



TEXAS DEPARTMENT OF TRANSPORTATION



PUBLIC HEARING
IH 635 LBJ EAST ULTIMATE PROJECT

From US 75 to IH 30
Cities of Dallas, Garland, and Mesquite
Dallas County, Texas

CSJs: 2374-01-137, 2374-01-180, 2374-01-183,
2374-02-053, & 2374-02-144


Tuesday, January 31, 2017

Public Hearing Introductions

ELECTED & PUBLIC OFFICIALS

DISTRICT & AGENCY STAFF

CONSULTANTS



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Public Hearing Purpose

1. Inform the public of project status and present recommendations
2. Describe the project so the public can determine how they may be affected
3. Provide the public the opportunity to provide input
4. Develop a record of public participation

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Public Hearing Agenda

1	Introduction	Mo Bur, P.E.
2	Project Design Presentation	Matt Craig, P.E.
3	Environmental Study and Right-of-Way	Cara Rouvaldt
15 Minute Recess - Questions		
4	Public Comments	Mo Bur, P.E.

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Review and Approval of Environmental Document

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Public Inquiries

Schematics may be viewed at:

- TxDOT Dallas District Office
4777 East Highway 80
Mesquite, TX 75150
 - City of Dallas City Hall
1500 Marilla Street, Room 6BS
Dallas, Texas 75201
 - City of Garland Main Street
Municipal Building
800 Main Street, 3rd Floor –
Engineering Department
Garland, Texas 750401
 - City of Mesquite Municipal Center
1515 North Galloway Avenue
Mesquite, Texas 75149
- Schematics are also posted at:
– <http://www.keepitmovingdallas.com/>
• Under “Upcoming Public Hearing/Meeting”



Project Location, Need and Purpose

Legend
— Project Limits

Project Location Map
 IH 635 from US 75 to IH 30
 Dallas County, Texas
 CS#s: 2374-01-137, 2374-01-150,
 2374-01-183, 2374-02-053, & 2374-02-144

PROJECT LIMITS

- IH 635 (LBJ Freeway): from US 75 to IH 30 (11.2 miles)
- IH 30: from west of Gus Thomasson Road to east of Galloway Avenue (2.1 miles)

NEED FOR PROJECT

- Address design and safety deficiencies of the existing IH 635 facility and traffic congestion.

PROJECT PURPOSE

- Improve mobility and safety within the IH 635 corridor, accommodate dedicated tolled-managed/express lanes, and improve access to existing roadway connections.

