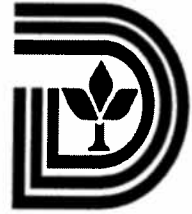


# Memorandum



CITY OF DALLAS

DATE 5 June 2015


TO The Honorable Members of the Transportation and Trinity River Project Committee:  
Vonciel 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.

A handwritten signature in black ink, appearing to read "William F. L.".

 Mark McDaniel  
Assistant City Manager

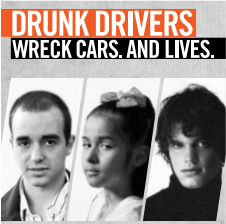
## Attachment

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



# TEXAS DEPARTMENT OF TRANSPORTATION



## I-635 LBJ EAST PROJECT

### Transportation and Trinity River Project Committee 8 June 2015



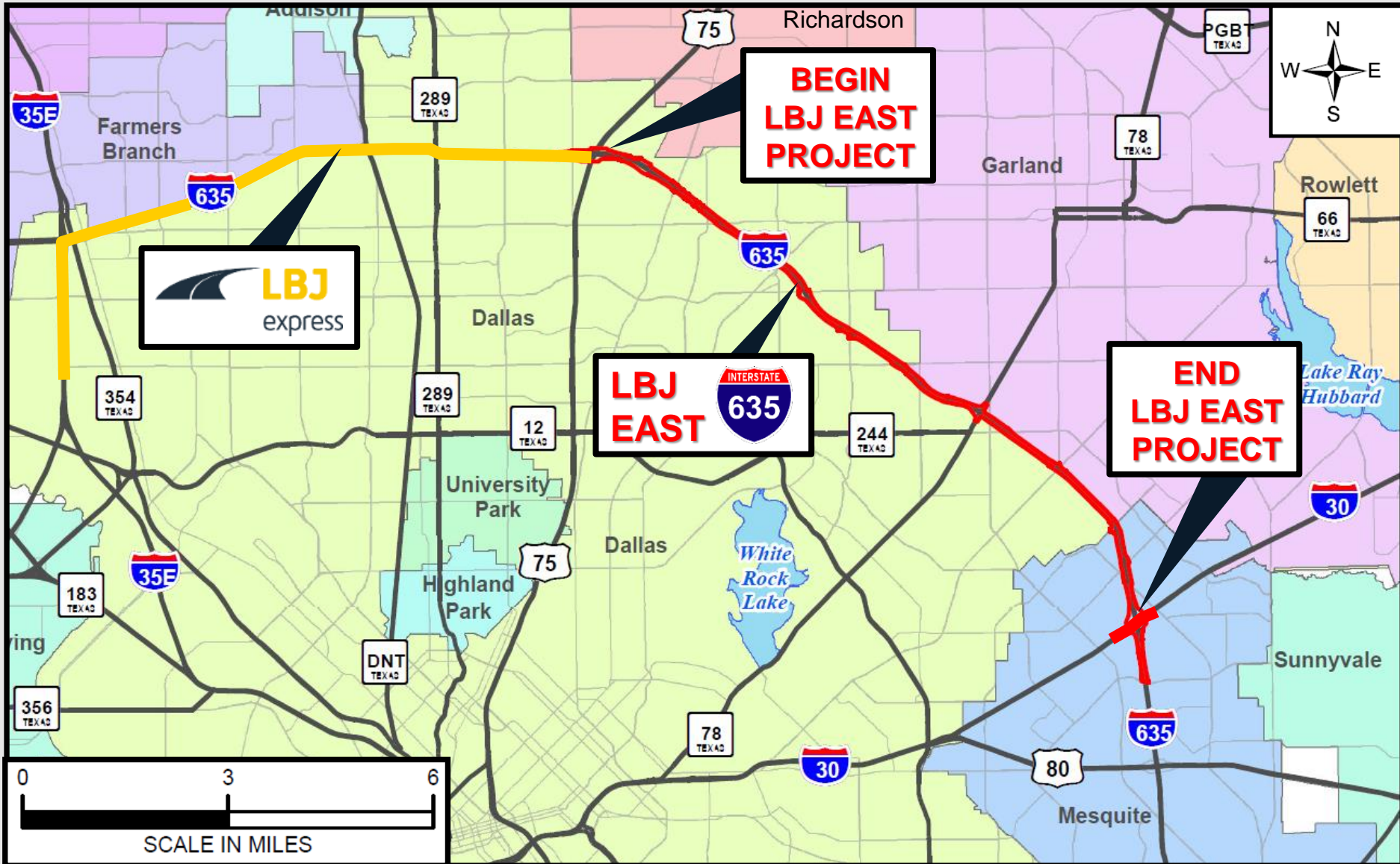
TxDOT Dallas District  
Dallas County, Texas  
CSJ: 2374-01-137, 2374-02-053



