LBJ Corridor Study

Public Hearing

I.H. 635 (LBJ Freeway - West Section)
From: Luna Road
To: U.S. 75
Dallas County

Holiday Inn Select Dallas North
2645 LBJ Freeway
Dallas, Texas 75234

Thursday, June 5, 2003 - 7:00 pm

Planning Phase

LBJ West Section Public Hearing
June 5, 2003

Charles R. Tucker, P.E.
Director of Transportation Planning & Development

TxDOT – Dallas District

Agenda

Welcome and Introduction
Charles Tucker, P.E. – TxDOT – Director of TP&D

History of the Project
Matthew MacGregor, P.E. – TxDOT – LBJ Project Manager

Project Design and Environmental Presentation
Tom O’Grady, P.E. – HNTB – Project Manager

Right-of-Way Acquisition Process and Relocation Assistance Policy
Gary Leuba – TxDOT – District Right-of-Way

Recess (20 minutes)

Opportunity for Public Comment

Adjourn

Purpose

Purpose of this Public Hearing

1. Inform citizens of the status of planning on the project and present the recommendations based on studies performed to date.

2. Describe the recommended location and design so that those attending can determine the project’s potential to affect their lives and property.

3. Provide citizens an opportunity to present information and their views at a stage in the planning process when flexibility to respond to comments still exists and before location and final design decisions are finalized.

4. To develop a record of public views and participation to accompany recommendations for subsequent decisions.

Document Availability

Schematic and Environmental Assessment

available for viewing at:

TxDOT-Dallas District
LBJ Project Office
477 E. Hwy 80
Mesquite, TX 75150

City of Farmers Branch
13300 Wln. Dodson Pkwy.
Farmers Branch, TX 75234

Dallas County
411 Elm Street
Dallas, TX 75202

Dallas Area Rapid Transit
1401 Pacific Avenue
Dallas, TX 75201

City of Dallas
1500 Marsa Street
Dallas, TX 75201

LBJ West Section Public Hearing
June 5, 2003
**Project Status**

**Simple Version**

1. **Dallas High Five**
   - Under Construction - Completion by Jan 2007
2. **Mesquite Section**
   - Public Hearing - May 7, 2002
   - Environmental Clearance - Sept. 6, 2002
   - Phase I Under Construction - Completion by Nov 2003
3. **East Section**
   - Public Hearing - October 10, 2002
   - Environmental Clearance - January 30, 2003
4. **West Section**
   - Public Hearing - June 5, 2003
   - Environmental Clearance - To be determined

**Detailed Version**

**Mesquite Section:**
- Schedule and Hold a Public Hearing - May 7, 2002
- Environmental Clearance - September 2002
- TxDOT Letting - Phase I (Open Bids) - November 2002
- Notice to Proceed (Begin Construction) - January 2003
- Substantial Completion (Towne Centre Dr Bridge) - Nov 2003

**East Section:**
- Schematic Approval to hold a Public Hearing - May 2002
- Environmental Assessment Approval to hold Pub Hrg - Aug 2002
- Schedule and Hold Public Hearing - October 10, 2002
- Receive Environmental Clearance - January 30, 2003

**West Section:**
- Schematic Approval to hold a Public Hearing - June 2002
- Environmental Assessment Approval to hold Pub Hrg - May 2003
- Schedule and Hold Public Hearing - June 5, 2003
- Receive Environmental Clearance - October 2003 (Target)

**Recipe for Success**

- **Brisket**

  - Step 1 - Add Seasoning
  - Step 2 - Cook on a low temperature
  - Step 3 - Cook for a long time
  - Step 4 - Serves many people with thin slices

- **Highway Planning**

  - Step 1 - Include everybody
  - Step 2 - Manage the anxiety level
  - Step 3 - Have a LOT of meetings
  - Step 4 - When ready, hold a Public Hearing
LBJ West Section Public Hearing June 5, 2003

Planning Phase

LBJ Corridor Study

LBJ Public Involvement

Planning to Improve LBJ

> 200 Meetings

71 Meetings

26 Meetings

LBJ Community

LBJ Technical Support Team

LBJ Planning Advisory Committees

LBJ West Section Public Hearing June 5, 2003

PAC Meeting Summary

PAC Mtg. 1 - Kick Off Meeting (April, 1997)
- Overview of the Planning process

PAC Mtg. 2 - Evaluation Criteria (July, 1997)
- Identified criteria which will help make early decisions

