



Faster. Safer. Cleaner.



History

LBJ Opens in 1969

- **Designed capacity 180,000**
- **Demand initially low**
- **Capacity exceeded in 1980s**
- **Upgrade plans began 1987**



Why Improve LBJ Now?

2008 Status

- 270,000+ cars/day
- Aging infrastructure
- Congestion much of the day
- Continued population growth



Why Improve LBJ Now?

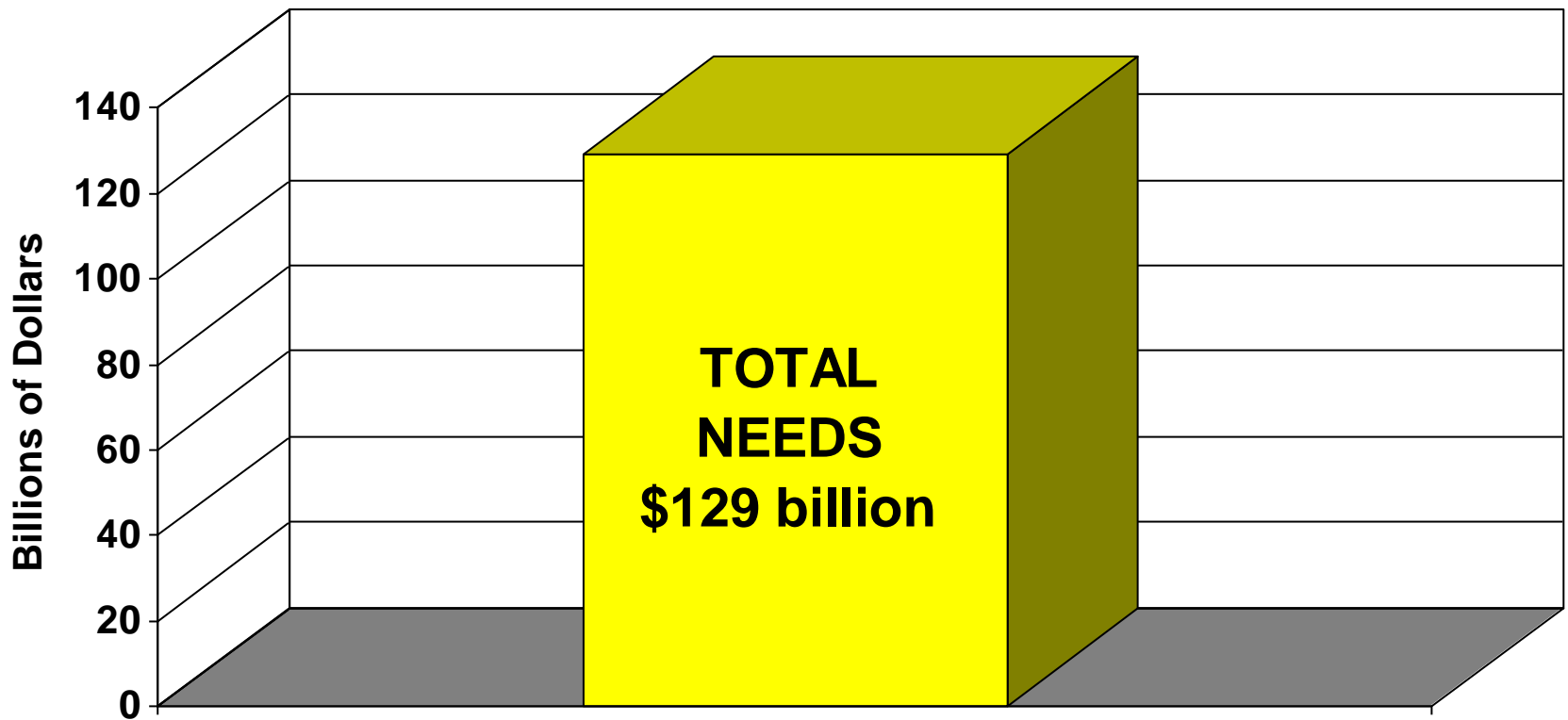
- **Poor air quality**
- **Rising Costs – Land, construction, maintenance**
- **Nearly \$59 billion unfunded regional transportation needs through 2030***
- **Declining funding**

*Source: NCTCOG



Why Improve LBJ Now?

