



TXDOT's Plan to "Jumpstart" the LBJ Improvement Project 2002 Bond Program Request

Briefing to the Honorable Mayor
and Members of the City Council

May 1, 2002



Project Details & Current Status

- Project limits - Luna Road to US 80
- Total LBJ project cost - \$1.90 billion
- West section - Luna Road to US 75
- East section - US 75 to IH 30
- Mesquite section – IH 30 to US 80
- East and west sections are nearing completion of the preliminary engineering and environmental documentation phase



Project Details & Current Status (Cont.)

- Public hearing for the West Section is tentatively scheduled for November 2002
- Public hearing for the East Section is tentatively scheduled for August 2002
- TXDOT expects to receive environmental clearance and authorization to proceed to final design in early 2003



Work Expected to be Underway during 2003-2005

- Design for all components of the project
- Construction priorities in order as follows:
 - HOV/Toll tunnels from Preston to Midway
 - West and east section frontage road, intersection, and soundwall improvements (may be later than 2005)
 - Hillcrest to Merit
 - Skillman to Miller (including interchange)
 - Shiloh to Northwest Highway
 - Northwest Highway to La Prada
 - IH 35E Interchange (may be later than 2005)



City Funding Responsibility Suggested by TXDOT

- 50% of frontage road design and construction costs
- 100% of the design and construction costs for a closed storm drainage system for the frontage roads
- Total estimated Dallas cost \$43.74 million



Base Funding Scenario

- Dallas would include only design costs in the 2002 bond program - \$2.14 million
- Dallas would include construction costs in future bond programs - \$41.60 million (needed 2006-2012)



Advanced Funding Scenario

- TXDOT design funds are limited – only portions of the entire LBJ project will commence upon environmental clearance
- Dallas and other cities can advance construction funding to be used for design – this will allow design for the whole project to begin 2 to 4 years earlier
- Cities will receive construction credit for any advance design funds contributed



Advanced Funding Scenario (Cont.)

- Dallas would provide additional funding in the 2002 bond program to “jumpstart” the design process - \$10 million (\$7.86 million to be credited toward future construction costs)
- Dallas would include construction costs in future bond programs - \$33.74 million (needed 2006-2012)



Conclusion

- TXDOT is requesting a min. of \$2.14 million from Dallas' 2002 bond program to fund Dallas' share of design costs
- TXDOT is requesting \$41.60 million from Dallas for construction during 2006-2012
- To "jumpstart" the whole – TXDOT is requesting \$10 million for design from Dallas' 2002 bond program of which \$7.86 million would be credited toward Dallas' \$41.60 million construction share