



I-20 East Texas Corridor Advisory Committee Meeting

Wednesday, September 10, 2014 at 10 a.m.
 Balch Springs Civic Center, Balch Springs, Texas
 FINAL MEETING SUMMARY

Name	Organization
Members Present	
Lauren Trimble (alternate for Judge Clay Jenkins)	Dallas County
Judge Bruce Wood	Kaufman County
Commissioner Virgil Milton Jr. (alternate for Judge Rhita Koches)	Van Zandt County
Judge Joel Baker*	Smith County
Judge Bill Stoudt (Chair)	Gregg County
Mayor Dr. Carrie Gordon	City of Balch Springs
Mayor John Monaco	City of Mesquite
Mayor Harold Magill	City of Seagoville
Mike Sims (alternate for Mayor Hal Richards)	City of Terrell
Mayor Martin Heines	City of Tyler
Michael Morris	NCTCOG
Michael Miles (alternate for Gary C. Thomas)	DART
Linda Ryan Thomas	NETRMA
Heather Nick*	Tyler MPO
Karen Owen	Longview MPO
Craig Lindholm (alternate for Mayor Robert Nelson)	City of Lindale
Members Not Present	
Judge Hugh Taylor	Harrison County
Mayor Darren Rozell	City of Forney
Mayor Hal Richards	City of Terrell
Mayor Richard Lawrence	City of Canton
Mayor Jay Dean	City of Longview
Mayor Ed Smith	City of Marshall

**Joined the meeting via conference call*

To view the complete meeting sign-in sheets, see Attachment 1.

Purpose:

The purpose of this meeting was to: 1) discuss the outcomes of the June Advisory Committee meeting, review information on the Amtrak study, potential for alternate transportation options along the corridor, and committee input received in June; 2) review the draft implementation plan for the corridor including near (2015-2020), mid (2021-2030) and long term (2031-2040) recommended projects; 3) review the initial public outreach update report; 4) plan for public outreach activities for the draft study; 5) and discuss next steps in the study process. PowerPoint presentations and exhibits were utilized to provide an overview of aforementioned items during the meeting. The agenda, presentations and exhibits are included as Attachment 2.

Open House:

The Advisory Committee meeting began with an open house featuring exhibits focusing on the following topics:

- General corridor maps including planned/programmed improvement projects.

- Proposed projects implementation programming maps.
- Traffic, freight traffic volumes and level of service both existing and future.
- Safety factors including existing frontage roads, vertical clearances and median barriers.
- Crash hotspot analysis.
- Weather-related crash analysis.
- Design-centric interchange analysis results.
- Timeline of proposed activities for the I-20 East Texas Corridor Study.
- Mission Statement for the I-20 East Texas Corridor Advisory Committee.
- Examples of public outreach materials used on other TxDOT projects such as I-69 and My35.

Welcome/Introductions:

Advisory Committee Chairman Judge Bill Stoudt (Gregg County) welcomed attendees to the meeting and thanked Mayor Dr. Carrie Gordon, for hosting the meeting at the Balch Springs Civic Center.

James Koch (TxDOT), acting as the Advisory Committee Facilitator, then asked committee members to introduce themselves.

Commissioner Jeff Austin III (Texas Transportation Commission) addressed the Advisory Committee through conference call to remind committee members of the importance of this study and thank them for participating and for their valued input in the corridor study process.

Safety Briefing:

James Koch provided a safety briefing for all meeting attendees highlighting evacuation routes from the building and locations of restrooms, fire extinguishers, and tornado shelter areas within the facility.

June Draft Meeting Summary Review:

James Koch asked members to briefly review the June draft meeting summary report provided along with their meeting documentation. Included within the meeting summary was a status update on public outreach efforts, results for TxDOT's recent Amtrak feasibility study, a presentation on emerging technologies in transportation, a briefing of the meeting between North Central Texas Council of Governments (NCTCOG), Kaufman County and Dallas County on current and future projects, and the project prioritization exercise used during the Committee's last meeting. Mr. Koch then asked if any of the members had any additional comments on the meeting summary.

Michael Morris (NCTCOG) further explained that NCTCOG completed a draft report to provide an example to Dallas and Kaufman counties as to how one can start identifying needs and resources including safety programs. He also provided two handouts showing information reviewed with NCTCOG by Kaufman County and Dallas County, including City of Balch Springs. Michael emphasized that the next step in the process would be to set up a meeting with the TxDOT Dallas District to discuss some alternative funding options including the possibility of using local funds. He also mentioned that although planning is critical, early successes are equally critical to get the public on-board and show forward momentum. He suggested that the Advisory Committee plan to focus on outcomes to lead to opportunities along the whole corridor. Funding options such as Proposition 1 could provide an opportunity to continue to create partnerships between TxDOT, local MPOs, cities and counties to come up with creative funding solutions.

Advisory Committee Interest in Non-Highway Modes:

Michael Sexton (Jacobs) reviewed with the committee members the outcomes of the East Texas Amtrak Passenger Rail Study, including background on the study and feasibility options. He then recapped information on the revenue and operations costs, including projected yearly ridership, revenue, operation costs and needed subsidy to provide the service. The cost of the capitalization and infrastructure needed to make this route feasible was also discussed. Based on this study, Michael explained that the needed subsidy to make this Amtrak line feasible would be between \$8 and \$10 million per year.

Michael then emphasized since the Amtrak option may not be a feasible option due to the cost that it was important for committee members to consider other transportation options such as improved bus service like they had discussed in June. He also encouraged members to think of “last-mile connections” like rental cars, local bus services, ride shares, cars-to-go, and similar options. Through the use of multiple modes of transportation, the corridor can provide passenger service options.

Draft Implementation Plan:

Michael Sexton (Jacobs) continued on with a presentation covering the corridor study’s draft implementation plan including near, mid and long term recommendations. He highlighted that this plan would cost approximately \$100 million per year.

Near-term recommendations (2015 to 2020) included a focus on safety including filling in gaps in Dallas District where median barrier treatments do not exist, helping to avoid head-on crashes. He explained that median safety measures have already been implemented in Tyler District (Van Zandt, Smith and Gregg Counties) and Atlanta District (Harrison County). In addition to safety measures, the near term recommendations include ramp improvements, missing frontage roads sections prioritized by Committee members and improving the vertical clearance of several overpasses. This first phase of recommendations would cost about \$100 million to implement.

Mid-term recommendations (2021 to 2030) included addition of one lane of traffic in each direction in Kaufman and Gregg counties, construction of additional frontage roads in Smith, Gregg and Harrison counties and continued improvements of ramps and interchanges.

Long term recommendations, spanning from 2031 to 2040, include addition of one lane of traffic in each direction in Smith County, construction of additional frontage roads in Gregg and Harrison counties and continued ramp improvements.

Not included in these recommendations was the cost for rehabilitation of existing pavement along the corridor. According to the TxDOT districts, the majority of the pavement has been in use since 1967 with moderate improvements and is reaching the end of its useful life. Particular wear and tear has come from heavy truck traffic along the corridor.

Michael explained that in order to replace the pavement, additional lanes would have to be added to accommodate vehicle traffic during the replacement period. He added that it would cost approximately \$1.3 billion to replace all of the pavement on I-20, making this the largest portion of the

implementation plan. Additionally, \$1.3 billion has been identified for ramp improvements, vertical clearance improvements, frontage roads, and added capacity. Needed improvements have been estimated at an overall \$2.6 billion. Mr. Sexton pointed out that a goal of \$100 million a year in available expenditure was an aggressive goal, as I-20 makes up only 5% of the interstate mileage in the State of Texas.

Michael then opened the floor to any comments from Advisory Committee members.

James Koch reminded members of a point that Michael Morris had made earlier in the meeting regarding the importance of coming up with a plan including short term objectives than can be completed quickly to show progress, while still having an overarching plan for the whole area. He also mentioned that Committee members needed to understand that some of these projects may have to wait their turn to receive funding.

Michael Morris (NCTCOG) mentioned the need to think collectively as a Committee on financing options. He pointed out that not all of the cities and counties along the corridor are equally able to leverage funds, but that all of the cities and counties are Texas first, city second. He mentioned an action plan focused on outcomes instead of the planning process could be beneficial for the Committee. He also mentioned the importance of working collectively as a team to come up with funding options so as to see action more quickly on some of the near term recommendations.

Committee members agreed on the importance of showing progress as soon as possible to help generate public support and media attention. It was mentioned that Committee members should reach out to the casinos in Shreveport to see if they would chip in to the improvement of the highway providing them access.

Public Outreach:

Susan Howard (TxDOT) presented the Initial Public Involvement Update to the Committee. The report, included in their packets, contained the results of the public outreach efforts conducted from April to June 2014 as part of the initial public communication effort. The report also included a summary of the most frequent comments received per county as well as the geographical origin and total number of all activity reports received to date.

In preparation for the next phase of public involvement, Susan went through a list of other ways to conduct public outreach outside of a traditional public meeting. She provided each of the members with a calendar of upcoming events in their communities that could offer a potential to host a table or information booth at an already established event. In addition to hosting non-traditional meetings, Susan mentioned the possibility of hosting a virtual open house to allow for extended periods of public comment.

Members were also asked to let the study staff know of any needs they may have for project information materials. As a result, the necessity for more locally tailored materials was expressed by Committee members. They also mentioned liking the idea of a virtual public meeting that could be shared via social media outlets.

Next Steps:

James Koch asked members to review the information in the draft implementation plan and return comments by September 17th to the study staff. He then opened the floor for any additional comments.

A Committee member mentioned the need to accommodate for future rail in considerations like bridge heights and available right of way even if passenger rail is not feasible at this time.

Another committee member mentioned the need to approach Greyhound or other “last-mile connections” providers as a unified voice to ask for improved service in the corridor.

Caroline Love (TxDOT) mentioned that the final I-20 East Texas Study report will be presented to the Texas Transportation Commission at 9 a.m. on December 18th, if any of the members would like to join.

James Koch asked for members to wrap up all public outreach efforts by November 7th to allow time for public input to be added into the final report.

Susan Howard mentioned that members should keep the study staff informed of any public outreach efforts or needed materials.

The meeting was then adjourned.

Action Items:

- Send follow-up email to Committee members regarding public outreach needs and materials
- Create county-specific fact sheets and exhibits.
- Research option of virtual meeting

Attachments:

1. Advisory Committee Sign-In Sheets
2. Meeting Agenda and Presentations
3. Draft Implementation Plan
4. Initial Public Involvement Update
5. Updated Public Involvement Materials
6. Public Involvement Opportunities Calendar
7. NCTCOG I-20 Transportation Focus Handout

Meeting Staff:

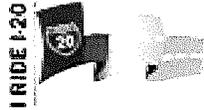
James Koch, Caroline Love, Susan Howard, Roger Beall, Cary Karnstadt, Lindsey Kimmitt (TxDOT)

Michael Sexton, Nishant Kukadia, Nair Barrios (Jacobs)

Aimee Vance and Jenny Paredes (K Strategies)

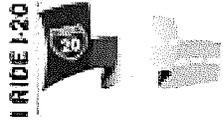
Attachment 1

Advisory Committee Meeting Sign-In Sheets



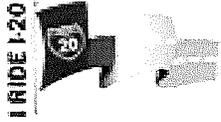
I-20 East Texas Corridor Study Advisory Committee Meeting

Attending	Member Name	Representing	Alternate (Print Name)	Signature
✓	Joel Baker	Smith County	On the phone	
	Celia Boswell	NETRMA		
	Jay Dean	City of Longview		
✓	Dr. Carrie Gordon	City of Balch Springs	Carrie Gordon	Carrie F. Gordon
	Martin Heines	City of Tyler		
✓	Clay Jenkins	Dallas County	Lauren Trimble	
✓	Rhita Koches	Van Zandt County	Virgil Melton JR	Virgil Melton Jr
	Richard W. Lawrence	City of Canton		
	Harold Magill	City of Seagoville		
	Mark McDaniel	Tyler MPO		
✓	John Monaco	City of Mesquite		
✓	Michael Morris	NCTCOG MPO	KEVIN FEADT	Kevin Feadt
✓	Robert Nelson	City of Lindale	By phone	
✓	Heather Nick	Tyler MPO	On the phone	
✓	Karen Owen	Longview MPO		Karen Owen
✓	Hal Richards	City of Terrell	MIKE SIMS	
	Darren Rozell	City of Forney		
✓	Linda Ryan Thomas	NETRMA	Linda Thomas	→
	Ed Smith	City of Marshall		
✓	Bill Stoudt (Chair)	Gregg County	Bill Stoudt	Bill Stoudt
	Hugh Taylor	Harrison County		
✓	Gary C. Thomas	DART	Alternate: Michael Miles	
✓	Bruce Wood	Kaufman County	Bruce Wood	Bruce Wood