PAC Mtg. 3 - Schematic Options (November, 1997)
- New Freeway, Ramping Changes, HOV Access, I-635/US 75

PAC Mtg. 4 - More Schematic Options (Feb., 1998)
- Options Status Update (Draft Recommendation)

PAC Mtg. 5 - Draft Recommendations (May, 1998)
- PAC provided input and reaction to schematic options

- Preliminary schematic for columns, walls and rail presented

PAC Mtg. 6 - Recommendations (September, 1998)
- Provide West recommendations for unresolved issues

"Road Trip"

LBJ Corridor Study

Public Involvement
Managed Lanes
Computer Visualization
Focus Groups
Input Surveys
Implementation Partnerships
Outside Facilitation
Planning Advisory Committees
LBJ Web Site
LBJ Executive Board
Dallas High Five
Interim HOV Lanes
Citizens Response Coalition
Tunnels
Frontage Road Bypass Lanes
Traffic & Revenue Studies
Economic Analysis
MIS Video

"Road Trip" Highlights

- April 1987 - IH 635 Corridor Study Begins
- Late 1991 - Local Opposition for Corridor Begins to Form
- Aug 1992 - Public Hearing for US 75 Interchange
- Nov 1992 - Corridor Returns to Feasibility
- April 1993 - LBJ Kickoff Meeting
- Dec 1993 - Change in Project Managers
- Feb 1995 - Criteria Set 1 - Initial Screening
- Sep 1996 - LBJ Executive Board LPA Report
- Dec 1996 - Adoption into 2020 Mobility Plan
- Jan 1996 to Present - Ongoing Planning Phase
  - PAC Meetings, Public Meetings, Value Engineering, Design Charette
- 2002 - 2003 - Hold Public Hearings and Finalize

PAC Meeting Summary

PAC/Public Mtg. 7 - Preliminary Recommendation (January, 1999)
- Open House followed by Public Meeting for West Section

PAC Mtg. 8 - Value Engineering Update (April, 1999)
- Project Update. Value engineering recommendations presented

PAC/Public Mtg. 9 - Draft Schematic Presented (August, 1999)
- Open House followed by Public Meeting to present West Section Draft Recommendation

PAC Mtg. 10 - West Section Recommendation Update (December, 1999)
- Project Update. Urban Design Study, Noise Analysis Update, Schematic Design Update
**PAC Meeting Summary**

- PAC Mtg. 11 – West Section Schematic Update (April, 2000)
  - Project Update, Midway/DNT Update, Hillcrest/Merit Update
- PAC/Public Mtg. 12 – Schematic Update (November, 2000)
  - Open House followed by Public Meeting to present Draft Schematic and Environmental Update

For additional information about these PAC Meetings, please visit:
- www.dallashighfive.org - LBJ Corridor Project link
- www.dot.state.tx.us/dal/mis/ih635/lbjhome.htm

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**Steps to an Improved LBJ**

- Feasibility Major Investment Study
  - Planning
    - Schematic Design Drawings and NEPA Documents
  - Design
    - Construction Plans
      - (Plans, Specifications & Estimates)
  - Construction
    - Improved LBJ

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**Major Investment Study**

- Transportation Study for complete 21 mile corridor
- Evaluated wide range of multi-modal alternatives
- Two-stage evaluation process was used
- Developed number of lanes, preliminary ramp locations and general overall design
- Preferred alternative differed by segment:
  - IH 35E to US 75 - West Section
  - US 75 to Skillman - East Section
  - Skillman to IH 30 - East Section
  - IH 30 to US 80 - East Section
Criteria Set 1 - LBJEB Recommendation

<table>
<thead>
<tr>
<th>Concept</th>
<th>Criterion</th>
<th>Evaluation</th>
<th>Notes</th>
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<tbody>
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<td>1</td>
<td>3</td>
<td>Continue to Evaluate As Required</td>
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<td>6</td>
<td>X</td>
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<td>3</td>
<td>4</td>
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<td>8</td>
<td>X</td>
<td></td>
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<td>5</td>
<td>5</td>
<td>X</td>
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<tr>
<td>9</td>
<td>10</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

X - Eliminate - Insufficient Capacity
Ω - Continue to Evaluate - May Be Insufficient
★ - Continue to Evaluate - May Be Excessive

[1] - Revise Lane Designation to Reflect 8 ML + 4 VAR + 4 EX
[2] - Revise Lane Designation to Reflect 8 ML + 4 HOV + 4 EX

