



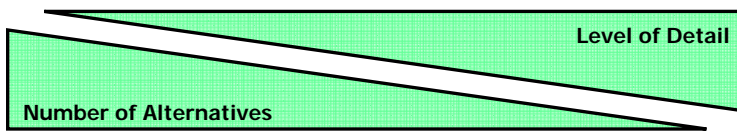
# SH 190 Public Meeting

March 30, 2006  
Mesquite Convention and Rodeo Center  
1700 Rodeo Drive, Mesquite, Texas 75149  
4:00 pm to 8:00 pm



## Purpose of the Meeting

The purpose of this meeting is to solicit public input on the alternative corridors developed based on public comments received at the July 2005 SH 190 Public Scoping Meeting. The corridors were evaluated on mobility effects, social/economic effects, environmental effects, and other. The evaluation tables are included in the interior of this handout.



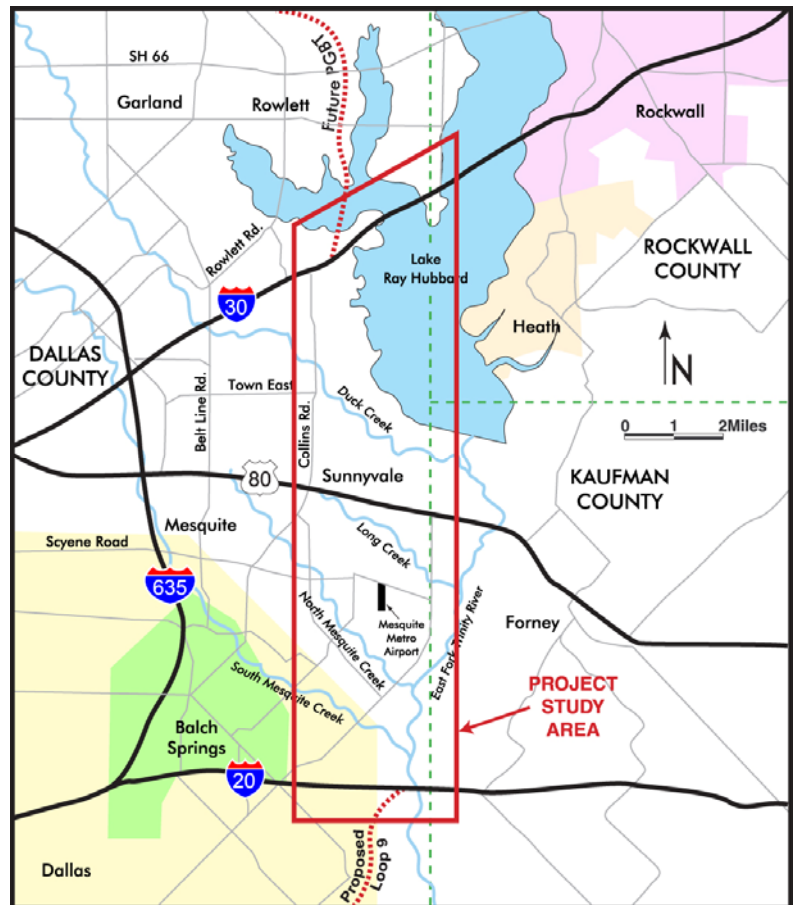
Your comments tonight will help determine which alternatives should be carried forward for further consideration and analysis. At this time, we may not have all the detailed answers as to the effects of the alternatives because of the conceptual

level of the alternatives. However, as the number of alternatives decreases, the level of detail of the design will increase.

## Project Background

The project scope and objective of the SH 190 Transportation Study is to determine the feasibility of developing a new roadway from I-30 to I-20 in eastern Dallas County to improve local north-south transportation and complete the regional (eastern) SH 190 Loop connecting the President George Bush Turnpike extension at I-30 to the proposed Loop 9 at I-20. If feasible:

- What type of roadway is warranted? Three types are under consideration:
  - Arterial- A class of roads serving major traffic movements (high speed, high volume) for travel between major points.
  - Freeway- A divided arterial highway designed for the unimpeded flow of large traffic volumes. Access to a freeway is rigorously controlled and intersection grade separations are required.
  - Toll Road- A toll road is a highway open to traffic only upon payment of a direct fee.
- The location of the roadway?
- The potential social, economic and environmental effects of building the roadway?