I-20 East Texas Corridor Study Advisory Committee Meeting General Sign-In

Name	Representing	Email
CHRIS PETRO	TXDOT - TPP - DAL	CHRISTOPHER.PETRO@txdot.gov
Dennis Beckham	TXDOT - Atlanta	dennis.beckham@txdot.gov
Ray CLARK	Kaufman County	RayClark@Kaufmancounty.com
Stephen Endres	TXDOT	Stephen.Endres@txdot.gov
Carole Love	TXDOT	carole.love@txdot.gov
James Koch	TXDOT	JAMES.KOCH@TXDOT.GOV
Lindsay Kimmitt	TXDOT	lindsay.kimmitt@txdot.gov
CARY KAMUSIADIS	TXDOT	
Kevin Johnson	Freese + Nichols	KRJ@Freese.com
John Hedrick	ETCOG/ETRPO	john.hedrick@etco.org
ROGER BEALL	TXDOT	roger.beall@txdot.gov
Steven Corwood	Bauch Springs	SteveCorwood@gmail.com
Edward Handlin		
Lauren Trimble	Dallas Cty Judge Jenkins	Lauren.Mish@dallascounty.us



I-20 East Texas Corridor Study Advisory Committee Meeting General Sign-In

Name	Representing	Email
Jerry Dittman	City of Mesquite	jdittman@cityofmesquite.com
Michelle S Raglon	TX DOT PIO	michelle_raglon@txdot.gov
WALTER LAMING	Rep. Cindy Burgett	WALTER.LAMING@HOUSE.STATE.TX.US.
Sheresa Burnett	City Council Balch Springs	tburnett@cityofbalchsprings.com
MAURICE PITTMAN	TXDOT-SPD	MAURICE.PITTMAN@TXDOT.GOV
EDMUND HAWK	Freese & Nichols	eh@freese.com
Adrian Douglas	Eastfield College/BS Chamber	adriand@dccc.edu
Mike Sims	City of Terrell	mikesims@cityofterrell.org
Michael Miles	DART	mmiles@doet.org
Wanda Adams	City Council	WANDAADAMS@ATT.NET

Attachment 2

Meeting Agenda and Presentation



I-20 East Texas Corridor Advisory Committee

September 10, 2014 10:00 am

Balch Springs Civic Center

12400 Elam Rd, Balch Springs, TX 75180

Call-in: 866-637-1408 Conference Code: 312 746 6422#

WebEx: <https://jacobs.webex.com/jacobs/j.php?J=637528872&PW=NMzMxNDhjYzk1>

WebEx Password: I20EastTexas

Meeting #6 – Agenda

9:45 - 10:00 am	Registration and Open House	
10:00 - 10:10 am	Welcome, Introductions	Judge Stoudt
	Safety Briefing	James Koch
10:10 - 10:20 am	June Draft Meeting Summary Review	James Koch
10:20 - 10:45 am	Advisory Committee Interest in Non-Highway Mode TxDOT Findings on Passenger Rail Review of Alternate Service Potentials Committee Discussion/Input	Michael Sexton
10:45 - 11:45 am	Draft Corridor Plan Review	Michael Sexton
11:45 - 12:30 pm	Lunch	
12:30 - 1:00 pm	Initial Public Outreach Draft Report Review	Susan Howard
1:00 - 1:30 pm	Preparation for Draft Plan Public Outreach	Susan Howard
1:30 - 1:45 pm	Wrap-up and Next Steps	James Koch
1:45 pm	Adjourn	



TEXAS DEPARTMENT OF TRANSPORTATION



I-20 EAST TEXAS CORRIDOR ADVISORY COMMITTEE

Meeting #6
September 10, 2014

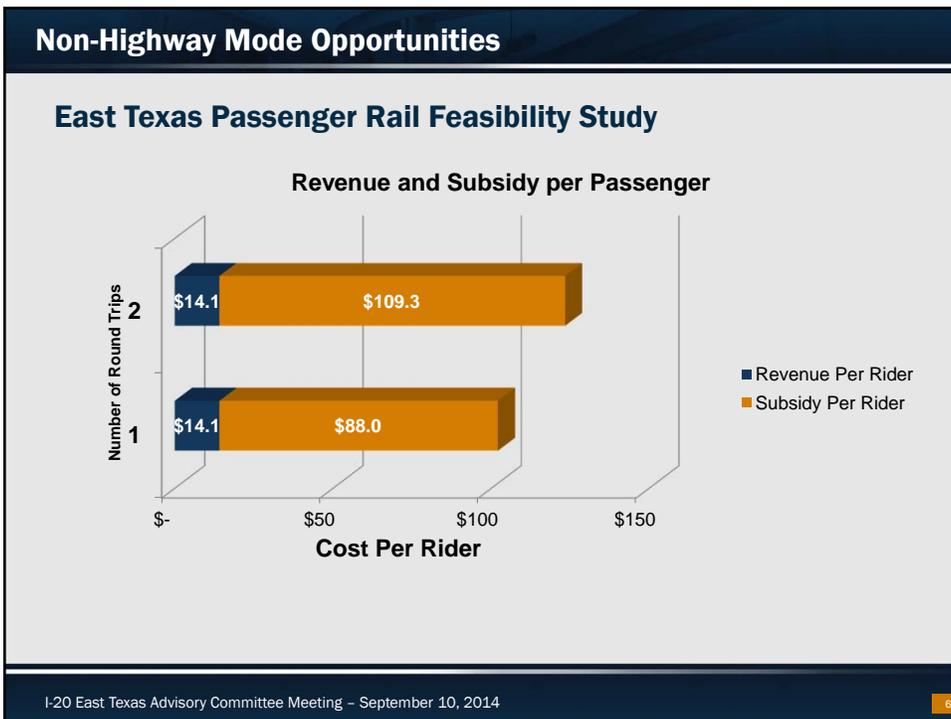


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Non-Highway Mode Opportunities		
East Texas Passenger Rail Feasibility Study		
Study Options	One Round Trip /Day	Two Round Trips/ Day
Estimated Ridership	94,000	124,000
Revenue	\$ 1,327,000	\$ 1,750,000
Revenue (Per Passenger)	\$ 14	\$ 14
Operating Costs (Total)	\$ 9,595,000	\$ 15,298,000
Operating Costs (Per Passenger)	\$ 102	\$ 123
Capitalization and Infrastructure Costs	\$ 67, 300, 000	\$ 89, 400,000
Subsidy (Total)	\$ 8,268,000	\$ 13,548,000
Subsidy (Per Passenger)	\$ 88	\$ 109

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Non-Highway Mode Opportunities

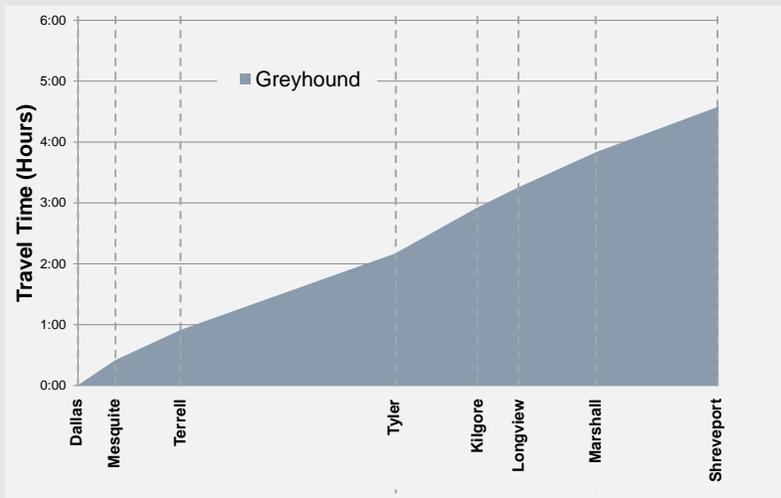
Potential Passenger Service Operational Changes

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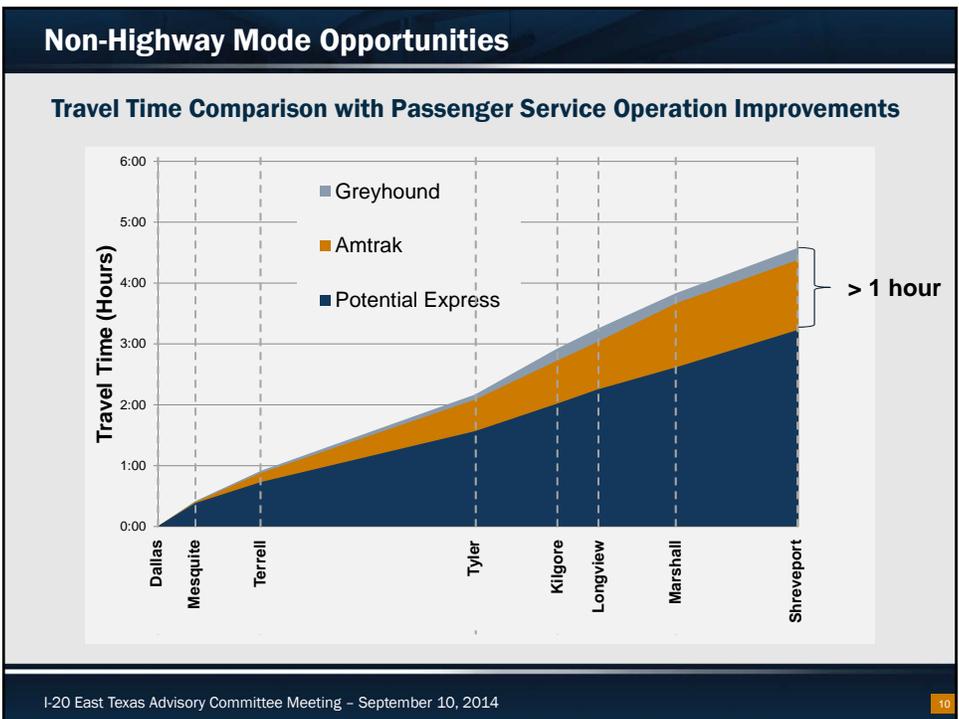
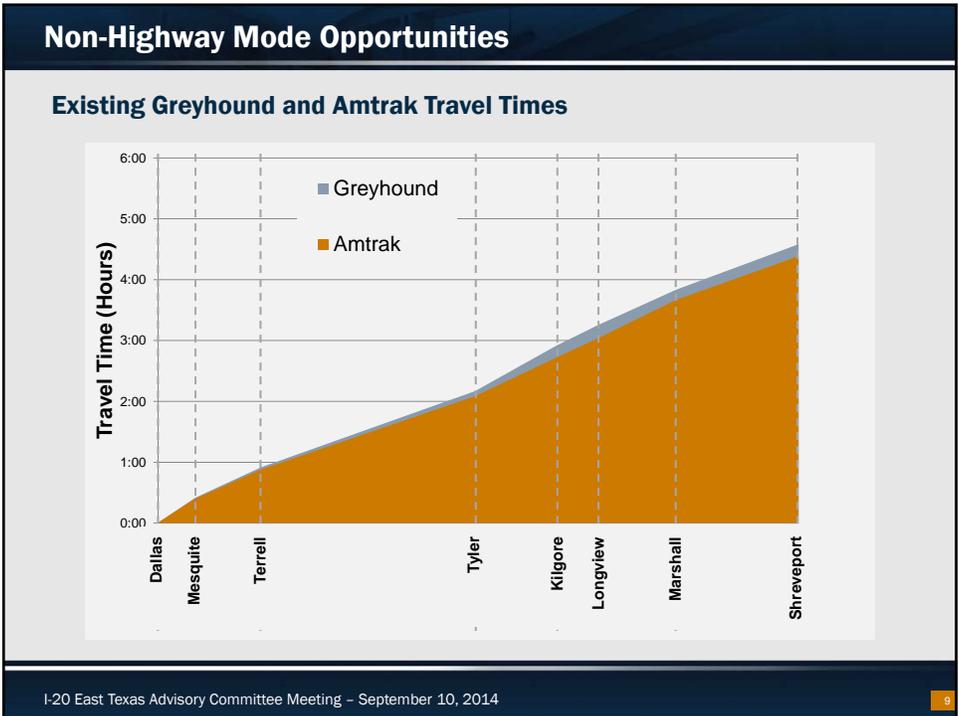
Non-Highway Mode Opportunities