Criteria Set 2 – Overall Evaluation Matrix

LBJ West Section Public Hearing
June 5, 2003
Planning Phase

LBJ Corridor Study

West LPA
Luna Road to U.S. 75

High Five Interchange

8 Mainlanes + 4 Managed HOV Lanes

Interchange Transitions

8 Mainlanes + 6 Managed HOV Lanes

Josey to Midway

8 Mainlanes + 6 Managed HOV Lanes
**West LPA**

**Josey to Midway**

- 8 Mainlanes + 6 Managed HOV Lanes
- Cut-and-Cover Box under Frontage Roads

**West LPA**

**Midway to Preston**

- 8 Mainlanes + 6 Managed HOV Lanes

**West LPA**

**Managed HOV Tunnels**

- Shifted south
- "Longest, Widest, Mined Auto Tunnels in U.S."
- Basic dimensions – 60 feet wide by 30 feet tall

**Schematic Design & Environmental Doc.**

- Focused on many unresolved issues to develop schematic design (i.e., ramp locations, cross street designs, Managed HOV access locations)
- Worked closely with Cities, DART, NTTA and Planning Advisory Committees to develop details
- Innovative tunnel solutions to accommodate Managed HOV facilities
- Designed in coordination with improvements to IH 35E north and south of IH 635
- Final schematic design for the West Section is available for viewing during the break

**Managed HOV Tunnels**

- Mined Tunnels

**Frontage Roads**

- IH 35E
- Josey
- Ebb Chapel
- Midway
- Preston
- US 75

| New Frontage Roads | Existing Frontage Roads | IH 635 (LBJ) | IH 35E | DNT | MARSH | WEST | HILLCREST | JOSEY | LUNA | U.S. 75 | IH 635 Interchange in Final Design |
Ramp Modifications

IH 35E/IH 635 Interchange
- Design is available for viewing during the break
- Complete reconstruction of the interchange
- Three-lane connectors
  - Westbound IH 635 to Southbound IH 35E
  - Northbound IH 35E to Eastbound IH 635
- Continuous frontage roads added along IH 635
- Designed in coordination with improvements planned for IH 35E north and south of IH 635

Managed HOV Access Locations

Managed HOV Lanes?
- Manage the traffic flow through use of ITS
- Provide a more predictable trip for HOT lane users
- Mobility driven to encourage HOV usage in the peak periods and longer trip movements for SOV’s in the off-peak
- Improved safety by sorting or slotting of traffic
- Improved regional air quality by increasing person trips
- Accelerate project completion through pooling and leveraging funding sources. Possible use of Bonds.
- Generate a revenue bonus for this and other projects
- Annual Revenue could range from $16 to $27 million by 2015
- Opportunity for funding through TEA-21 Value Pricing Pilot Program, the TIFIA Program and others

What is Value Pricing?
- It entails fees or tolls for road use which could vary with the:
  - Level of Congestion (Volume Based)
  - Time of Day (Peak, Off-Peak, ?)
  - Occupancy (SOV, 2+, 3+, ?)
  - Vehicle Type (Auto, Bus, Freight, ?)

Why Managed HOV Lanes?
Value Pricing - How does it work?

A Possible Scenario

<table>
<thead>
<tr>
<th>Time</th>
<th>Mainlanes</th>
<th>HOT-Lanes</th>
<th>Mainlanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morning Peak</td>
<td>Free</td>
<td>HOV-Free</td>
<td>Free</td>
</tr>
<tr>
<td>Midday Off-Peak</td>
<td>Free</td>
<td>HOV-Free</td>
<td>SOV-$5</td>
</tr>
<tr>
<td>Evening Peak</td>
<td>Free</td>
<td>HOV-Free</td>
<td>SOV-$5</td>
</tr>
<tr>
<td>Late Night Off-Peak</td>
<td>Free</td>
<td>HOV-Free</td>
<td>SOV-$5</td>
</tr>
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</table>

HOV - High Occupancy Vehicle
SOV - Single Occupant Vehicle

LBJ Value Pricing

Range of Scenarios
- 2+ HOV Free
- 3+ HOV Free
- Van Pools Free
- Transit Free
- All Toll
- Other

Key Challenges
- Occupancy Detection
- Operational Enforcement
- Toll Collection
- Trip Reliability

Value Pricing - Benefits by Mode

- SOV - Opportunity for buy-in on lanes
- HOV - Continued support for carpool incentive
- Bus - Increased reliability and connections to stations
- Rail - Direct access to/from lanes at stations
- Van Pool - Increased reliability and available parking
- Motorcycle - Free Access to lanes for safety
- Bike - Future trail interface at station locations
- Pedestrian - Opportunity to build more spacious connections
- Freight (Small) - Access to lanes for delivery & service
- Freight (Large) - Improved flow on mainlanes
- Service Vehicles - Increased reliability.

