



**Virtual Public Meeting
I-635/I-35E Interchange
CSJ: 2374-07-075 & 2374-01-192
Dallas County, Texas
November 2, 2023**

SLIDE 1 – Title Slide

Hello and welcome to the public meeting for the I-635/I-35E Interchange in Dallas County. This meeting has been convened by The Texas Department of Transportation and is being held to receive and consider comments from the public. Please note you may pause this presentation at any point to allow more time to review the information.

SLIDE 2 – End the Streak

November 7, 2000 was the last deathless day on roadways in Texas. That means that for over 22 years, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear your seatbelt, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part to share this message with your friends and family.

SLIDE 3 – Public Meeting Purpose

A public meeting has four essential purposes: 1) inform the public of the status of planning on the project and present the recommendations based on studies performed to date; 2) Describe the project so those attending can determine the project's potential to affect their lives and property; 3) provide the public an opportunity to see information and express their views at this stage in the planning process when flexibility to respond to comments still exist and before location and design decisions are finalized; and finally, 4) to develop a record of public views and participation to accompany recommendations for subsequent decisions. This public meeting is being held in compliance with both federal and state laws.

SLIDE 4 – Viewing Project Information

The virtual public meeting has been designed to mirror a traditional public meeting while giving you the chance to review the material and provide input at your convenience. To access the public meeting materials, go online to <https://www.KeepItMovingDallas.com/projects/interstate-highways/i635-i35e>. Comments from the meeting will be accepted through November 17, 2023.

SLIDE 5 – Project Overview/Project Location

The project includes improvements along I-635 and I-35E. On I-635, from Luna Road to Denton Drive, the approximate project length is 1.66 miles.

On I-635 from Luna Road to the BNSF Railroad, the TxDOT Dallas District is proposing improvements to widen the freeway from nine to 10 lanes, including the reconstruction of managed lanes connections, and increasing the frontage road lanes from four to six continuous lanes.

On I-635 from the BNSF Railroad to State Loop 354 or Denton Drive, the TxDOT Dallas District is proposing improvements to widen the freeway from seven to 10 lanes, including the reconstruction of managed lanes, and increasing the frontage road lanes from four to six continuous lanes.

On I-35E, from Royal Lane to Valley View Lane, the approximate project length is 1.87 miles. TxDOT Dallas District is proposing improvements to widen the freeway from seven to 10 lanes, including the reconstruction of two reversible managed lanes and transitional areas for existing roadways. TxDOT is proposing to increase the frontage road lanes from four to six continuous lanes.

SLIDE 6 – Project Goals and Objectives

The goals and objectives of the proposed project is to improve connectivity, reduce traffic congestion within the project area and increase mobility within the region. The project is needed because roadways within the project area are inadequate to meet current and future traffic volumes, resulting in congestion and reduced mobility.

SLIDE 7 – I-635 Existing Typical Section

The existing I-635 typical section includes a seven-lane highway structure with three to four 12-foot-wide travel lanes and 10-foot-wide shoulders in each direction of the highway. There are non-continuous frontage roads, buffer-separated managed lanes and two through lanes on I-635 from Luna Road to I-35E.

SLIDE 8 – I-635 Proposed Typical Section

The proposed project improvements include a ten-lane general purpose mainlanes with five 12-foot-wide travel lanes in each direction, the construction of four 2-lane managed direct connectors within the existing I-635/I-35E interchange. The direct connectors facilitate access between I-635 and I-35E for the northbound to eastbound, southbound to eastbound, westbound to southbound, and westbound to northbound movements. In addition, managed lanes with two lanes in each direction would be constructed along I-635 from Luna Road to near Denton Drive. The added managed lane direct connectors

at the I-635/I-35E interchange would be in addition to the eight existing direct connectors that will remain in place. Additional improvements include four to six-lane continuous frontage roads.

