

# IH 30/US 80 Project Overview

## An IH 30/US 80 Design

### What will happen during the Study?

TxDOT and The East Corridor design team will fully explore, study and analyze the redesign of the IH 30 and US 80 freeways. This process is anticipated to last approximately 36 months and will entail the completion of Preliminary Design Schematics and an Environmental Assessment. Due to current funding limitations, actual IH 30/US 80 reconstruction may not be underway until beyond 2013.

Engineers will explore IH 30 and US 80 transportation solutions supported with sufficient research and analysis and community input to evaluate a range of viable geometric and aesthetically-sensitive alternatives, including a no-build (do nothing) alternative. Other possibilities to be considered are modes/technologies, alignment exploration, toll-operated facilities, added travel lane capacity, and management/operational characteristics and constructability.

Studies will evaluate all social, economic, environmental, hydraulic impacts; traffic management and cost-effectiveness of alternatives/alignments; strategies and means necessary to achieve local, regional, state and national transportation goals, and financing of the same.

Input from elected officials and area transportation leaders will be provided via an Executive Work Group established for the project. Local citizen, business, and organization feedback will be via a Community Work Group with technical and regulatory agency/city/town guidance supplied by a Staff Work Group. Comments from you, your neighbors and others attending the project's various briefings and meetings will be included and considered as part of any proposed (redesign) solution.

### Could IH 30 or US 80 be tolled in the future?

In Texas, current identified transportation needs exceed available funding by three to one. Traditional tax-based methods of financing roads are no longer sufficient to handle the statewide and local transportation needs in a timely fashion. The future depends on funding tools that maximize budgets by using strategic partnerships with local communities and private businesses. In the past, Texas highways have been funded by a combination of federal, state and local funds. In the future, the IH 30 and US 80 facilities may be considered candidates for future toll-incorporation.

For more information on future toll-incorporation on Texas roads, please visit the Texas Department of Transportation website at: <http://www.dot.state.tx.us>

## Project Timeline\*

**Summer 2004**

**Collect Information/  
1st Public Meeting  
Series**

**Winter 2004**

**Evaluate Alternatives**

**Summer 2005**

**Second Public  
Meeting Series**

**Spring 2006**

**Submit Preliminary  
Design and Environmental  
Assessment for Approval**

**Fall 2006**

**Public Hearing**

**Spring 2007**

**Receive Approval of  
Final Documentation**

\*All dates are estimated.



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[www.theeastcorridor.org](http://www.theeastcorridor.org)

# IH 30/US 80 Getting Involved

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## We Need Your Help

Texas stakeholders play an important role in improving local transportation. While you may never conduct a traffic study, draft a construction plan or pour concrete, you can assist the Texas Department of Transportation (TxDOT) in developing plans for major improvements to the state's transportation system.

The East Corridor project will investigate ways to improve transportation in the IH 30 and US 80 corridors in eastern Dallas County. Continuing growth in this area will put additional demands on the transportation system. These demands must be addressed to ensure the system is safe and efficient.

As a commuter in the area, your knowledge of daily traffic patterns is valuable. By sharing this information, you can help identify needs in the area that will make travel safer and more efficient. Your input is a critical part of the success of this project. Decisions made during this phase of development will affect area transportation for the next 50 years.

## How To Get Involved

TxDOT welcomes your involvement, input and comments.

