Memorandum

DATE 5 June 2015

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Voncie Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo,
Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

SUBJECT I-635 LBJ East Project

On Monday, 8 May 2015, you will be briefed on the I-635 LBJ East Project. The briefing materials
are attached for your review.

Please feel free to contact me if you need additional information.

Mark McDaniel
Assistant City Manager

Attachment

C: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager

Eric D. Campbell, Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

“Dallas-Together, we do it better”
I-635 LBJ EAST PROJECT

Transportation and Trinity River Project Committee
8 June 2015

TxDOT Dallas District
Dallas County, Texas
CSJ: 2374-01-137, 2374-02-053
I-635 LBJ East Project Overview and Briefing Purpose

Short Term Improvements
- Express/HOV Lanes

Long Term Improvements
- Ultimate Design
I-635 LBJ East Project Overview

BEGIN LBJ EAST PROJECT

LBJ EAST

END LBJ EAST PROJECT

SCALE IN MILES

0 3 6

Texas Department of Transportation
Update the Dallas Council on the two-phased plan to improve I-635 from US 75 to I-30 (the I-635 LBJ East Project):

- Short Term Improvements – Plan, design and construct Express / High Occupancy Vehicle [“HOV”] Lanes by 2016 when the LBJ Express (I-35E to US 75) Project opens

- Long Term Improvements – Complete the planning for the Ultimate Design (Year 2040) for consideration for funding and construction methodology
Short Term Improvements
– Express/HOV Lanes
**I-635 Express/HOV Lane Project Scope**

- Increases use by allowing Single Occupancy Vehicles [“SOV”] into the HOV lanes by paying a toll
- Maintains existing HOV use without paying a toll
- Maintains existing HOV access ramps
- Adds tolling equipment and guide signs
I-635 Express/HOV Lane Project Description

- Project Letting: February 2015
- Construction Beginning: June 2015
- Cost: $7.9 Million
- Open to traffic early 2016
Long Term Improvements
– Ultimate Design
Ultimate Design Scope

- Address congestion through design year 2040
- Update plan previously approved in 2003
- Improve I-635 to current design and safety standards
- Reconstruct Express/HOV lanes as TEXPRESS lanes
- Provide continuous frontage roads
- Address noise
- Plan for phased construction
Ultimate Design – Right-of-way/Drainage Constraints

CREEK CROSSINGS

RAILROAD & ELECTRIC TRANSMISSION

PARKS & RESIDENCES

ELECTRIC TRANSMISSION

I-635 LBJ East Project
from US 75 to I-30
CSJ: 2374-01-176 & 2374-02-142
Environmental Constraints

Legend:
- Cemetery
- Wastewater Outlet
- Municipal Solid Waste Site/Leach Pit
- Recreational Industrial & Hazardous Waste Site
- City Limits
- River/Creek
- 1 Percent Flood Risk Zone

Notes:
1. Map Date: 06/09/2014
2. Locations are approximate.
4. 1 Percent Flood Risk Zone is from FEMA Dallas County, 2010 preliminary DFIRM.
5. Other Data Source: ESRI, NODC, TCEQ, TEA, HHC, TxDOT, TVRCC

Scale in Feet: 0 2,000 4,000 6,000 8,000 10,000

Texas Department of Transportation
Ultimate Design - Right-of-way Constraints

- Existing Right of Way
- Acquired Right of Way

- LA PRADA DR
- WHITE PARK
- GRISSOM PARK
- ARMSTRONG PARK
- DALLAS ATHLETIC CLUB
- APARTMENTS
- CREEK
- ONGOR ELECTRIC TRANSMISSION
Ultimate Design – Bridge Constraints

- Greenville Ave to Miller Rd
  I-635 Underpasses

- Plano Rd to La Prada Dr
  I-635 Overpasses

- Oates Dr to IH 30
  I-635 Underpasses

**LEGEND**
- Project Limits
- Existing Overpass
- Existing Underpass
Long Term Improvements
– Ultimate Design Alternatives
Ultimate Design Segments

East Segment
(Miller/Royal to I-30)

West Segment
(US 75 to Miller/Royal)
Ultimate Design – Alternatives Consideration

