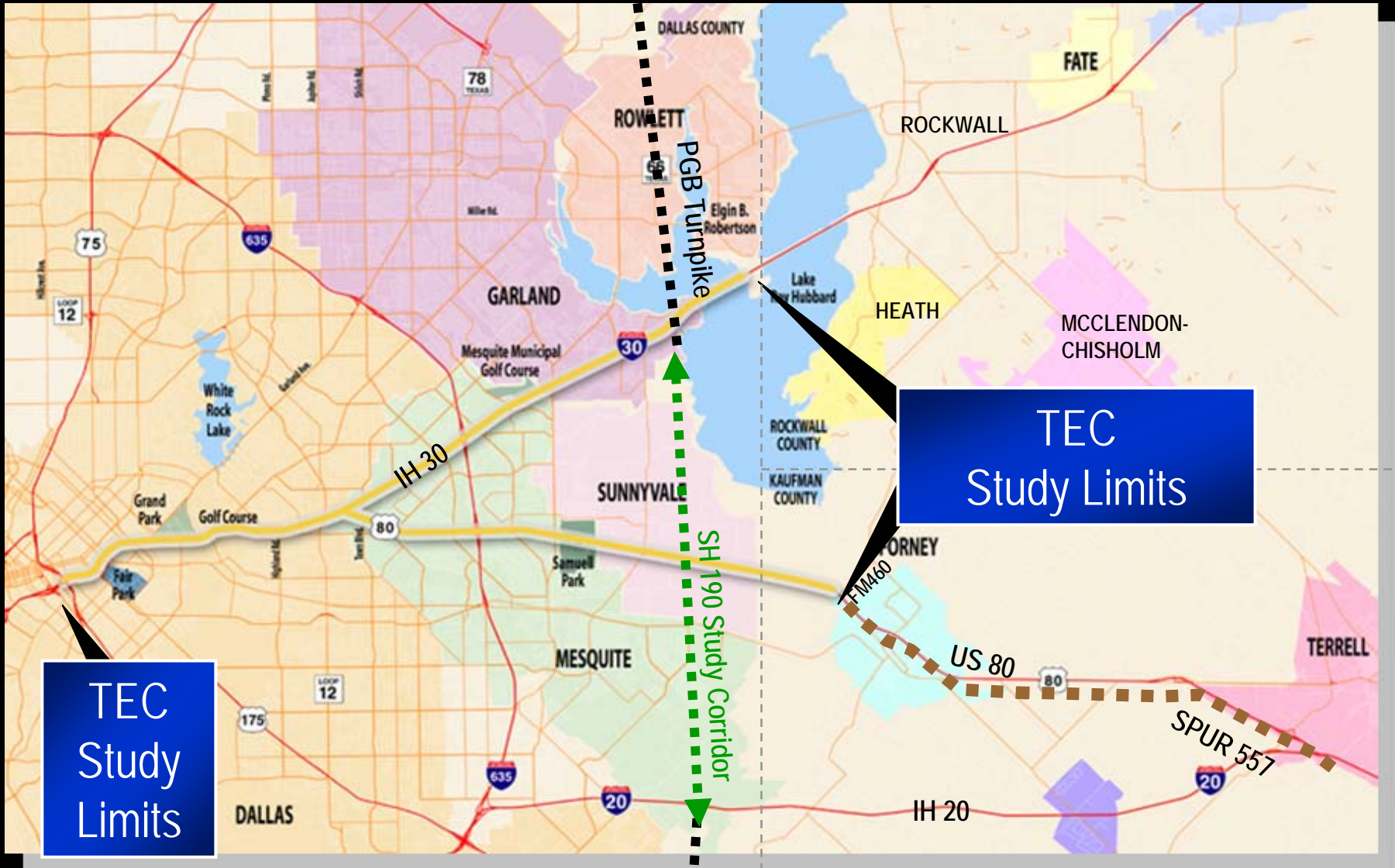




THE EAST CORRIDOR

An IH 30/US 80 Design

The East Corridor



Project Development Process

Metropolitan Mobility
Plan

Major Investment
Study (MIS)

Preliminary Design
Schematic

Environmental
Assessment

Final (detailed) Design

Right-of-Way
Purchasing

Construction

Focus of our
project

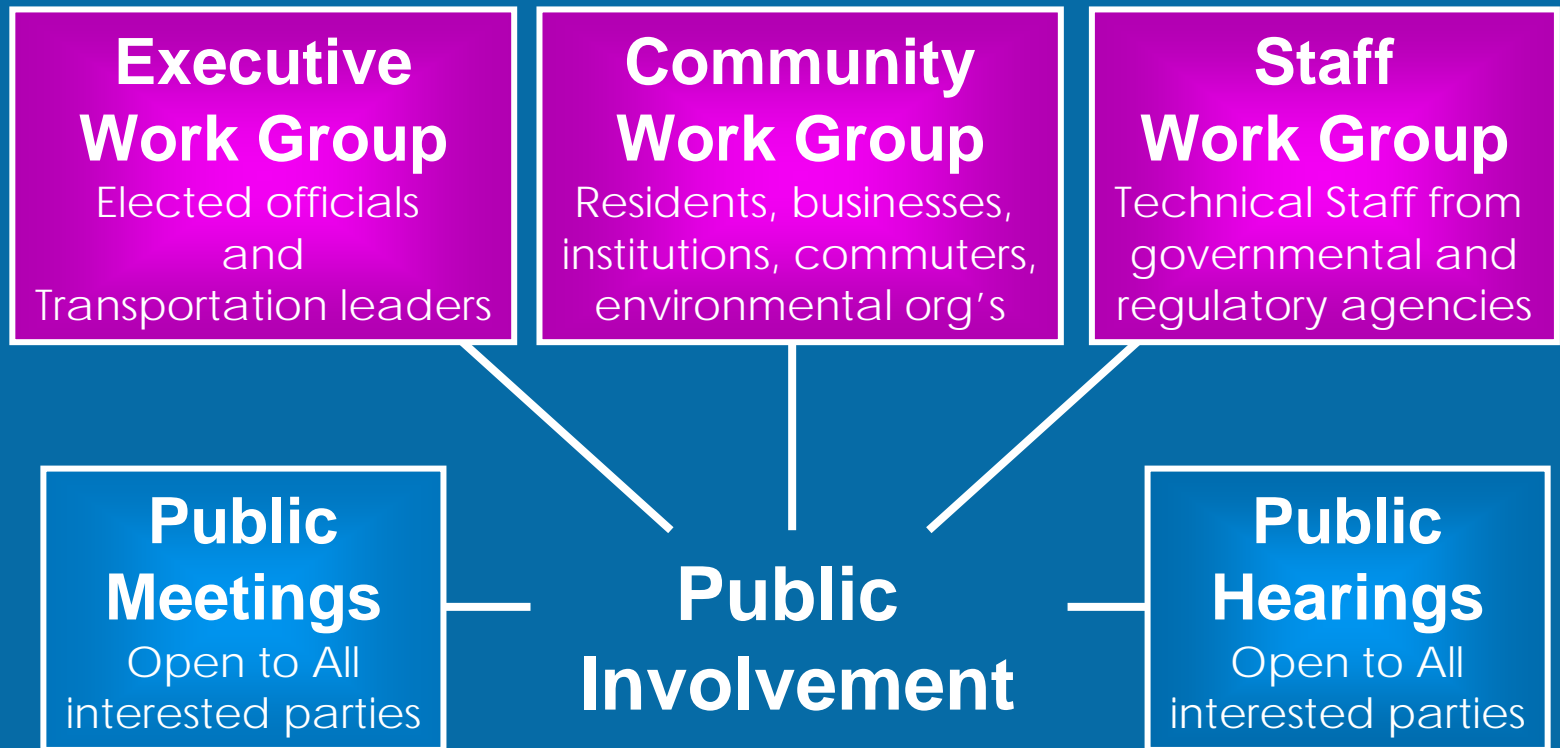


Agenda

- Study Context
- Public Involvement /Agency Coordination
- Mobility Plan & East Corridor MIS
- Current Work
 - Project Goals
 - Alternatives Analysis & Recommendations
 - Environmental Assessment
 - Schedule
- Discussion of Public Issues/Concerns



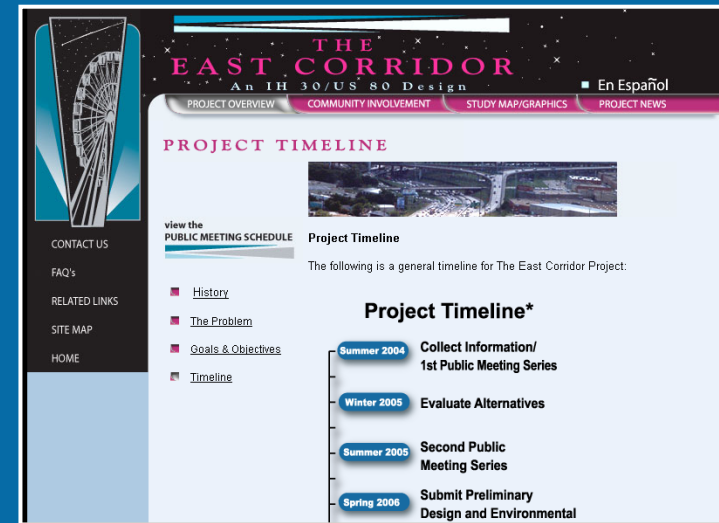
Opportunities for Input & Information





Public Involvement Tools

- Work Group Meetings
- Public Meetings / Hearings
- Newsletters
- Web site
- Information Packets
- Briefings / Presentations
- Print and Broadcast Media



www.theeastcorridor.org



An IH 30/US 80 Design

Agenda

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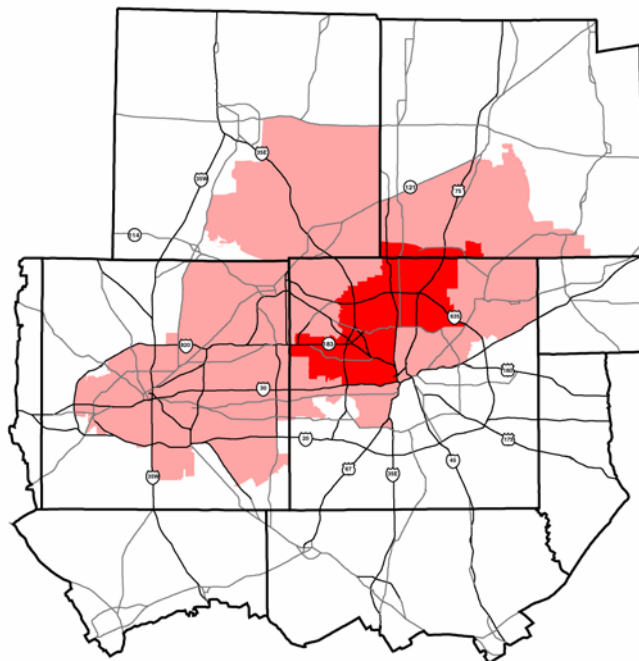
Mobility 2025:
The Metropolitan Transportation Plan,
2004 Update