Existing Greyhound Travel Times



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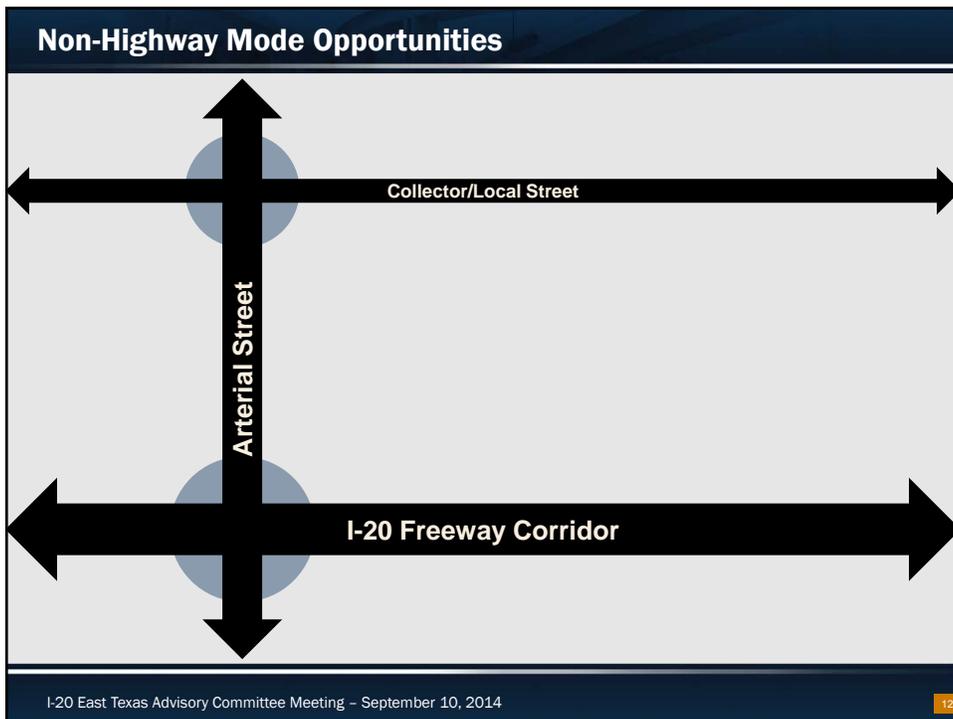
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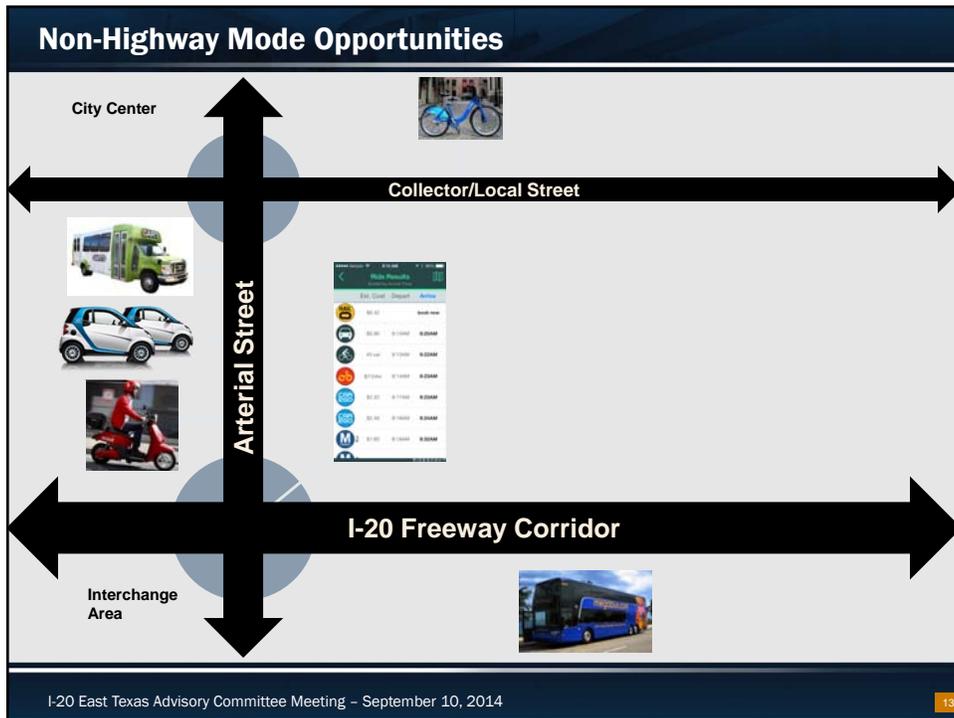


Non-Highway Mode Opportunities

“Last Mile” Connections

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Intercity Bus Service

Greyhound currently operates both traditional and express services along I-20, and receives limited federal subsidies to maintain lower-density routes





According to a TTI report, half of Megabus riders are college students and young professionals between 18 and 30 years old. Minimal terminal infrastructure – usually just a parking lot.

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Car Sharing



More than 300 vehicles available in Austin

Vehicles available in:

- Austin
- Dallas
- Fort Worth
- Houston
- San Antonio
- San Marcos
- Waco



Peer-to-Peer Car & Ride Sharing



Bike Sharing



B-Cycle – Available in 22 cities including Austin, Fort Worth, Houston, and San Antonio

Social Bicycles – Available in 9 North American cities

Scout – Available in San Francisco



Transit Planning Technology



Ride Results
Sorted by Arrival Time

	Est. Cost	Depart	Arrive
	\$8.42		book now
	\$0.96	8:13AM	8:20AM
	40 cal	8:13AM	8:22AM
	\$7/24hr	8:14AM	8:23AM
	\$2.32	8:17AM	8:23AM
	\$2.46	8:18AM	8:24AM
	\$1.60	8:16AM	8:32AM

Travel Time Map

Explore how far you can travel by car, bus, bike and foot from 2705 Bee Cave Road.



Travel Time Map

Explore how far you can travel by car, bus, bike and foot from 2705 Bee Cave Road.



Non-Highway Mode Opportunities

**Committee Discussion
about Community Desires**

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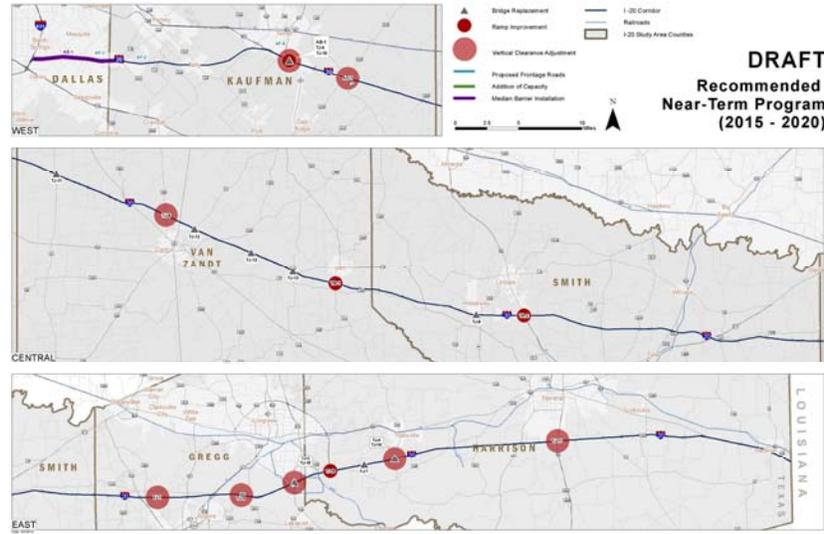
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Draft Implementation Plan Review

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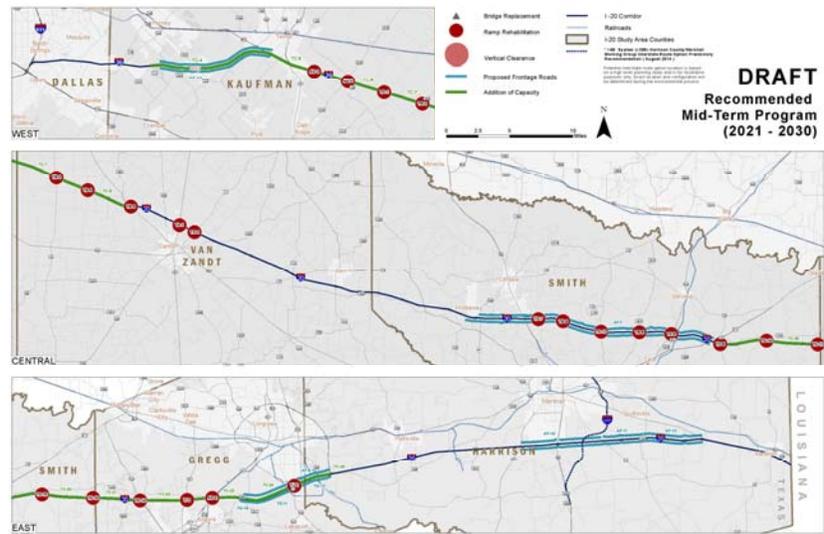
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Draft Plan : Recommended Near-Term Program



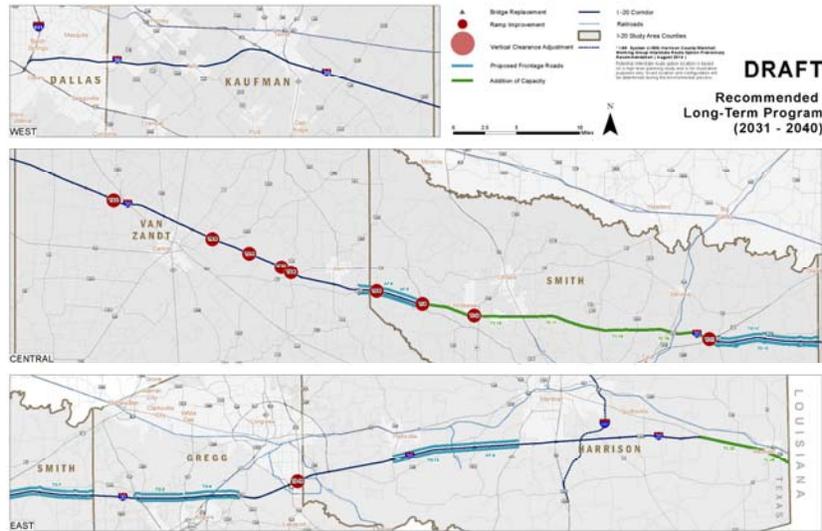
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Draft Plan : Recommended Mid-Term Program



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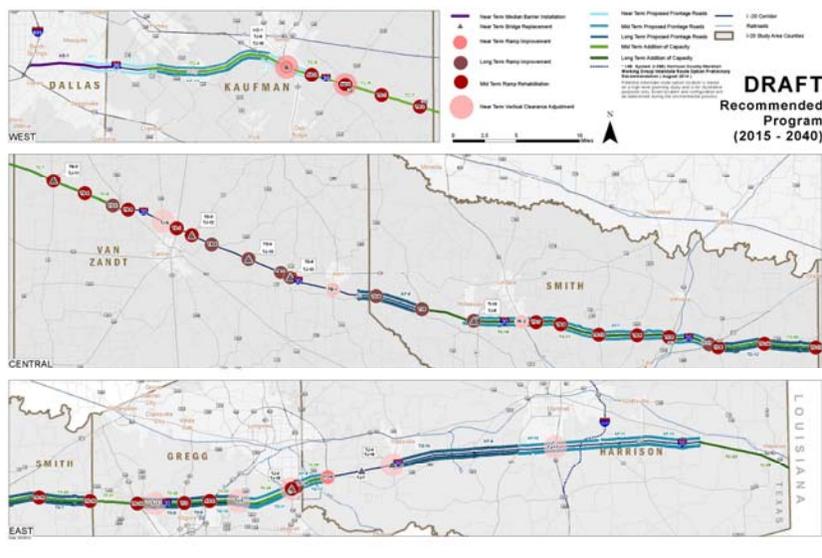
Draft Plan : Recommended Long-Term Program



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Draft Plan : Recommended Implementation Program



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Initial Public Outreach Draft Report Review

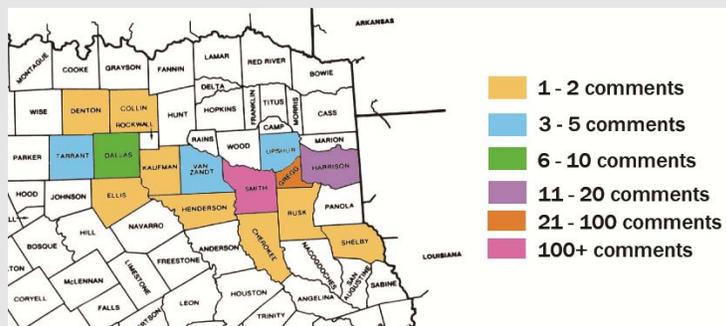
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Initial Public Outreach Update

Total Comments Received 215

Method Comment was Received	Number of Comments
Web-based	64
Mailed-In	7
Online Survey	144



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Most Common Responses by County

<p>Dallas County</p> <ul style="list-style-type: none"> • Add a third lane of traffic. • Raise the speed limit to make it consistent. • Add an High Occupancy Lane in each direction. 	<p>Kaufman County</p> <ul style="list-style-type: none"> • Lower speed limit. • Better enforcement of traffic law. • Modification of entrance and exit ramps. 	<p>Van Zandt County</p> <ul style="list-style-type: none"> • Creation of a dedicated truck lane. • Road surface improvements. • Addition of rest areas.
<p>Smith County</p> <ul style="list-style-type: none"> • Modification of entrance and exit ramps. • Add frontage roads. • Add a third lane of traffic. 	<p>Gregg County</p> <ul style="list-style-type: none"> • Modification of entrance an exit ramps. • Add a third lane of traffic. • Hazardous wet road conditions. 	<p>Harrison County</p> <ul style="list-style-type: none"> • Add a third lane of traffic. • Add frontage roads. • Add entrance and exit ramps.

