

# ENHANCING REGIONAL MOBILITY

Q2 Update FY2013



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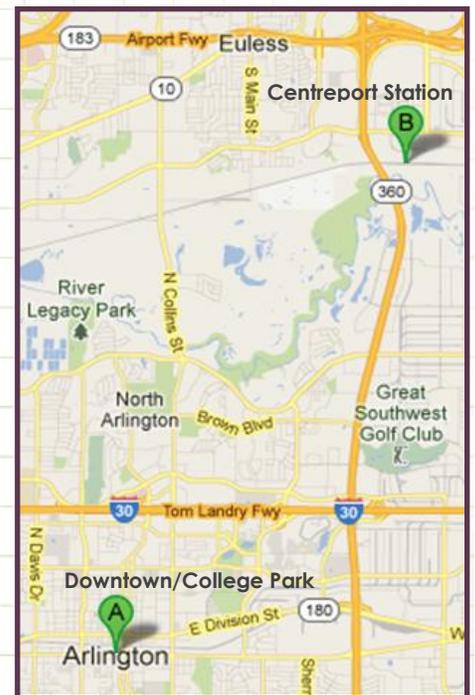
Coming Soon! Rebuilding Lamar Boulevard from Collins to Ballpark Way

## PILOT SERVICE TO THE TRINITY RAILWAY EXPRESS

As one of City Council's four priorities, "Regional Mobility" is an important issue for Arlington. Improving the efficiency and effectiveness of Arlington's transportation connections within and beyond our border will help the City continue on its path towards a healthy, economically viable community for residents, businesses, employees, students and visitors.

In an effort to improve access to the rest of the North Texas region, the City plans to provide temporary service through a two-year "Regional Connectivity Pilot Project". Due to our central location in the region, the City has the opportunity to connect users with the regional passenger rail system through a shuttle connection at the CentrePort Trinity Railway Express (TRE) station. The service will be operated and maintained by an existing public transit provider. It will use rubber-tired vehicles, branded specifically for the service.

Somewhere between 15 and 20 trips per day will be made between the CentrePort TRE station and a stop in the downtown/College Park area. The shuttles will run Monday through Friday from around 6:30 a.m. in the morning until the last TRE trains leave the station, around 10:30 p.m. in the evening. The Pilot Project is a joint project between the City, the University of Texas at Arlington and private sector partners and will cost \$700,000 per year. The City Council approved \$350,000 for the project in the FY2013 budget. The University has committed \$230,000 and private sector partners will provide the remaining \$120,000.



## Regional Mobility Update

*This new quarterly newsletter attempts to present in one place the plans and projects underway by the City of Arlington that impact the FY2013 City Council priority of Enhancing Regional Mobility. Each issue will feature information on both long-term issues and short-term projects.*



Service is anticipated to begin in August 2013.

## Street Improvement Techniques

### **CRACK SEAL** \$16,000/lane mile

Apply polymer-modified liquid asphalt to cracks in the pavement to minimize water infiltration and pavement deterioration.

Expected life: 5 years

### **MICROSEAL** \$21,000/lane mile

Apply polymer-modified, asphalt cold-mix treatment to the existing asphalt pavement to provide an even wearing surface.

Expected life: 6 years

### **MILL AND OVERLAY** \$54,000/lane mile

Remove 2" of road surface and repave with hot asphaltic concrete.

Expected life: 15 years

### **HEATER-REPAVER** \$96,000/lane mile

Heat pavement surface area and recycle old asphalt in place to create a new 2" road surface.

Expected life: 15 years

### **RECLAMATION** \$184,000/lane mile

Pulverize existing asphalt and base, then blend with Portland cement to build a road base up to 12" deep. Replace water and sewer lines when necessary.

Expected life: 20 years

### **REBUILD**

Rebuild curbs; install pavement, subgrade, sidewalks, ADA ramps, drive approaches; replace water or sanitary sewer lines; upgrade street lighting and drainage as needed.