1999 Congestion Levels

Legend

- Areas of Moderate Peak-Period Congestion
- Areas of Severe Peak-Period Congestion

Annual Cost of
Congestion = \$5.3 Billion



North Central Texas
Council of Governments
Transportation



Area Congestion

	1999	2025	% Change
Population	4.5 M	8.0 M	75%
Employment	2.7 M	4.9 M	84%

	1999	2025	% Change
Vehicle Miles Traveled	125 M	235 M	87%
Road Capacity (Lane Miles)	23.2 M	34.8 M	50%
Total Delay (Veh Hrs)	1.3 M	2.9 M	120%
% Roadways Congested	38%	54%	42%

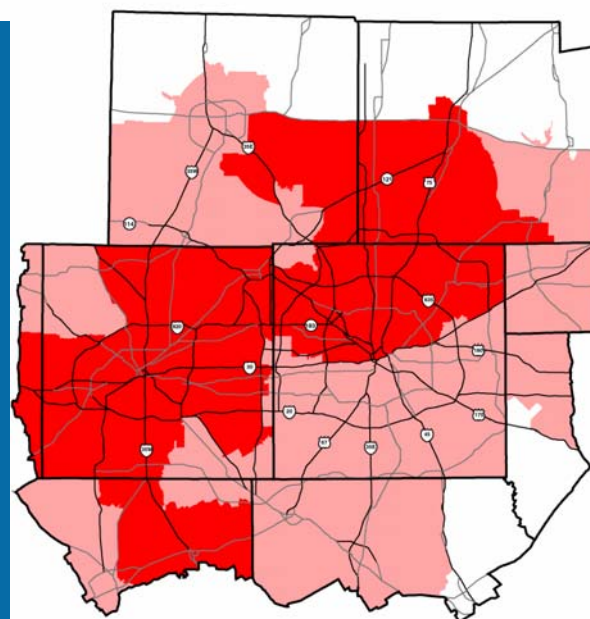
Mobility 2025:
The Metropolitan Transportation Plan
2004 Update

2025 Congestion Levels

Legend

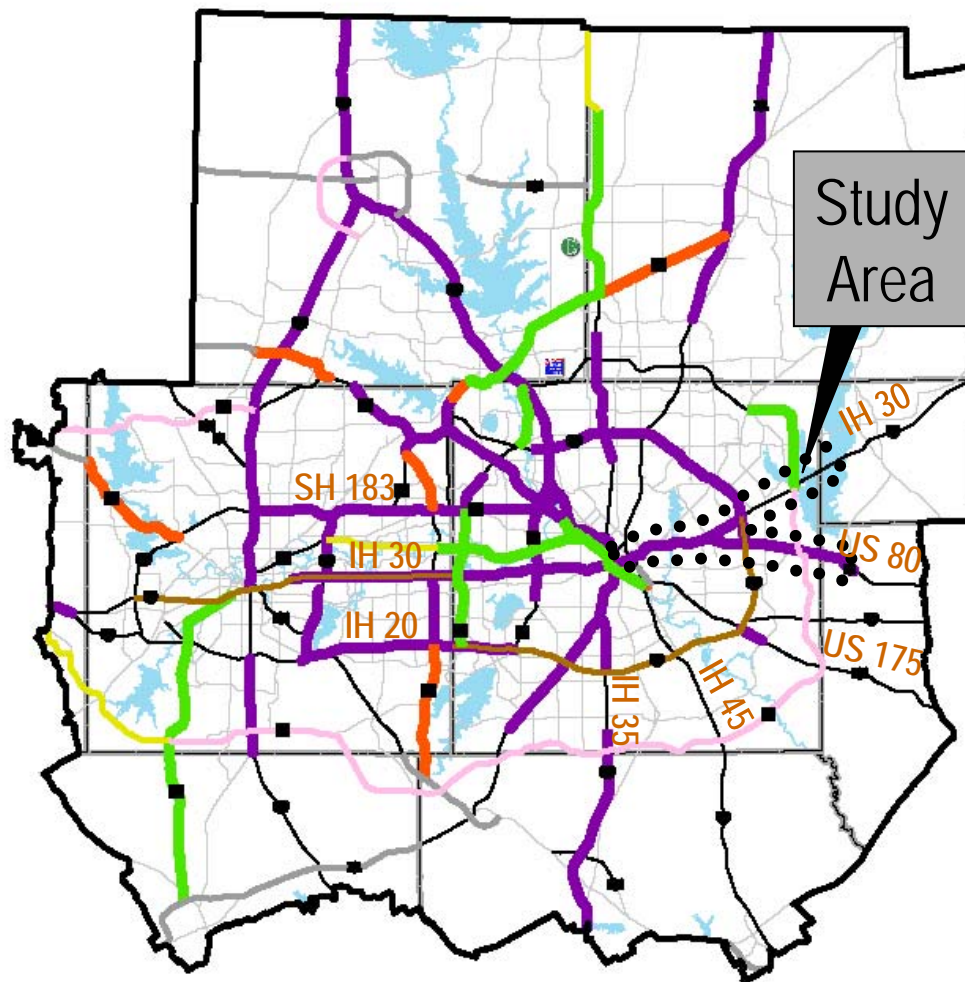
- Areas of Moderate Peak-Period Congestion
- Areas of Severe Peak-Period Congestion

Annual Cost of
Congestion = \$11.8 Billion



North Central Texas
Council of Governments
Transportation





Mobility 2025: The Metropolitan Transportation Plan, Amended April 2005

Freeway / Tollway System

Legend

- Improve Existing Freeway/Tollway
- New Staged Freeway
- New Staged Tollway
- New Staged Parkway
- Upgrade to Parkway
- Preserve Right-of-Way
- Truck Lane Demonstration Corridor*

*The Truck Lane Demonstration Corridor is a pilot program to determine and compare the feasibility, impacts, and effectiveness of:
1) providing exclusive dedicated truck lanes through the corridor and on adjoining access/egress lanes and ramps, and
2) restricting trucks to operating only in certain lanes in the corridor.

Fort Worth CBD



Dallas CBD



Corridor specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.

Additional and improved freeway/tollway interchanges and service roads should be considered on all freeway/tollway facilities in order to accommodate a balance between mobility and access needs.

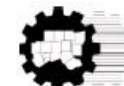
All freeway/tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.

New facility locations indicate transportation needs and do not represent specific alignments.

Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.



AMENDED APRIL 2005



North Central Texas
Council of Governments
Transportation



As Amended: April 14, 2005



An IH 30/US 80 Design

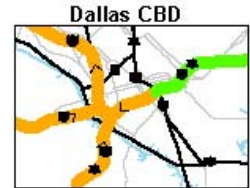
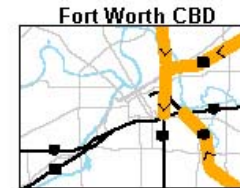
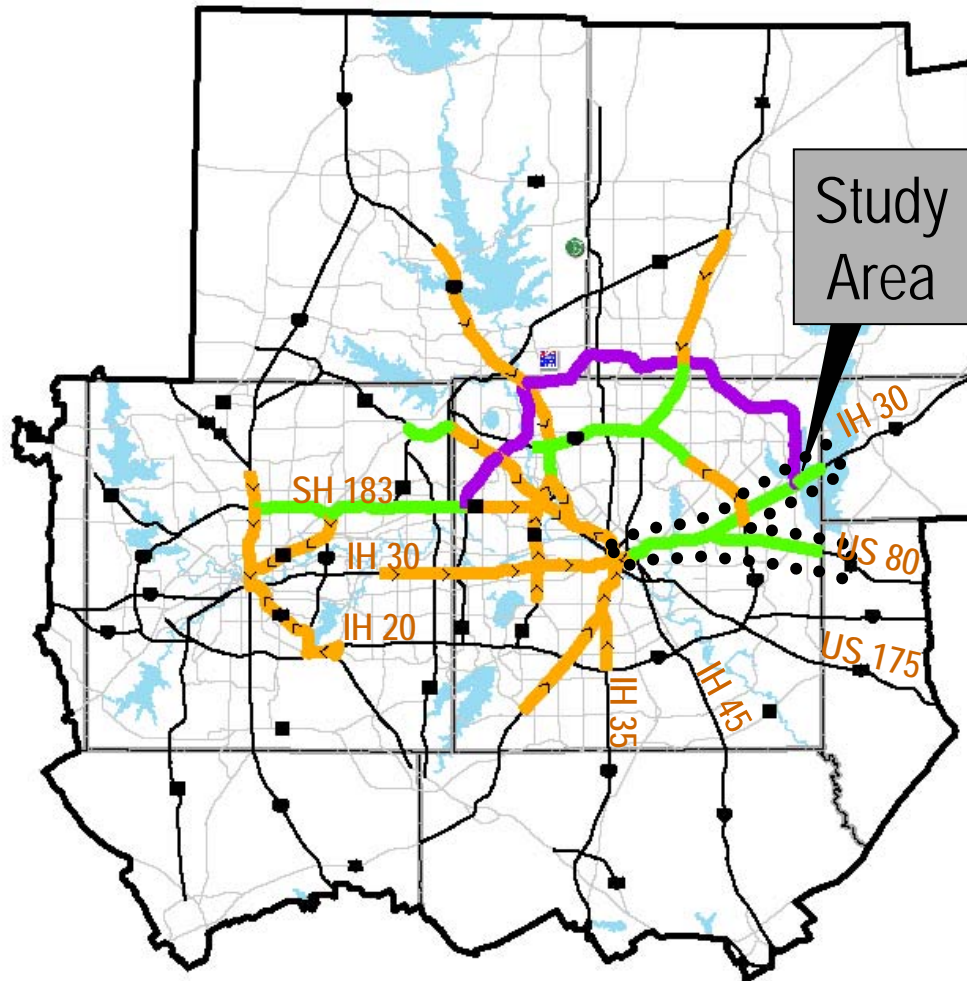
Mobility 2025: The Metropolitan Transportation Plan, Amended April 2005

HOV and Managed Facility System

Legend

- Reversible
- Managed HOV/Integrated Tollway
- Two-Way
- Freeways/Parkways

Study Area



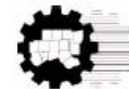
Corridor-specific design and operational characteristics for the HOV and managed lane recommendations, such as occupancy requirements and reversibility, will be determined through ongoing project development.