# Agenda

- 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





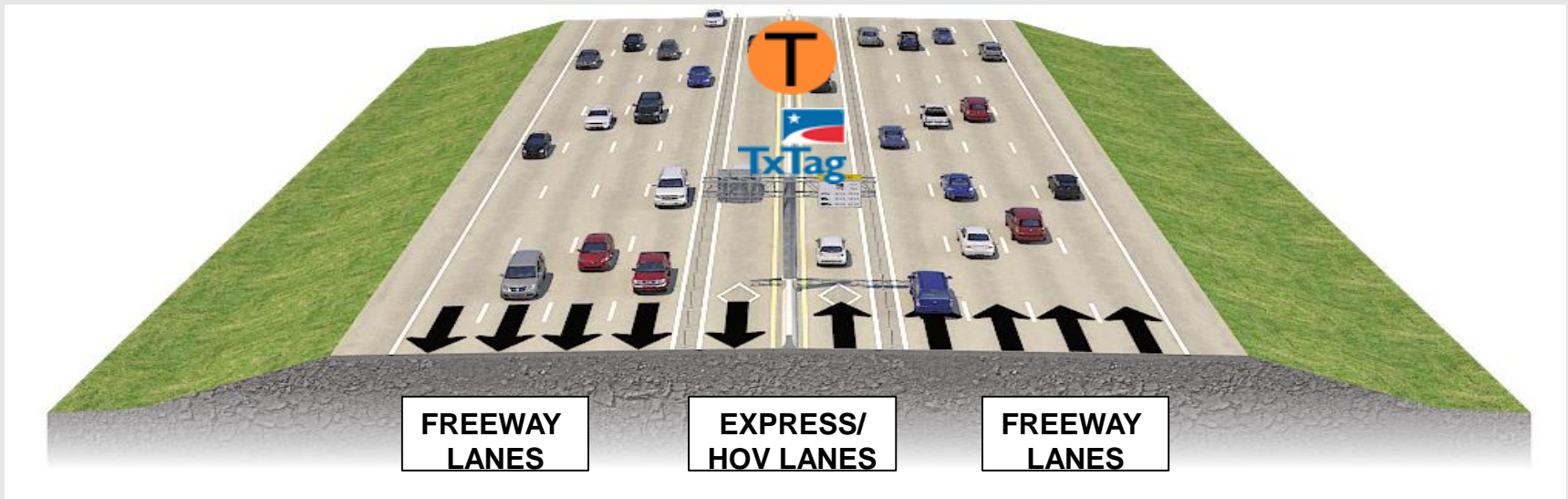
# Briefing Purpose

- 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

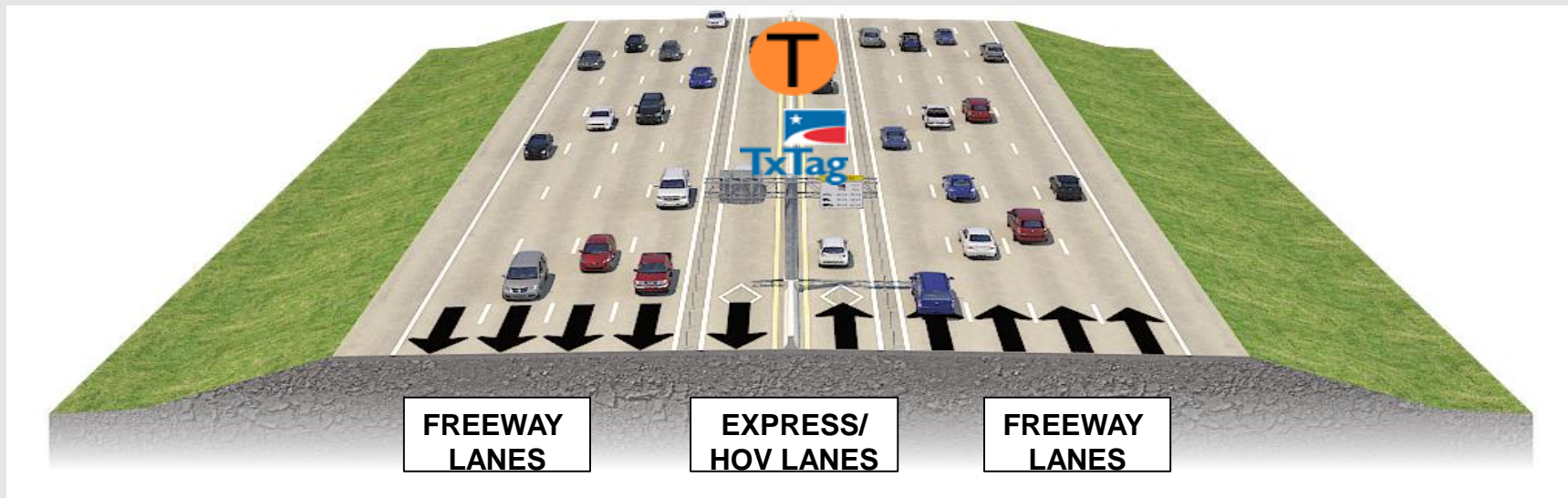
# I-635 Express/HOV Lane Project Scope

- 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

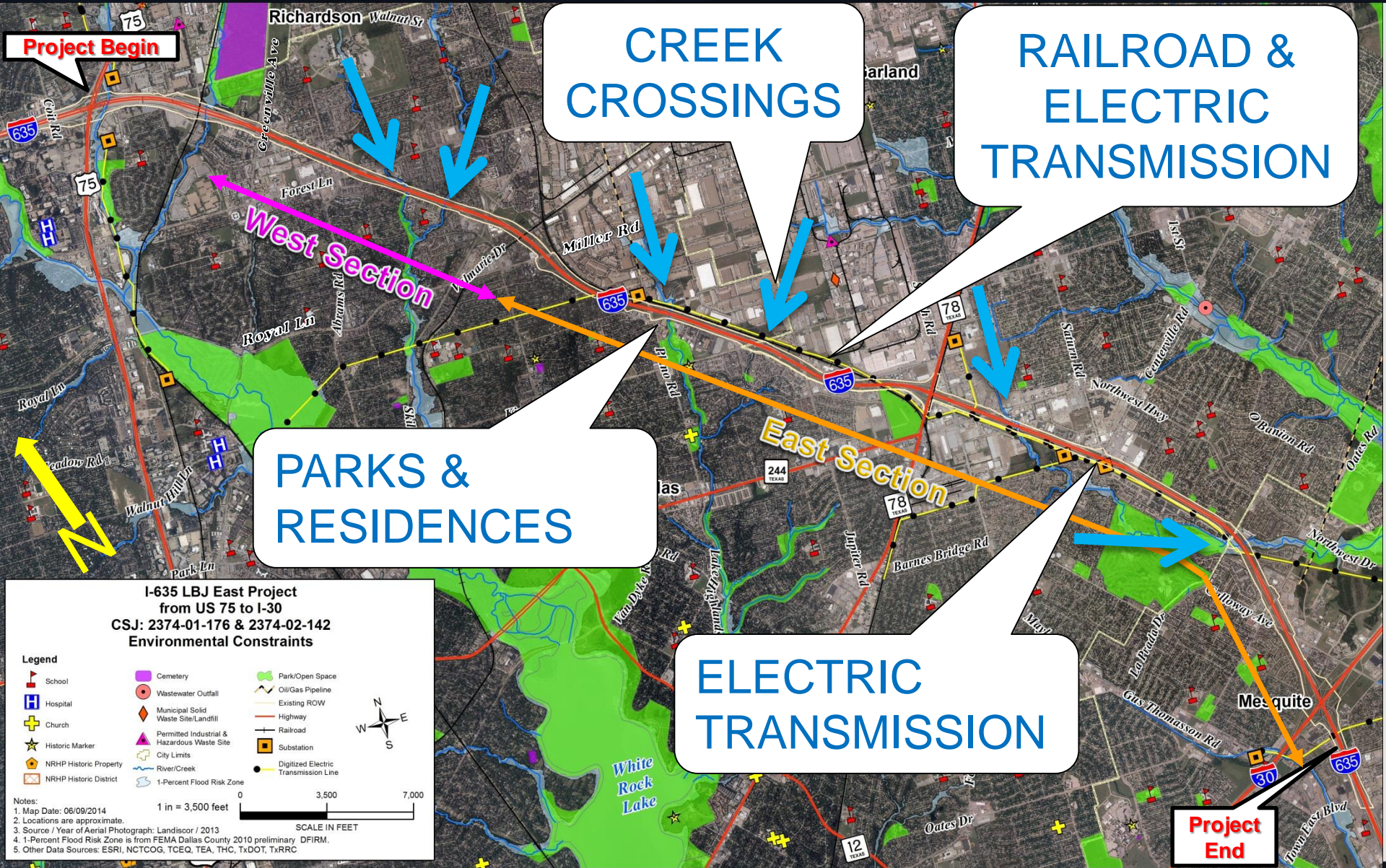
# Ultimate Design Scope

- 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



**Project Begin**

**CREEK CROSSINGS**

**RAILROAD & ELECTRIC TRANSMISSION**

**PARKS & RESIDENCES**

**ELECTRIC TRANSMISSION**

**Project End**

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

Legend		

Notes:  
 1. Map Date: 06/09/2014  
 2. Locations are approximate.  
 3. Source / Year of Aerial Photograph: Landsat / 2013  
 4. 1-Percent Flood Risk Zone is from FEMA Dallas County 2010 preliminary DFIRM.  
 5. Other Data Sources: ESRI, NCTCOG, TCEQ, TEA, THC, TxDOT, TXRRRC