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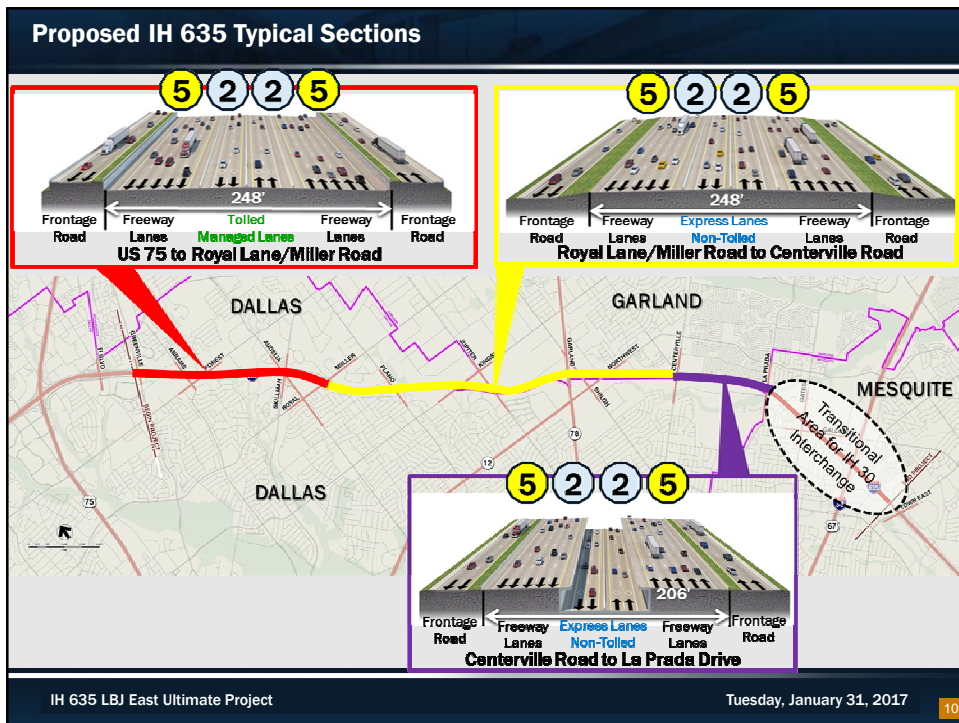
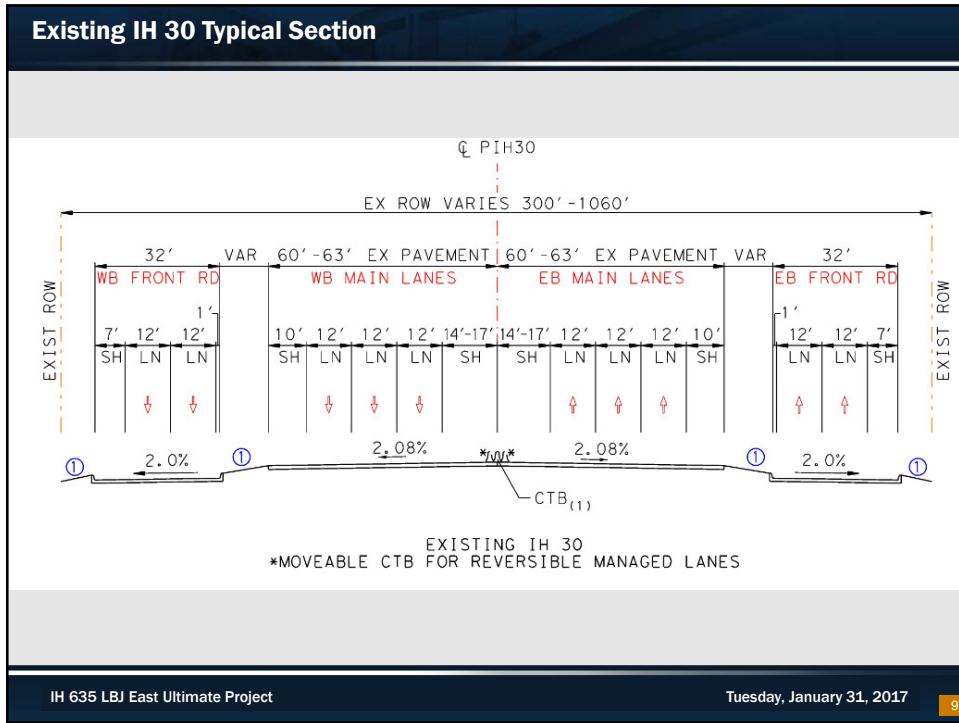
Existing IH 635 Typical Section

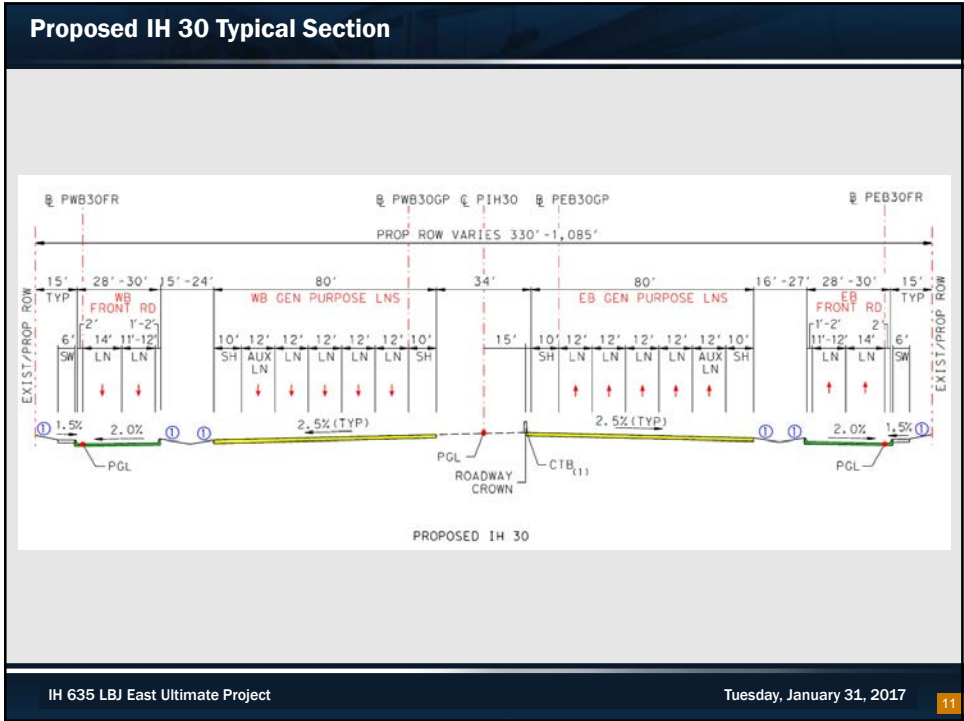
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Tolled Managed Lane Policy

