



SH 190 Public Meeting

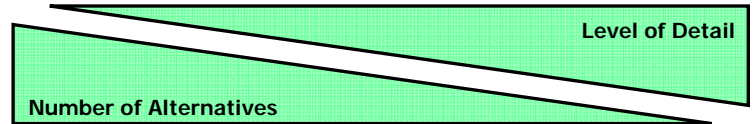
August 15, 2006
Mesquite Convention and Rodeo Center
1700 Rodeo Drive, Mesquite, Texas 75149
4:00 pm to 8:00 pm



Purpose of Tonight's Meeting

The purpose of this meeting is to solicit public input on the latest refined alternative corridors based upon public comments received at the March 2006 SH 190 Public Meeting. The corridors were evaluated on factors such as mobility effects, social/economic effects, and environmental effects. The corresponding evaluation tables are included in the interior of this handout.

Your comments tonight will help determine which alternatives should be carried forward for further consideration and analysis. At this time, we may not have all the detailed answers as to the effects of the alternatives because of the current conceptual level of the alternatives. However, as the number of alternatives decreases, the level of design detail increases.



Summary/Results of the March 2006 Public Meeting

The alternatives presented at the March 2006 Public Meeting represented a range of alignments, nodes, and facility types identified to address the mobility needs of the corridor. Approximately 300 people attended the meeting. Attendees were given the opportunity to rank the alternatives and submit comments. The results of this second Public Meeting conducted for the study in March 2006 indicated a preference for the eastern-most alignment alternative. Written comments provided at the Public Meeting also indicated a lack of support for Node N1 because it did not connect with the President George Bush Turnpike interchange to the north of I-30. The evaluation process also determined that Node M3 should be moved westward to Lawson Road to avoid/minimize potential impacts to the East Fork Trinity River.

Based on the established evaluation measures (mobility effects, social/economic effects, environmental effects) and public comment, the following alternatives were refined and re-evaluated as a tollway or freeway facility:

- No Build Alternative
- I-30 to US 80
 - Alternative N2-M3
- US 80 to I-20
 - Alternative M3-S2a
 - Alternative M3-S2b
 - Alternative M3-S3

An arterial type of facility option was eliminated from further evaluation based upon mobility evaluation measures. This option produced the lowest Level of Service (LOS) of all build alignments, showing a LOS F (failing) for the year 2030 with 58 percent congestion and thus would not meet the purpose and need. Furthermore, a public investment in a new location roadway should not be proposed with a failing LOS. For these reasons, the SH 190 Study Team eliminated this low speed, signalized arterial type of facility from further evaluation.

Based on the elimination of some corridors/nodes, the alternatives shown tonight have been refined to avoid or minimize impacts to the built and natural environment as well as illustrate the possible interchange and bridge locations within the alternatives.

Preliminary Evaluation Summary Tables

The following corridor alternative evaluation tables were based upon the preliminary corridor alternatives developed and refined for tonight's Public Meeting. The evaluation criteria have been organized into major categories such as mobility, cost effectiveness, social/economic effects, and environmental effects. These categories and criteria are based upon the established purpose and objectives of this study, guidance from the National Environmental Policy Act (NEPA), and public and agency input. At this (alternative exploration) stage of the study, as many evaluation measures as practical were quantified.

Preliminary Evaluation of Mobility and Cost for Each Facility Type

Facility Type/Mode	Preliminary Cost Estimate	Mobility Effects					Cost Effectiveness
	(a)	(b)	(c)	(d)	(e)	(f)	(g)
	Per Mile Construction Cost in 2005 Dollars (in millions)	Average Peak Period Speed (Year 2030)	Person-Trips per Peak Hour (Year 2030)	Person-Trips per Day (Year 2030)	Average Daily Volumes on SH 190 (Year 2030) [Facility Level of Service (LOS) in Year 2030]	Level-of-Service (Percent Congested) (Year 2030)	Affordability/Financial Feasibility
No-Build	\$0	36.5	34,810	302,569	0 [F]	74%	o
Tollway	\$35	37.4	38,170	325,216	52,000 [A/B]	49%	+
Freeway	\$30	37.4	39,398	338,799	77,600 [C]	48%	-

Notes:

(a) : Per mile Construction Cost for six-lane facility in 2005 dollars based on similar projects in the Dallas area. Construction cost for facility at-grade only (does not include bridge cost; bridge cost per linear mile is approximately \$40M per mile); does not include agency costs (administrative fees, legal fees, etc.), right-of-way, construction management, franchise utility relocation, consultant fees, or unique features. Tollway and Freeway costs do not include frontage roads.