- Six alternatives under consideration
- Evaluation at the request of local legislators
- See below for general alternative explanation/terminology:

- Proposed Frontage Roads (limited existing, discontinuous)
- Number of proposed general purpose freeway lanes (4 lanes existing, each way)
- Number of proposed tolled managed lanes (1 managed HOV lane existing, each way)
- Overall width of main lanes used for comparison
Ultimate Design – Alternative 1 (Approved 2003)

WEST FROM US 75 TO MILLER RD

FRONTAGE ROAD
FREEWAY LANES
TEXPRESS TOLLED MANAGED LANES
FREEWAY LANES
FRONTAGE ROAD

248'

EAST FROM MILLER RD TO I-30

FRONTAGE ROAD
FREEWAY LANES
TEXPRESS TOLLED MANAGED LANES
FREEWAY LANES
FRONTAGE ROAD

206'
Ultimate Design – Alternative 2

WEST FROM US 75 TO MILLER RD

FRONTAGE ROAD
FREEWAY LANES
TEXPRESS TOLLED MANAGED LANES
FREEWAY LANES
FRONTAGE ROAD

248'

EAST FROM MILLER RD TO I-30

FRONTAGE ROAD
FREEWAY LANES
TEXPRESS TOLLED MANAGED LANES
FREEWAY LANES
FRONTAGE ROAD

224'
Ultimate Design – Alternative 3

WEST FROM US 75 TO MILLER RD

EAST FROM MILLER RD TO I-30
Ultimate Design – Alternative 4

WEST FROM US 75 TO MILLER RD

FRONTAGE ROAD  FREEWAY LANES  TEXPRESS TOLLED MANAGED LANES  FREEWAY LANES  FRONTAGE ROAD

248'

EAST FROM MILLER RD TO I-30

FRONTAGE ROAD  FREEWAY LANES  TEXPRESS TOLLED MANAGED LANES  FREEWAY LANES  FRONTAGE ROAD

206'
Ultimate Design – Alternative 5

WEST FROM US 75 TO MILLER RD

FRONTAGE ROAD  FRONTAGE ROAD
   FREEWAY LANES  FREEWAY LANES
   TEXPRESS TOLLED MANAGED LANES  FREEWAY LANES

248'

EAST FROM MILLER RD TO I-30

FRONTAGE ROAD  FRONTAGE ROAD
   FREEWAY LANES  FREEWAY LANES
   TEXPRESS TOLLED MANAGED LANES  FREEWAY LANES

184'
## Ultimate Design – Alternative Comparison

<table>
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<tr>
<th>ALTERNATIVE NUMBER</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
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<tbody>
<tr>
<td>EAST MAIN LANE WIDTH</td>
<td>206'</td>
<td>224'</td>
<td>248'</td>
<td>206'</td>
<td>184'</td>
<td>248'</td>
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<tr>
<td>CONSTRUCTABILITY IMPACTS</td>
<td>MOD</td>
<td>MOD</td>
<td>MOD</td>
<td>MAX</td>
<td>MOD</td>
<td>MAX</td>
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<td>DRAINAGE IMPACTS</td>
<td>MIN</td>
<td>MIN</td>
<td>MIN</td>
<td>MAX</td>
<td>MIN</td>
<td>MAX</td>
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<tr>
<td>VISUAL IMPACTS</td>
<td>MOD</td>
<td>MOD</td>
<td>MOD</td>
<td>MIN</td>
<td>MAX</td>
<td>MIN</td>
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<tr>
<td>APPROX. TOTAL COST ($BIL)</td>
<td>$1.1</td>
<td>$1.2</td>
<td>$1.4</td>
<td>$2.2</td>
<td>$1.5</td>
<td>$2.3</td>
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</table>

**NOTE:**

1- Costs are very preliminary and subject to change
2- Impacts are relative and subjective.

**MIN = Minimal Impacts**
**MOD = Moderate Impacts**
**MAX = Maximum Impacts**

PRELIMINARY
Subject to Change
Date: June 4, 2015
Long Term Improvements
– Other Considerations
  • Skillman Interchange
  • Noise Walls
  • Schedule
Project Goal: The LBJ/Skillman Interchange Project incorporates a design approach that will reduce traffic congestion while placing emphasis on walking, bicycling and automobile use. Adding wider sidewalks and bicycle facilities on this bridge segment will increase mobility options and provide improved connectivity to key community assets such as Richland Community College and to the DART Station.