Arrows represent the predominant direction of travel during the morning peak period but do not represent specific design recommendations. Predominant direction of travel demand is reversed during the afternoon peak period.

All HOV and tollway facilities will be managed for mobility efficiency. Operational strategies to manage the flow of traffic should be considered in corridors where additional freeway or tollway lanes are being proposed.

Right-of-Way preservation should be encouraged in all freeway/tollway corridors to accommodate potential future HOV facilities.

New facility locations indicate transportation needs and do not represent specific alignments.

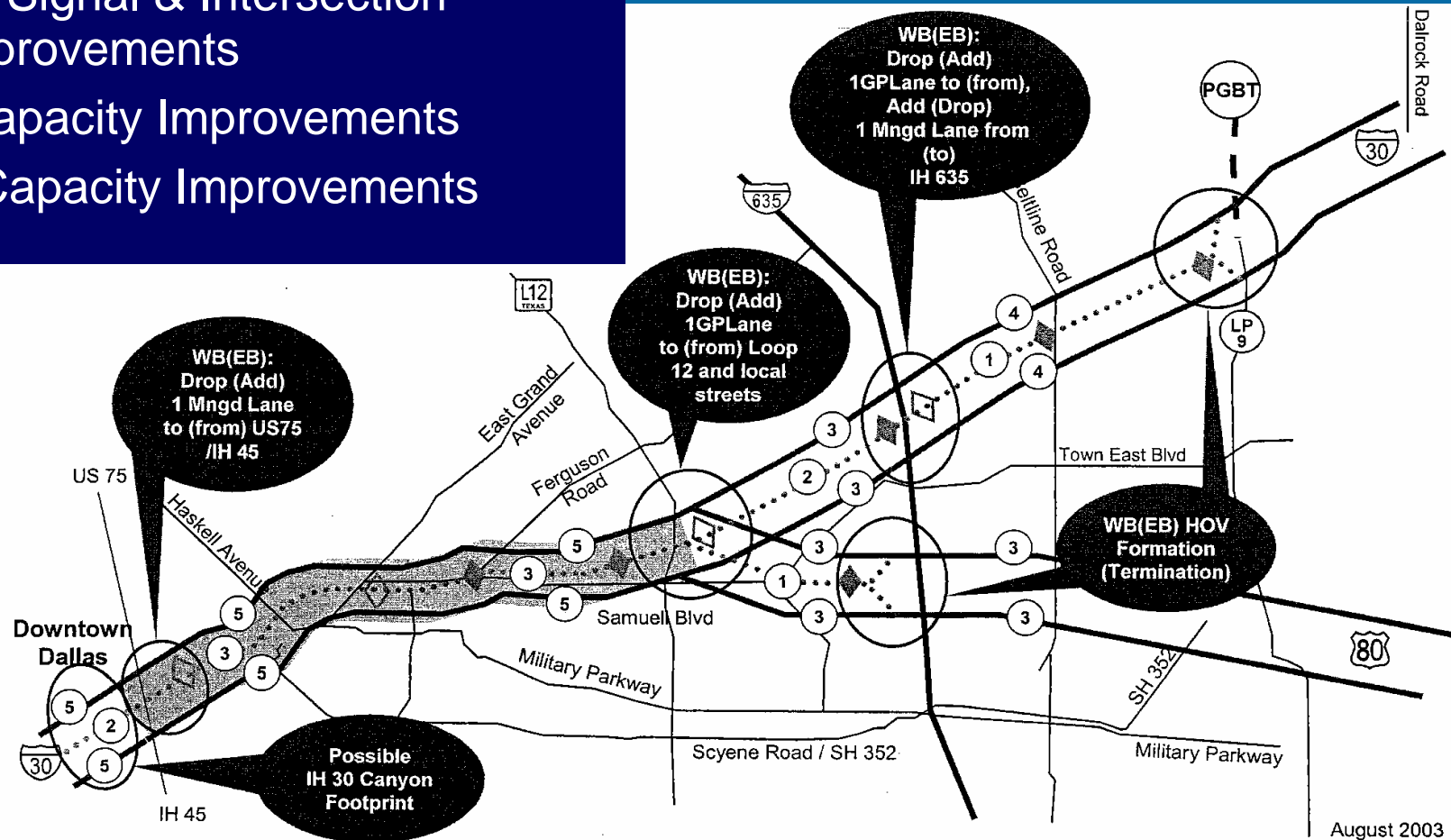


**North Central Texas
Council of Governments
Transportation**

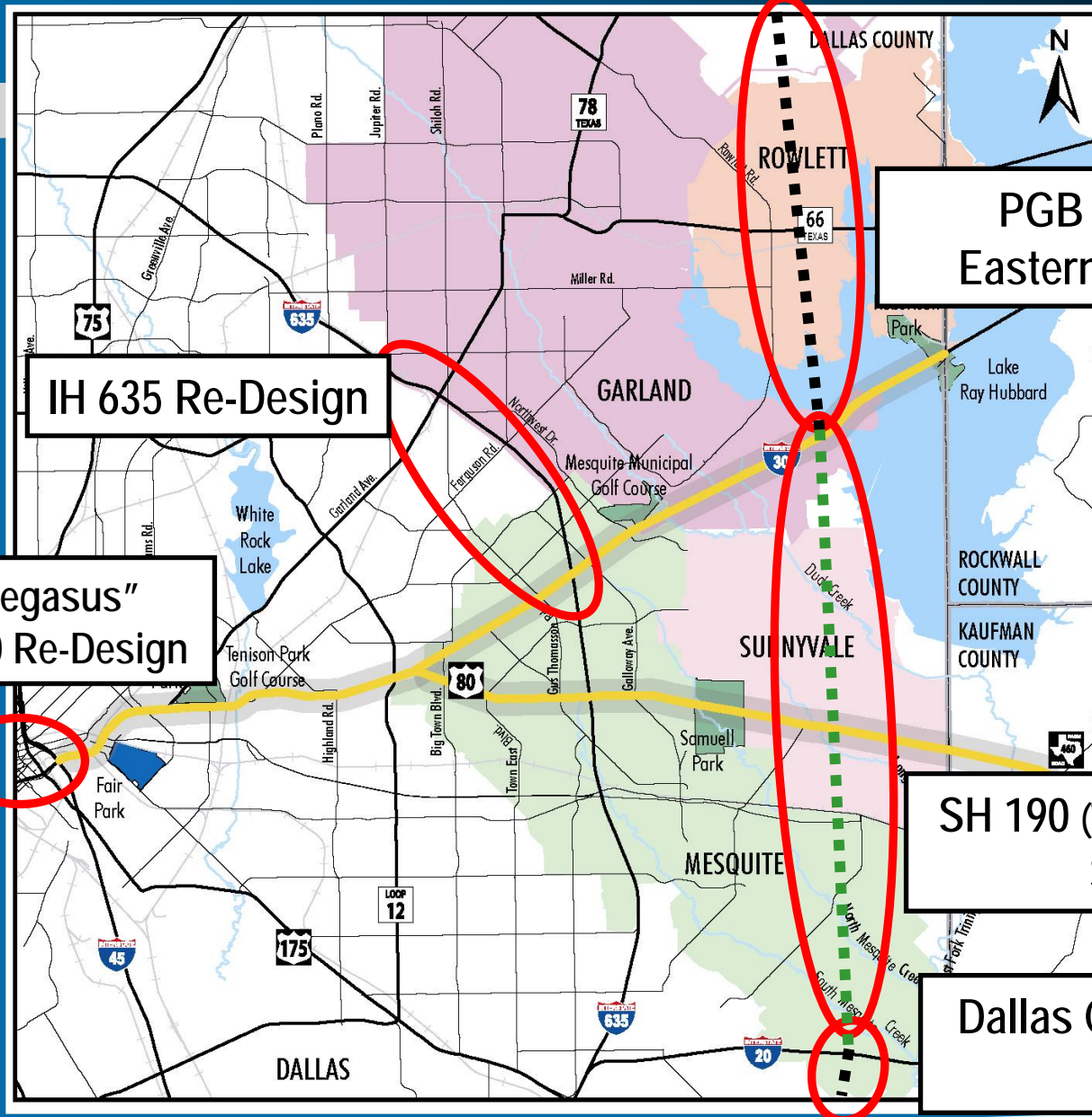


As Amended: April 14, 2005

- Congestion Management Strategies
- Bicycle And Pedestrian System Improvements
- Improved Facilities Management (ITS)
- Transit Improvements
- Arterial, Signal & Intersection Improvements
- IH 30 Capacity Improvements
- US 80 Capacity Improvements



Major Project Integration



PGB Turnpike
Eastern Extension

IH 635 Re-Design

"Project Pegasus"
IH 35E / IH 30 Re-Design

SH 190 (The East Branch)
Study

Dallas County Loop 9
Study





IH 30 Interim HOV Lane

- Interim facility designed to help traffic flow until long-term improvements can be planned, designed and constructed.
- Opened October 1991
- 5.5 miles, 10+ minute daily time savings
- Daily users: 16,000 - 19,000
- Dallas HOV lanes exceeded expectations





Managed Lanes

Benefits of Managed Lanes:

- Improve freeway efficiency,
- Manage demand in the corridor,
- Offer choices that provide travel time savings and trip reliability,
- Improve safety, and
- Generate revenue.