Transportation Needs through 2030

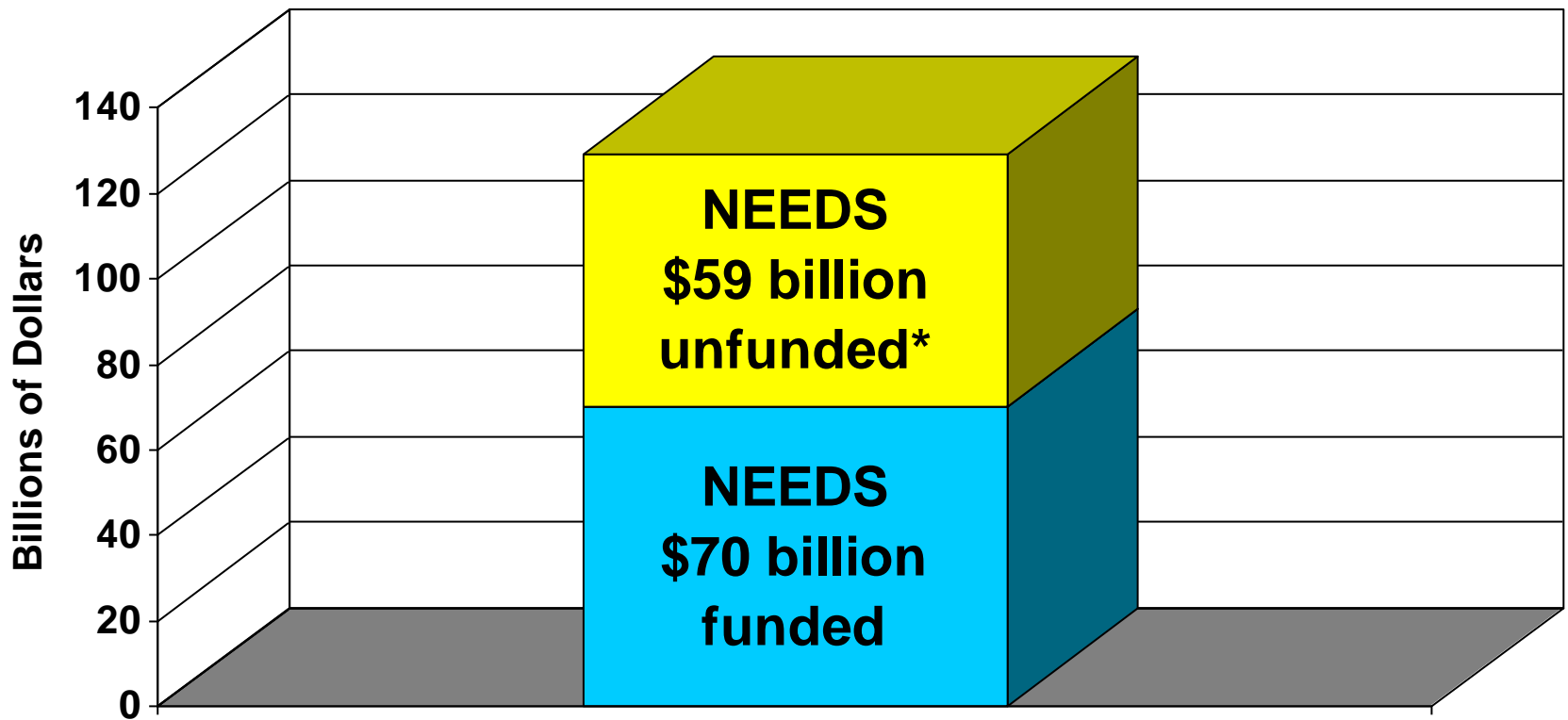


**Source: NCTCOG*



Why Improve LBJ Now?

Transportation Needs through 2030



**Source: NCTCOG*



What Has Been Done To Advance This Project?





What is the New LBJ?





How Will LBJ be Better?

Faster

- 6 additional managed toll lanes
- Reliable travel speeds
- Less congestion
- Predictable trip times
- Better traveler information





How Will LBJ be Better?

Safer

- Wider lanes
- Additional shoulders
- Continuous frontage roads
- Improved incident response
- Separated traffic streams





How Will LBJ be Better?