Note: Station = Light Rail Stations and Park-n-Ride Lots

Environmental Assessment

Basic Outline
1. Description of the Proposed Action
2. Discussion of Existing Facility
3. Alternatives
4. Potential Social, Economic, and Environmental Effects of the Proposed Action
5. Items of a Special Nature
6. Conclusion
7. Appendices

Environmental Impacts Evaluated

- Land Use
- Farmlands
- Social
- Relocation
- Economic
- Joint Development
- Pedestrian & Bicycle Facilities
- Air Quality
- Traffic Noise
- Water Quality
- Permits
- Wetlands
- Water Body Modifications and Wildlife
- Floodplains
- Wild and Scenic Rivers
- Threatened or Endangered Species
- Natural and Archeological Preservation
- Hazardous Waste Sites
- Visual
- Energy
- Construction
- Short term use of environment vs. enhancement of long term productivity
- Irrresistible and irretrievable commitments of resources

Environmental Findings

- Conclusion - No significant environmental impacts are expected to occur
- Thirteen noise walls are feasible and reasonable
- ROW impacts for the 8.9 mile West Section have been estimated at 34.4 acres and there are approximately 114 total properties impacted with displacement impacts to 23 properties (no impacts to single-family homes).
- Transportation service improved for area
- Proposed action is consistent with Mobility 2025 Update and the Transportation Improvement Program found to conform to the Clean Air Act Amendments of 1990 by the US DOT on Oct. 19, 2001.
**Noise Study**

- Final schematics presented at Public Hearing include thirteen justified noise walls
- Independent meetings will be held with adjacent property owners in noise wall areas
- Adjacent property owners vote on noise wall
- Appearance of wall will be part of the aesthetic design with input from adjacent property owners

The noise wall implementation process is ongoing and will continue into the design phase of the project.

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**Urban Design**

- What will be "The Look" of the LBJ Freeway?
- Includes Landscape and "Hardscape" design
- A Preliminary Urban Design Study was conducted and results were presented at Planning Advisory Committee meetings
- General corridor analysis and guidelines were set as part of current study
- More extensive effort expected during the early design phases of the project

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**ROW Impacts**

<table>
<thead>
<tr>
<th>Location</th>
<th>Parcels</th>
<th>Acres</th>
<th>Displacements</th>
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<tbody>
<tr>
<td>Commercial</td>
<td>80</td>
<td>23.3</td>
<td>22</td>
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<tr>
<td>Office</td>
<td>19</td>
<td>8.5</td>
<td>1</td>
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<tr>
<td>Residential (Multi-family)</td>
<td>4</td>
<td>0.2</td>
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<tr>
<td>Residential (Single family)</td>
<td>7</td>
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<tr>
<td>Church</td>
<td>1</td>
<td>0.3</td>
<td>-</td>
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<tr>
<td>Vacant</td>
<td>3</td>
<td>1.8</td>
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<tr>
<td><strong>Total</strong></td>
<td>114</td>
<td>34.4</td>
<td>23</td>
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**Project Costs**

**Schematic Construction Costs**

<table>
<thead>
<tr>
<th>Project</th>
<th>Cost (in Millions)</th>
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<tbody>
<tr>
<td>IH 35E Interchange (Luna to Webb Chapel)</td>
<td>$270.6</td>
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<tr>
<td>West Section Tunnel &amp; Transition Sections</td>
<td>$587.9</td>
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<tr>
<td>(Webb Chapel to Merit)</td>
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<tr>
<td>LBJ Maintenance and Ramps between Portals</td>
<td>$77.6</td>
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<tr>
<td>(Midway to Preston)</td>
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<tr>
<td>Early Frontage Roads (Hillcrest to Merit)</td>
<td>24.5</td>
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<tr>
<td><strong>Total</strong></td>
<td>$960.6</td>
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Note:
1. Does not include US 75 / IH 635 Interchange Costs of $261.9 Million.
2. Preliminary Cost Estimate based on Schematic Drawings. Costs will continue to be updated as more detail is developed.
3. Costs do not include engineering, E&C, surveying and testing.
4. Costs do not include ROW or utility relocation costs.
Steps to an Improved LBJ