## Preliminary Evaluation Summary Tables

The following corridor alternative evaluation tables were based on the preliminary corridor alternatives developed. The evaluation criteria have been organized into six major categories: mobility, cost effectiveness, social/economic effects, environmental effects, public and agency support, and other. 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. As many of the evaluation measures as possible were quantified. For measures that were not quantifiable, a rating or scoring system was used. Each measure was rated, compared to the other alternatives based upon the following scoring system:

- ++ Significantly Positive** - Positive performance upon a measure as compared to the other alternatives.
- + Moderately Positive** - Slight positive performance on the measure as compared to the other alternatives.
- O Neutral** - Alternative has no affect, one way or the other upon the measure as compared to the other alternatives.
- Moderately Negative** - Poor but acceptable performance on a measure compared to the other alternatives.
- Significantly Negative** - Unacceptable performance on a measure compared to the other alternatives.

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**Preliminary Evaluation Summary Table  
for SH 190 Transportation Study--The East Branch**

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
Arterial	\$12	37.4	37,291	320,911	48,900 [F]	58%	-
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 6-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.), ROW, 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/Finacial Feasibility. Qualitative measure based on construction cost, effective movement of traffic, and any revenue potential.

**Preliminary Evaluation Summary Table  
for SH 190 Transportation Study--The East Branch**

(1)  Corridor Alternative	(2)  Start/End Locations	Social/Economic Effects				Environmental Effects				Public/ Agency Support	Other	
		Residential Land Use Impacts (acres)	Commercial Land Use Impacts (acres)	Consistency with Existing/Planned Development	Noise Impacts	Number of Parklands and Historical Resources Affected	Affect on Jurisdictional Waters (# of waters crossed)	Proximity to Floodplain (acres)	Affects to Wildlife Habitat (acres)		Level of Public and Agency Support	Ease of Implementation
<b>IH 30 to US 80</b>												
N1-M1	Roan/Collins	64	19	-	See Noise Impacts Board	0	8	120	231		o	o
N1-M2	Roan/Center	66	11	o		2*	9	158	273		o	o
N1-M3	Roan/East of Lawson	27	0	-		0	8	188	285		o	o
N2-M1a	PGBT/Collins	85	19	--		0	9	55	154		o	+
N2-M1b	PGBT/Collins (RR)	68	23	o		0	5	54	159		o	+
N2-M2	PGBT/Center	58	11	o		0	9	109	205		o	+
N2-M3	PGBT/East of Lawson	49	8	o		0	6	59	167		o	+
<b>US 80 to IH 20</b>												
M1-S1	Collins/West of Falcon's Lair	72	33	--	See Noise Impacts Board	0	11	35	104		o	o
M1-S2	Collins/Falcon's Lair	15	34	-		0	6	43	127		o	+
M1-S3	Collins/East of Falcon's Lair	12	57	--		0	5	61	173		-	o
M2-S1	Center/West of Falcon's Lair	17	29	--		0	8	43	129		o	o
M2-S2	Center/Falcon's Lair	8	22	-		0	7	51	114		o	+
M2-S3	Center/East of Falcon's Lair	7	19	o		0	8	133	166		-	o
M3-S1	East of Lawson/West of Falcon's Lair	35	11	o		0	8	85	173		o	o
M3-S2a	East of Lawson/Falcon's Lair	16	3	-		0	8	104	195		o	+
M3-S2b^	East of Lawson/Falcon's Lair	19	16	-		0	7	82	163		o	+
M3-S3	East of Lawson/East of Falcon's Lair	0	3	o		0	7	133	168		-	o

**Notes:**  
 (1) : Corridor Alternative name designated as "from node - to node."  
 (2) : Start/End Locations. The location of the termini representing the start and end nodes, as presented in column (1).  
 \* Near two Parks/Open Spaces and possible impact to "Arnold, Carol & Abon Park" as well  
 ^ This corridor alternative was chosen after the September 26, 2005 Workgroup Meeting because the initial alternative passed through an area that is currently under development.