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Activity Reports

Member	Activity Forms Returned	Total Audience Reach
Balch Springs	5	153
Gregg County	1	N/A (newspaper article)
Harrison County	5	104
Longview MPO	5	61
Smith County	1	30
Tyler MPO	4	79

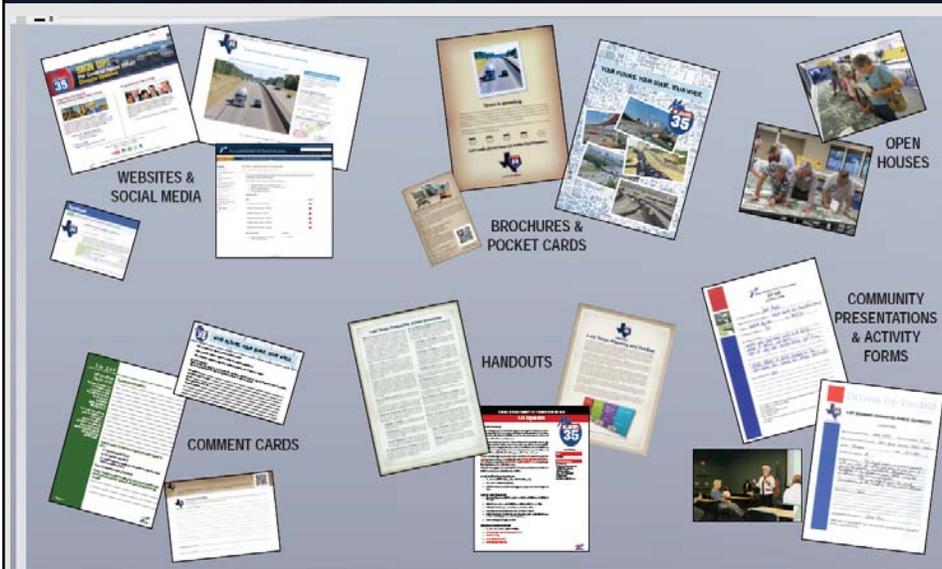
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Draft Plan Public Outreach Preparation

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Outreach Materials



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Sample Outreach Methods



VIRTUAL OPEN HOUSE



OPEN HOUSE AT THE MALL

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Sample Outreach Methods

- Tailgate Party
- Booth at Local Events/Festivals
- City Council/Commissioner’s Court/MPO Meetings

STORE FRONT “MEET & GREET”



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Public Outreach Opportunities

Dallas County	Kaufman County	Van Zandt County
Third Annual Downtown Street Dance Sept. 20	Flights of our Fathers Fly-In Sept. 20	Oct. 2 - 5
Pumpkin Fest Oct. 18	Halloween Festival and Thrillvania Weekends in October	First Monday Trade Days Oct. 30 - Nov. 2 Nov. 27-30
Smith County	Gregg County	Harrison County
East Texas State Fair Sept. 19-28	Harvest Festival and Livestock Show Oct. 23-25	Marshall Music Festival Sept. 12-20
Rose Festival Oct. 16-19		

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Questions?

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Attachment 3

Draft Implementation Plan



I-20 East Texas Corridor

DRAFT IMPLEMENTATION PLAN (September 2, 2014)

The Draft Implementation Plan for I-20 East Texas Corridor is based on several factors, including:

- **Advisory Committee Feedback:** The Advisory Committee provided feedback on overall priorities (add capacity, add/improve frontage roads, improve ramps/interchanges, etc.) as well as specific project priorities during the June 2014 meeting in Tyler.
- **Public Input:** The public provided input by e-mail, mailed letters, as well as comments during the public input survey period.
- **Needs Assessment:** Technical analyses were performed on elements along the corridor, including traffic demands, crash histories, vertical clearance standards, interchange designs, bridge conditions, and pavement deficiencies.

The Draft Plan provides programmatic recommendations along I-20 corridor, as well as project level recommendations categorized into Near-Term (2015-2020), Mid-Term (2021-2030), and Long Term (2031-2040) phases.

Programmatic Recommendations:

- Modernize ramp designs to serve increasing traffic demands and improve safety.
- Pursue vertical clearance of 18' for underpasses along I-20, primarily improving clearance when making other required improvements along I-20 and crossing facilities (preliminary cost estimate – varies by location)
- Full-depth reconstruction of pavement along I-20 that has been in use for almost 50 years (preliminary cost estimate for entire corridor up to \$1.3 billion).
- Construction of additional lanes to permit the maintenance of traffic during other major improvements, to reduce crash frequencies, and to alleviate future congestion.
- Construction of one-way frontage roads in areas identified by local officials.

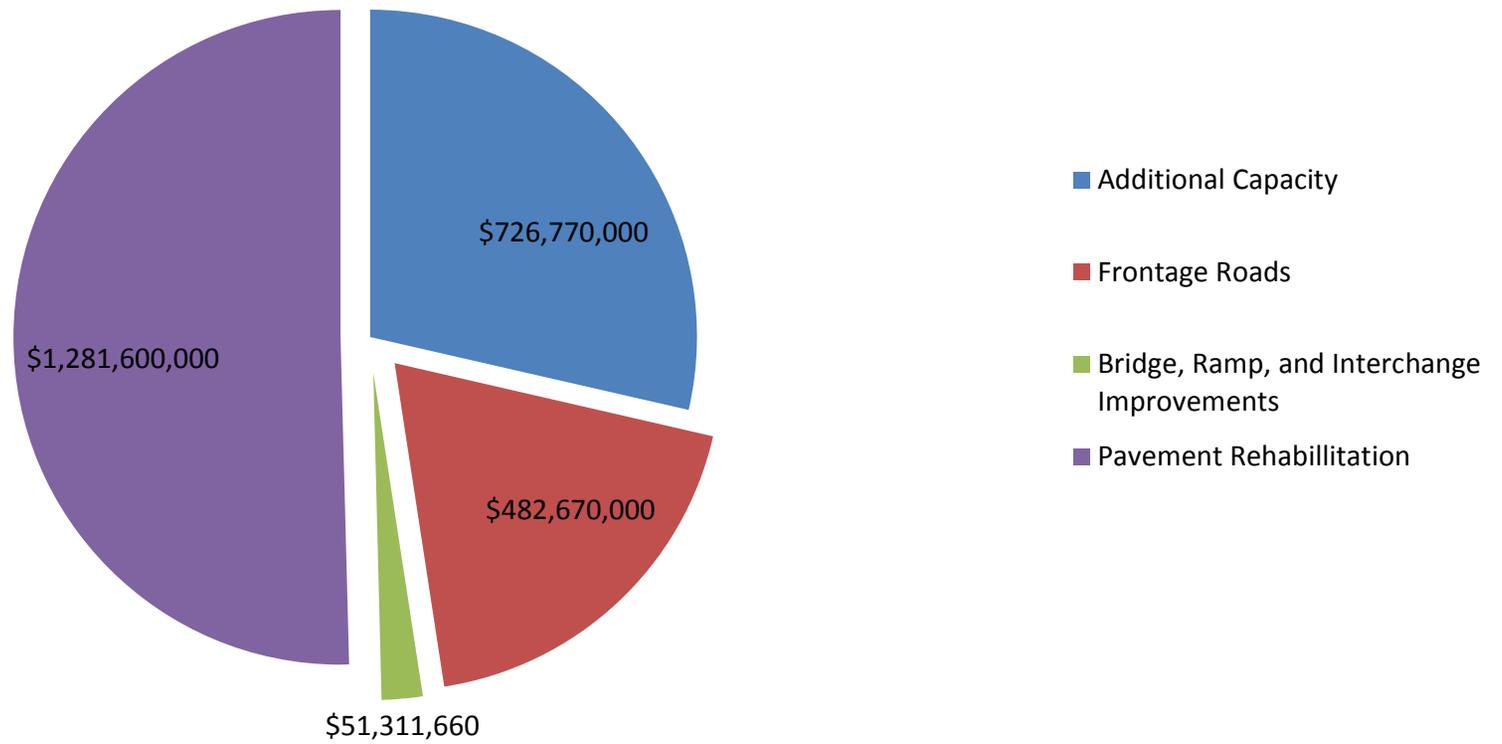
Project Level Recommendations:

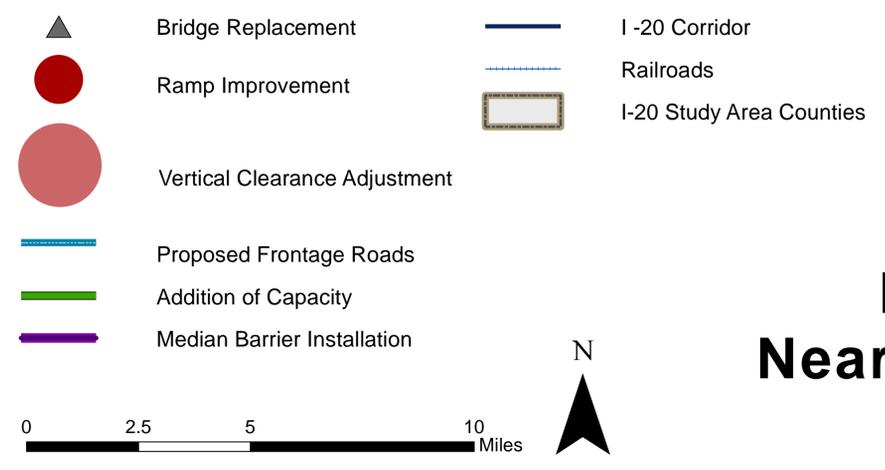
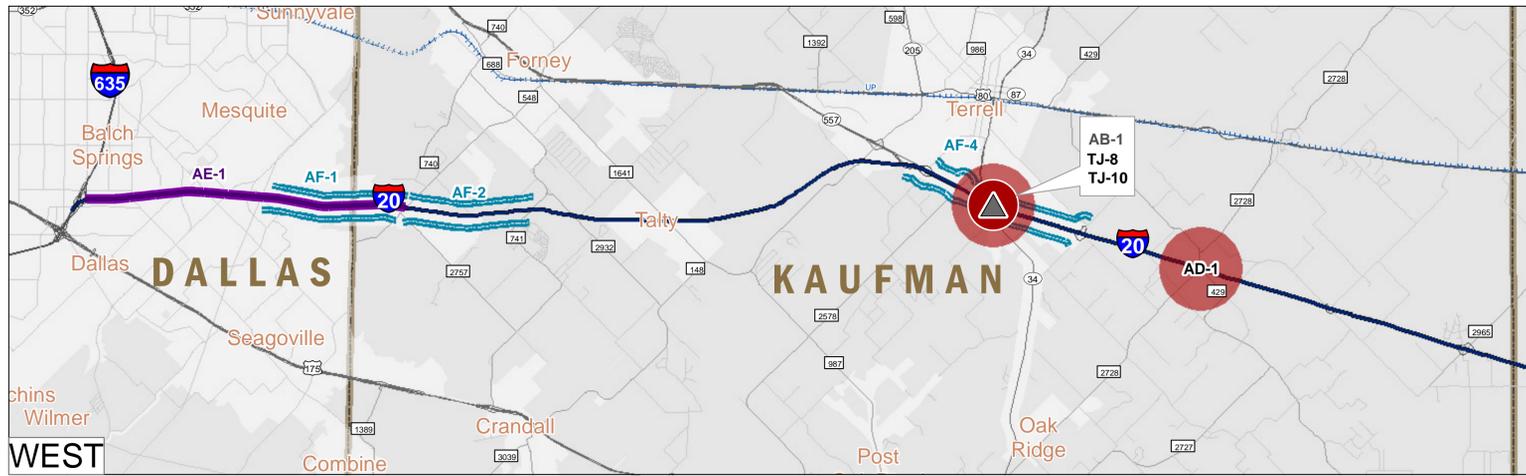
The project level recommendations are shown graphically in the attached maps. The table lists projects categorized into near-term, mid-term, and long-term, and includes project details of improvement type, location, and preliminary cost estimate.