Feasibility
Major Investment Study
Planning
Schematic Design Drawings and NEPA Documents
Design
Construction Plans (Plans, Specifications & Estimates)
Construction
Improved LBJ

Timing for Project Improvements

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<td>Task</td>
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<tr>
<td>TX/35 Interchange</td>
<td>Mesquite</td>
<td>September 2002 (Complete)</td>
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<td>East Section</td>
<td>January 2003 (Complete)</td>
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<td></td>
<td>West Section</td>
<td>October 2003 (Target)</td>
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Legend:
- Planning
- Final Design, ROW, Utilities
- Construction

Planning Target Dates:
- Mesquite: September 2002 (Complete)
- East Section: January 2003 (Complete)
- West Section: October 2003 (Target)

LBJ West Section Public Hearing
June 5, 2003

FONZI

- F - Finding
- O - of
- N - No
- Z - Zignificant
- I - Impact

COOL!
Project Development Process

1. Have an idea for a project
2. Put the project on the list
3. Feasibility (1-3 yrs.)
4. Preliminary Design (1-4 yrs.)
5. Planning (1-4 yrs.)
6. UTP (10 yrs.)
7. Local Support
8. UTP Priority 1
9. UTP Priority 2
10. ROW Utility Plans
11. Final Design
12. Drawing
13. Do it!
14. Environment Document
15. Public & Agency Involvement
16. Construction (1-5 yrs.)

Project Selection

1. Serve Slices
2. Rules
3. Rank
4. Statewide
5. District
6. MPO
7. Commission
8. Projects (33%)

IH 635 (LBJ Freeway)

Identified and Secured Funding:
- 2003 City of Dallas Bond Election ($10 million)
- 2001 and 2003 Federal Appropriations Acts ($6.4 million)
- East Section Early Frontage Road ($5.3 million)
- Mesquite Section ($2.3 of $28.9 million)

Additional Sources of Funding:
- NCTCOG (MPO) Partnership Program
- Dallas Area Rapid Transit
- Additional Local City Participation (Dallas & Farmers Branch)
- Dallas County
- TxDOT (TTA) Revenue Bonds
- NTTC
- FHWA (Federal Categories)
- TxDOT (Federal Matching Requirements & State Categories)
- Other (Private, TIFIA Loans, etc.)

West Project Breakout (Map)

A - Dallas High Five (IH 635/US75)
1a. Luna Rd. to IH 35E
1b. IH 635 & IH 35E Interchange
2a. Two Mined Auto Tunnels (EB and WB)
2b. West Transition
2c. East Transition
3. Early Frontage Roads
4. Surface Connections (Midway to Preston)

Current West Section Focus

(Done or Near Term Projects)

- DART Light Rail Extension
- DART Line / Segment (Planning and Design)
- Josey, Marsh, Midway & Preston Intersections
- Webb Chapel and Montfort Intersections
- Early Frontage Roads - Hillcrest to Merit (Design)
- Dallas High Five
- Incident Management Center, Cameras and Signs
- Interim HOV Project & S-ramp Connection (Completed)
- West HOV EB Extension at IH 35E (Completed)
- Frontage Road Auxiliary Lanes Between Preston & Hillcrest (Completed)
- DNT - Add NB lane thru the IH 635 Interchange Area (Under Construction - Soon)
- Churchill Way Bridge & Ramp Connection (Design)

West Section Project Breakout by Location, Cost and Length

1a. Luna to IH 35E $30.7 0.90 miles
1b. IH 35E/IH 635 Interchange $239.9 1.93 miles
2a. Two Mined Auto Tunnels $220.3 1.92 miles
2b. West Transition $237.9 1.35 miles
2c. East Transition $120.0 1.78 miles
3. Early Frontage Roads $17.8 0.83 miles
4. Surface Connections $77.6 2.05 miles

Notes: Construction costs are in millions of dollars.
Projects are generally listed from West to East and not prioritized.
West Section Construction Costs and Right-of-Way by Project