## What's Next?

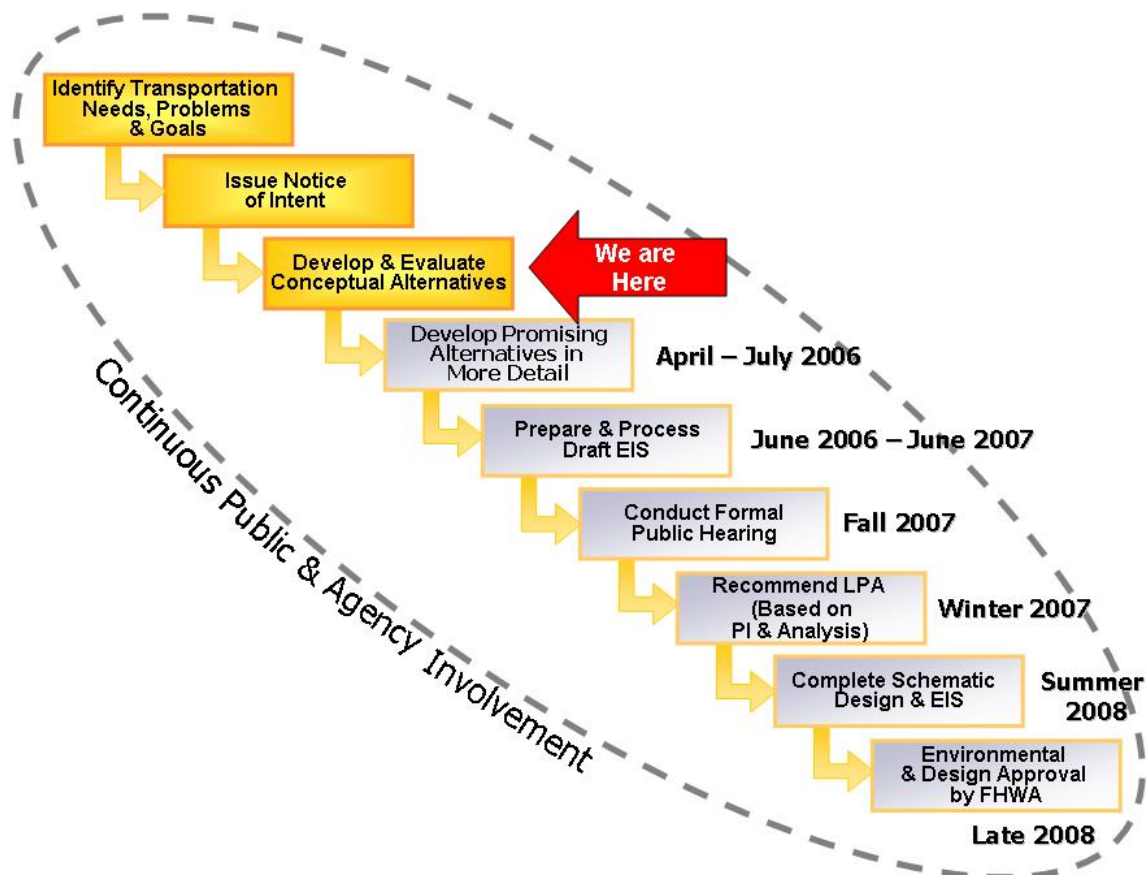
Once the number of alternatives is narrowed down, the SH 190 Study Team will refine the remaining alternatives and begin to develop conceptual engineering drawings and the Draft Environmental Impact Statement (DEIS). The conceptual engineering drawings will include:

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

Along with more design work, TxDOT will be preparing an environmental document in the form of a DEIS. For each alignment considered in the EIS phase, this will include the documentation of the existing social, economic and environmental conditions; assessment of the effects due to the proposed roadway; and potential mitigation. 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.