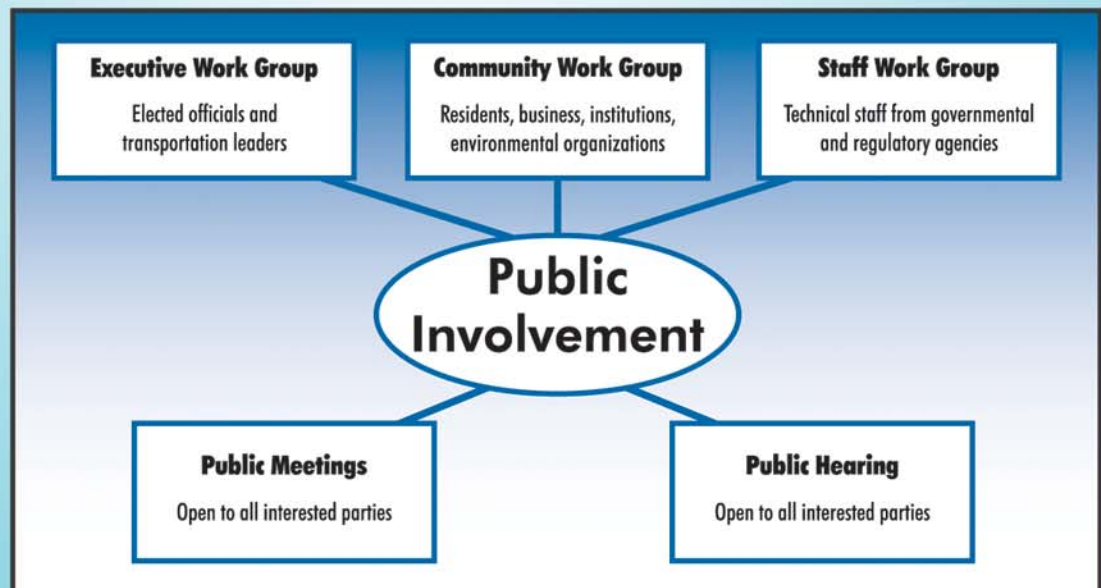
Log-on to The East Corridor website to register your comments, request information or to join our project mailing list:

[www.theeastcorridor.org](http://www.theeastcorridor.org)

Written comments may also be mailed to:

**The East Corridor**  
c/o Melissa Wolff  
HNTB Corporation  
701 Commerce St., Ste. 700  
Dallas, TX 75202

The website will list upcoming Community Work Group Meetings as well as Public Meeting and Public Hearing schedules. Local newspapers will be utilized as well. Public Meeting notices will be mailed to all persons on the project mailing list.



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# IH 30/US 80 Project Location Map

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## MAP LEGEND



The East Corridor project spans approximately 15 miles along IH 30 from IH 45 east to Dalrock Road and approximately 10 miles along US 80 from IH 30 to FM 460. The total study area involves five cities/towns: Dallas, Garland, Mesquite, Rowlett and Sunnyvale.



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# IH 30/US 80 Project History

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### Initial Construction

Interstate Highway (IH) 30 was designed and constructed in the late 1950s through the early 1960s as part of the original interstate highway system developed for the entire United States. IH 30 spans a broad portion of North Texas and beyond and therefore remains a vital corridor for intrastate and interstate movement of people and provider of goods and services. Prior to IH 30, US 80 was the prime east-west facility for local travelers and continues to be extremely important with continued growth in eastern Dallas and Kaufman Counties.

Traffic increases both locally and regionally continue to mount on the outdated IH 30 and US 80 facilities. In fact, the Dallas area population has doubled the last 20 years and is forecasted to double again over the next 20 years. Added traffic demand is realized when one considers that the (pre-1960) IH 30 and US 80 facilities were designed during the one-car-garage, one-vehicle-per-household era as opposed to current double-income households, student drivers and delayed retirements in that three generations of drivers are now utilizing facilities designed for much lower vehicular volumes. Finally, as local cities and towns explore new development and increased tax-base objectives, it is inevitable that transportation improvements must follow.

### Temporary Solutions

Commuter congestion headaches have hampered IH 30 and US 80 for a number of years. Despite recent upgrades to selected portions of both facilities, daily bumper-to-bumper traffic now extends beyond 10 miles making it evident that an overhaul of each facility is needed. In the meantime, commuter relief has been supplied by the Texas Department of Transportation (TxDOT) and Dallas Area Rapid Transit (DART) with the insertion of an IH 30 interim High Occupancy Vehicle (HOV) lane from downtown Dallas eastward to US 80. Plans are currently underway to extend this HOV further east to IH 635. Nevertheless, this single HOV lane is only a temporary answer until a modern, integrated transportation solution is developed.

DART has recently completed a three year Major Transportation Investment Study for the IH 30/US 80 corridor, thereby laying the groundwork for a modern, integrated transportation solution. TxDOT is now initiating the study's recommended corridor (redesign) improvements with The East Corridor - An IH 30/US 80 Design.



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