Cleaner

- **Less pollution**
 - better traffic flow
 - shorter trip times
- **Sound walls**
- **Finished in 5 years vs. 20 years +**





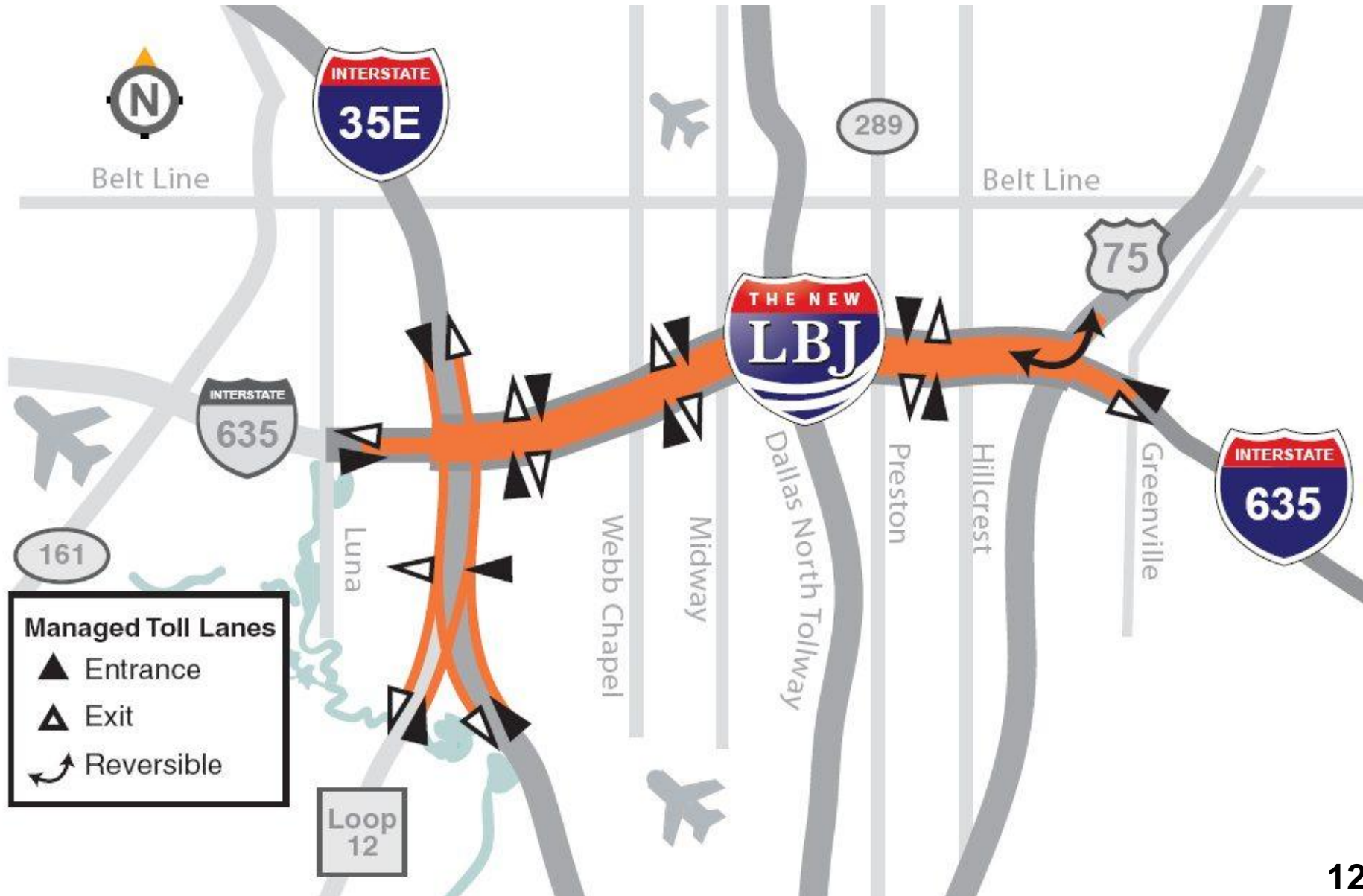
What Will LBJ Look Like?

- 8 free mainlanes
- 6 new managed toll lanes
- 2 and 3 lane frontage roads





What Will LBJ Look Like?





How Will Traffic Flow Be Maintained?

- “High Five” approach



- During construction, developer must:
 - Keep a minimum of four mainlanes open in each direction during peak hours
 - Not close more than one lane of a frontage road

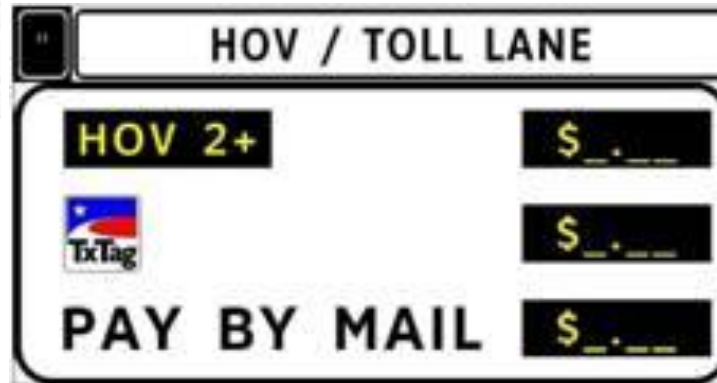


What Are “Managed” Toll Lanes?