Agenda

- Study Context
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Project Goals

- Solutions for 2030 and Beyond
- Improve Mobility in Eastern Dallas Co.
- Improve Safety on IH 30 and US 80
- Maximize Positive Environmental and Socio-economic Opportunities
- Minimize Negative Environmental and Socio-economic Effects
- Achieve Affordable and Cost-effective Transportation Solutions

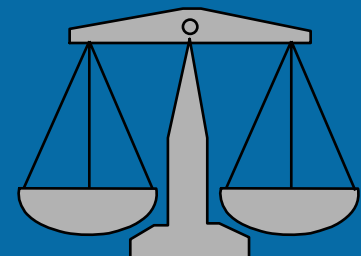




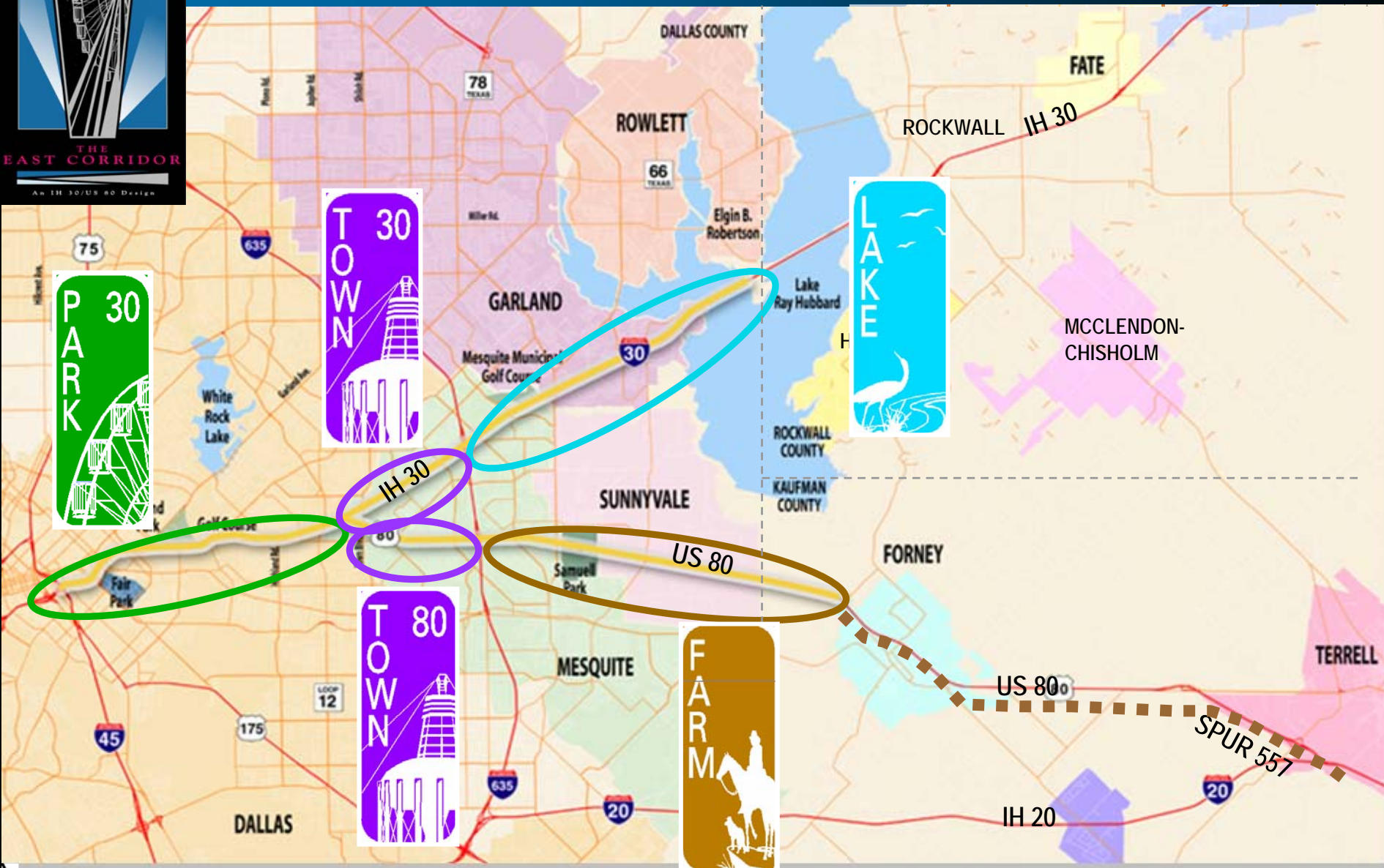
Comparing Alternatives

- Mobility Benefits
- Environmental Effects
- Social & Economic Effects
- Cost Effectiveness & Affordability
- Compatibility with Other Corridor Projects
- Effects During Construction

Major Negative Effect	Some Negative Effect	No Effect, Neutral	Some Positive Effect	Major Positive Effect
--	-	O	+	++



The East Corridor Study Segments





Park 30 Alternative Sections

Note: All sections are looking east. Frontage Roads and ramps not shown for clarity.

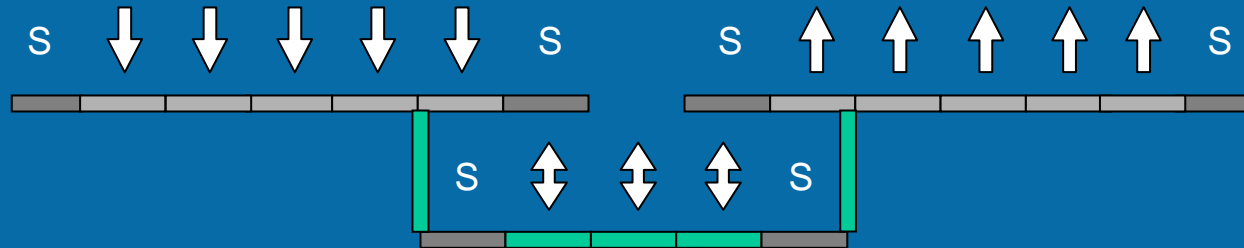
ALT. 1A1 & 1A2 - IH 30 MIS Design

Total Width = 408'



ALT. 1B2 - IH 30 Tunnel Design




Total Width = 356'



ALT. 1E1 & 1E2 - IH 30 Concurrent ML Design

Total Width = 432'



-  = General Purpose Lanes
-  = Managed HOV Lanes (ML)
-  = Shoulders (S)