1 in = 3,500 feet

SCALE IN FEET  
 0 3,500 7,000

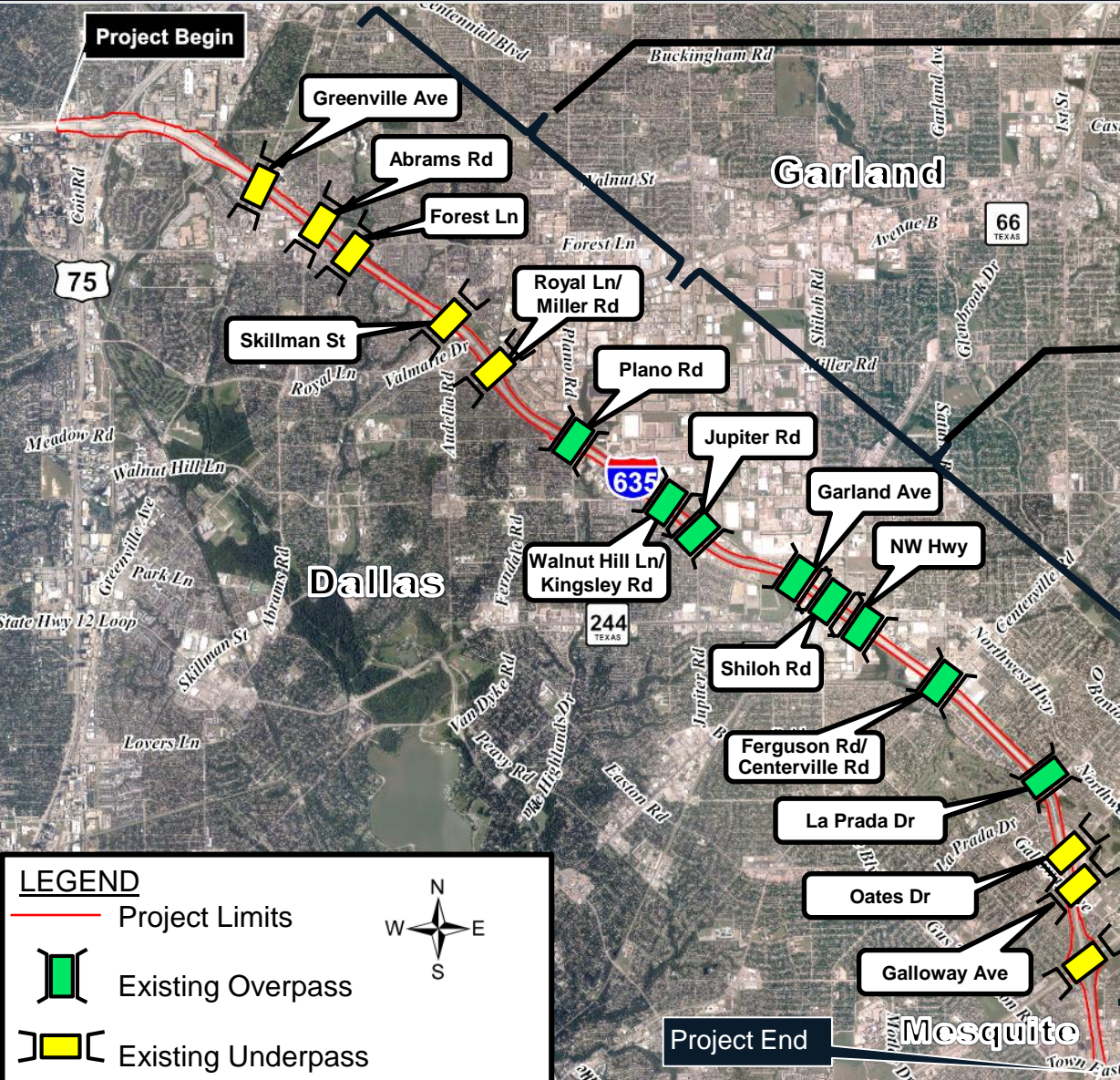


# Ultimate Design - Right-of-way Constraints





# Ultimate Design – Bridge Constraints



- Greenville Ave to Miller Rd  
I-635 Underpasses

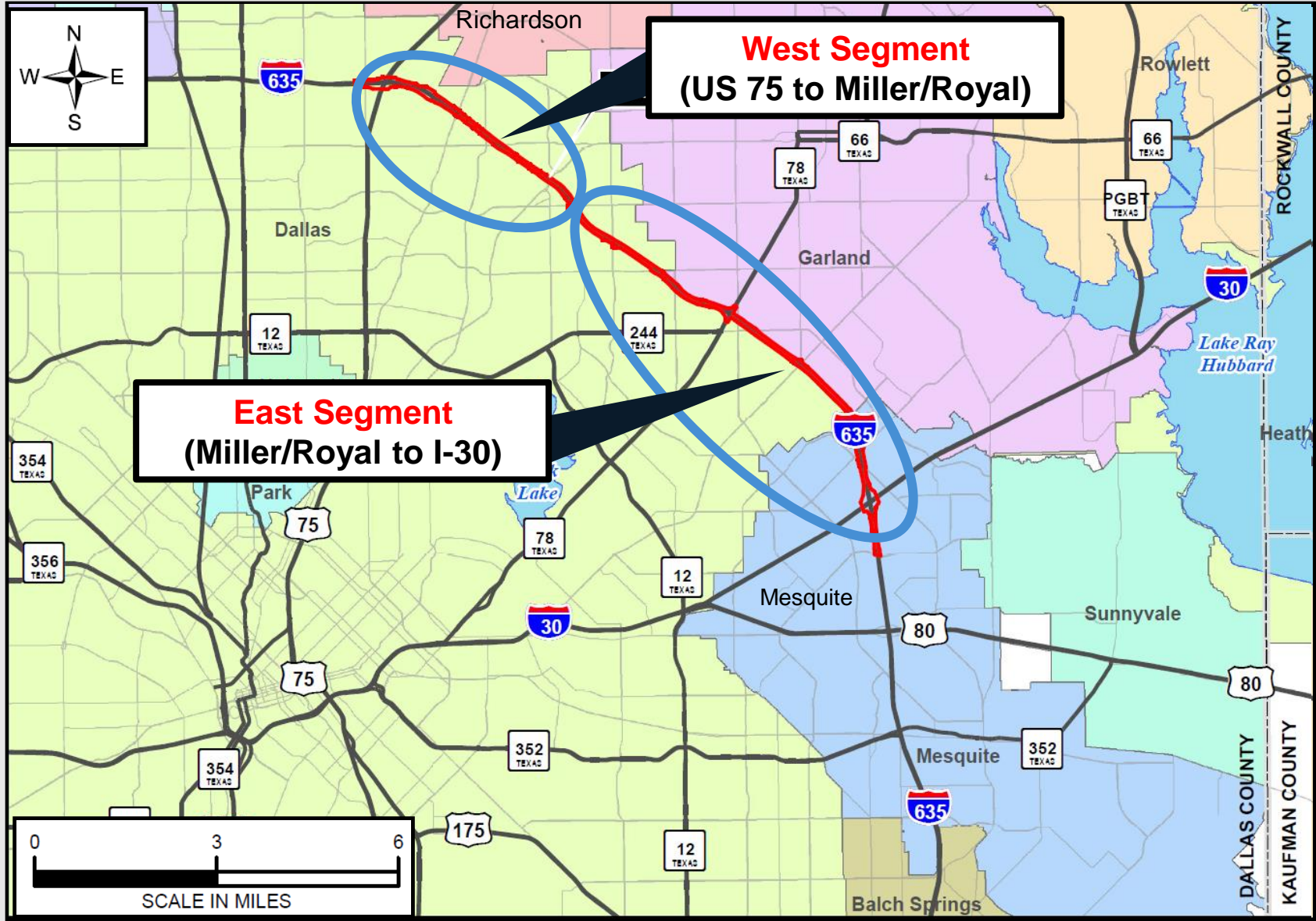
- Plano Rd to La Prada Dr  
I-635 Overpasses