- Managed Lanes would be open for a toll
- Maintain minimum speeds by adjusting tolls according to time of day
- HOVs (i.e. three or more occupants) must register online in advance to receive a 50 percent discount during the peak period

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Toll Collection Methods

- Compatible toll collection system with other toll facilities in the state
- TxDOT TxTag®, the NTTA TollTag®, and the Harris County Toll Road Authority (HCTRA) EZ TAG® would be accepted
- A Pay-by-Mail option at higher rates is available for drivers who do not have a TxTag®, TollTag®, or EZ TAG®. A monthly statement is mailed to the registered owner through the video billing system.



<http://www.txtag.org>
or call: 1-888-468-9824



<https://www.ntta.org>
or call: 972-818-6882



<https://www.hctrta.org>
or call: 281-875-3279

Express Lanes (Non-Tolled) Definition

- Typically built in the median of freeway corridors and separated from parallel traffic by barriers
- Do not have a toll component, so cannot guarantee a traffic speed
- Have fewer entrance and exit ramps and allow through traffic to avoid congestion from local trips



Utility Adjustments

- **Underground and overhead utilities**
 - Adjustments and relocations may be required prior to and during construction of the proposed project
 - No substantial interruptions are anticipated

Projected Cost & Schedule


- **Current Let Date:**
2020
- **Construction Duration:**
Approximately four years
- **Estimated Total Project Cost:**
\$1.5 Billion



Environmental Review / Impacts Addressed

IMPACTS ADDRESSED

Land Use	Vegetation / Habitat
Archeological Resources	Wildlife Resources
Historical Resources	Waters of the U.S. / Wetlands
Community Cohesion	Water Quality
Right-of-Way Acquisition	Air Quality
Traffic Noise	Hazardous Materials




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Environmental Review continued

<p>Water Resources</p> <ul style="list-style-type: none">▪ Work would occur within a FEMA designated 100-year floodplain. The design for this project would be in accordance with current policies.▪ 0.02 acre of wetlands would be permanently filled and authorized under a Nationwide Permit 14.	<p>Traffic Noise</p> <ul style="list-style-type: none">▪ Noise impacts identified.▪ Noise abatement measures are feasible and reasonable at 11 locations along IH 635.▪ Adjacent property owners have approved the construction of seven noise barriers as a result of two noise workshops.
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Conclusion: Studies, analysis, and evaluation of the proposed project indicate no significant impacts



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Environmental Review - Right-of-Way

- **Proposed Right-of-Way (ROW) and Displacements**
 - Approximately 16.3 acres of proposed ROW, 0.5 acre of temporary construction easements and 9.1 acres of permanent drainage easements would be required
 - Multi-family residential displacements would occur on two properties
 - Commercial displacements would occur on 10 properties
 - No public facilities in operation would be displaced

ROW acquisition would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Proposed Project Schedule

- **What happens after the Public Hearing?**
 - **Public Comment Period**
 - **Anticipated Environmental Clearance**
 - **Plan Preparations**
 - **Funding**
 - **Approval of Construction Plans**



Public Comments


- **15 minute recess**
- **Comment period following recess**



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Recess

Recess
15 minutes



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Public Comments

Comment Period

– Please note that we will not attempt to respond to your comments at this time. All substantive comments will be fully considered and responded to in the project record.