= Recommended Alternative

An IH 30/US 80 Design





Park 30 Cross Sections

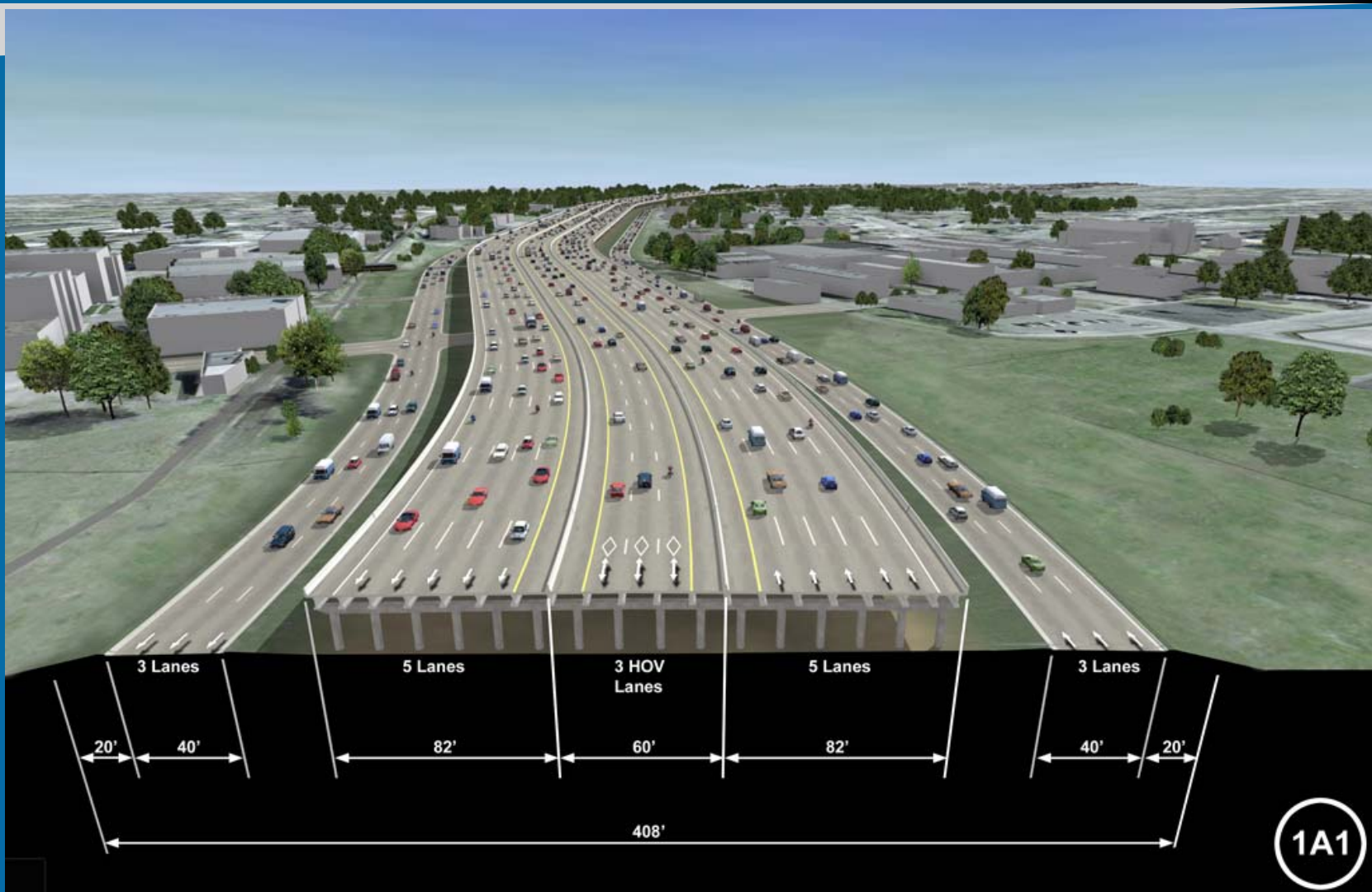


1EX1

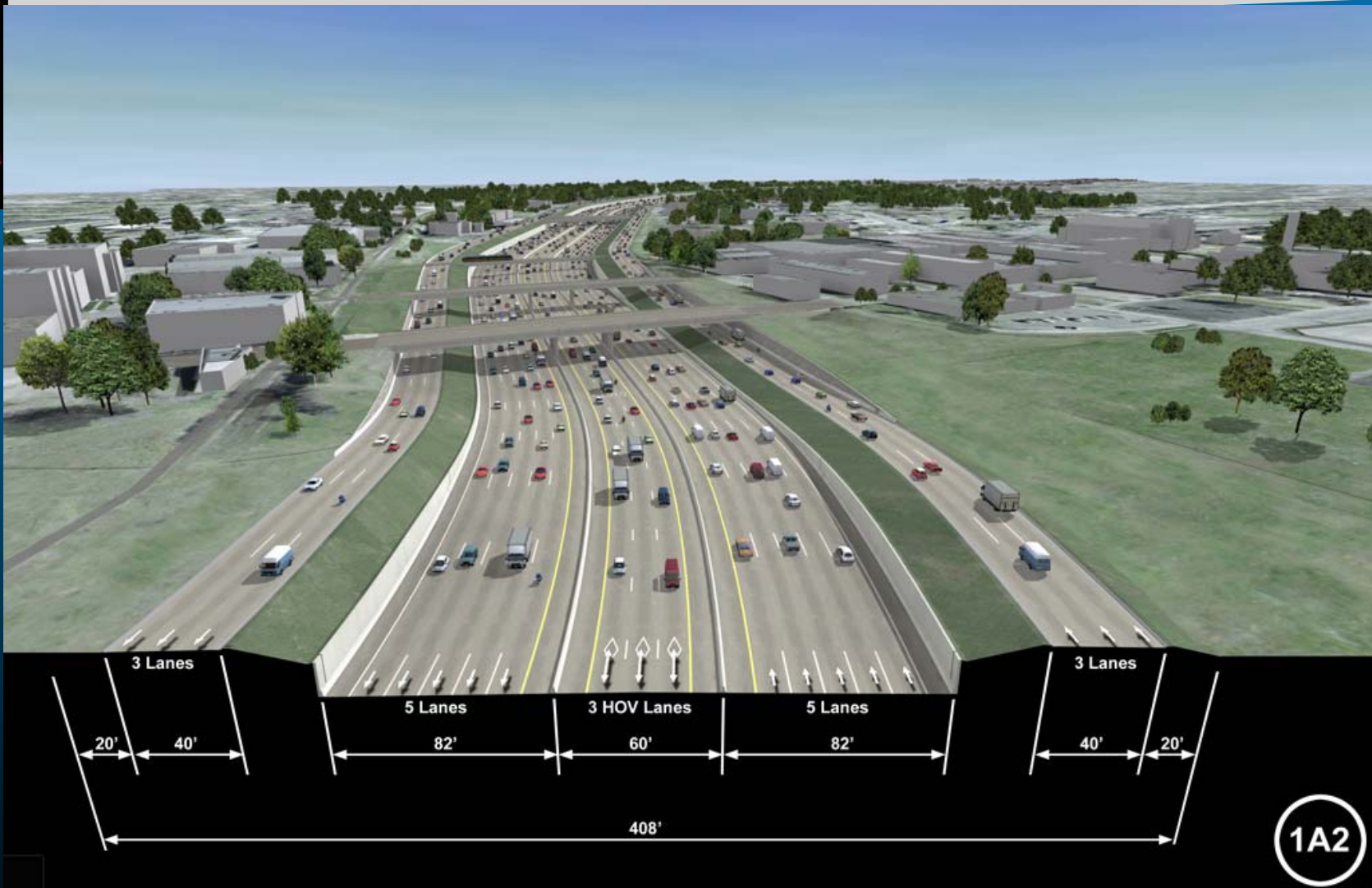
An IH 30/US 80 Design



Park 30 Cross Sections

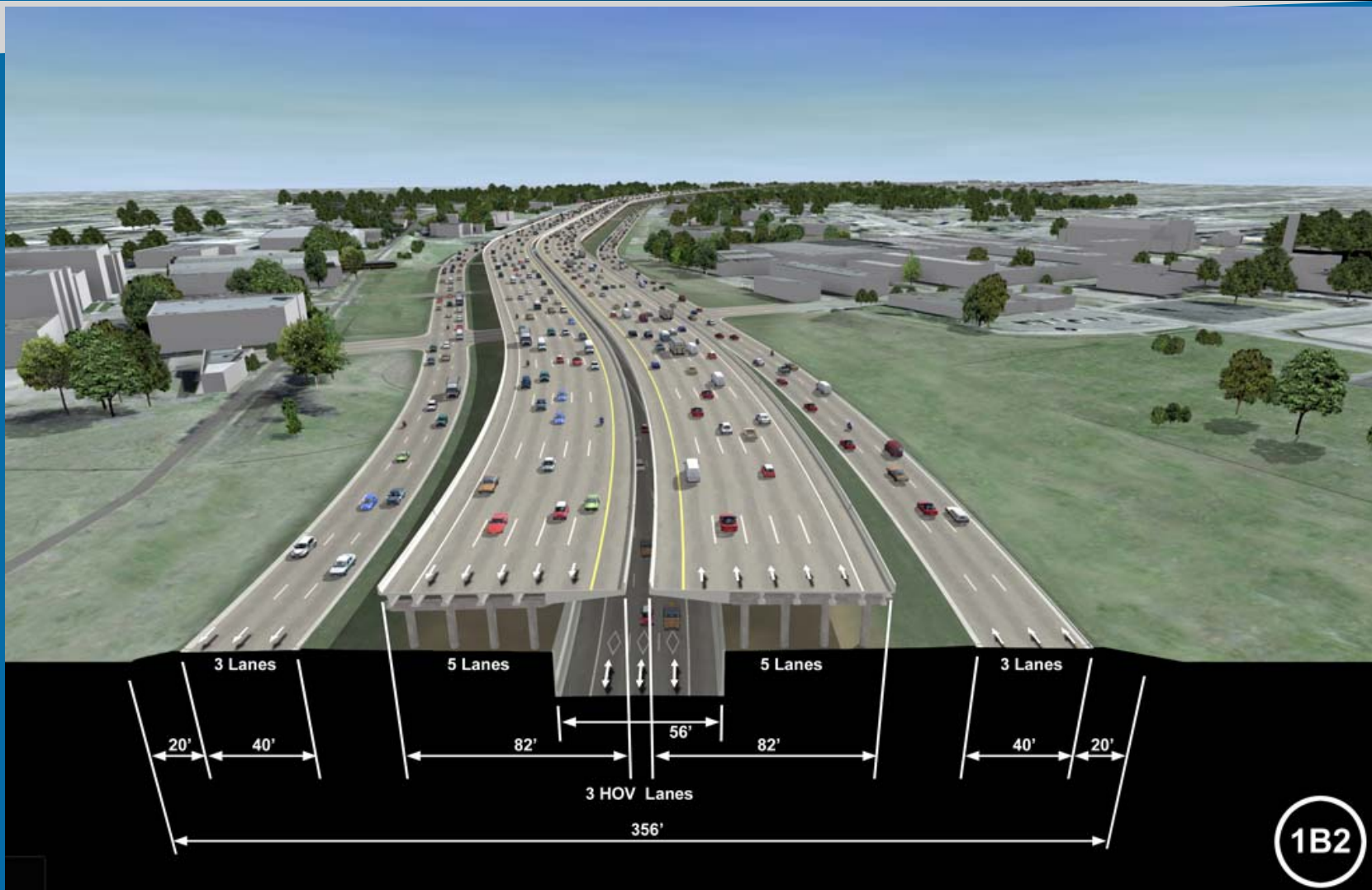


Park 30 Cross Sections



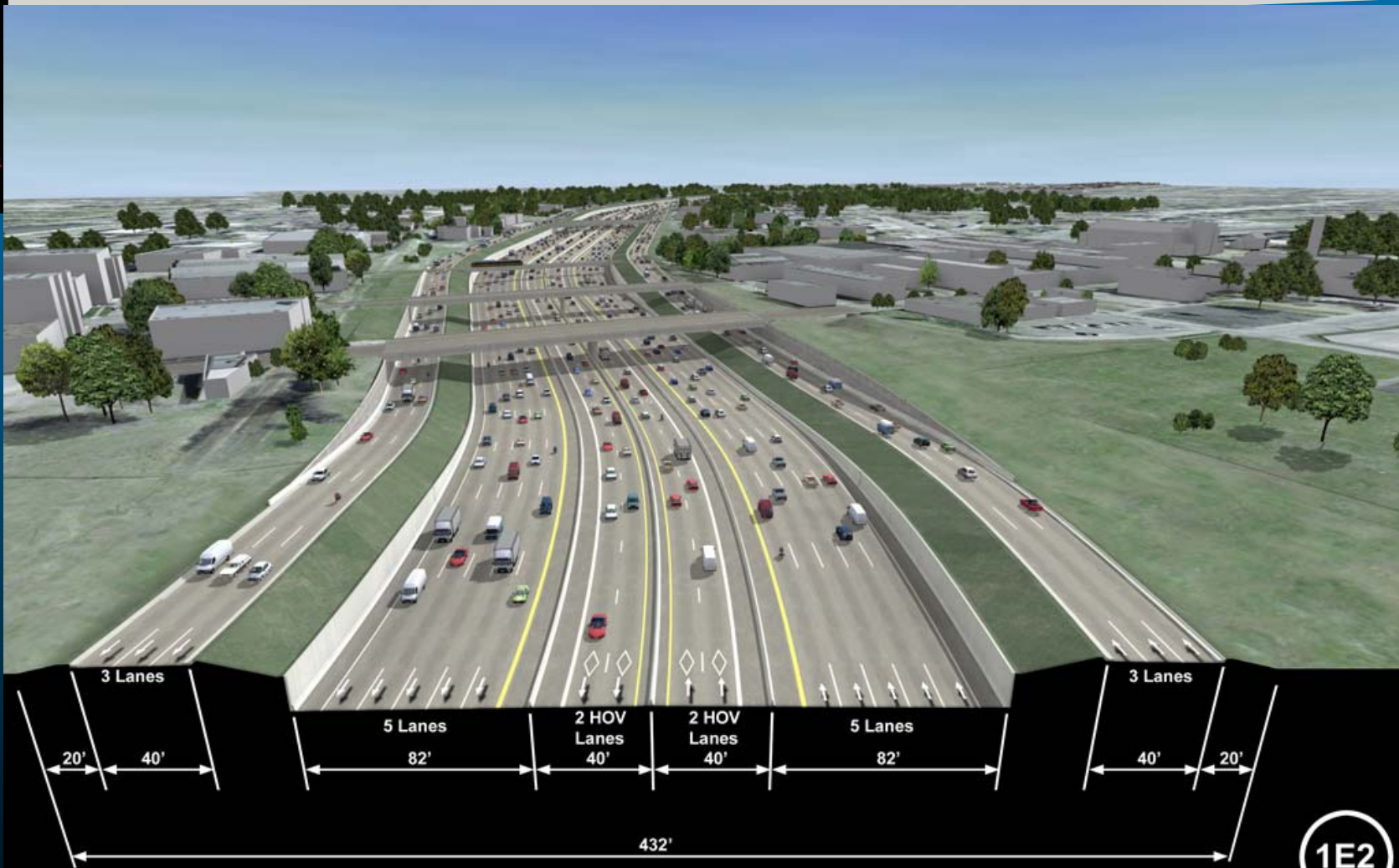


Park 30 Cross Sections





Park 30 Cross Sections



1E2

An IH 30/US 80 Design



Park 30 Computer Visualization



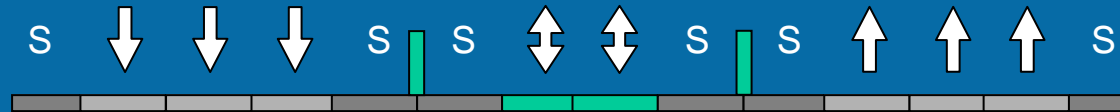


Town 30 Alternative Sections

Note: All sections are looking east. Frontage Roads and ramps not shown for clarity.

