiring the railroad crossing from the Southern Pacific Railroad and what to do at Midway Road; at grade intersection or grade separated. Constructing Arapaho under Midway will significantly increase the construction costs, but will eliminate the problems created by having the Midway/Arapaho intersection so close to the Midway/Belt Line intersection. Road. The decision as to whether or not to grade separate Arapaho Road from Midway will determine if phases II & III will be built at the same time. The Town hopes to have construction start in late 1998 and be completed with both phases by 2003. Estimated project cost is \$13-\$18 million, depending on what is constructed at the Midway Road intersection.

## **DART TRANSIT CENTER JANUARY 1997**

The new DART Transit Center will be located on the new Arapaho Road between Addison Road and Quorum Drive. The center will be the new home of the existing bus operation located at Prestonwood Mall. It is also an optimum location for a train station when DART begins rail operations on the Cottonbelt rail line. DART plans to keep the existing three story office building and the building previously occupied by 7-11. The transit center facility will lie east of the three story office building. Design has started and DART hopes to start construction this fall with the center being open in the Spring of 1998. The actual start of construction will be determined by the acquisition of the right-of-way at the northeast corner of Addison Road and Arapaho Road. The Town and DART are jointly acquiring this tract for right-of-way for Arapaho Road and for the Transit Center. Soil and groundwater contamination on this site has become the key issue. DART is working with the property owner and the Texas Natural Resource Conservation Commission to develop an acceptable remediation plan for the property to eliminate some of the risks associated with the acquisition. DART is proceeding with eminent domain on this tract. This project is being fully funded by DART and has a budget of \$6,000,000.



**ADDISON AIRPORT MASTER PLAN UPDATE  
JANUARY 1997**

The Addison Airport Master Plan was adopted in 1991. In 1996 the Council authorized the staff to update that plan. A special committee was appointed by the Council comprised of citizens and airport tenants. This committee has met 3 times over the last several months and will meet for the last time to finalize their recommendations to the Council on January 23, 1997.

It is anticipated that the plan will be forwarded to the Airport Board for consideration February 19 and then to the Council on March 11. Both of these meetings will include an opportunity for public input.

Some key elements evaluated at this time include; the purchase of the Airport's Runway Protection Zones (RPZ), the extension of the west side taxiway (emergency runway), land acquisition to mitigate the impact of the Keller Springs, and land acquisition to provide for some aviation growth opportunities. The construction of a parallel runway was explored and eliminated as being cost prohibitive. We have also identified the need to update the Part 150 study, and reviewed the airport's impact on noise sensitive uses, and have looked at a multitude of redevelopment opportunities to meet the needs of the ever changing aviation industry.

One of the challenges that we continue to face is to balance the needs of the aviation/airport industry to those of the community. Today there is a proposal to incorporate the land at Westgrove just northwest of Million Air to provide 10 to 15 acres of land for future aviation use. This will be a difficult decision for Council to make because we do not have a place to divert the 12,000 vehicles that use Westgrove every day or a good mechanism to mitigate the impact to the existing businesses.

**ADDISON ROAD IMPROVEMENTS**  
**JANUARY 1997**

As traffic congestion continues to increase around the airport, the Town has identified the need to improve Addison Road to increase capacity and enhance safety.

Currently we are acquiring right-of-way as properties are developed and anticipate starting preliminary engineering on this project in 1998 or early 1999 to coincide with the tunnel opening and the continued development of the Quorum area.

The exact cross section for the roadway has yet to be determined. The Town's Master Thoroughfare Plan calls for Addison Road to be widened to four lane divided or 5 lanes (4 through lanes and a continuous left turn lane in the middle). It is anticipated that this project will be completed in phases and may ultimately cost \$10 million.

**ADDISON AIRPORT AIR TRAFFIC CONTROL TOWER  
JANUARY 1997**

Town staff has been working with the FAA for several years to complete the development and replacement of the Addison air traffic control tower. A site just south of the existing site was selected in 1994/95 and the FAA is currently pursuing zoning, land acquisition, and the development plans.

We are hopeful that the FAA will start construction in late 1997 and commissioning of the tower will be completed in late 1999. This is subject to land acquisition, zoning and funding. This project will be funded by the FAA and is anticipated to cost \$4 million.