Managed toll lanes are lanes where traffic is kept moving at a **faster** more reliable speed (50+ mph) by **adjusting the toll rate** up and down as the **number of vehicles** increase or decrease respectively.



How is Traffic “Managed?”



How tolls are set:

- Fixed pricing – First 6 months of operation
- Full toll rate – single occupant vehicles
- 50% toll rate – HOV (2+) during rush hour(s)



Public/Private Partnership

Risk is shifted to the Developer

A private sector developer:

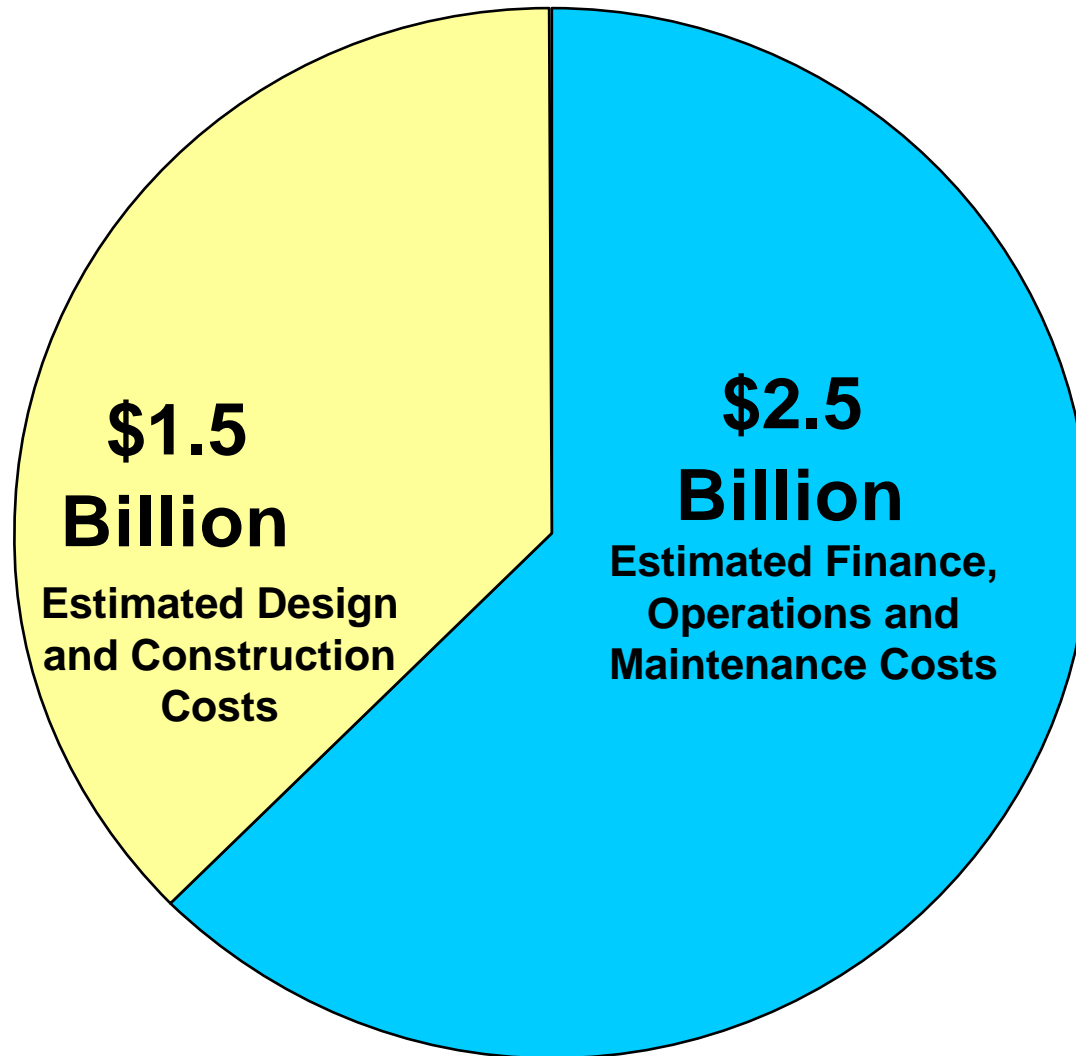
- Provides majority of funding
- Designs
- Builds
- Operates
- Maintains