	Near-Term	Mid-Term	Long-Term	Total
# of Bridge Modifications	16	-	-	16
# of Ramp/Interchange Improvements	5	21	9	35
Miles of Frontage Road Improvements	12	49	38	99
Miles of Additional Capacity	-	65	25	90
Preliminary Cost Estimate (2014\$ Millions)*	\$102.3	\$768.2	\$390.3	\$1,260.8

* Does not include full depth pavement reconstruction

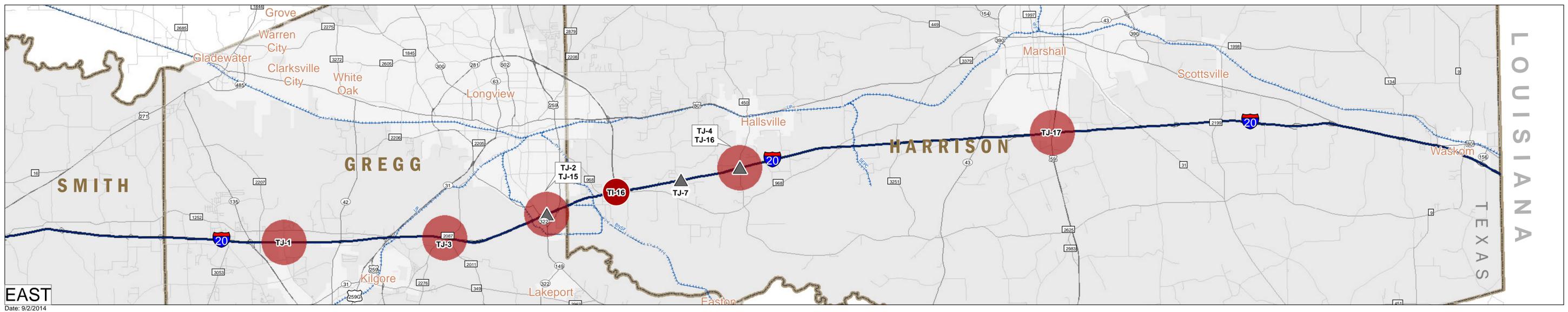
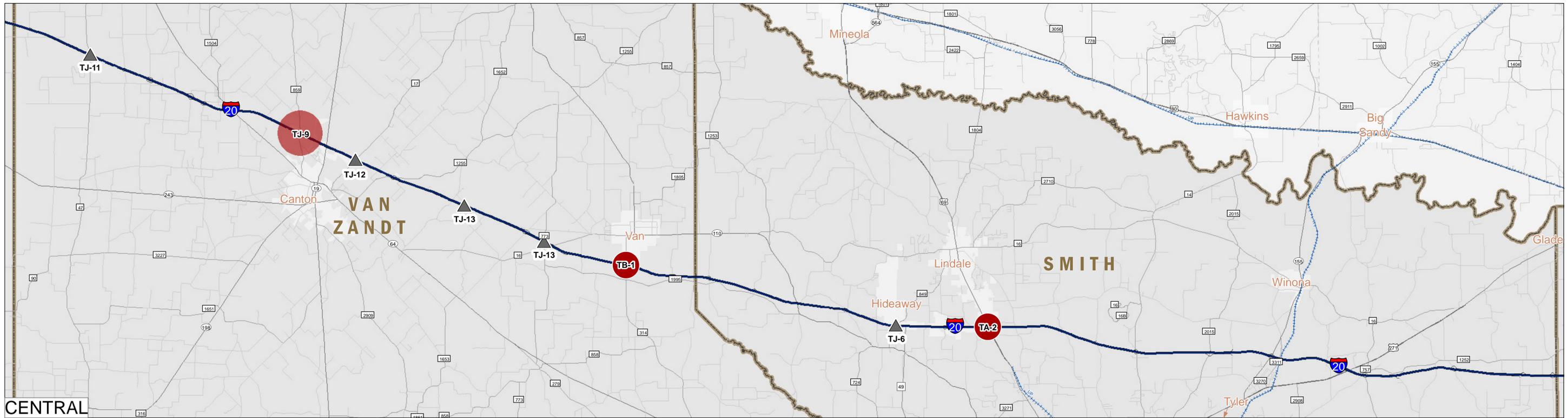
I-20 PROGRAM ELEMENTS (2014 Dollars)

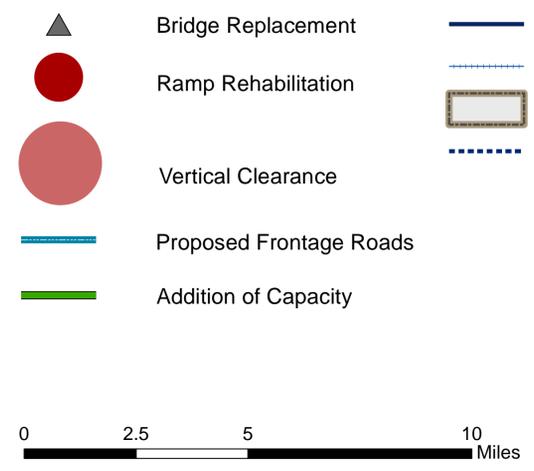
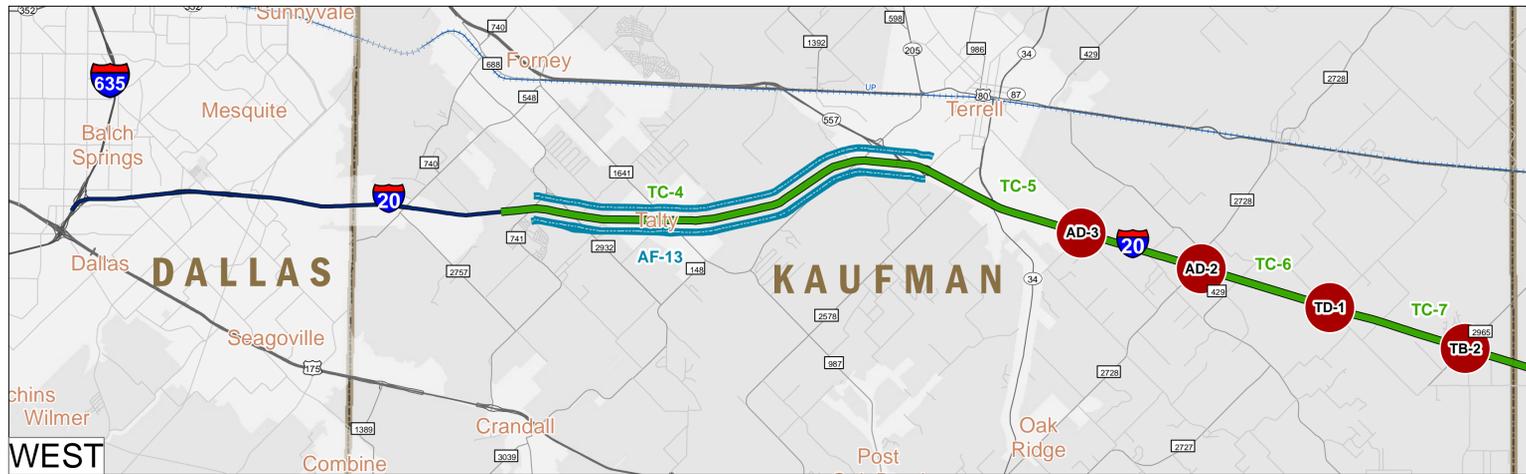




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Recommended Near-Term Program (2015 - 2020)





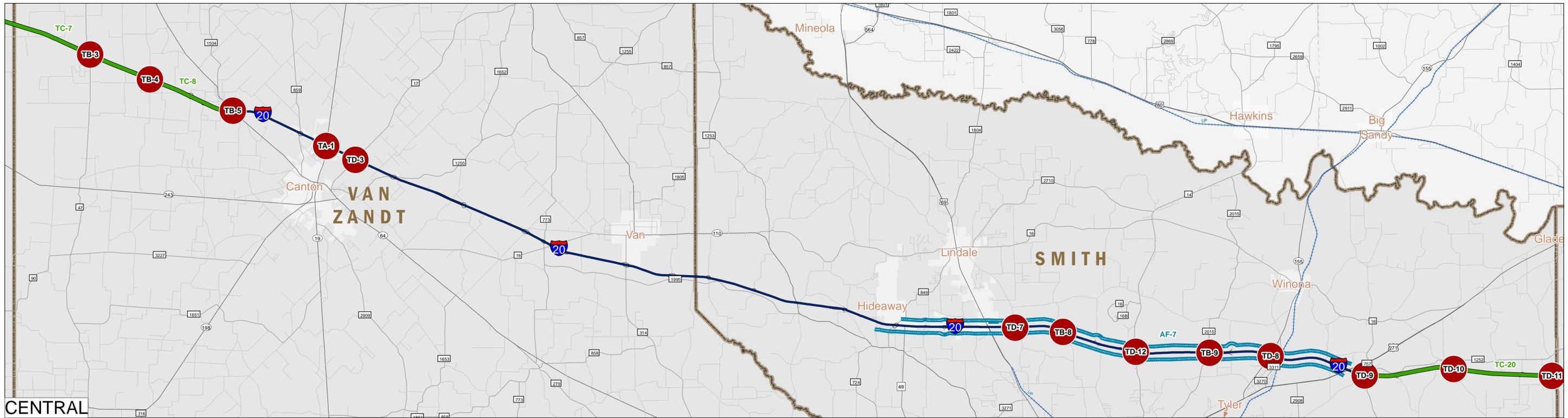
I-20 Corridor
 Railroads
 I-20 Study Area Counties

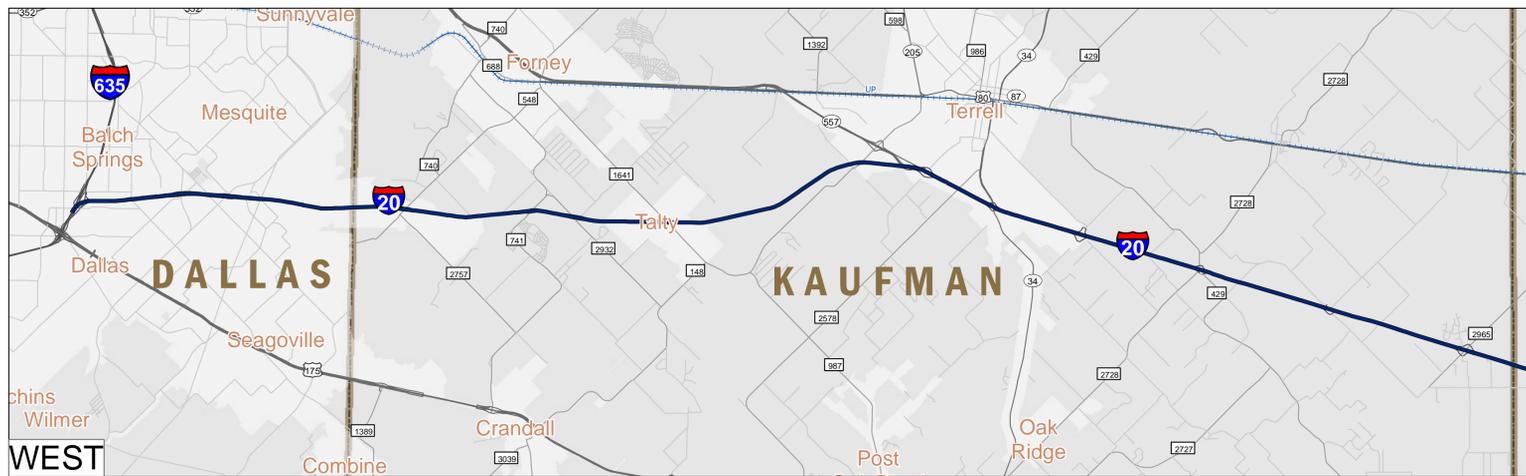
* I-69 System (I-369) Harrison County/Marshall Working Group Interstate Route Option Preliminary Recommendation (August 2014)

Potential interstate route option location is based on a high level planning study and is for illustrative purposes only. Exact location and configuration will be determined during the environmental process.