**MIDWAY/BELT LINE & QUORUM/BELT LINE INTERSECTIONS  
JANUARY 1997**

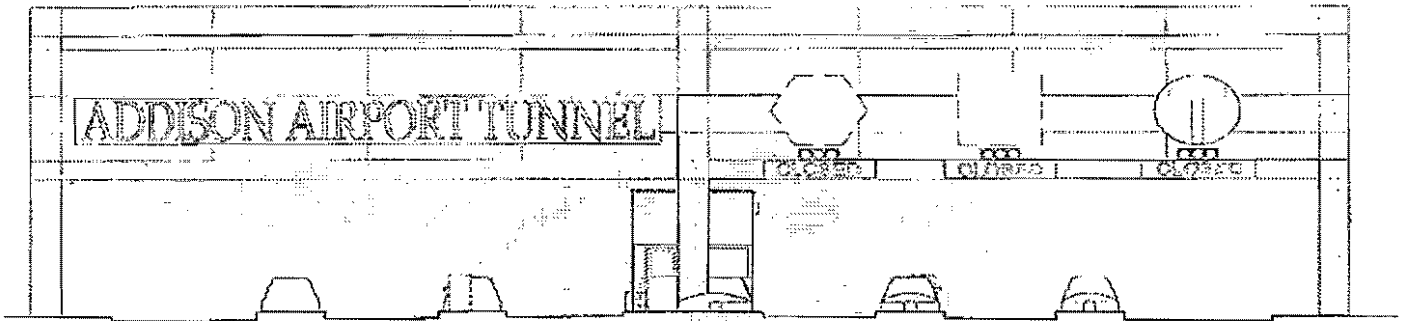
The Town is partnering with DART and the Texas Department of Transportation (TxDOT) to design and construct the projects. Both intersections will be widened to provide dual left turn lanes and right turn lanes. The intersections will look and operate like the Marsh/Belt Line intersection that the Town improved a couple of years ago. The work will be done at night in order to minimize the impact on traffic.

TxDOT will be bidding the project in July and construction should start in October. The projects will be constructed at the same time and should be completed in March 1998. The total project cost is approximately \$2,300,000.

**AIRPORT WATER AND WASTEWATER REPLACEMENT PROJECT  
JANUARY 1997**

The existing water and sanitary sewer lines on the east side of the airport are being replaced from the Collins Hangers to Glenn Curtis Drive. These lines were constructed in the 1960's and were identified for replacement in the Town's Water and Wastewater Master Plans prepared last year. The old clay tile sanitary sewer has grade and capacity problems. The ductile iron water line has been severely damaged from electrolysis in the soil and has had numerous breaks in the last couple of years. The project is presently under design. Construction should start this summer and be completed by the end of the year. The estimated project cost is approximately \$1.1 million.

# ADDISON AIRPORT TOLL TUNNEL FACT SHEET



In order to provide an additional east-west thoroughfare through Addison, the Addison Airport Toll Tunnel will connect Keller Springs Road from Addison Road to Midway Road. Drivers will be able to travel from Carrollton to the Tollway without driving on Belt Line Road with 60,000 other cars per day.

Owner: North Texas Tollway Authority

Project Manager: Brown and Root

Contractor: H.B. Zachry (General), Zachry/Monterey (Tunnel)

#### Joint Effort:

To maximize the impact of the tunnel a number of improvements were done along the Keller Springs corridor to create an additional route from Preston Road across Interstate 35 into Coppell.

- City of Dallas - Intersection improvements at Keller Springs and Preston Road.
- City of Carrollton - Realignment of Keller Springs / Marsh Lane and intersection improvements.
- Town of Addison - Intersection improvements and right-of-way dedication.