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Public Comments

Questions and comments may be mailed to:

Mailing Address
TxDOT Dallas District Office
Attn: Mr. Stephen Endres, P.E.
4777 E. Highway 80
Mesquite, TX 75150-6643

– Written comments must be postmarked by:
Wednesday, February 15, 2017

– Project information is available for inspection at:
• www.keepitmovingdallas.com under “Upcoming Public Hearings/Meetings”

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Public Comments

- So that everyone may speak, please limit your comments to three minutes.



Thank you for your interest in the

**IH 635 LBJ EAST ULTIMATE
PROJECT**



I-635 LBJ EAST SECTION (US 75 TO I-30)

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



NOTE: Highlighted areas are not drawn to exact scale.

TxDOT graphic

PURPOSE AND NEED

This project will reconstruct the Interstate to improve mobility, operations, and safety. Mobility is approved by adding capacity to the general purpose lanes and the express lanes, plus building continuous frontage roads along the whole corridor.

PROJECT DETAILS (PER CSJ)

CSJ: 2374-01-183

Limits: From US 75 to Royal Lane/Miller Road

Total Length: 3.3 miles

Description: Widen 8 to 10 lanes highway, add toll managed lanes, noise walls, and construct continuous frontage roads

Project Let: July 2020

Estimated Construction Cost	\$350 M
Estimated Right of Way Cost	\$40 M
Estimated Total Cost	\$390 M

CSJ: 2374-01-137

Limits: Royal Ln./Miller Rd. to KCS RR

Total Length: 2.6 miles

Description: Widen 8 to 10 lane highway, add Express (non-tolled) lanes, noise walls, and construct continuous frontage roads

Project Let: July 2020

Estimated Construction Cost	\$250 M
Estimated Right of Way Cost	\$30 M
Estimated Total Cost	\$280 M

CSJ: 2374-02-053

Limits: KCS RR to I-30

Total Length: 5.3 miles

Description: Widen 8 to 10 lane highway, add non-tolled managed lanes, noise walls, and construct continuous frontage roads; reconstruct the I-30 interchange

Project Let: July 2020

Estimated Construction Cost	\$790 M
Estimated Right of Way Cost	\$40 M
Estimated Total Cost	\$830 M

PROJECT STATUS

Schematic and Environmental Assessment Reevaluation are under Design Division and FHWA final Review pending January 31, 2017 Public Hearing.

LBJ NOISEWALLS

CSJs: 2374-01-180; 2374-02-144

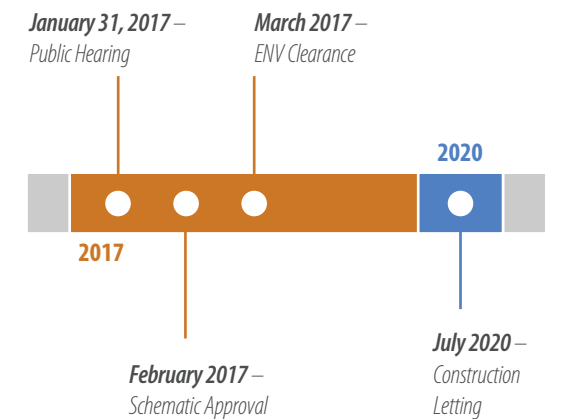
Limits: Designated locations between Forest Lane to I-30

Next Steps: Noise workshops were held with adjacent property owners in 2016. Construction plan preparation is underway.

