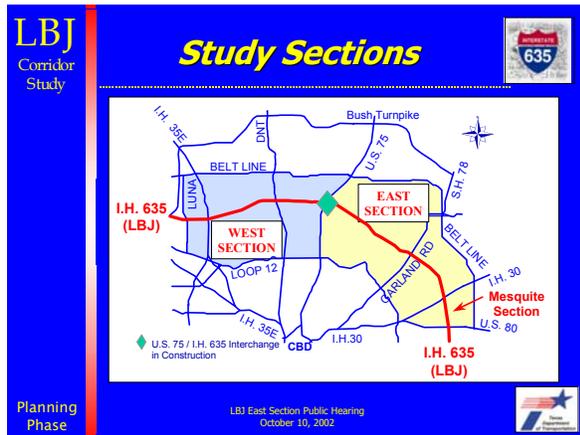
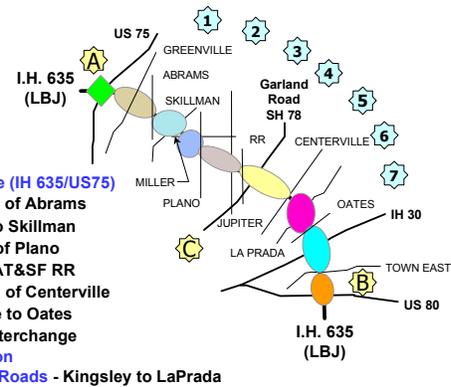


I.H. 635 (LBJ) Freeway - Corridor Study East Section Focus (Summer 2003)



East Project Breakout (Map)



Who: (Corridor) Since April of 1993 the Texas Department of Transportation (TxDOT) has coordinated the study efforts for the corridor. This study has been accomplished with the cooperation and involvement of the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and the North Texas Toll Authority (NTTA). The community and local governments (Cities of Dallas, Garland, Farmers Branch and Mesquite) and Dallas County have made valuable and key contributions to the completed Major Investment Study (MIS) and current configuration of the schematic designs for each section.

Where: (Sections) The LBJ Corridor Study has been broken into four basic sections, shown on the inset map on this page: 1) I.H. 635 & U.S 75 Interchange, 2) Mesquite, 3) East, and 4) West. Each of these sections is at various stages of project development. Specific project status is indicated in the table below. A Public Hearing for the East Section was held on October 10, 2002 to present and discuss the specific recommendations for LBJ Freeway from U.S. 75 to I.H. 30.

What: (Improvements) For each section listed below these general improvements have been developed. Contact the LBJ Project Office for additional details. Improvements will also include bicycle, pedestrian, aesthetic design and noise mitigation features.

1. Interchange (Dallas High Five) – Construct a 5 level interchange with frontage roads and HOV facilities.
2. Mesquite – Add ramps to Towne Centre Drive, replace bridges and add auxiliary lanes (Phase I is underway)
3. East – Improve with 10 mainlanes, HOV/Toll lanes, and continuous frontage roads. This includes the I.H. 30 Interchange.
4. West – Improve with 8 mainlanes, 6 HOV/Toll lanes, and continuous frontage roads. This includes the I.H. 35E Interchange.

When: (Schedule) The general approach to implementing the entire corridor work effort was is to start with the **Dallas High Five** first, then progress to a combination of these improvements; the *Mesquite Section*, *East Section* frontage roads, including various intersection, cross street, ramp and auxiliary lane improvements. Parallel to this effort will be a focus on completing the necessary projects to open and operate the *West Section* tunnels soon after completing the **Dallas High Five (Estimated Completion Jan 2007)**. Future mainlane, HOV/Toll and major interchange work at I.H. 35E and I.H. 30 to follow, as funding becomes available. A current assessment of where the LBJ projects are in the project development process is shown below.

Section	Feasibility	Planning *	Design	Construction **	Cost ***
1 – Interchange	Part of Planning	Held 8/92	Completed	Underway 7/01 to 1/07	\$ 262
2 – Mesquite	MIS 12/96	Held 5/7/2002	Underway	Underway 1/03	\$ 10 + \$ 18.9
3 – East	MIS 12/96	Held Oct 10, 2002	TBD	TBD	\$ 458
4 – West	MIS 12/96	Held 6/5/2003	TBD	TBD	\$ 961

* Hold Public Hearing, ** Open bids with construction to follow, *** Construction Only in Millions, TBD – To Be Determined

I.H. 635 (LBJ) Freeway - Corridor Study East Section Focus (Summer 2003)

Where: (East Section) The I.H. 635 (LBJ Freeway) East Section extends from U.S. 75 to I.H. 30. It is 10.8 miles long and is adjacent to the municipalities of Dallas, Garland and Mesquite. Dallas Area Rapid Transit (DART) provides service to a large segment of the East Section.