#### Schedule:

Notice To Proceed: June 24, 1997

Estimated Opening: February 1999

#### Project Cost:

Right Of Way \$3,500,000

Engineering \$2,000,000

Tunnel Construction \$14,000,000

Toll Plaza \$1,100,000

Signage & Surveillance \$1,000,000

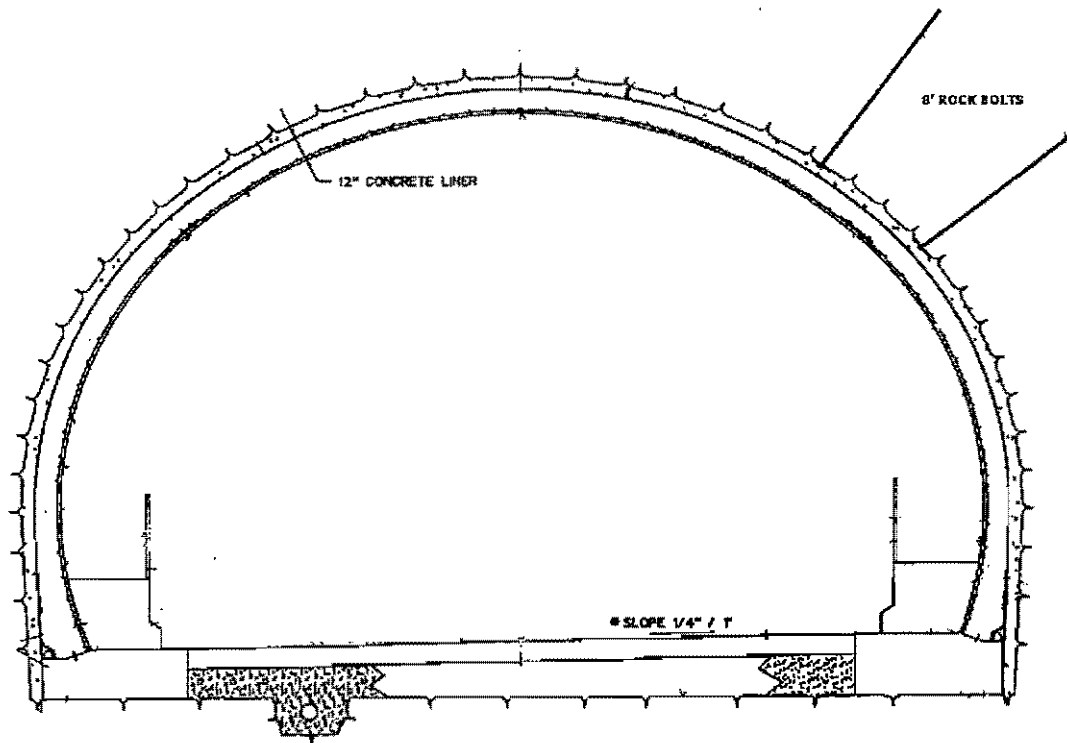
Contingency \$2,000,000

Tunnel users will pay a 50 cent toll at the toll plaza located just east of Midway Road.  
Toll tags will be accepted.

#### Projected Traffic Volumes:

Year 1 (1999), 11,000 Cars Per Day, Estimated Revenue \$2,007,500

Year 3 (2001), 14,000 Cars Per Day, Estimated Revenue \$2,555,000



#### Tunnel Statistics:

Length: 1600 Feet  
Width: 39 Feet  
Height: 28 Feet  
Maximum Depth: 28 Feet  
Two 13 Foot Lanes (1 each direction)

#### What Supports The Tunnel:

The tunnel is excavated in Austin Chalk, a soft limestone and reinforced by 8 foot long rock bolts drilled into the walls and ceiling of the tunnel. The tunnel was then covered in 6 inches of a sprayed on reinforced concrete. The final support of the tunnel is the 12 inch thick concrete that we see them installing at this time.

#### Safety and Monitoring:

When the tunnel is complete Addison emergency personnel will be able to monitor the tunnel from the dispatch center. The Department of Public Safety will also monitor the tunnel from the toll plaza. Cameras and communication systems will be installed to help motorists. Air quality is also monitored and maintained through a ventilation system.

# The Metrocrest News

9 D/FW Suburban Newspapers Inc.

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Lonnie Erickson/Metrocrest News

from left, Scouts Christian Dorn, Eick, Danny McCorkle and Chris tribute Scouting for Food bags in to gather food for the needy.

## Scouts collect food for needy

Scouts and Boy Scouts throughout the city will be collecting food for the hungry on Saturday, Feb. 6. Scout dens and patrols distribute grocery bags furnished by Tom Thumb in designated areas. Tomorrow, the dens will return to the same homes to collect donations of food that have been put on by the residents. Each Scouting district selects the food beneficiaries of the donated canned goods, and stays right in the communities where it is. The designated food bank in the city is the Metrocrest Social Service Center.

## Contractor abandons Newman Smith HS job site

By DAPHNE M. BROWN  
News Staff Writer

The construction company employed by the Carrollton-Farmers Branch school district through PBK Architects for a \$4.5 million renovation project at Newman Smith High School apparently abandoned the job site without a word to anyone, according to district personnel.

S. Hakim Construction, which came highly recommended to the district, appeared to have vacated the job

site on Tuesday, Feb. 2, according to correspondence from PBK Architects to the district on that same date.

Mark Hyatt, assistant superintendent for support services, said S. Hakim Construction Inc. was most recently employed by C-FB in September 1998 and started work on renovations to Smith's parking lot and cafeteria near the end of October.

"They've actually done good work. We're not sure what the situation is," Hyatt said.