Project Let: August 2017

Construction Cost (funded): \$31 M

PROJECT TIMELINE



SOURCE: TxDOT

TxDOT graphic

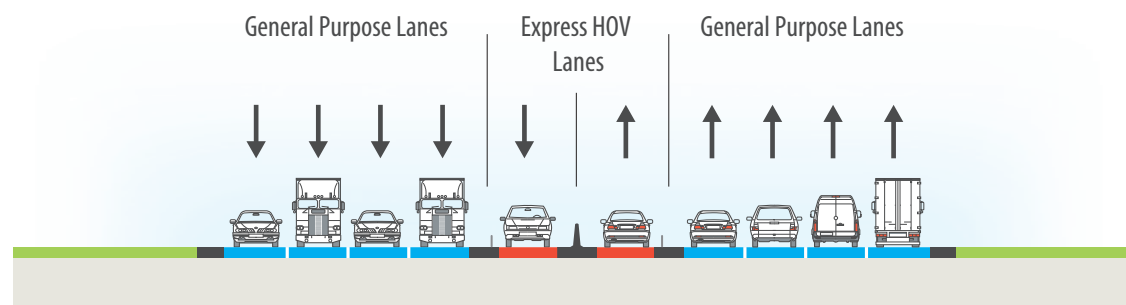
PROGRAMMING STATUS

MTP (2040 Metropolitan Transportation Plan) MTP ID: 131.10.1, 131.10.2, 131.10.3	YES
UTP (2017 Unified Transportation Program)	NO
STIP (Statewide Transportation Implementation Program, 2015-2018)	YES
PHASE: 2374-01-137 E, ENG, 2374-01-183 E, ENG, R, ACQ, C 2374-02-053 Appendix D	

SOURCE: TxDOT

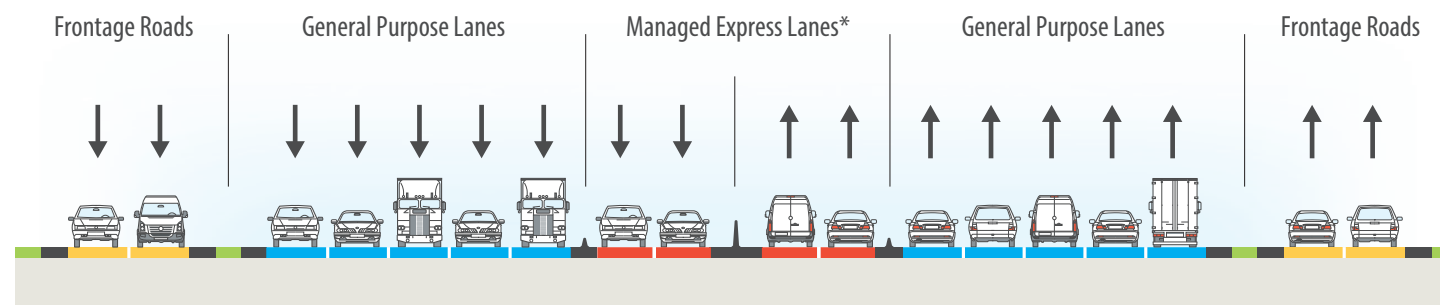
TxDOT graphic

EXISTING TYPICAL SECTION



SOURCE: Texas Department of Transportation.

PROPOSED TYPICAL SECTION



*Managed toll lanes from US 75 to Royal Lane/Miller Road. Express lanes (non-toll) from Royal Lane/Miller Road to I-30.