What: (Near Term): The LBJ Freeway has been under renewed study for the past ten years. And now, since TxDOT and the community have completed the Planning Stage, we are reminded of some of the improvements that have and will be made.

<ul style="list-style-type: none"> DART extended it's Red (Central) and Blue (Garland) LRT lines to and past LBJ Freeway. 	<ul style="list-style-type: none"> TxDOT extended a 5th lane on LBJ Freeway from U.S. 75 to Skillman
<ul style="list-style-type: none"> Added an auxiliary lane from Plano Rd. to Kingsley 	<ul style="list-style-type: none"> TxDOT added a NB right turn lane at Oates Drive.
<ul style="list-style-type: none"> TxDOT and the City paid for the widening of the Miller bridge and added two ramps for Miller and Royal Lane. 	<ul style="list-style-type: none"> TxDOT is completing the intersection designs for Garland Road, Northwest Hwy. and Centerville/Ferguson.
<ul style="list-style-type: none"> TxDOT is completing the near term intersection designs for Abrams, Forest and Skillman. 	<ul style="list-style-type: none"> Design can now begin on the partially funded East Section frontage road project from Kingsley to LaPrada.
<ul style="list-style-type: none"> TxDOT is completing the auxiliary lane designs for 4 segments between Northwest Highway and LaPrada. 	<ul style="list-style-type: none"> The City of Dallas has sponsored a street level project at Skillman to accelerate improvements in this area.
<ul style="list-style-type: none"> Completed the design for Jupiter intersection. The project is scheduled for a July 2003 letting. 	<ul style="list-style-type: none"> Various pavement maintenance and safety projects throughout the East Section.

Why: (Long Term) LBJ Freeway was constructed as a loop freeway for the city of Dallas in the late 1960's and early 1970's with a design capacity of 160,000 vehicles per day (vpd). In many locations along the East Section, there are not continuous frontage roads, and the cross street intersections are not sized to accommodate the turning movements that support the adjacent development. Over the past three decades the unpredictable population and employment growth experienced in the North Texas Region have contributed to increased traffic congestion. With this level of congestion, concerns relating to safety, noise, air quality, operations, maintenance of our aging freeway and our ability to offer reasonable mobility predictability, become paramount. To improve upon this condition an expansion of the mainlanes, HOV/Toll Lanes and frontage roads are necessary.

Value Pricing: (Managed HOV/Toll Lanes) Value Pricing, also known as congestion pricing and peak-period pricing, is a way of harnessing the power of the market to reduce the waste associated with congestion. The inclusion of Managed HOV/Toll lanes entails fees or tolls for road use, which could vary with the level of congestion, time of day, occupancy or vehicle type. The access location for these lanes will be limited to maximize the operational efficiency of the system. The East Section includes several points of access to this system of lanes at TI Blvd, Skillman, Miller, Shiloh, LaParada and IH 30. The "Regional Value Pricing Corridor Evaluation and Feasibility Study" sponsored by the FHWA had a kick-off meeting on January 13, 2003.

East Section Focus (What is Next?): With the completion of the planning phase for the East Section TxDOT will move into the design phase of the project. Due to limited design and construction funding, the time impact related to right-of-way and utility relocations, it is too early to determine a specific date when some of the improvements will occur.

- Continuous Frontage Roads** – Identify the most critical locations to advance early sections of the missing frontage roads in the East Section. The area between Kingsley and LaPrada are the most likely candidate locations for phased implementation.
- Skillman /Audelia Intersection** – Begin phased design and construction of this 3 level diamond interchange / bypass to relieve the current and expected growth in traffic congestion in this area. This would ultimately include the permanent improvements between Skillman and Miller along LBJ Freeway.
- IH 635/ IH 30 Interchange** - Due to the time it takes to design and construct a major interchange TxDOT will explore possible options to accelerate this work through creative funding and implementation ideas.
- LBJ Freeway and Managed HOV/Toll Lanes** – Upon completion of the Dallas High Five interchange there will be a need to continue the mainlane and HOV/Toll lane facility improvements to the east. These facilities are likely to be constructed in phases as frontage road projects are completed and the subsequent access to the HOV/Toll lane system can be finished.

How can you help - specifically? Now that we have received our *East Section* environmental clearance progress will be made on the identified *East Section* projects. Keep us aware of your concerns and communicate them to us during the design phase.