S. Hakim Construction had completed a small park-

ing lot in the front of the school building and had initiated construction on a new kitchen.

"They were making adequate progress with the project with the intention of having the work completed by the start of school next year," Hyatt said.

A letter dated Feb. 3, from Dennis McCreary, director of facility services, to Hyatt stated Hakim Construction apparently abandoned three other projects

See CONTRACTOR, Page 6A



Lonnie Erickson/Metrocrest News

Pictured above is the nearly complete Keller Springs entrance to the Addison Airport Tunnel.

## Airport shortcut opening Feb. 18

By JACK DICOSKEY  
News Staff Writer

The new Keller Springs Road, which will bypass the land on which the runway of Addison Airport now sits. In 1999, Keller Springs Road again crosses the runway of Addison Airport. Only now, Keller Springs crosses beneath the runway as the Addison Toll

Authority (NTTA) will officially opens for traffic on Feb. 18. A lighting ceremony at the west end of the tunnel marks the "official" opening at 4:30 p.m. next Wednesday, Feb. 17. The underground observance is not open to the public. State, county and city officials join members of the North Texas Tollway

Authority (NTTA), Brown & Root Construction and others involved in the building of the tunnel for the celebration. The ceremony takes place on the tunnel floor, said Jerry Shelton, of NTTA. "There will be some opening speeches and

See TUNNEL, Page 11A

## Tunnel: Opening next week

Continued from Page 1A

remarks," he continued. "Then the dignitaries walk over to a giant switch and throw it." When the switch is thrown, lights in the tunnel's roof stream on, officially opening it for business.

"Business" starts the next day. Shelton indicated that regular traffic starts flowing through the tunnel at some time before afternoon rush hour on Thursday, Feb. 18. "There are always a few odds and ends that need to be cleaned up on a project this size," he said. "And it doesn't make sense for our workers to have to dodge vehicles while we're putting on the final touches."

As they have done on the North Dallas Tollway, the NTTA is designating exclusive "Toll Tag Only" lanes for the tunnel. "They will be the outside lanes in both directions," he said. Toll on the new shortcut is 50 cents either way. "We expect to handle almost 16,000 vehicles daily by the year 2000," Shelton said, adding that the tunnel should relieve traffic pressure on Belt Line Road.

In conjunction with the tunnel opening, the newly constructed section of Keller Springs Road east of Marsh Lane is accepting two-way traffic starting on Feb. 17. "It will start as only one lane in either direction," said Peter Magnanti, Carrollton's Superintendent of Construction Inspections. "East and westbound traffic will be split by the median." Separating the traffic by the median eliminates having cars travel in opposite directions on the north stretch of the new road as they do now.

Magnanti indicated that the new section of Keller Springs would be accepting four-lane traffic within the next couple of weeks. "The concrete needs some curing time before we can open the road completely."

The Carrollton road project is also a North Texas Tollway Authority undertaking. The new construction removed the east-west dogleg of the Keller Springs/Marsh

intersection, making the drive to and from the tunnel much straighter.

At 34 feet wide, the 1,650-foot tunnel has a pair of 13-foot-wide lanes that are separated by a row of yellow traffic buttons imbedded in the roadway. No other barrier between opposing traffic is currently planned.

At its deepest, the tunnel's floor sits 56 feet beneath the airport runway. The roof is 28 feet under ground, with another 28 feet from roof to floor. The entire project is 3,700 feet long from Midway to Addison Roads.

The \$23.6 million job started in June 1997. It was projected for completion around the beginning of 1999. The great building boom in north Texas led to a shortage of building materials, especially concrete, slowing construction on the tunnel and many area projects.

Ironically, the road that ran through the airport property and the road that runs beneath it share a common trait.

In 1956, the Keller Springs Road that crossed what is now the runway was a "A squirt-top road," according to Henry Stuart, chairman of the board of Addison Airport of Texas Inc., the airport's management company. Stuart is credited as the father of Addison Airport.

"It was a county-maintained dirt road," he said. "A county highway truck used to drive over it once in a while and squirt oil on it to keep down the dust." When airport construction started, Dallas County simply closed the patch of Keller Springs that was on airport property, splitting the road into two sections.

Now the sections are again connected, this time by the road that runs beneath — rather than across — the airport. The common trait that the 1956 and 1999 roads share? After 43 years, it is still only a two-lane road that crosses the property. However, Shelton said that the NTTA has already purchased a right-of-way next to the new tunnel in order to build another two traffic lanes eventually.

Sherri Farmer, league president,

See FIELD, Page 11A