DRAFT

Recommended Mid-Term Program (2021 - 2030)





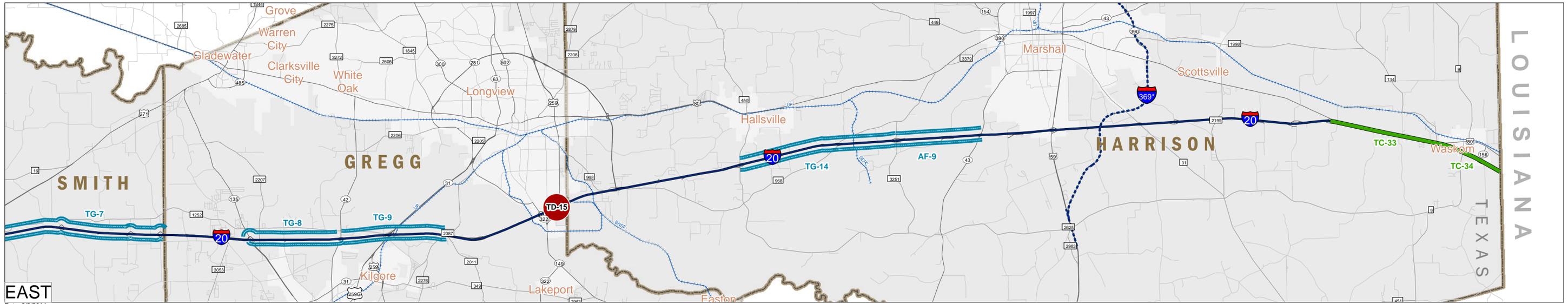
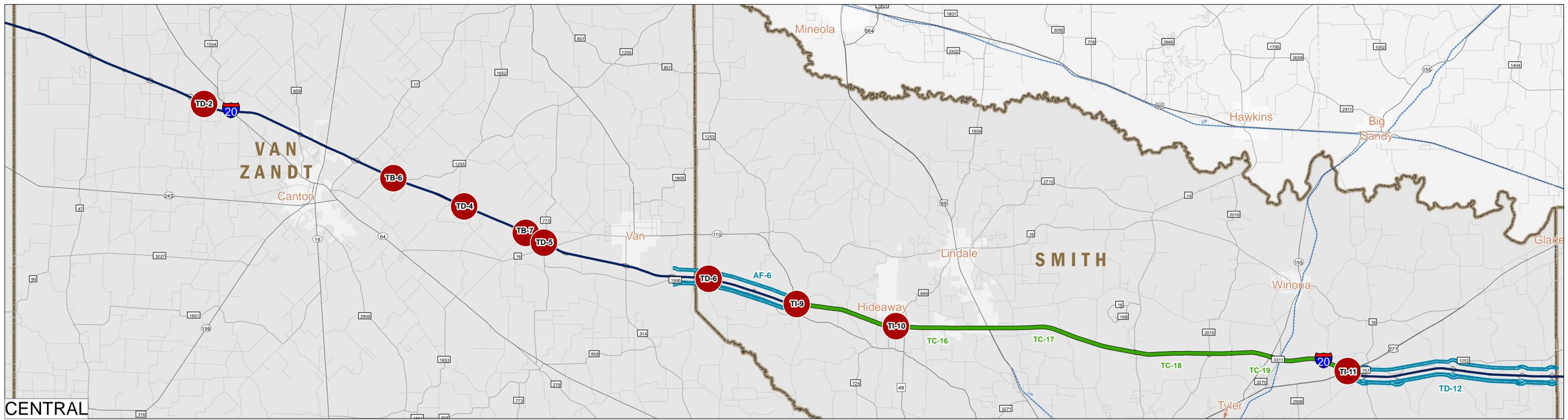
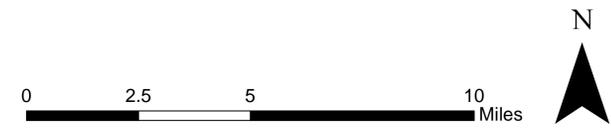
- Bridge Replacement
- Ramp Improvement
- Vertical Clearance Adjustment
- Proposed Frontage Roads
- Addition of Capacity

- I-20 Corridor
- Railroads
- I-20 Study Area Counties

*** I-69 System (I-369) Harrison County/Marshall Working Group Interstate Route Option Preliminary Recommendation (August 2014)**
 Potential Interstate route option location is based on a high level planning study and is for illustrative purposes only. Exact location and configuration will be determined during the environmental process.

DRAFT

Recommended Long-Term Program (2031 - 2040)



**I-20 East Texas Corridor Implementation Plan (DRAFT)
September 2, 2014 (version 2)**

Project ID	Project Description	Location / Limits	Improvement Type	County	Length (Mi)	Cost Estimate (2014\$)
RECOMMENDED NEAR TERM PROGRAM (2015-2020)						
AE-1	Median Barrier	I-635 to Dallas County Line	Safety Improvement	Dallas	6.0	\$4,720,000
AF-1	Frontage Roads	Lawson Road to FM 740	New One-way Frontage Roads	Dallas	4.0	\$35,070,000
AF-2	Frontage Roads	FM 740 to FM 741	New One-way Frontage Roads	Dallas	3.9	\$18,850,000
AF-3	Frontage Roads	SH 557 to FM 138	New One-way Frontage Roads, including upgrade existing to one-way	Kaufman	3.7	\$24,130,000
AB-1	Ramp Improvement	SH 34	Ramp/Interchange Improvements	Kaufman	N/A	\$2,590,000
TJ-10	Bridge Modifications	SH 34	Replace SH 34 SB Underpass Bridge	Kaufman	N/A	\$884,520
TJ-8	Bridge Modifications	SH 34	I-20 West Bound Vertical Clearance Improvement	Kaufman	N/A	\$504,000
AD-1	Ramp Improvement	FM 429	Ramp/Interchange Improvements	Kaufman	N/A	\$440,000
TJ-11	Bridge Modifications	FM 47	Replace FM 47 Underpass	Van Zandt	N/A	\$672,840
TJ-9	Bridge Modifications	FM 859	Vertical Clearance Improvement	Van Zandt	N/A	\$1,070,000
TJ-12	Bridge Modifications	FM 17	Replace FM 17 Underpass	Van Zandt	N/A	\$607,320
TJ-13	Bridge Modifications	FM 1255	Replace FM 1255 Underpass	Van Zandt	N/A	\$798,840
TJ-14	Bridge Modifications	FM 773	Replace FM 773 Underpass	Van Zandt	N/A	\$607,320
TB-1	Ramp Improvement	FM 314	Ramp/Interchange Improvements	Van Zandt	N/A	\$460,000
TJ-6	Bridge Modifications	FM 849	Replace FM 849 Underpass	Smith	N/A	\$1,510,000
TA-2	Ramp Improvement	US 69	Ramp/Interchange Improvements	Smith	N/A	\$320,000
TJ-1	Bridge Modifications	Fritz Swanson Road	Vertical Clearance Improvement	Gregg	N/A	\$1,180,000
TJ-3	Bridge Modifications	FM 2087	Vertical Clearance Improvement	Gregg	N/A	\$1,550,000
TJ-15	Bridge Modifications	MLK Blvd	Replace MLK Blvd Underpass	Gregg	N/A	\$748,440
TJ-2	Bridge Modifications	MLK Blvd	Vertical Clearance Improvement	Gregg	N/A	\$1,070,000
TI-16	Ramp Improvement	Loop 281 E	Ramp/Interchange Improvements	Harrison	N/A	\$308,460
TJ-7	Bridge Modifications	Lansing Switch Road	Replace Bridge	Harrison	N/A	\$1,320,000
TJ-16	Bridge Modifications	FM 450	Replace FM 450 Underpass	Harrison	N/A	\$619,920
TJ-4	Bridge Modifications	FM 450	Vertical Clearance Improvement	Harrison	N/A	\$1,170,000
TJ-17	Bridge Modifications	US 59	Vertical Clearance Improvement	Harrison	N/A	\$1,070,000
Recommended Near Term Program Sub-total						\$102,271,660
RECOMMENDED MID TERM PROGRAM (2021-2030)						
TC-3	Added Capacity	Dallas County Line to FM 741	Add one-lane in each direction	Kaufman	4.0	\$19,610,000
TC-4	Added Capacity	FM 741 to SH 557	Add one-lane in each direction	Kaufman	8.6	\$26,580,000
AC-1	Added Capacity	SH 557 to Wilson Road	Add one-lane in each direction	Kaufman	4.3	\$23,280,000
TC-5	Added Capacity	Wilson Road to FM 310	Add one-lane in each direction	Kaufman	3.7	\$31,500,000
TC-6	Added Capacity	FM 310 to Van Zandt County Line	Add one-lane in each direction	Kaufman/Van Zandt	6.4	\$23,170,000
TC-7	Added Capacity	Van Zandt County Line to FM 47	Add one-lane in each direction	Van Zandt	3.4	\$30,540,000
TC-8	Added Capacity	FM 47 to US 64	Add one-lane in each direction	Van Zandt	6.4	\$55,240,000
TC-20	Added Capacity	US 271 to Gregg County Line	Add one-lane in each direction	Smith	8.7	\$74,650,000
TC-21	Added Capacity	Smith County Line to SH 135	Add one-lane in each direction	Gregg	3.5	\$31,300,000
TC-22	Added Capacity	SH 135 to SH 42	Add one-lane in each direction	Gregg	3.7	\$31,480,000
TC-23	Added Capacity	SH 42 to FM 2087	Add one-lane in each direction	Gregg	4.3	\$29,790,000
TC-24	Added Capacity	FM 2087 to Harrison County Line	Add one-lane in each direction	Gregg	5.2	\$57,520,000
TC-25	Added Capacity	Gregg County Line to Loop 281	Add one-lane in each direction	Harrison	2.3	\$34,120,000
AF-13	Frontage Roads	FM 741 to SH 557	New One-way Frontage Roads	Kaufman	8.6	\$49,990,000

**I-20 East Texas Corridor Implementation Plan (DRAFT)
September 2, 2014 (version 2)**

Project ID	Project Description	Location / Limits	Improvement Type	County	Length (Mi)	Cost Estimate (2014\$)
AF-7	Frontage Roads	Toll 49 to US 271	New One-way Frontage Roads and Conversion of Two-way to one-way	Smith	18.0	\$107,640,000
TG-10	Frontage Roads	FM 2087 to Loop 281W	New One-way Frontage Roads	Gregg	4.2	\$24,420,000
TG-11	Frontage Roads	Loop 281W to Harrison County Line	New One-way Frontage Roads	Gregg	1.0	\$5,820,000
TG-12/A	Frontage Roads	Gregg County Line to Loop 281	New One-way Frontage Roads and Conversion of Two-way to one-way	Harrison	2.3	\$29,220,000
AF-10	Frontage Roads	SH 43 to FM 31	New One-way Frontage Roads and Conversion of Two-way to one-way	Harrison	6.6	\$42,420,000
AF-11	Frontage Roads	FM 31 to FM 2199	New One-way Frontage Roads and Conversion of Two-way to one-way	Harrison	3.2	\$8,300,000
AF-12	Frontage Roads	FM 2199 to US 80	New One-way Frontage Roads and Conversion of Two-way to one-way	Harrison	4.7	\$13,770,000
AD-3	Ramp Improvement	Wilson Road	Ramp/Interchange Improvements	Kaufman	N/A	\$820,000
AD-2	Ramp Improvement	FM 429	Ramp/Interchange Improvements	Kaufman	N/A	\$280,000
TD-1	Ramp Improvement	CR 310	Ramp/Interchange Improvements	Kaufman	N/A	\$1,050,000
TB-2	Ramp Improvement	FM 2965	Ramp/Interchange Improvements	Kaufman	N/A	\$2,830,000
TB-3	Ramp Improvement	FM 47	Ramp/Interchange Improvements	Van Zandt	N/A	\$1,790,000
TB-4	Ramp Improvement	CR 3412	Ramp/Interchange Improvements	Van Zandt	N/A	\$770,000
TB-5	Ramp Improvement	US 64	Ramp/Interchange Improvements	Van Zandt	N/A	\$1,010,000
TA-1	Ramp Improvement	SH 19	Ramp/Interchange Improvements	Van Zandt	N/A	\$540,000
TD-3	Ramp Improvement	FM 17	Ramp/Interchange Improvements	Van Zandt	N/A	\$1,900,000
TD-7	Ramp Improvement	CR 431	Ramp/Interchange Improvements	Smith	N/A	\$630,000
TB-8	Ramp Improvement	FM 35	Ramp/Interchange Improvements	Smith	N/A	\$600,000
TD-12	Ramp Improvement	FM 14	Ramp/Interchange Improvements	Smith	N/A	\$610,000
TB-9	Ramp Improvement	FM 2015	Ramp/Interchange Improvements	Smith	N/A	\$780,000
TD-8	Ramp Improvement	SH 155	Ramp/Interchange Improvements	Smith	N/A	\$420,000
TD-9	Ramp Improvement	FM 757	Ramp/Interchange Improvements	Smith	N/A	\$580,000
TD-10	Ramp Improvement	CR 3101	Ramp/Interchange Improvements	Smith	N/A	\$500,000
TD-11	Ramp Improvement	CR 3111	Ramp/Interchange Improvements	Smith	N/A	\$530,000
TD-14	Ramp Improvement	SH 135	Ramp/Interchange Improvements	Gregg	N/A	\$320,000
TI-13	Ramp Improvement	SH 42	Ramp/Interchange Improvements	Gregg	N/A	\$180,000
AD-2	Ramp Improvement	SH 31	Ramp/Interchange Improvements	Gregg	N/A	\$280,000
TJ-2	Ramp Improvement	MLK Blvd	Ramp/Interchange Improvements	Gregg	N/A	\$1,420,000
Recommended Mid Term Program Sub-total						\$768,200,000
RECOMMENDED LONG TERM PROGRAM (2031-2040)						
TC-16	Added Capacity	Toll 49 to US 69	Add one-lane in each direction	Smith	2.9	\$69,560,000
TC-17	Added Capacity	US 69 to FM 14	Add one-lane in each direction	Smith	6.2	\$57,700,000
TC-18	Added Capacity	FM 14 to SH 155	Add one-lane in each direction	Smith	5.6	\$38,850,000
TC-19	Added Capacity	SH 155 to US 271	Add one-lane in each direction	Smith	3.3	\$31,180,000
TC-33	Added Capacity	US 80 to FM 134	Add one-lane in each direction	Harrison	4.5	\$38,080,000
TC-34	Added Capacity	FM 134 to Louisiana State Line	Add one-lane in each direction	Harrison	2.9	\$22,620,000
AF-6	Frontage Roads	FM 314 to SH 110	New One-way Frontage Roads and Conversion of Two-way to one-way	Smith	7.3	\$35,250,000
TG-7	Frontage Roads	US 271 to Gregg County Line	New One-way Frontage Roads and Conversion of Two-way to one-way	Smith	8.6	\$25,000,000
TG-8	Frontage Roads	Smith County Line to SH 42	New One-way Frontage Roads and Conversion of Two-way to one-way	Gregg	7.3	\$21,220,000
TG-9	Frontage Roads	SH 42 to FM 2087	New One-way Frontage Roads and Conversion of Two-way to one-way	Gregg	4.3	\$12,500,000
TG-14	Frontage Roads	FM 450 to FM 968	New One-way Frontage Roads and Conversion of Two-way to one-way	Harrison	4.2	\$12,210,000
TG-14	Frontage Roads	FM 968 to SH 43	New One-way Frontage Roads and Conversion of Two-way to one-way	Harrison	5.8	\$16,860,000
TD-2	Ramp Improvement	Hayden Rd/CR 3442	Ramp/Interchange Improvements	Van Zandt	N/A	\$840,000