Expected life: 50 years

#### Street Rebuild Cost:

Asphalt Residential:

\$415,000/lane mile

Concrete Residential:

\$551,000/lane mile

Concrete Arterial:

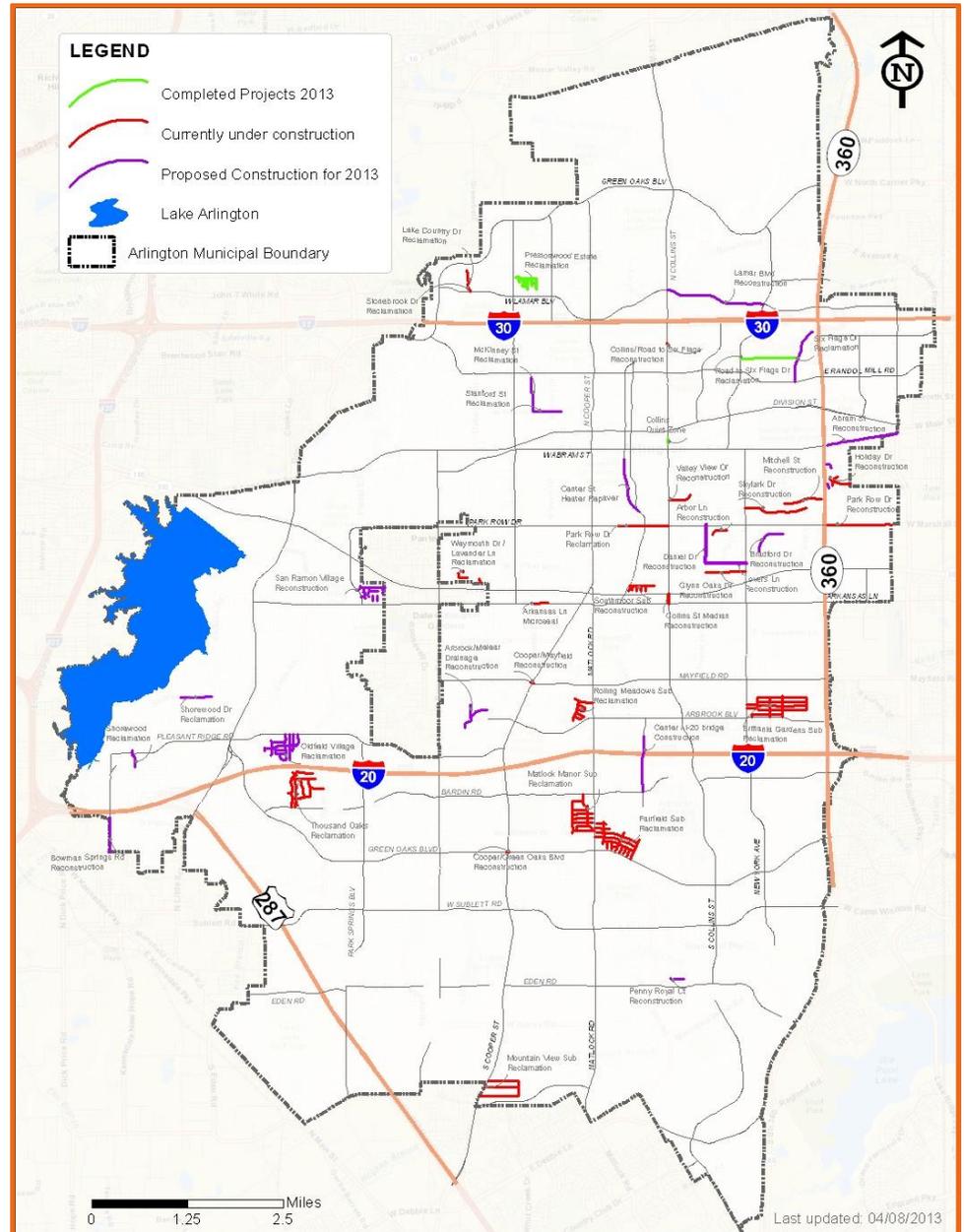
\$1,000,000/lane mile

Water and Sewer Cost: varies

# HIGHLIGHTS

## CURRENT AND PROPOSED ARLINGTON STREET PROJECTS

This map and the "Updates" table on the next page show projects that improve street condition, and which are either recently completed or will be under construction during Fiscal Year 2013.