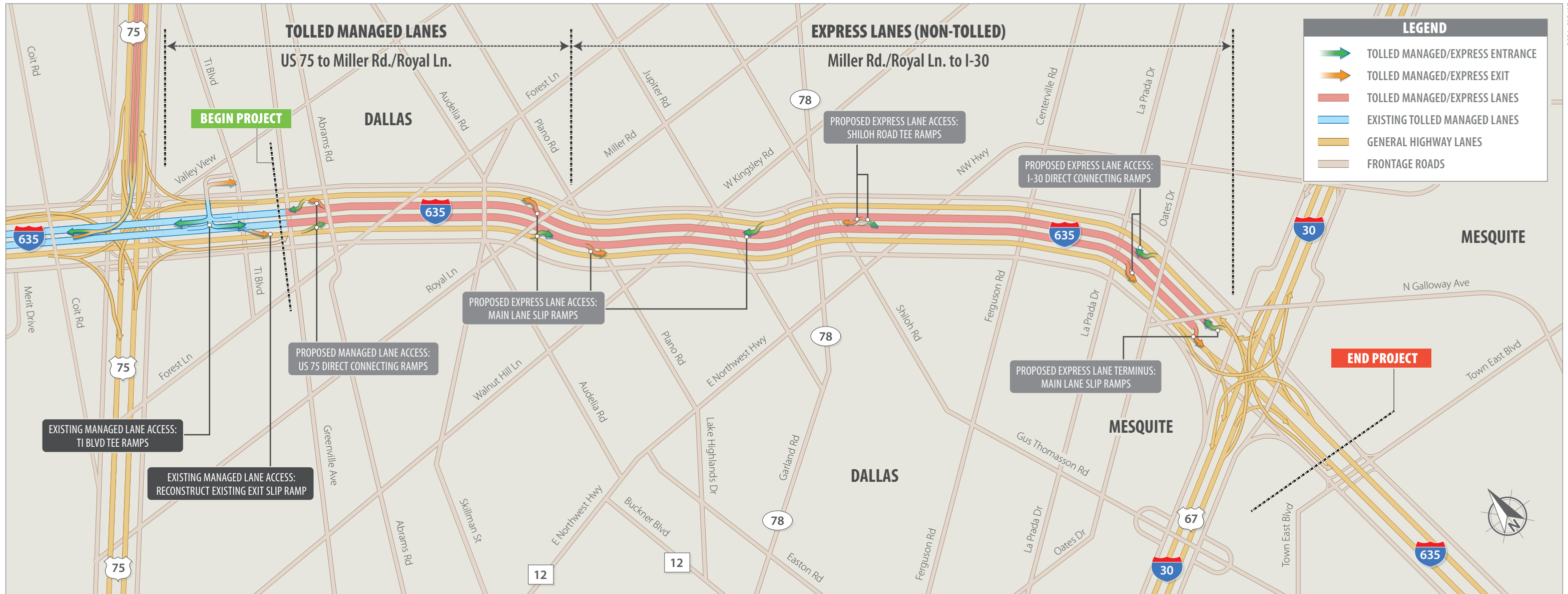
TxDOT graphic

CONTACT INFORMATION

Stephen Endres, P.E.
TxDOT Transportation Engineer
(214) 320-4469
Stephen.Endres@txdot.gov

Dallas District Office
4777 E. Highway 80
Mesquite, TX 75150





NOTE: Managed/Express Lane access configuration is preliminary and subject to change. Map and highlighted areas are not drawn to scale in order to emphasize details.

TxDOT graphic

ROADWAY TERMS TO KNOW

(Terminology from NCTCOG RTC's Mobility 2040 Metropolitan Transportation Plan Approved March 10, 2016)

TOLL ROAD: On a toll road, or tollway, all drivers using the general-purpose lanes pay a toll.

MANAGED LANE: In managed lanes, operational strategies are proactively implemented in response to changing conditions. Managed lanes improve traffic operations and maximize the efficiency of a roadway through active management of the lane(s). According to Federal Highway Administration guidance, strategies for managing lanes typically fall into one of three categories:

- Vehicle eligibility based on occupancy requirements and/or vehicle type restrictions (e.g. trucks, buses).
- Access based on limiting access point(s) to the lane(s), time of day, contraflow and/or reversible operations, and/or ramp metering.
- Pricing/tolling based on occupancy, vehicle type, and/or time of day.

MOBILITY 2040 TERMS

Mobility 2040 identifies three types of managed lanes as part of the roadway system:

- 1. EXPRESS/HOV LANES:** Existing interim HOV lanes that will be

converted to managed operation with minimal reconstruction efforts are called Express/HOV Lanes. These lanes will allow single-occupant vehicular use for a toll based on a fixed-fee schedule while high-occupancy vehicles, vanpools, transit vehicles, and motorcycles will remain free at all times. Vehicles using parallel freeway lanes or frontage roads in the corridor do not pay a toll.

- 2. TOLLED MANAGED LANES:** New toll lanes added to existing freeway corridors where significant reconstruction occurs are called Tolled Managed Lanes. The existing number of free lanes in the corridor remains the same or is increased while dynamically priced toll lanes provide additional capacity and mobility choices with a discounted toll for high-occupancy vehicles during peak periods. The tolled managed lanes in

the North Central Texas region are called TExpress Lanes. Vehicles using parallel freeway lanes or frontage roads in the corridor do not pay a toll.