- Oates Dr to IH 30  
I-635 Underpasses



- Long Term Improvements
  - Ultimate Design Alternatives

# Ultimate Design Segments



# Ultimate Design – Alternatives Consideration

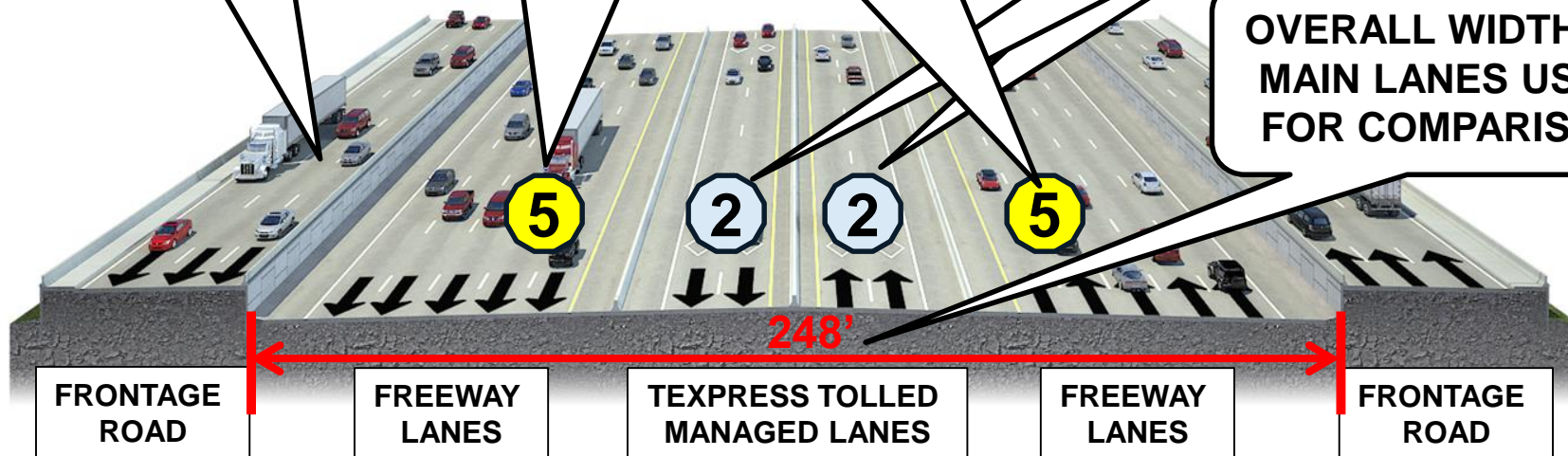
- Six alternatives under consideration
- Evaluation at the request of local legislators
- See below for general alternative explanation/terminology:

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)