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Cost (in millions of dollars)</th>
<th>Parcels</th>
<th>Disp.</th>
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<tbody>
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<td>1a. Luna to IH 35E</td>
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<td>0</td>
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<tr>
<td>1b. IH 35E/IH 635</td>
<td>239.9</td>
<td>36</td>
<td>17</td>
</tr>
<tr>
<td>2a. Two Mined Auto Tunnels</td>
<td>230.0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>2b. West Transition</td>
<td>237.9</td>
<td>15</td>
<td>0</td>
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<tr>
<td>2c. East Transition</td>
<td>120.8</td>
<td>15</td>
<td>6</td>
</tr>
<tr>
<td>3. Early Frontage Roads</td>
<td>17.8</td>
<td>14</td>
<td>0</td>
</tr>
<tr>
<td>4. Surface Connections</td>
<td>77.6</td>
<td>32</td>
<td>0</td>
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</tbody>
</table>

Notes: Construction costs are in millions of dollars.
There are 23 parcels identified as displacements. Projects are generally listed from West to East and are not prioritized.

Current West Section Focus (Long Term)

- Complete the Dallas High Five Interchange (A)
  - Currently ahead of the Jan 2007 Completion Date
- LBJ Freeway and Managed HOV Lanes (2a, 2b, 2c)
  - Goal is to begin work prior to Dallas High Five completion
- Extend Improvements down IH 35E to Loop 14
  - Connections made to help load and unload Managed HOV lanes
- IH 35E/IH 635 Interchange (1a and 1b)
  - Explore an accelerated schedule or phased sections beyond what is needed for the Managed HOV lanes
- Early Frontage Roads – Hillcrest to Merit (3)
  - Goal is to begin work prior to Dallas High Five completion
- Surface Connections with the DNT (4)
  - Goal is to begin work prior to Dallas High Five completion

Note: Depending on scheduling, funding, progress of work in a given area, and other issues could affect where current work efforts are focused.

Project Advancement Steps (Conventional Approach)

- Develop Design Schematic
- Prepare Environmental Document
- Hold Public Hearing (June 5, 2003)
- Address Comments and Document (2 months)
- Submit to Austin for FHWA Approval
- Receive a FONSI (Goal October 2003)
  - Design-Bid-Build (Sequential Approach by Project)
  - Begin Design and Right-of-Way Process
  - Begin Utility Relocations (As ROW is Acquired)
  - Begin Construction (As Progress Permits)

Project Advancement Steps (Exclusive Development Agreement)

- Develop Design Schematic
- Prepare Environmental Document
- Hold Public Hearing (June 5, 2003)
- Address Comments and Document (2 months)
- Submit to Austin for FHWA Approval
- Receive a FONSI (Goal October 2003)
  - Exclusive Development (Concurrent Approach all at once)
  - Begin Design and Right-of-Way Process
  - Begin Utility Relocations (As ROW is Acquired)
  - Begin Construction (As Progress Permits)

Underway and Future Items (Exclusive Development Agreement)

- Develop the Geological and Geotechnical Program
- Prepare Scope of Services for an Investment Grade Traffic and Revenue (T&R) Study
- Hold Public Hearing (June 5, 2003)
- Secure Services of Procurement Engineer/Program Manager (PE/PM)
- Initiate Request for Qualifications (RFQ) from Prospective EDA Teams
- Receive a FONSI (Goal October 2003)
- Initiate Request for Proposals (RFP) from Short Listed EDA Teams
- Evaluate, Select and Negotiate EDA Team
- Complete T&R Study and Financial Plan
- Provide Notice to Proceed to EDA Team

LBJ Freeway Corridor
Recommended Design Schematic

Legend:
- 10 Mainlanes + 4 HOV/Toll Lanes
- 10 Mainlanes + 2 Rev. HOV/Toll Lanes
- 8 Mainlanes + 4/6 HOV/Toll Lanes
- 10 Mainlanes - Construction
- DART Light Rail - Planning
- DART Light Rail - Planning

June 5, 2003
**Project Advancement Steps**

- Develop Design Schematic
- Prepare Environmental Document
- Hold Public Hearing
- Address Comments and Document
- Submit to Austin for FHWA Approval
- Receive a FONSI (Goal October 2003)
- Begin Design and Right-of-Way Process
- Begin Utility Relocations (As ROW is Acquired)
- Begin Construction (As Progress Permits)

**Project Costs**

**Overall Cost Summary**

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost ($ Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Costs</td>
<td>960.6</td>
</tr>
<tr>
<td>Engineering, Survey, Testing, Misc.</td>
<td>251.6</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>93.3</td>
</tr>
<tr>
<td>Utility Relocations</td>
<td>28.3</td>
</tr>
<tr>
<td><strong>Total Costs</strong></td>
<td><strong>$1,333.8</strong></td>
</tr>
</tbody>
</table>