ALT. 2A1 - IH 30 MIS Design

Total Width = 348'



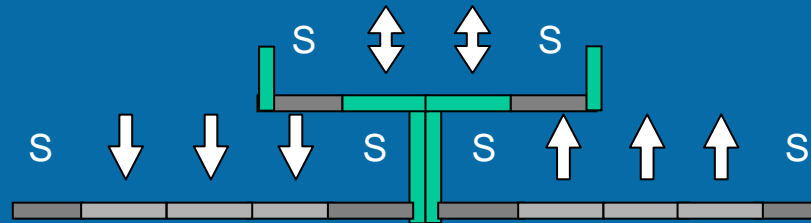
ALT. 2A3 - IH 30 Concurrent ML Design




Total Width = 368'



ALT. 2B1 & 2C2 - IH 30 Elevated Design

Total Width = 308'



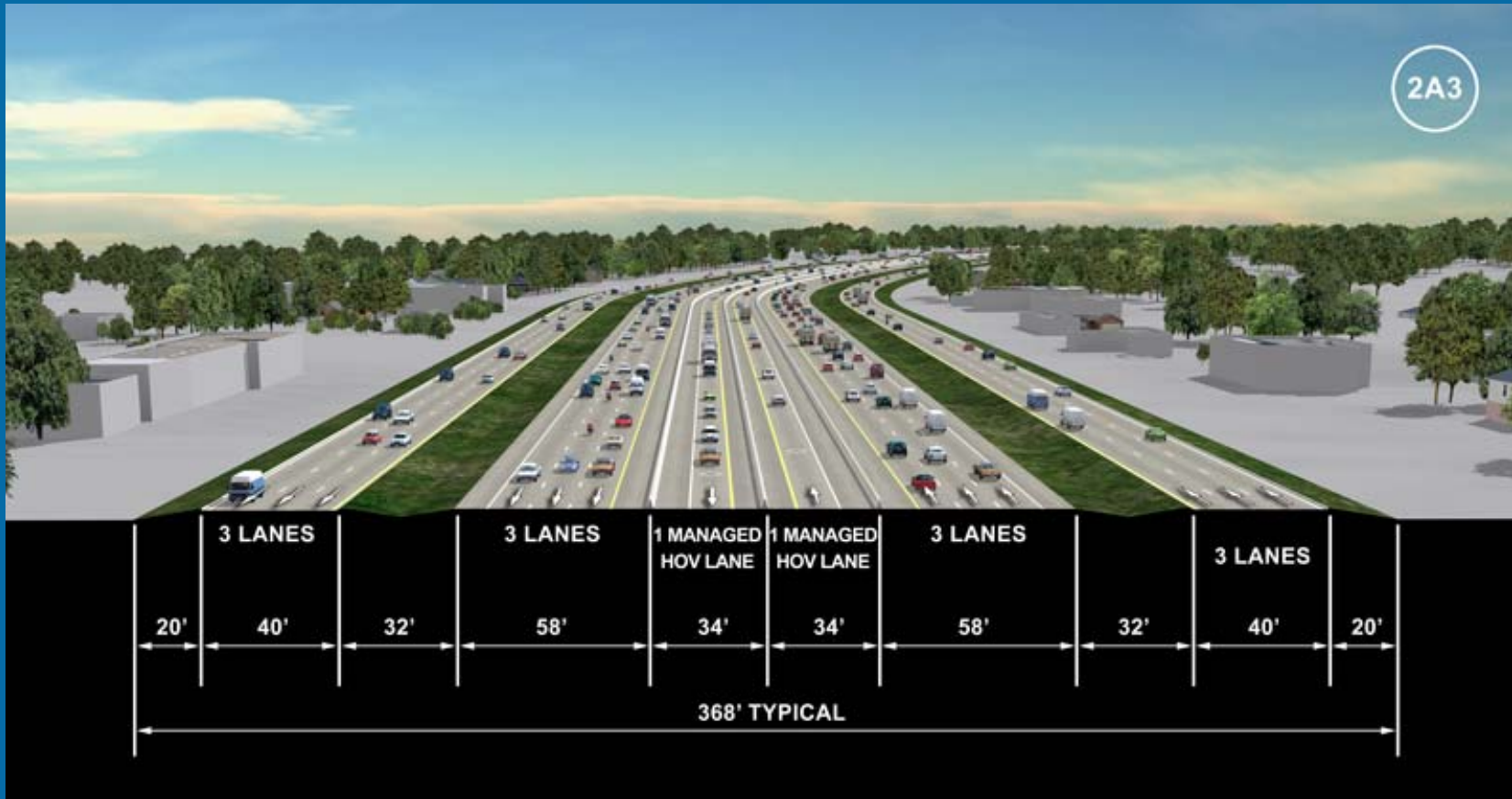
-  = General Purpose Lanes
-  = Managed HOV Lanes (ML)
-  = Shoulders (S)

An IH 30/US 80 Design





Town 30 Cross Section



ALT. 2A3 - IH 30 Concurrent ML Design

An IH 30/US 80 Design



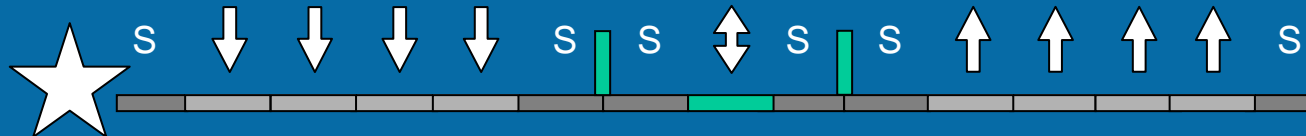


Lake 30 Alternative Sections

Note: All sections are looking east. Frontage Roads and ramps not shown for clarity.

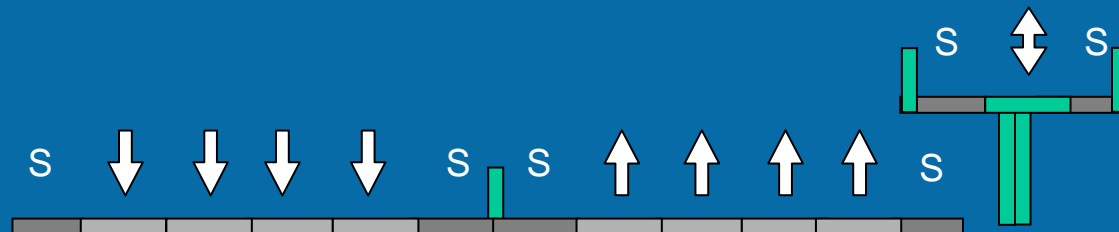
ALT. 3A1 - IH 30 MIS Design

Total Width = 354'



ALT. 3B2 - IH 30 Elevated Design




Total Width = 324'



ALT. 3C1 - IH 30 Concurrent ML Design

Total Width = 372'



-  = General Purpose Lanes
-  = Managed HOV Lanes (ML)
-  = Shoulders (S)

An IH 30/US 80 Design

Lake 30 Cross Section

3A1



ALT. 3A1 - IH 30 MIS Design

An IH 30/US 80 Design





Town 80 Alternative Sections

Note: All sections are looking east. Frontage Roads and ramps not shown for clarity.

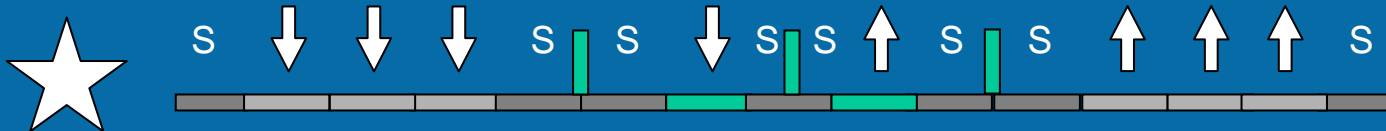
ALT. 4A1 – US 80 MIS Design




Total Width = 330'



ALT. 4C1 - US 80 Concurrent ML Design

Total Width = 368'



-  = General Purpose Lanes
-  = Managed HOV Lanes (ML)
-  = Shoulders (S)



= Recommended Alternative

An IH 30/US 80 Design





Town 80 Cross Section

4C1



ALT. 4C1 - US 80 Concurrent ML Design



An IH 30/US 80 Design

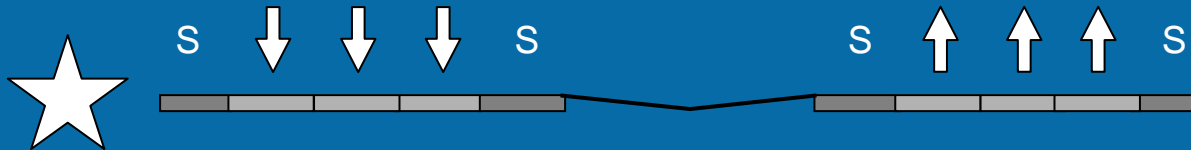


Farm 80 Alternative Sections

Note: All sections are looking east. Frontage Roads and ramps not shown for clarity.