### Which Street Improvement Technique?

City engineers and street maintenance managers choose the most cost-effective technique depending on the condition of the street and the timing of water, sewer, and stormwater projects that necessitate disrupting the pavement.



# NEXT STEPS

Quarters are based on calendar year.

2013 STREET MAINTENANCE	2013			
	Q1	Q2	Q3	Q4
No design or right-of-way are required for the annual street maintenance projects. Schedule is tentative and subject to change upon award of Quarters are based on calendar year				
Proposed				
Under Construction				
Completed				
Center Street (UTA Blvd - Robin Ln) Heater Repaver			Proposed	
Mountain View Subdivision Reclamation		Under Construction		
Oldfield Village Subdivision Reclamation				Proposed
Park Row Drive (Pecan - Collins) Reclamation		Under Construction		
Road to Six Flags Drive (Ballpark Way - Six Flags Dr) Reclamation	Completed			
Six Flags Drive (Randol Mill - Copeland) Reclamation				Proposed
Shorewood Drive (Bowman Springs - Blackberry) Reclamation				
Shorewood Drive (Yachtclub - Perkins) Reclamation				
	Tarrant County project - Schedule determined by Tarrant County			
	Tarrant County project - Schedule determined by Tarrant County			

IN THE WORKS	2013				2014				2015			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design Phase												
Right-of-way Phase												
Construction Phase (includes franchised utility relocation)												
Gap between phases is due to availability of funding, which is contingent upon approval of future Capital Budget and Bond Sale. Quarters are based on calendar year												
2013 Residential Rebuilds							Design Phase	Design Phase	Design Phase		Construction Phase	Construction Phase
2014 Residential Rebuilds							Design Phase	Design Phase	Design Phase		Construction Phase	Construction Phase
Abram Street (Cooper - Collins) Reconstruction	Design Phase											
Abram Street (Collins - SH360) Reconstruction	Right-of-way Phase	Right-of-way Phase	Right-of-way Phase	Right-of-way Phase	Construction Phase							
Center Street (Arkansas - Timberview) Reconstruction	Design Phase	Design Phase	Design Phase	Right-of-way Phase	Construction Phase							
Great Southwest Parkway (Avenue E - Abram) Reconstruction	Design Phase	Design Phase	Design Phase	Design Phase							Construction Phase	Construction Phase
Tri- School Streets (Calender/Ledbetter/Russell Curry)	Design Phase	Right-of-way Phase	Right-of-way Phase	Right-of-way Phase	Construction Phase							
Stadium Drive (Division - Abram) Reconstruction	Design Phase	Design Phase	Design Phase	Design Phase	Right-of-way Phase	Right-of-way Phase	Right-of-way Phase	Right-of-way Phase	Construction Phase	Construction Phase	Construction Phase	Construction Phase

## COMING SOON! REBUILDING LAMAR BOULEVARD FROM COLLINS TO BALLPARK WAY

The complete rebuild and widening of Lamar Boulevard from just east of Collins to just west of Ballpark Way, will begin construction in July, 2013.

The current 4 lane street and sidewalks will be removed and replaced with a concrete 6 lane boulevard that incorporates Entertainment District standards for amenities. These standards include decorative black poles for street lights and signals, landscaped medians, street trees between curb and sidewalk, and brick paver crosswalks at the Baird Farm Road and Ascension Boulevard intersections. The \$10.7 million price tag includes new water and sewer lines and minor storm drainage improvements.

The City has worked diligently with Hurricane Harbor to ensure minimal disruption to service, and work will not be done on the adjacent section of roadway during its operating season. For the project overall, one lane will be open in both directions at all times. Apartment complexes and businesses in the area will have access. City staff will work with the winning contractor to determine the specific construction sequencing. No disruptions to utility services are expected. Event traffic will also be coordinated as necessary.

The City's engineer for this project is Daniel Burnham. Contact him for more information at 817-459-6597 or [daniel.burnham@arlingtontx.gov](mailto:daniel.burnham@arlingtontx.gov).