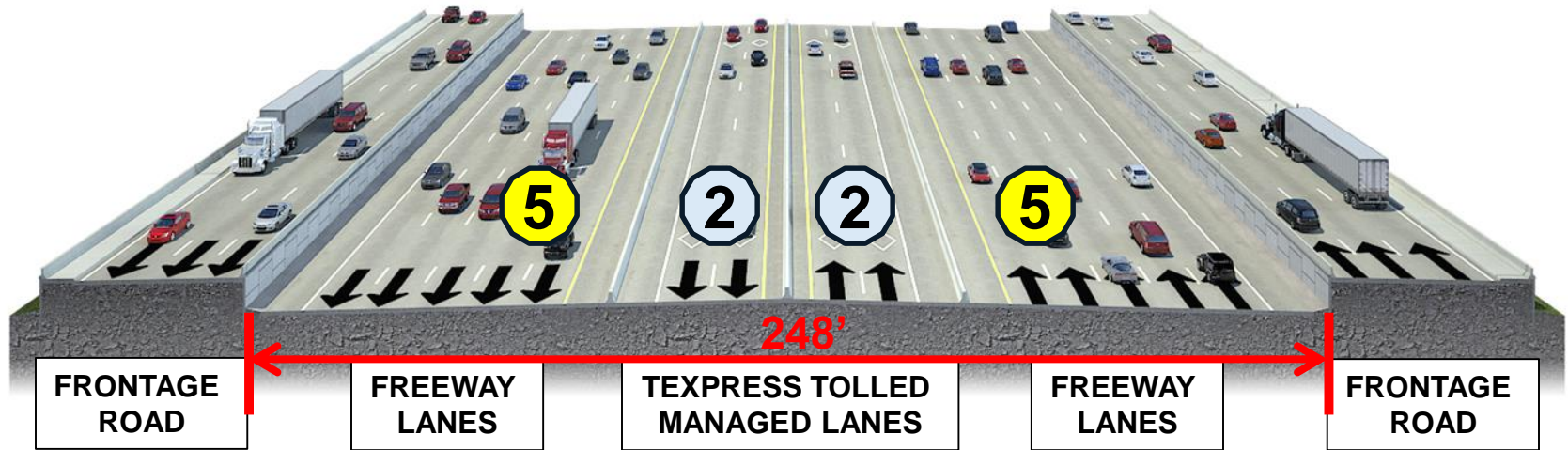
OVERALL WIDTH OF MAIN LANES USED FOR COMPARISON





# Ultimate Design – Alternative 1 (Approved 2003)

## WEST FROM US 75 TO MILLER RD



## EAST FROM MILLER RD TO I-30



# Ultimate Design – Alternative 2

## WEST FROM US 75 TO MILLER RD



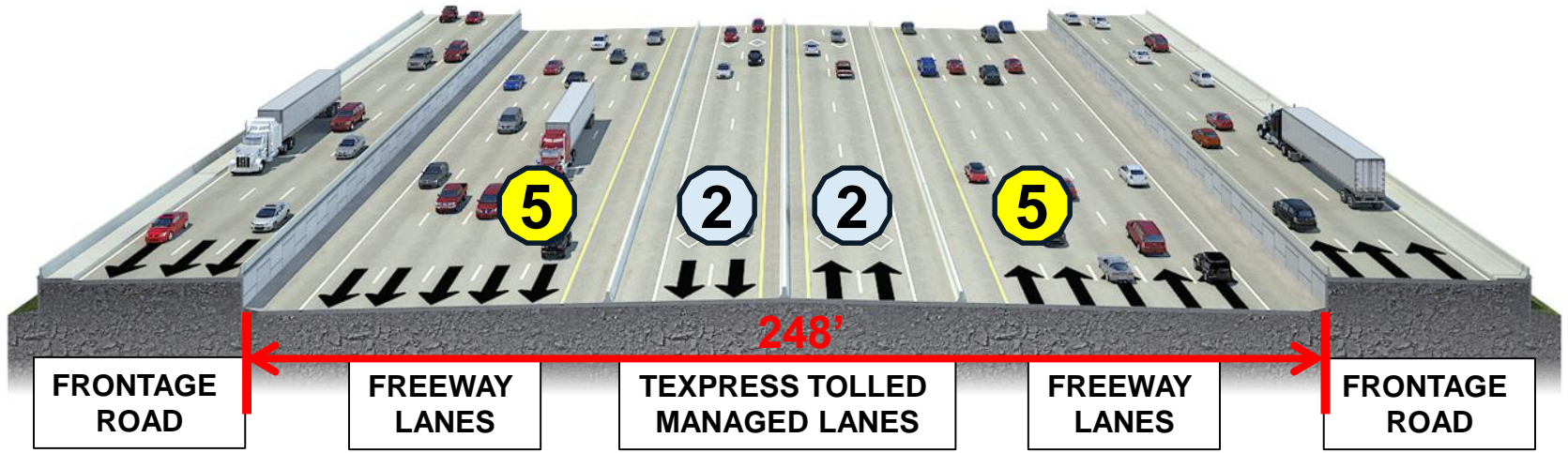
## EAST FROM MILLER RD TO I-30





# Ultimate Design – Alternative 3

## WEST FROM US 75 TO MILLER RD



## EAST FROM MILLER RD TO I-30

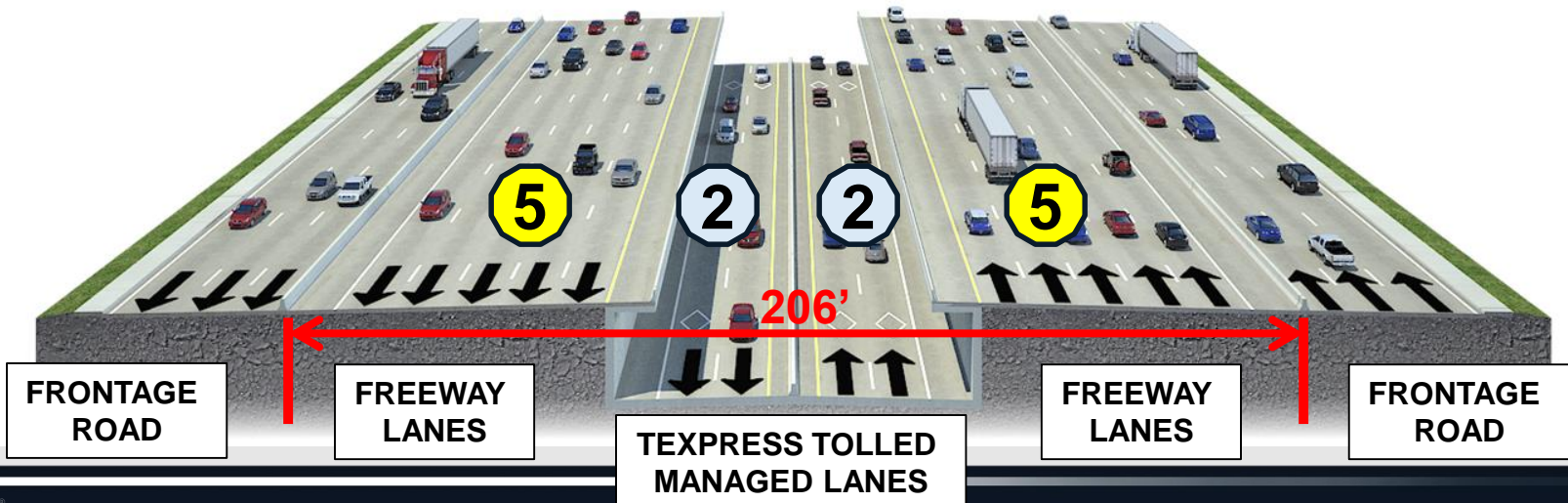


# Ultimate Design – Alternative 4

## WEST FROM US 75 TO MILLER RD



## EAST FROM MILLER RD TO I-30



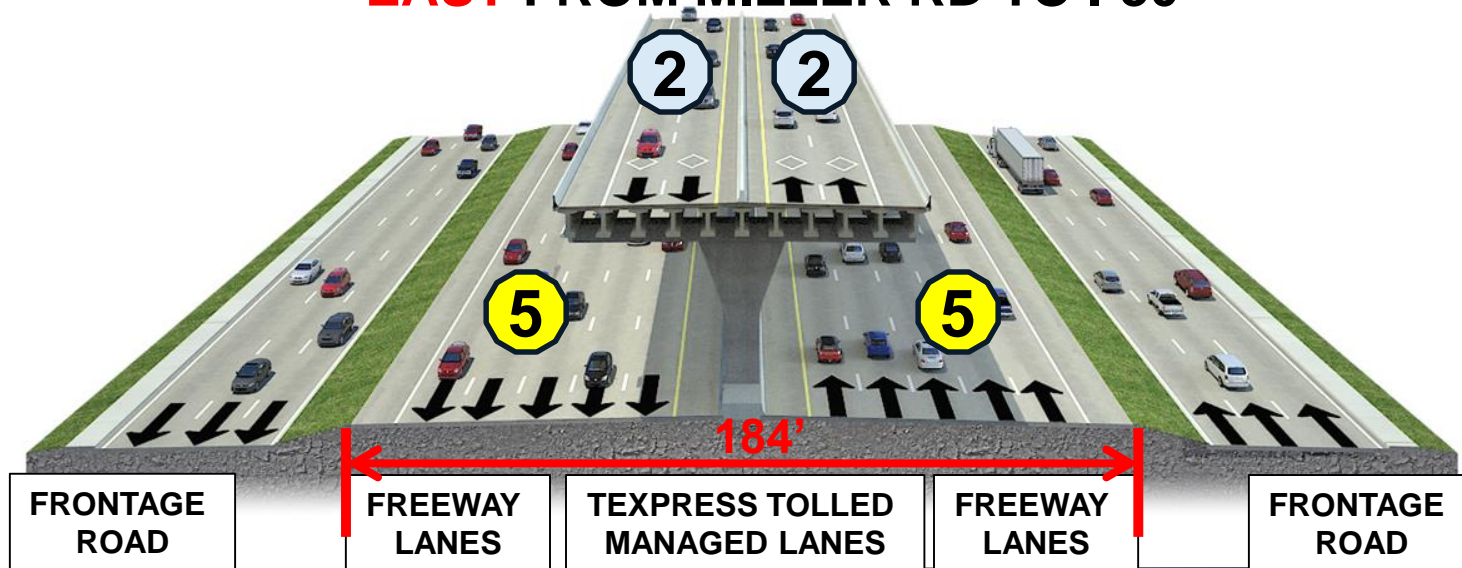


# Ultimate Design – Alternative 5

## WEST FROM US 75 TO MILLER RD



## EAST FROM MILLER RD TO I-30

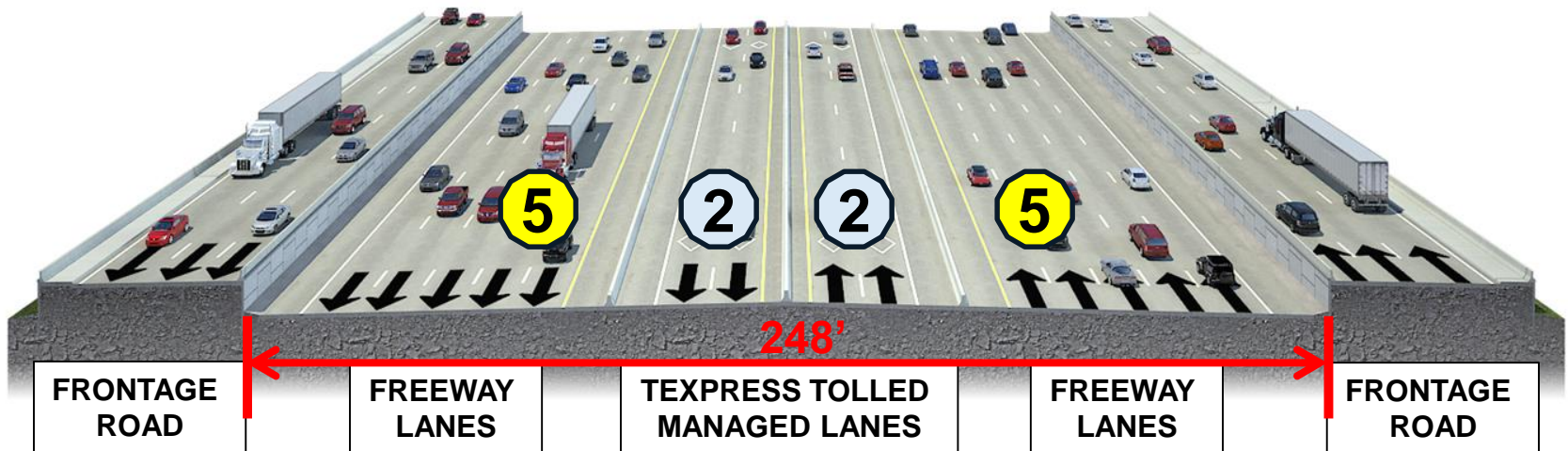