ALT. 5A2 – US 80 MIS Design




Total Width = 330'



ALT. 5B1 - US 80 Concurrent ML Design

Total Width = 348'



-  = General Purpose Lanes
-  = Managed HOV Lanes (ML)
-  = Shoulders (S)



= Recommended Alternative

An IH 30/US 80 Design

Farm 80 Cross Section

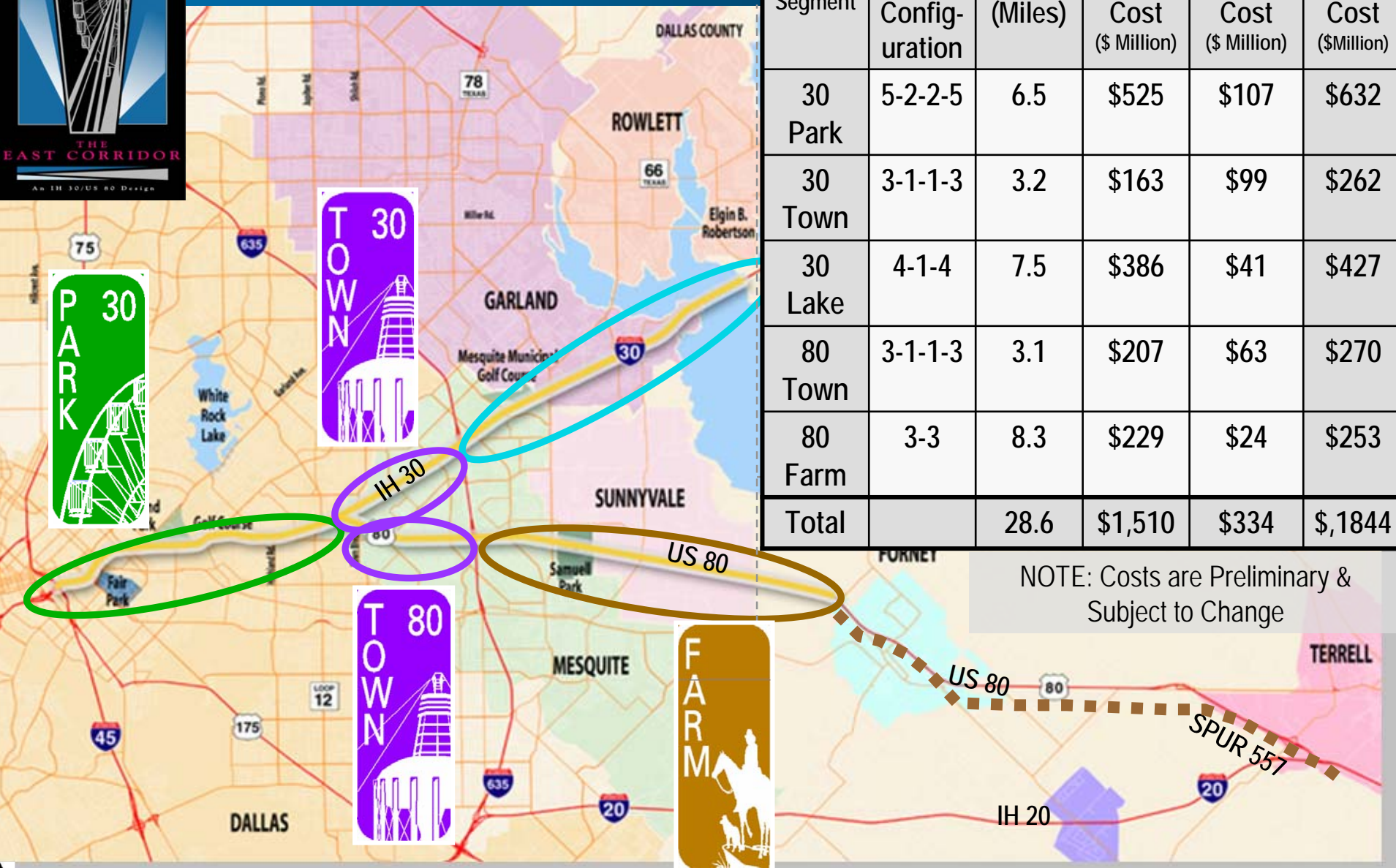


ALT. 5A2 – US 80 MIS Design



An IH 30/US 80 Design

TEC Study Recommendations





Environmental Assessment

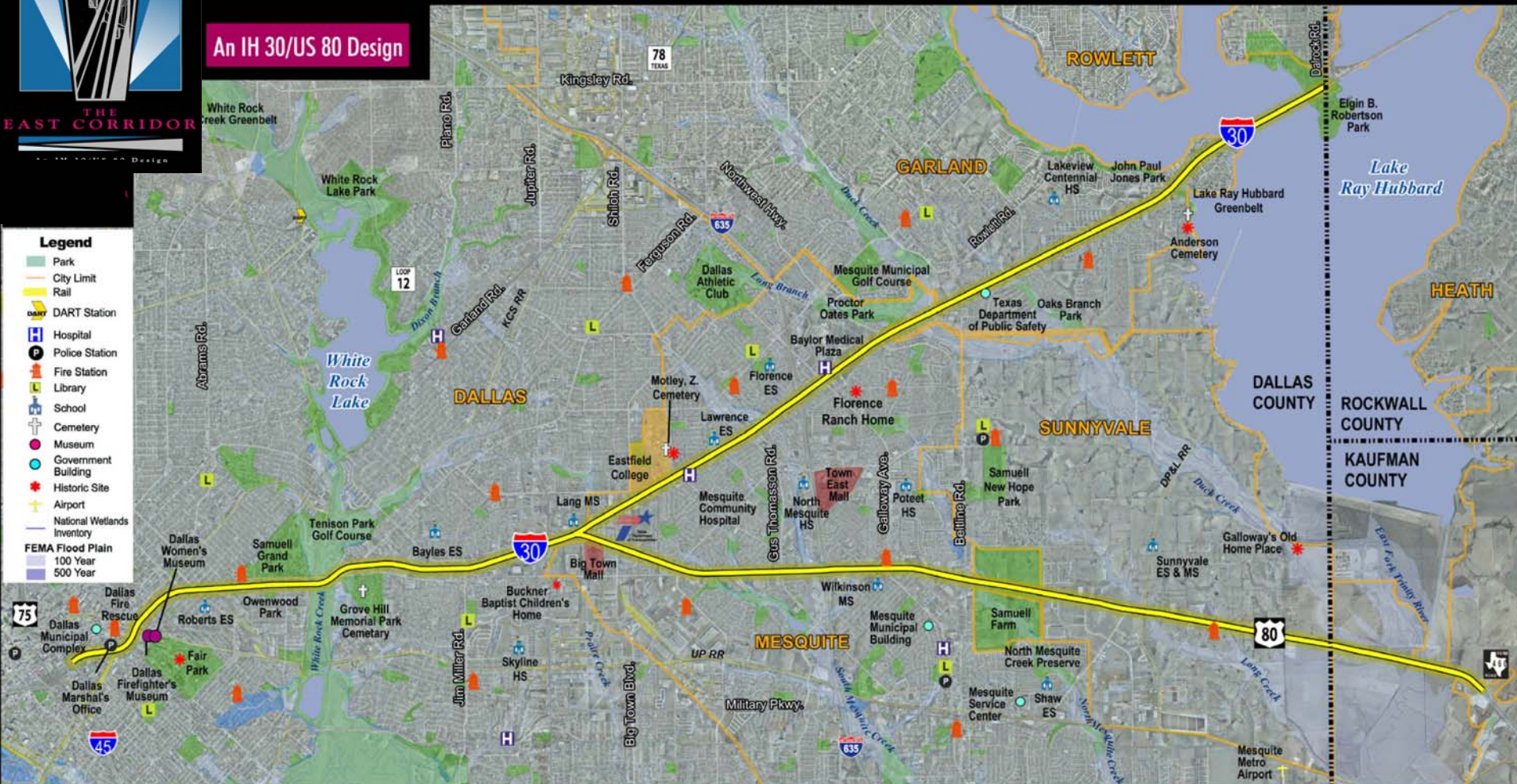
- Extensive data collection effort completed
- Documentation of environmental constraints and issues identified to date:
 - Potential Noise impacts
 - Visual/Aesthetic Considerations
 - Historical Sites
 - Parks
 - Cemeteries
 - Ecological Impacts: Creeks/Wetlands/Woodlands
 - Fair Park
 - Environmental Justice
 - Effects to Public Facilities/Services