**Right-of-Way Acquisition Process**

1. TxDOT Obtains:
   - Environmental Clearance
   - Local Agency Agreements
   - Approved Right of Way Map
   - Funding
   - Release from TxDOT Austin to Begin Acquisition Process

**Gary Leuba**

Right-of-Way Office

TxDOT – Dallas District
**Right-of-Way Acquisition Process**

2. TxDOT Orders:

- Property Title Information
- Five Year Sales Data
- Preliminary Title Commitment

...TxDOT then makes pre-appraisal contacts with property owners.

3. TxDOT Assigns Independent Appraisers:

- Appraisers Contact Owners
- Appraisers Submit Appraisals
- TxDOT Reviews Appraisals for Approval

4. TxDOT’s Acquisition Agent Presents Offer to Property Owner, Including:

- Appraised Value of Property
- Compensable Damages to Remaining Real Property
- Relocation Assistance

5. Property Owner may then:

a. Donate Land,
b. Accept Offer,
c. Submit Counter Offer, if Appropriate.
d. Begin Eminent Domain Proceedings, if Agreement on Value is not Reached.

5b. When Owner Accepts:

- Owner Signs Deed & Memorandum of Agreement
- TxDOT Issues Warrant to Owner & Title Company
- Owner Closes at Title Company and is Compensated for New Right-of-Way

5c. Owner Counter Offers:

- Owner May Submit Counter Offer if Owner Believes it does not Represent Fair Market Value
- TxDOT Reviews Counter Offer and Either Accepts or Rejects It
- If Rejected, Owner may Accept Original Offer or Proceed to Eminent Domain
**Right-of-Way Acquisition Process**

5d. Eminent Domain:
- Court Appoints 3 Commissioners to Hear Owner & TxDOT
- Commissioners Decide Award
- TxDOT Deposits Award in Registry of Court & Takes Possession
- Either Owner or TxDOT Shall Have the Right to Appeal to Jury Trial

6. Relocation Assistance
- Administered by the State with no local government funding
- Available to those who qualify as a result of the acquisition of R.O.W. – Residential & Business
- For businesses, benefits may include personal moving costs and some reestablishment costs or a fixed payment

6a. Relocation Assistance CONT.
- The Benefits Are Applicable To All Individuals, Families, Businesses, Farmers, Ranchers And Non-Profit Organizations Without Regard To Race, Color, Religion, Sex, Or National Origin.

6b. Relocation Assistance CONT.
- If The Owner Will Need to Move, Do Not Do So Until Negotiations Have Begun Unless You First Secure A Written Notice Of “Intent To Acquire” From The Acquiring Agency.

6c. Relocation Assistance CONT.
- Appeal Procedures Are Available For Displacees Who Do Not Agree With Any Amounts Offered For Relocation Reimbursement. (See Page 49 Of The “Relocation Assistance” Booklet)

6d. Relocation Assistance CONT.
- See Pages 39 Thru 41 In The “Relocation Assistance” Booklet For Regulations Governing The Relocation Of Advertising Signs Which Are Not Purchased By The Acquiring Agency As Real Property.
**Right-of-Way Acquisition Process (Timeline 1 of 2)**

1. TxDOT obtains: 1.5 to 2 years
   - Environmental Clearance - 4 to 6 mo
   - Local Agency Agreements - 4 to 6 mo
   - Approved ROW map - 1 year
   - Funding – Ongoing on an annual basis
   - Release from TxDOT Austin – 4 mo
2. TxDOT orders info - 2 to 4 mo
3. TxDOT appraisal process - 3 to 6 mo

**Right-of-Way Acquisition Process (Timeline 2 of 2)**

4. TxDOT makes offer and closes – 6 to 18 mo
   - Accepts - 3 to 6 mo
   - Counter Offer - 3 to 12 mo
   - Eminent Domain - 6 to 18 mo
5. Property owner action - 6 to 18 mo
6. Relocation assistance - 1 to 3 mo

Note: For planning purposes it takes an average of 30 months from having agreements in place to acquire a parcel.

**Recess**

We will return for public comments in 20 minutes

**Comments**

Please:

- Use the microphone
- Provide your name and address

**Dallas District Office**

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