**I-20 East Texas Corridor Implementation Plan (DRAFT)
September 2, 2014 (version 2)**

Project ID	Project Description	Location / Limits	Improvement Type	County	Length (Mi)	Cost Estimate (2014\$)
TB-6	Ramp Improvement	FM 1255	Ramp/Interchange Improvements	Van Zandt	N/A	\$2,000,000
TD-4	Ramp Improvement	CR 1308	Ramp/Interchange Improvements	Van Zandt	N/A	\$730,000
TB-7	Ramp Improvement	CR 1311	Ramp/Interchange Improvements	Van Zandt	N/A	\$860,000
TD-5	Ramp Improvement	FM 773/FM 16	Ramp/Interchange Improvements	Van Zandt	N/A	\$1,450,000
TD-6	Ramp Improvement	CR 426	Ramp/Interchange Improvements	Smith	N/A	\$2,000,000
TI-9	Ramp Improvement	CR 110	Ramp/Interchange Improvements	Smith	N/A	\$490,000
TI-10	Ramp Improvement	FM 849	Ramp/Interchange Improvements	Smith	N/A	\$460,000
TI-11	Ramp Improvement	US 271	Ramp/Interchange Improvements	Smith	N/A	\$420,000
Recommended Long Term Program Sub-total						\$390,280,000
Recommended Project Level Implementation Program Sub-total						\$1,260,751,660
Full Depth Pavement Reconstruction Preliminary Estimate						\$1,281,600,000
Recommended Implementation Program Total						\$2,542,351,660

Attachment 4
Initial Public
Involvement Update



Public Involvement Update

I-20 East Texas Corridor Study
DRAFT

Public Involvement Plan

The I-20 East Texas Corridor Advisory Committee members identified the importance of involving local communities in the study as an overarching goal for the study. To guide this, a Public Involvement Plan (PIP) was created outlining outreach activities focused on increasing awareness of the project and proactively communicating project information to stakeholders and the public.

Public Involvement Goals

The I-20 East Texas Corridor Study PIP focused on the following goals:

- Provide a proactive communications program
- Communicate timely and easily understood information
- Create engaging opportunities for the public to be involved with the study
- Generate feedback to assist the Advisory Committee in prioritizing opportunities and concerns

Public Involvement Objectives

The main objectives for the PIP included:

- Develop a cohesive message and brand for the study
- Utilize multiple modes of communication to reach stakeholders
- Collaborate with Advisory Committee members to gain assistance communicating information to the public
- Develop tools to gather focused feedback

Informational Materials

As part of the PIP, the following informational materials were developed to share information about the I-20 East Texas Corridor Study with project stakeholders.

Project Website

Serving as a general information hub for the project, the project website was created in August 2013 and updated throughout the project to include recent project information. While on the website, users could view:

- Frequently asked questions (FAQs)
- Project fact sheet
- Meeting minutes
- Project maps



Additionally, links were provided for an online comment form available the entire duration of the project and to the study's public survey made available during May and June 2014.

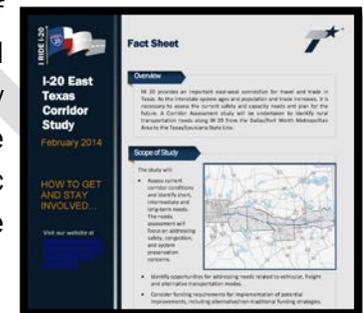
FAQs

A list of FAQs was compiled based on suggestions from the I-20 East Texas Advisory Committee members. These questions were then answered and provided to the public through the project website and available through the committee members' local offices beginning in February 2014.



Project Fact Sheet

A project fact sheet was developed including a general overview of the I-20 East Texas Corridor Study, an explanation of what would be evaluated as part of the study scope, details on how to stay involved with the study, and information on the Advisory Committee members. The project fact sheet was provided to the public through the project website and available through the committee members' local offices beginning in February 2014.



Public Outreach

To encourage public participation in the I-20 East Texas Corridor Study, a variety of public outreach methods were used to allow for stakeholder participation.

Public Comments

To ensure stakeholders were able to submit comments on the study, comment could be received by website, Facebook, Twitter, email, mail, or at public meetings. Additionally, the online survey made available in May 2014 allowed for comments on the study.

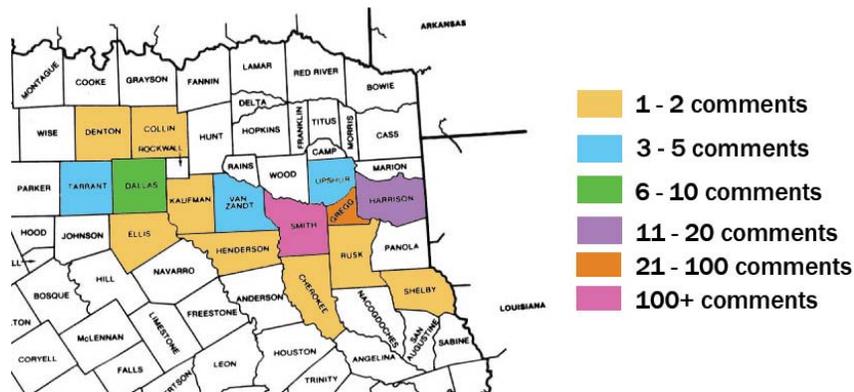
All of the public comments received during the study were compiled and managed in a tracking database. Comments received between February 2014 and July 2014 are summarized below:

Method Comment was Received	Number of Comments
Web-based	64
Mailed-In	7
Online Survey	144 ¹
Total Comments Received	215

¹ Open commentary was optional when responding the Online Survey.

Comments were received from stakeholders in 18 counties and the study team prioritized the following three themes per county:

Map of Comments Received by County



- **Cherokee County (One comment received)**
 - Make I-20 a double decker freeway to put cars on the top level and trucks on the bottom
- **Collin County (One comment received)**
 - Create a dedicated truck lane in each direction of I-20
- **Dallas County (Eight comments received)**
 - Add a third lane in each direction of I-20
 - Raise the speed limit on some portions of I-20 to make it consistent throughout
 - Add an HOV lane in each direction of I-20
- **Denton County (One comment received)**
 - Add a third lane in each direction of I-20
 - Keep the 75 mile per hour (MPH) speed limit
 - Better enforcement of “slower traffic keep to the right” rule
- **Ellis County (One comment received)**
 - Add a third lane in each direction of I-20
 - Keep a low speed limit
 - Better traffic enforcement
- **Gregg County (55 comments received)**
 - Modify entrance and exit ramps
 - Add a third lane in each direction of I-20
 - Hazardous wet road conditions
- **Harrison County (15 comments received)**
 - Add a third lane in each direction of I-20

- Add frontage roads
- Add entrance and exit ramp at Buck Sherrod Road
- **Henderson County (Two comments received)**
 - Lower the speed limit
- **Kaufman County (One comment received)**
 - Lower the speed limit
 - Better enforcement of traffic law
 - Modify entrance and exit ramps
- **Rusk County (One comment received)**
 - Add a third lane in each direction of I-20
 - Add a fourth lane between Kilgore and Longview
 - Modify entrance and exit ramps
- **Shelby County (One comment received)**
 - Add entrance and exit ramps to ease traffic back-ups²
 - Add frontage roads
 - Real-time notifications of accidents and traffic
- **Smith County (101 comments received)**
 - Modify entrance and exit ramps
 - Add frontage roads
 - Add a third lane in each direction of I-20
- **Van Zandt County (Five comments received)**
 - Create a dedicated truck lane in each direction of I-20
 - Road surface improvements
 - Improve rest area facilities in Gregg County
- **Tarrant County (Four comments received)**
 - Modify entrance and exit ramps
 - Add a third lane in each direction of I-20
 - Road surface improvements
- **Upshur County (Three comments received)**
 - Modify entrance and exit ramps
- **Caddo Parrish (Two comments received)**
 - Modify entrance and exit ramps

² Area not specified. Comment referenced the ability to get off the highway when accidents back up traffic.

- Raise the speed limit to make it consistent
- Road surface improvements west of Terrell
- **County unknown (Five comments received)**
 - Create a dedicated truck lane in each direction of I-20
 - Lower speed limits
 - Provide passenger and freight rail service (Dallas – Tyler – Louisiana)

To view all comments received, please see Attachment 1.

Additionally, through the submittal of comments and feedback from the online public survey, the following projects were identified as needing improvement along the I-20 corridor that had not already been included in the technical staff project list as of June 11, 2014:

New Ramps

- Harrison County
 - Buck Sherrod Rd (determined to be too close to adjacent interchanges)

Hydroplaning areas

- Van Zandt
 - From FM 19 to CR 110
- Smith
 - From US 69 to FM 14
- Gregg
 - From US 42 to FM 2087
 - From FM 2087 to Loop 281 W
- Harrison
 - From US 259 to Loop 281 E

Bridges

- Gregg
 - Sabine River bridge widening

Resurfacing

- Dallas
 - From I-635 to Kaufman County Line
- Kaufman
 - From Dallas/ Kaufman County Line to FM 2965
- Harrison
 - From Loop 281 E to FM 134 (Waskom)

Interchange Improvement

- Dallas County
 - Loop 635
 - US 175

Ramp Modifications

- Smith County
 - Toll 49
 - CR 411
- Gregg
 - US 259 (Eastman Rd.)
 - SH 135
- Harrison County
 - Spur 156

Online Public Survey

To gather specific feedback on priorities for the project and to assist the Advisory Committee in highlighting projects needing improvements in the study corridor, an online public survey was created and made available through May and June 2014. The survey consisted of nine questions, summarized below:

1. In what county do you live within the I-20 East Texas Corridor Study area?

Answer Options	Response Count
Dallas County	17
Kaufman County	4
Van Zandt County	2
Smith County	128
Gregg County	57
Harrison County	18
Other (please specify)	27
<i>answered question</i>	253
<i>skipped question</i>	1

2. How often do you travel along the I-20 corridor area between I-635 in Dallas County and the Texas/Louisiana state line?

Answer Options	Response Count
Daily	57
Weekly	62
Monthly	102
Rarely	24
<i>answered question</i>	245
<i>skipped question</i>	9

3. Which of the following options best describes why you most frequently use I-20?

Answer Options	Response Count
Commuting to your work place	52
Traveling for work away from your regular work place	45
Traveling for personal use (entertainment/vacation)	127
Hauling Freight	4
Other (please specify)	17
<i>answered question</i>	245
<i>skipped question</i>	9

4. Please select up to three strategies you think should be the highest priorities for the I-20 study.

Answer Options	Response Percent ³	Response Count
Reduce congestion and enhance mobility for travelers	72.6%	164
Improve safety	62.4%	141
Consider current and future multimodal transportation needs (highway, freight rail, intercity bus service, passenger rail, etc.)	46.5%	105
Involve local communities	43.4%	98
Reduce congestion and enhance mobility for freight	23.9%	54
Enhance air quality	4.9%	11
Other (please specify)		8
answered question		226
skipped question		28

5. Please select up to three of the following improvement areas you think are most important along the corridor.

Answer Options	Response Percent ²	Response Count
Adding lanes	58.3%	133
Improving or adding frontage roads	50.0%	114
Reconfiguring entrance and exit ramps	50.0%	114
Creating passenger service opportunities (e.g. passenger rail, intercity bus)	32.5%	74
Improving median safety	26.8%	61
Adjusting speed limits up	21.5%	49
Adjusting speed limits down	7.5%	17
Raising bridge heights	0.4%	1
Other (please specify)		15
answered question		228
skipped question		26

6. What specific areas along I-20 within your county do you feel need attention and what do you think should be done? (Example: lengthen the ramp at the [Street Name or Exit], lower the speed limit near City Name, etc.)