Benefits:

- Project completed faster
- Texas retains ownership/oversight
- Region shares toll revenue



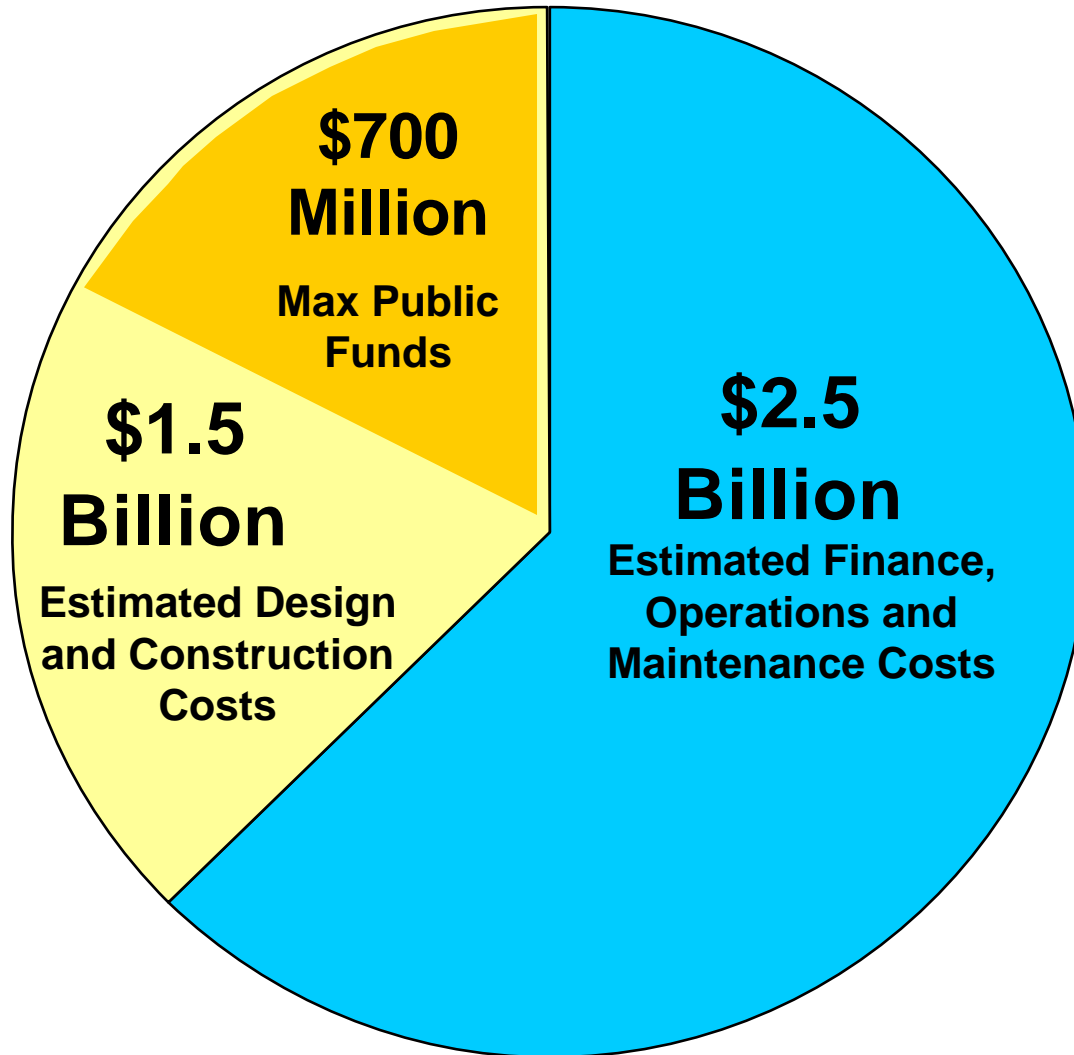
How Much Will it Cost?



Estimated \$4 Billion Project Cost



How Much Will it Cost?



Estimated \$4 Billion Project Cost



What is Next?

- **Proposal submittal**
- **Proposal evaluation**
- **Developer selection**
- **Public hearing**
- **Contract award**
- **Construction begins**
- **Construction complete**





Questions?

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