Concept from *LBJ Skillman Planning Initiative Study* adopted by Dallas City Council on 8 October 2014

Construction plan preparation by City of Dallas

Schematic is approved, environmental study approval is pending

Coordinated with TxDOT and the 635 East Ultimate Design

Could be built as a stand-alone project

Total Cost: Approx. $50 Million

Funding: The City of Dallas has submitted a federal TIGER Grant application requesting $37M to fund the project. The City of Dallas has identified $6.2M and Dallas County has $6.2M towards the project ($3.3M expended on detailed design)

Construction Start: If selected for TIGER funding, construction could start October 2016
Skillman Interchange

Green Depicts Proposed Interchange Construction

PRELIMINARY SUBJECT TO FURTHER STUDY
9 NOISE WALLS PROPOSED IN 2003 ENVIRONMENTAL ASSESSMENT AND CURRENTLY UNDER STUDY
Proposed Noise Walls in Dallas

Legend:
- Pro. Noise Wall Adjacent to Multi-Family
- Pro. Noise Wall Adjacent to Single-Family

PROPOSED NOISE WALL 1
PROPOSED NOISE WALL 2A
PROPOSED NOISE WALL 2B
PROPOSED NOISE WALL 3
PROPOSED NOISE WALL 4

PRELIMINARY
<table>
<thead>
<tr>
<th>Wall No.</th>
<th>Location</th>
<th>Length (ft)</th>
<th>Height (ft)</th>
<th>Estimated Construction and ROW Cost</th>
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<tbody>
<tr>
<td>1</td>
<td>Between Greenville Avenue and Abrams Road along westbound frontage road</td>
<td>400</td>
<td>12</td>
<td>$400,000</td>
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<tr>
<td>2a</td>
<td>Between Forest Lane and Skillman Street along eastbound frontage road</td>
<td>1,250</td>
<td>12</td>
<td>$1,500,000</td>
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<tr>
<td>2b</td>
<td>Between Forest Lane and Skillman Street along eastbound frontage road</td>
<td>2,385</td>
<td>12</td>
<td>$7,400,000</td>
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<td>3</td>
<td>Between Forest Lane and Skillman Street along westbound frontage road</td>
<td>3,235</td>
<td>12</td>
<td>$11,900,000</td>
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<tr>
<td>4</td>
<td>Between Miller Road and Plano Road along eastbound frontage road</td>
<td>3,785</td>
<td>12</td>
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<td><strong>SUBTOTAL</strong></td>
<td></td>
<td><strong>11,055</strong></td>
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<td><strong>$24,800,000</strong></td>
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Notes:
- Costs provided are conceptual with 30% contingencies. Costs for utility relocation and soft costs are not included.
- Noise Wall #1 is expected to be deferred since adjoining apartments burnt and were demolished.
- Noise wall length and height are preliminary and subject to further study.
Noise Wall Aesthetics

- Noise walls typically constructed along TxDOT right-of-way
- Noise wall height typically 12 feet
<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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<tbody>
<tr>
<td>Alternative Development</td>
<td>February 2015</td>
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<td>1&lt;sup&gt;st&lt;/sup&gt; Public Input</td>
<td>July 2015</td>
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<tr>
<td>- Local briefings &amp; public meeting</td>
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<tr>
<td>Complete schematic design</td>
<td>Summer 2015</td>
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<tr>
<td>Draft environmental study</td>
<td>Fall 2015</td>
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<tr>
<td>2&lt;sup&gt;nd&lt;/sup&gt; Public Input</td>
<td>Fall 2015</td>
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<tr>
<td>- Local briefings &amp; public hearing</td>
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<tr>
<td>Anticipated study approvals</td>
<td>Spring 2016</td>
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<td>- Requires approval of new regional plan,</td>
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<td>Mobility 2040</td>
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<tr>
<td>Construction</td>
<td>To Be Determined</td>
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<tr>
<td>Open to traffic</td>
<td>To Be Determined</td>
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Contact Information

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