# Ultimate Design – Alternative 6

## WEST FROM US 75 TO MILLER RD



## EAST FROM MILLER RD TO I-30



# Ultimate Design – Alternative Comparison

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

**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

# Skillman Interchange

- 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

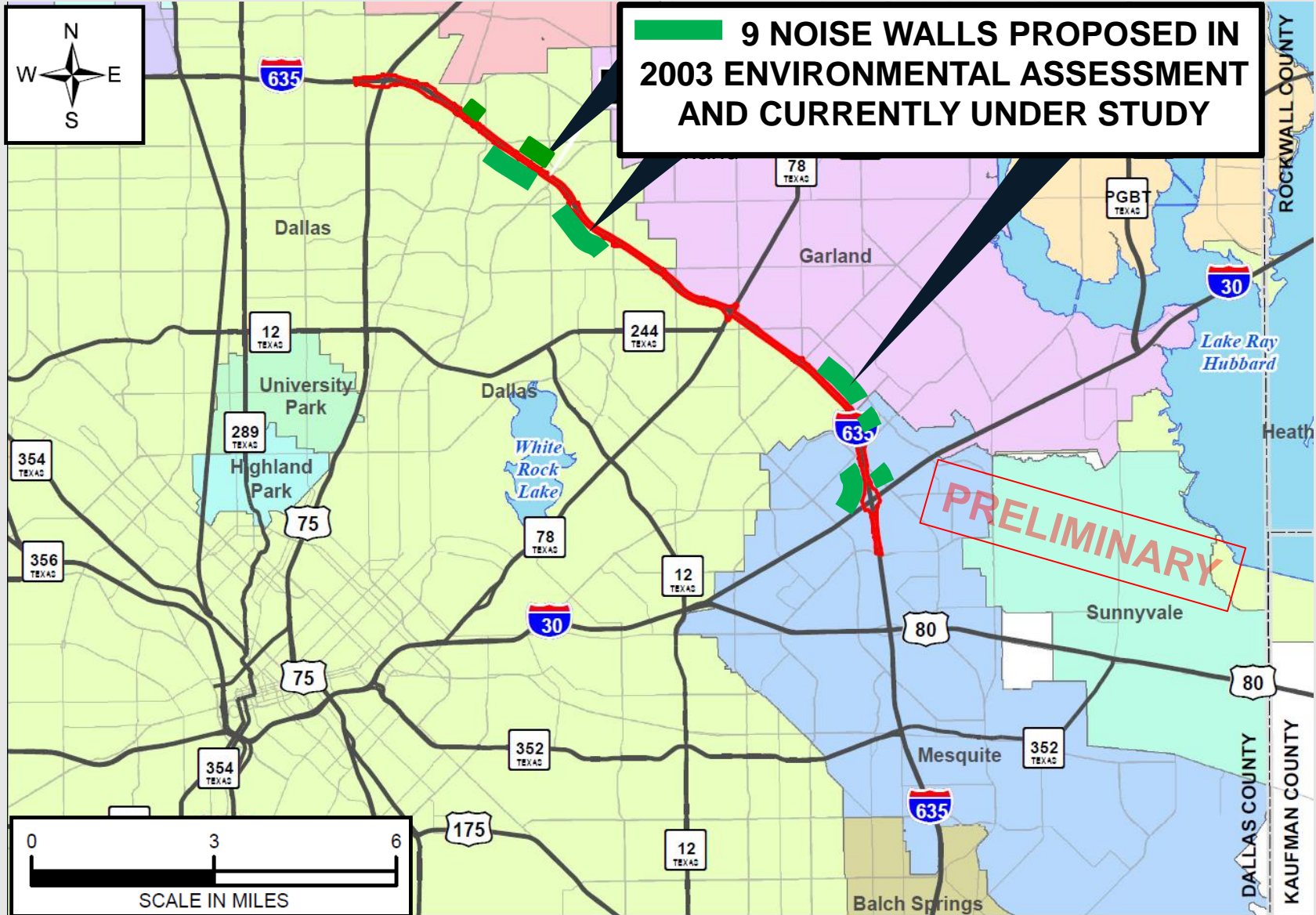


# Skillman Interchange





# Proposed Noise Walls



# Proposed Noise Walls in Dallas

## Legend:



Pro. Noise Wall Adjacent to Multi-Family



Pro. Noise Wall Adjacent to Single-Family

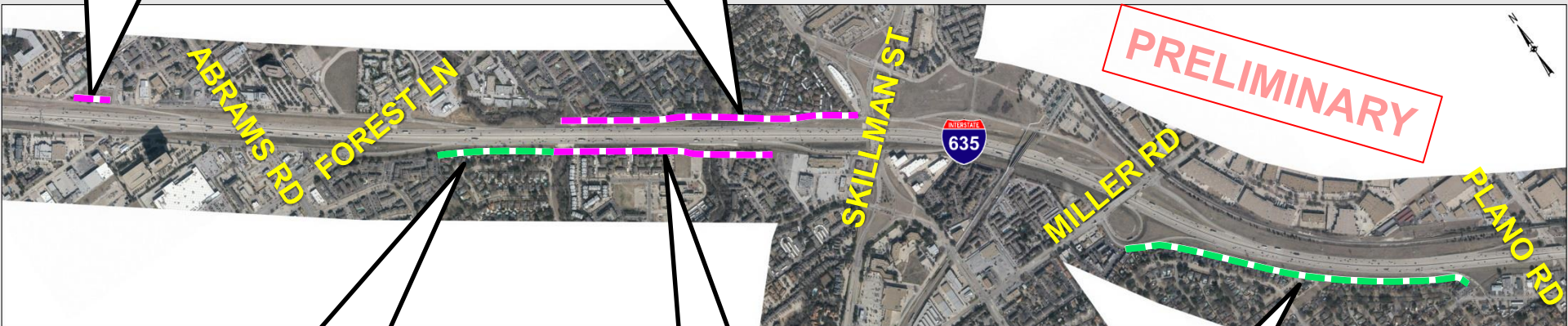
**PROPOSED  
NOISE WALL 1**

**PROPOSED  
NOISE WALL 3**

**PROPOSED  
NOISE WALL 2A**

**PROPOSED  
NOISE WALL 2B**

**PROPOSED  
NOISE WALL 4**





# Proposed Noise Walls in Dallas

Wall No.	Location	Length (ft)	Height (ft)	Estimated Construction and ROW Cost