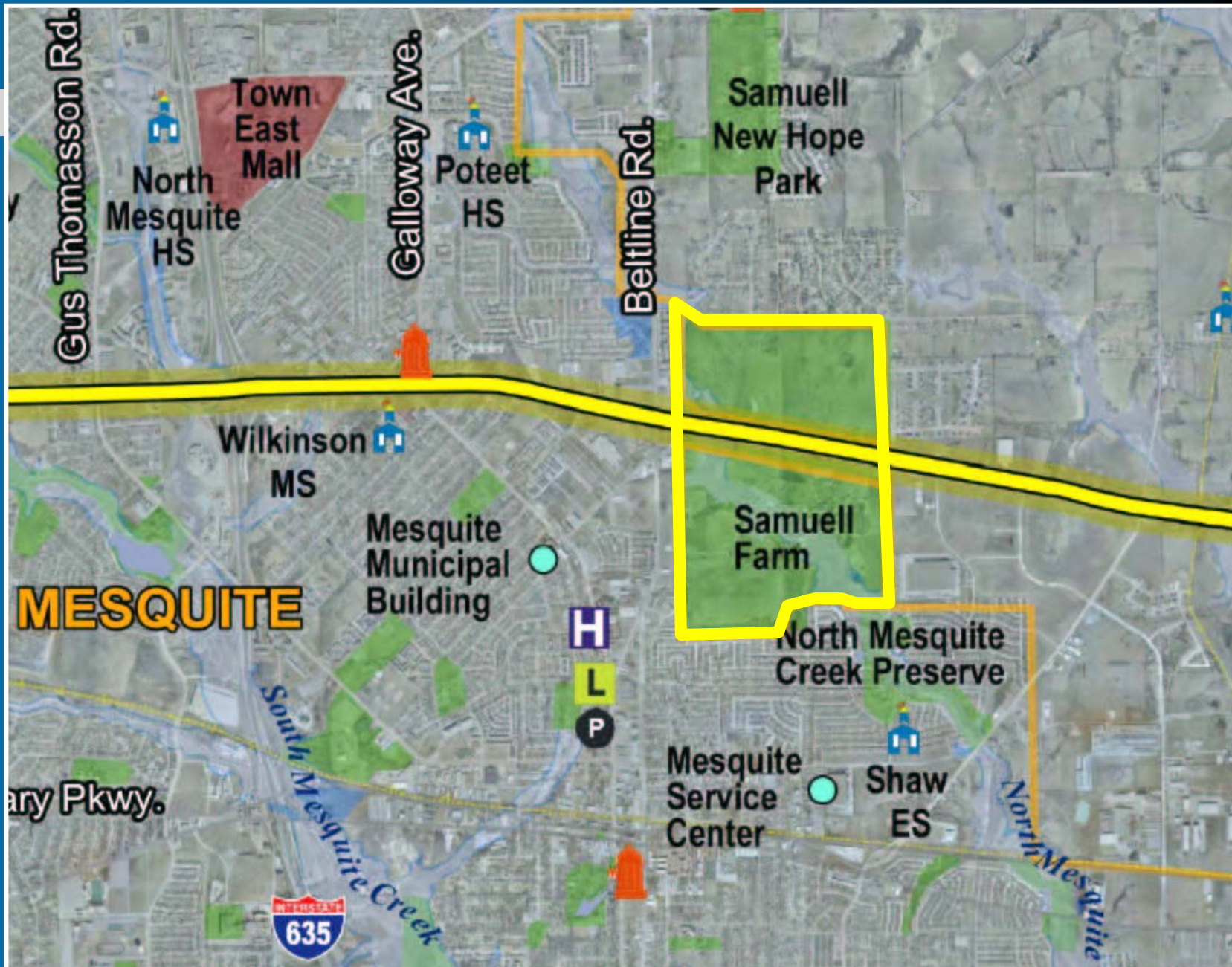
Environmental Constraints



An IH 30/US 80 Design



Samuell Farm





Urban Design Exploration

Aesthetics

- Landscape
 - Plantings
 - Edge treatments
 - Blending
- Hardscape
 - Bridge design
 - Retaining walls
 - Sound walls
 - Light structures
 - Cross streets

Community Planning

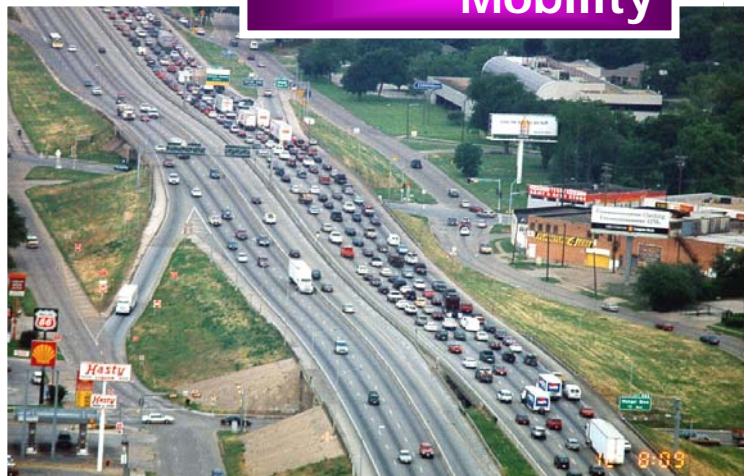
- Community Cohesion
- Context Sensitive Design
- Land use impacts
- Bike & pedestrian access
- Economic development





Finding Balance...

Mobility



Development



Aesthetic Applications

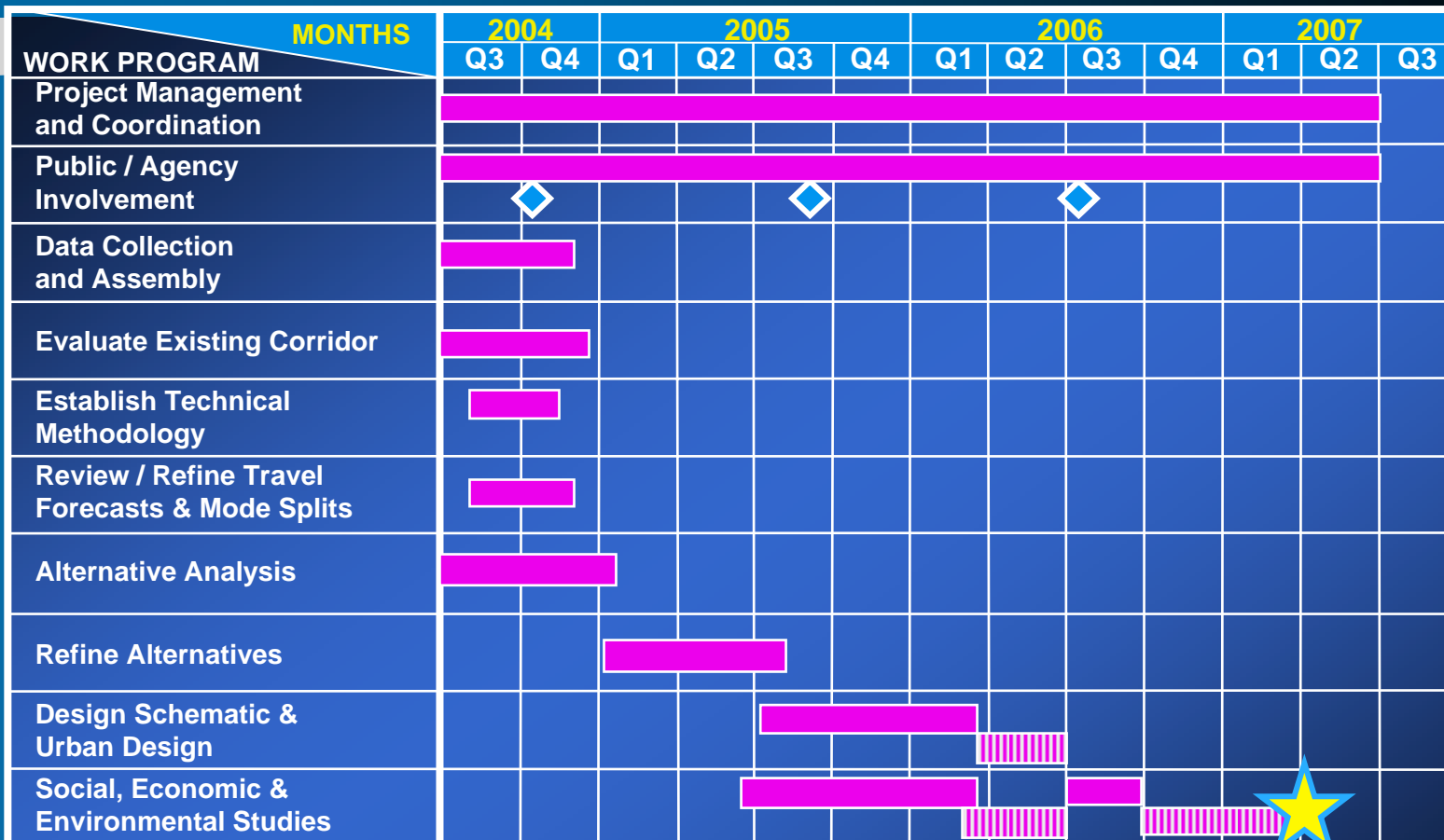


Environment/Community





Planning/Study Schedule



Schedule for Preliminary Engineering & Environmental Assessment

Texas Department of Transportation - Dallas District (Sept. 2005)

LEGEND:



Task Duration



Agency Reviews



Public Meeting /
Hearing



FHWA Approval





For More Information...

Visit the project web site:

www.theeastcorridor.org

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Fax: 214-320-4470

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Consultant Project Manager

Halff Associates, Inc.
8616 Northwest Plaza Dr.
Dallas, Texas 75225
Phone: 214-346-6200
Fax: 214-739-7086



An IH 30/US 80 Design



Questions?

Comments?



FUTURE MEETINGS

2nd SERIES of PUBLIC MEETINGS

- **September 29, 2004**
5:30 p.m. Open House, 6:30 p.m. Presentation
Samuell Grand Rec. Center, 6200 E. Grand, Dallas

COMMUNITY WORK GROUP MEETINGS

- **November 7, 2005**
- **February 6, 2006**
- **May 1, 2006**
Meetings start 6:30 p.m. (Mondays)
Samuell Grand Rec. Center, 6200 E. Grand, Dallas

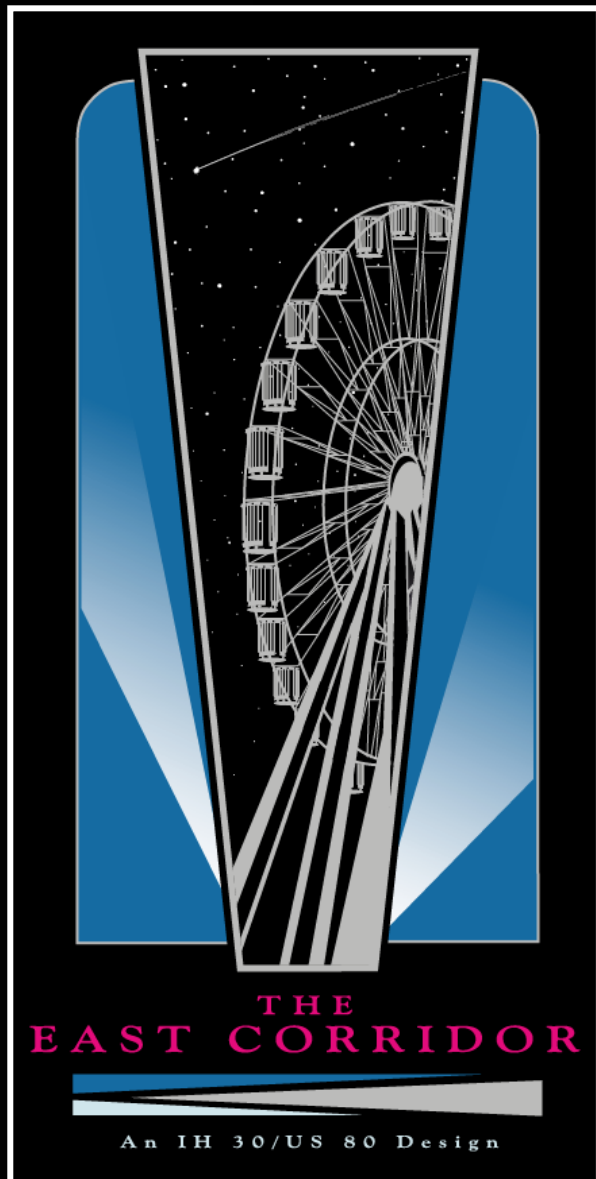


thank you



THE
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The East Corridor