(b) : Average Peak Period Speed. Average Peak Period Speed in miles per hour for the year 2030 for the Metropolitan Planning Area.

(c) : Person-Trips per Peak Hour. Person-Trips per Peak Hour for the year 2030 calculated by the sum of trips within the study area in the am period and pm period and multiplying sum by 25%.

(d) : Person-Trips per Day. Person-Trips per Day for the study area for the year 2030 from NCTCOG's Regional Travel Demand Model.

Represents the number of persons that either began or ended their trip within the study area or drove through the study area on SH 190.

(e) : Average Daily Volumes on SH 190. Average Daily Traffic Volumes in vehicles per day on a 6-lane proposed SH 190 in the year 2030

(volume just north of US 80). Facility LOS in Year 2030. Preliminary Level of Service (A through F) for each facility type in the year 2030.

(f) : Level-of-Service. LOS for the year 2030 represented as the lane miles in the study area that are congested (@ LOS D, E, F).

(g) : Affordability/Financial Feasibility. Qualitative measure based on construction cost, effective movement of traffic, and any revenue potential.

** These qualitative criteria use symbols to indicate the alternatives' relationship to each criterion:

o represents neutral or no affect

+ represents positive or positive affect

- represents negative or negative affect

-- represents severe negative or severe negative affect

Arterial Facility Type/Mode was dismissed from further evaluation after the March Public Meeting due to poor LOS and cost effectiveness.

(as of March 2006)

**Preliminary Evaluation Summary Table for Refined Alternatives
(as of August 2006)**

Alignment Name	(1) Potential Wildlife Habitat Impacted (in acres)	(2) Potential Floodplain Impacted (in acres)	(3) Potential Commercial Displacements	(4) Potential Residential Displacements	(5) Potential Number of Impacted Noise Receivers		(6) Jurisdictional Waters Crossed (in acres)	Ease of Implementation**	Regional Connectivity**
					Tollway	Freeway			
I-30 to US 80									
N2-M3a	196	134	0	21 apt/condo buildings 87 houses	25	43	1.5	o	+
N2-M3b	198	138	0	21 apt/condo buildings 87 houses	19	38	0.76	o	+
N2-M3c	185	107	0	21 apt/condo buildings 82 houses	26	33	0.44	o	+
N2-M3d	180	80	0	21 apt/condo buildings 67 houses	16	37	0.44	o	+
US 80 to I-20									
M3-S2a*	125	119	4	13 houses	8	18	0.93	o	+
M3-S2b	141	101	4	3 houses	0	0	0.16	o	+
M3-S2c	161	223	3	1 house	0	0	0.16	o	+
M3-S3	156	130	4	1 house	0	0	0.16	-	o

*Includes potential displacements and noise receivers due to vacant parcels within developing neighborhoods.

** These qualitative criteria use symbols to indicate the alternatives' relationship to each criterion:

- o represents neutral or no affect
- + represents positive or positive affect
- represents negative or negative affect
- represents severe negative or severe negative affect

Notes:

General: At interchange locations along the preferred alternative, the right-of-way would be wider and, therefore, impacts shown here may change once final right-of-way determinations are made.

- (1) Acreage determined based on vacant land, pastures, and floodplain/riparian corridors. This acreage also includes threatened and endangered species habitat. Although the acreage listed is based on the entire right-of-way width, impacts would only occur in the immediate construction zone.
- (2) Acreage determined from FEMA floodplain data obtained from NCTCOG. Although the acreage listed is based on the entire right-of-way width, impacts would only occur in the immediate construction zone.
- (3) Commercial displacements include Devil's Bowl and parking lot, Catfish Comer, the Concealed Handgun School and two industrial properties at US 80 and Lawson Road.
- (4) Number of displaced structures determined from year 2005 aerials.
- (5) Number of residential noise receivers within the 66 dBA noise impact contour in the year 2030. The number of impacted receivers is higher for the freeway option because the impact contour is 100 feet away from the right-of-way as opposed to only 65 feet for the tollway option based on variance in traffic volumes. Noise abatement would be evaluated and mitigation would be proposed if found to be reasonable and feasible.
- (6) Acreage determined during a field investigation based on the ordinary high water mark of each jurisdictional water and the 275-foot right-of-way width. The acreage includes the amount of waters crossed, not impacted. All alignments would bridge the major waters including Duck Creek and North Mesquite Creek.