- 3. EXPRESS LANES:** Similar to tolled managed lanes, express lanes are typically built in the median of freeway corridors and separated from parallel traffic by barriers. Express lanes do not have a toll component, so they cannot offer a guaranteed speed. Express lanes have significantly fewer entrance and exit ramps than parallel freeway lanes and allow through traffic to avoid congestion that results from local trips. Express lanes are a new concept for the North Central Texas region and are being planned for corridors previously designed for tolled managed lanes where additional tax funding allows the roadway to be built without tolls.



IH 635 LBJ East Ultimate Project Project Typical Sections



CSJs: 2374-01-137, 2374-01-180, 2374-01-183, 2374-02-053, & 2374-02-144

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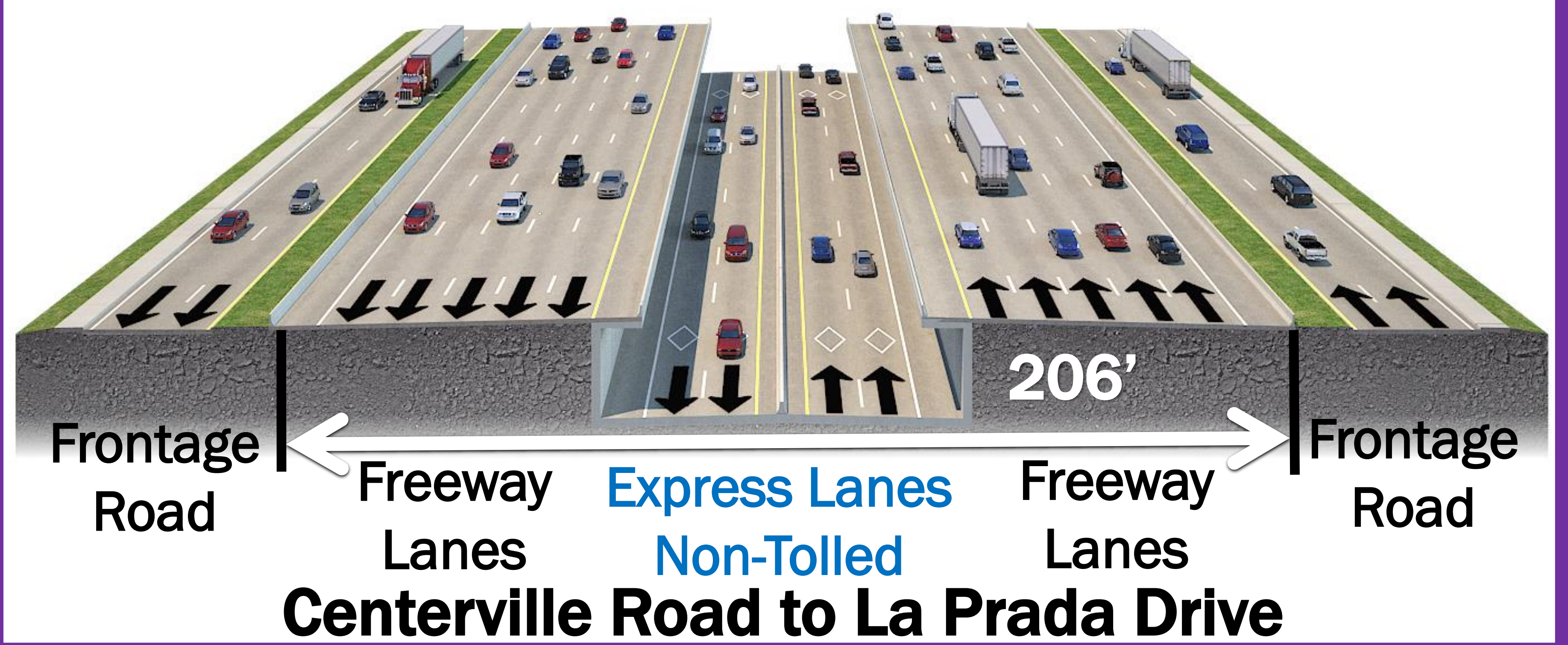
US 75 to Royal Lane/Miller Road

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Royal Lane/Miller Road to Centerville Road/Ferguson Road

5 2 2 5



Centerville Road to La Prada Drive