SLIDE 9 – I35E Existing Typical Section

The existing I-35E typical section includes six to eight 12-foot-wide travel lanes and 10-foot-wide shoulders in each direction of the highway. There are two 12-foot reversible managed lanes, and non-continuous frontage roads.

SLIDE 10 – I35E Proposed Typical Section

The proposed project improvements include eight to ten-lane general purpose mainlanes with four to five 12-foot-wide travel lanes in each direction, and the construction of two reversible 12-foot wide managed lanes. Additional improvements include 10-foot wide inside and outside shoulders with four to six lane continuous frontage roads.

SLIDE 11 – Project Improvements

Project improvements include continuous frontage roads through the interchange for both I-635 and I-35E and additional general purpose mainlanes along I-635 and I-35E. Other improvements include the reconstruction of general-purpose direct connectors, remove and relocate left exits at westbound I-635 and northbound I-35E to right exits, and additional operational improvements. All managed lane direct connectors would be maintained as is.

SLIDE 12 – Environmental Review

Prior to December 16, 2014, the Federal Highway Administration, or FHWA, reviewed and approved documents prepared under the National Environmental Policy Act, known as NEPA; however, on December 16, 2014 the Texas Department of Transportation assumed responsibility from FHWA to review and approve certain assigned NEPA environmental documents. This agreement was updated on December 9, 2019.

Environmental Documentation will be prepared in accordance with the National Environmental Policy Act (NEPA). This will include reviewing Air Quality, Traffic Noise, Social & Community Impacts, Hazardous Materials, Biological Resources, Water Resources, and Historic and Archaeological Resources. Alternatives are evaluated and compared based on impacts to all environmental constraints.

SLIDE 13 – Environmental Constraints Map

The Environmental Constraints Map is a visual representation of the potential environmental constraints anticipated for the proposed project. The Environmental



Constraints Map contains a legend on the bottom of the map and identifies the shading and symbols used on the map. To view a full-size environmental constraints map, please visit the project page at: <https://www.keepitmovingdallas.com/projects/interstate-highways/i635-i35e>.

SLIDE 14 – Project Development and Timeline

Today we are presenting feasible and reasonable alternatives to the public. Once the public feedback from this public meeting has been reviewed the project will begin to develop a recommended alternative. There will be a second public meeting in the Spring of 2024 to present the recommended alternative to the public and obtain additional feedback and input. After the public feedback from the second public meeting has been reviewed, the project will conduct environmental studies and finalize roadway designs. An Opportunity for a Public Hearing will be offered in the Fall of 2025. Environmental clearance for the project is anticipated in the Spring of 2026. The construction cost is approximately \$870 million based on preliminary design and is not currently funded and cannot let until funding is identified, however right-of-way can proceed even if the project is not funded for construction.

SLIDE 15 – How to comment and contact information

As previously stated, one of the goals of this public meeting is to receive your thoughts, questions, and concerns about the proposed projects. There are several ways to submit your comment:

1. You may comment online by navigating to www.keepitmovingdallas.com/projects/interstate-highways/i635-i35e or scan the QR code here to access the electronic comment.
2. Email your comments to: Nelson.Underwood@txdot.gov.
3. Mail your comments to TxDOT Dallas District, Attention: Nelson Underwood, P.E., 4777 US Highway 80 East, Mesquite, Texas 75150.
4. Call (281) 768-3560 to leave a voicemail comment.

All comments regarding this project must be received or postmarked on or before Friday, November 17th, 2023, to be included in the formal meeting documentation.

If you have any general questions or concerns regarding the project, please contact the TxDOT Project Manager Nelson Underwood, P.E., during regular business hours (Monday–Friday/8 a.m.–5 p.m.) by either calling 214-320-6100 or emailing him at Nelson.Underwood@txdot.gov.



SLIDE 16 – Thank you

We sincerely appreciate your participation and interest concerning the proposed design of the I-635/I-35E Interchange project. Your questions, comments and concerns will receive careful consideration. Thank you for attending the Virtual Public Meeting.