What's Next?

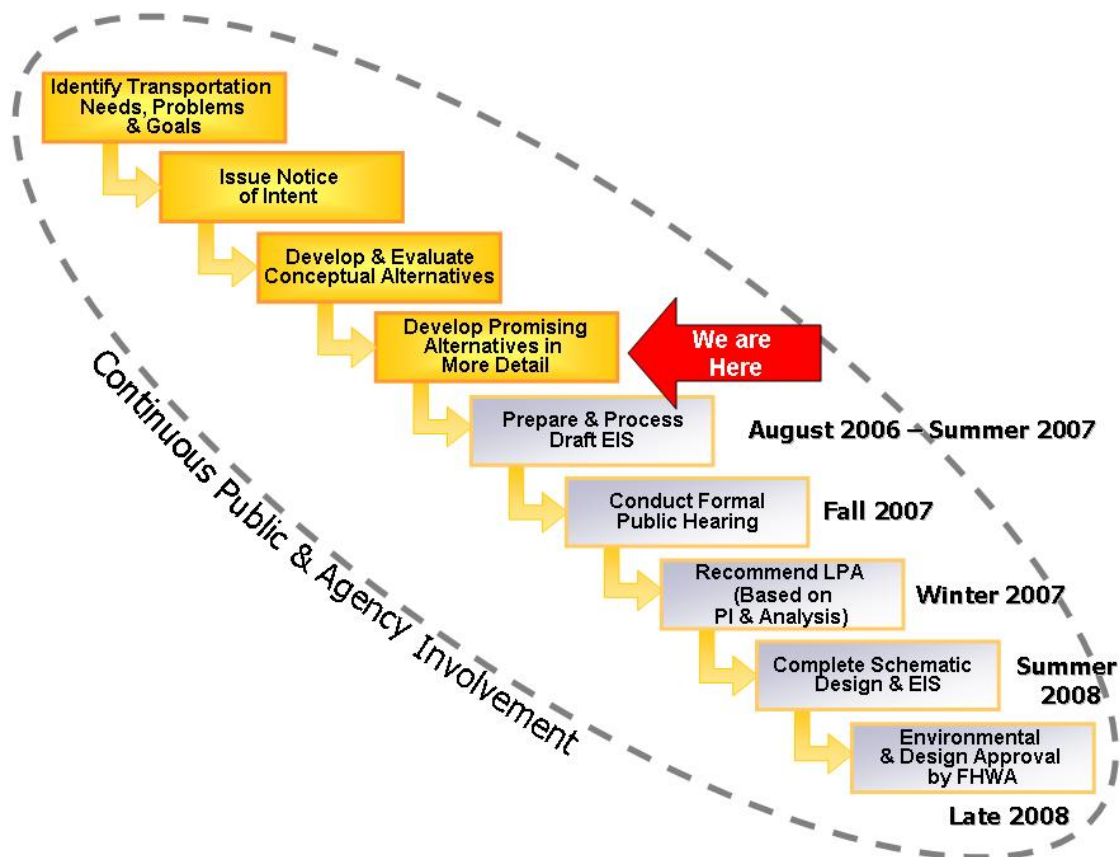
After this Public Meeting, the alternatives will be identified and narrowed down for analysis in a Draft Environmental Impact Statement (DEIS). The DEIS will also evaluate the effects of the No Build Alternative. The SH 190 Study Team will refine the remaining alternatives as necessary and begin to develop conceptual engineering drawings including:

- Vertical and Horizontal Alignments
- Ramp, Frontage Road, and Bridge Locations
- Right-of-Way Needs
- Construction Costs Estimates

Corresponding to this geometric design work, TxDOT will complete the DEIS environmental document. The DEIS documentation phase will include: existing social, economic and environmental conditions; assessment of effects due to the proposed roadway; and potential mitigation. Once the DEIS document is approved by the Federal Highway Administration, a Public Hearing will be held by TxDOT. The DEIS will analyze various issues, including detailed investigations on items such as:

- Noise
- Access
- Historical Structures
- Archeological Sites
- Air Quality
- Water Quality
- Floodplains
- Wetlands
- Wildlife Habitat
- Visual

Project Schedule



How to Comment

All interested persons are invited to attend this Public Meeting and express their views on this proposed project. Verbal and written comments from the public may be submitted either in person, or by mail to: Mr. Timothy M. Nesbitt, P.E., Texas Department of Transportation, Dallas District Office, P.O. Box 133067, Dallas, Texas 75313-3067.