1	Between Greenville Avenue and Abrams Road along westbound frontage road	400	12	\$400,000
2a	Between Forest Lane and Skillman Street along eastbound frontage road	1,250	12	\$1,500,000
2b	Between Forest Lane and Skillman Street along eastbound frontage road	2,385	12	\$7,400,000
3	Between Forest Lane and Skillman Street along westbound frontage road	3,235	12	\$11,900,000
4	Between Miller Road and Plano Road along eastbound frontage road	3,785	12	\$3,600,000
<b>SUBTOTAL</b>		11,055		<b>\$24,800,000</b>

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.

**PRELIMINARY**

# Noise Wall Aesthetics

- Noise walls typically constructed along TxDOT right-of-way
- Noise wall height typically 12 feet



# I-635 East Ultimate Design Schedule

- Alternative Development *February 2015*
- 1<sup>st</sup> Public Input *July 2015*
  - Local briefings & public meeting
- Complete schematic design *Summer 2015*
- Draft environmental study *Fall 2015*
- 2<sup>nd</sup> Public Input *Fall 2015*
  - Local briefings & public hearing
- Anticipated study approvals *Spring 2016*
  - Requires approval of new regional plan, *Mobility 2040*
- Construction *To Be Determined*
- Open to traffic *To Be Determined*



# Contact Information

- TxDOT Project Manager
  - Mr. Stephen Endres, P.E.  
Texas Department of Transportation  
4777 E Highway 80  
Mesquite, Texas 75150-6643  
Phone: (214) 320-4469  
Fax: (214) 320-4470  
Email: [Stephen.Endres@txdot.gov](mailto:Stephen.Endres@txdot.gov)
  
- Consultant Project Manager
  - Mr. Matt Craig, P.E.  
Halff Associates, Inc.  
1201 North Bowser Road  
Richardson, Texas 75081-2275  
Phone: (214) 346-6375  
Fax: (214) 739-0095  
Email: [MCraig@Halff.com](mailto:MCraig@Halff.com)