139 respondents provided comments regarding specific areas within their county that have been included in the comment section above.

7. What areas along I-20 outside of your county do you feel need immediate attention? (Example: intersection of highways) Please provide name of specific city or between specific cities, etc.

106 respondents provided comments regarding specific areas outside of their county that have been included in the comment section above.

³ Survey respondents were given the opportunity to choose multiple options.

8. Please leave any additional comments about the I-20 study below:

41 respondents provided additional comments that have been included in the comment section above.

9. To join our mailing list for the project, please fill out the information below. Your information will be kept confidential and used only for this study.

64 respondents provided information for the mailing list.

Advisory Committee Public Outreach

In addition to the tools provided by the I-20 East Texas Corridor Study, advisory committee members were asked to create public outreach opportunities in their own communities with possible suggestions of social media posts, website links and community presentations. Members were then asked to submit an activity form to the study team for tracking of individual events.

Members submitted activity forms for 21 events held between February and June 2014 reaching out to over 400 local residents. Information was shared with chambers of commerce, local organizations, homeowners associations and at city council meetings and metropolitan planning organization (MPO) meetings. More information is provided below:

Member	Activity Forms Returned	Total Audience Reach
Balch Springs	5	153
Gregg County	1	N/A (newspaper article)
Harrison County	5	104
Longview MPO	5	61
Smith County	1	30
Tyler MPO	4	79

Additionally, advisory committee members were responsible for sharing information through social media, website links and through the following news sources:

- Tyler Morning Telegraph
- Marshall News Messenger
- KETK NBC – Tyler
- Longview News Journal



Update created by:
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kkeyes@kstrategies.com

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Attachment 5
Updated Public
Involvement Materials



I-20 East Texas Corridor Study

September 2014

HOW TO GET AND STAY INVOLVED...

Visit our website at www.txdot.gov/inside-txdot/projects/studies/statewide/i20-east-corridor.html

Fact Sheet



Overview

I-20 provides an important east-west connection for travel and trade in Texas. As the interstate system ages and population and trade increases, it is necessary to assess the current safety and capacity needs and plan for the future. A Corridor Assessment study has been undertaken to identify rural transportation needs along I-20 from the Dallas Metropolitan Area to the Texas/Louisiana State Line.

Scope of Study

The study will:

- Assess current corridor conditions and identify near, mid and long-term needs. The needs assessment will focus on addressing safety, congestion, and system preservation concerns.
- Identify opportunities for addressing needs related to vehicular, freight and alternative transportation modes.
- Consider funding requirements for implementation of potential improvements, including alternative/non-traditional funding strategies.
- Outline next steps for TxDOT and other transportation stakeholders to consider advancing project development activities for the corridor.





I-20 East Texas Corridor Study

Fact Sheet



Advisory Committee

An integral component of this study has been working with public and private stakeholders through an Advisory Committee. The charge of the Committee is to assist TxDOT in assessing the rural transportation needs along I-20 by providing locally focused input and recommendations. The Committee provides a valuable avenue for public outreach and input on issues that include:

- Rural transportation needs along the I-20 corridor
- Local planning issues (development activities, planning/environmental features)
- Opportunities for near, mid and long-term transportation improvements
- Recommendations for addressing freight and alternative transportation modes
- Input on the feasibility of potential alternative/non-traditional funding strategies
- Recommendations on priorities and next steps for TxDOT and other local stakeholders to consider in advancing project development activities for the corridor

The Advisory Committee is currently comprised of individuals representing a cross-section of elected officials and other stakeholders along the corridor. Committee members include representation from the following:

- Counties (Dallas, Kaufman, Van Zandt, Smith, Gregg, Harrison)
- Cities (Balch Springs, Mesquite, Forney, Terrell, Canton, Lindale, Tyler, Longview, Marshall)
- Metropolitan Planning Organizations (NCTCOG, Tyler, Longview)
- North East Texas Regional Mobility Authority (NETRMA)
- Dallas Area Rapid Transit (DART)
- Other entities could include economic development organizations, business interests and Native American Tribes.

The Advisory Committee has met approximately every two months.

Schedule

Expected study duration is about 18 months to be complete in December 2014.



 TEXAS DEPARTMENT OF TRANSPORTATION





**I-20 EAST TEXAS
CORRIDOR STUDY**
Community Presentation

About the Study

- 18-month study to be complete in December 2014
- Focused on evaluating safety and capacity needs along I-20 through East Texas
- Work with stakeholders to identify and prioritize opportunities for improvement



Study Area

- 155-mile stretch of I-20 from I-635 near Dallas to the Texas/Louisiana state line through Dallas, Kaufman, Van Zandt, Smith, Gregg and Harrison counties



The map displays the study area for a 155-mile stretch of Interstate 20 (I-20). The route is highlighted in red, starting from its intersection with Interstate 635 (I-635) near Dallas and extending eastward to the Texas/Louisiana state line. The map covers several counties: Dallas, Kaufman, Van Zandt, Smith, Gregg, and Harrison. Major cities and towns shown include Dallas, Seagraves, Post Oak, Cottonwood, Edom, Winona, Wills Point, Longview, Marshall, and Scottsville. A legend in the bottom right corner identifies symbols for the I-20 Project Limit (red line), Airport (red square), City (black square), Park (green square), and Water Body (blue square). A scale bar indicates distances up to 30 miles.

Why is this study needed?

- I-20 is an important east-west connection for travel and trade in Texas
- Interstate system is aging and population and trade are increasing
- Assess current safety and capacity needs and plan for the future
- Identify rural transportation needs



The photograph shows a white semi-truck that has overturned onto its side on a multi-lane highway. The truck is positioned on the right side of the road, with its trailer resting on the ground. A person is visible near the base of the truck, possibly assessing the situation. The background shows a clear sky and some trees, suggesting a rural or semi-rural setting. This image serves as a visual example of a safety concern related to the study of I-20.

What will be reviewed?

SAFETY CONCERN EXAMPLES	CAPACITY IMPROVEMENT EXAMPLES
<ul style="list-style-type: none">▪ Median barriers▪ Vertical clearance of underpasses and bridges▪ Interchange design▪ Crash hotspots	<ul style="list-style-type: none">▪ Additional frontage roads▪ Additional lanes▪ Alternate routes▪ Freight needs▪ Passenger rail options

5

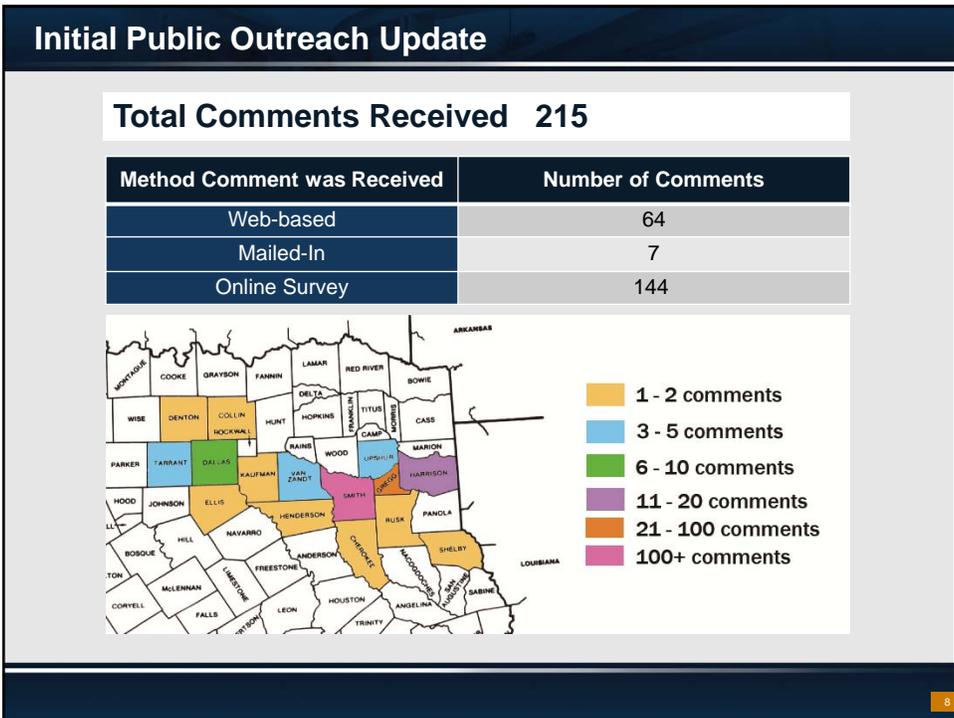
Advisory Committee

- Assist TxDOT by providing locally focused input and recommendations
- Helps provide feedback to TxDOT on issues and concerns to be considered, prioritization of projects needed and possible funding alternatives
- Members are made up of 21 elected officials and other key transportation stakeholders (full list on next slide)
- Works closely with other key organizations to help provide accurate and well-rounded feedback

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Advisory Committee Members

Entity	Member Name	Title
Dallas County	Clay Jenkins	County Judge
Kaufman County	Bruce Wood	County Judge
Van Zandt County	Rhita Koches	County Judge
Smith County	Joel Baker	County Judge
Gregg County	Bill Stoudt (Chair)	County Judge
Harrison County	Hugh Taylor	County Judge
City of Balch Springs	Dr. Carrie Gordan	Mayor
City of Mesquite	John Monaco	Mayor
City of Seagoville	Harold Magill	Mayor
City of Forney	Darren Rozell	Mayor
City of Terrell	Hal Richards	Mayor
City of Canton	Richard W. Lawrence	Mayor
City of Lindale	Robert Nelson	Mayor
City of Tyler	Martin Heines	Mayor
City of Longview	Jay Dean	Mayor
City of Marshall	Ed Smith	Mayor
Dallas Area Rapid Transit	Gary C. Thomas	President
NCTCOG MPO	Michael Morris	Director of Transportation
NETRMA	Linda Ryan Thomas	Chair/Chair, Rail
Tyler MPO	Heather Nick	MPO Director
Longview MPO	Karen Owen	MPO Director



Most Common Responses by County

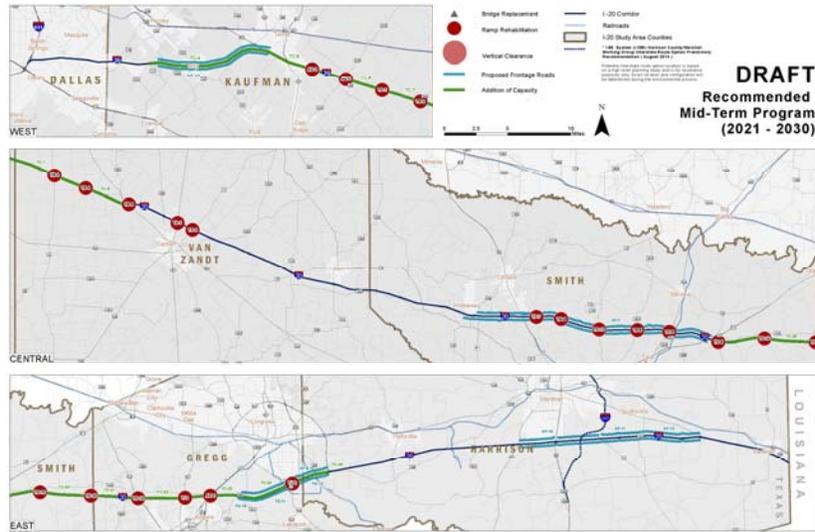
<h3>Dallas County</h3> <ul style="list-style-type: none"> • Add a third lane of traffic. • Raise the speed limit to make it consistent. • Add an High Occupancy Lane in each direction. 	<h3>Kaufman County</h3> <ul style="list-style-type: none"> • Lower speed limit. • Better enforcement of traffic law. • Modification of entrance and exit ramps. 	<h3>Van Zandt County</h3> <ul style="list-style-type: none"> • Creation of a dedicated truck lane. • Road surface improvements. • Addition of rest areas.
<h3>Smith County</h3> <ul style="list-style-type: none"> • Modification of entrance and exit ramps. • Add frontage roads. • Add a third lane of traffic. 	<h3>Gregg County</h3> <ul style="list-style-type: none"> • Modification of entrance an exit ramps. • Add a third lane of traffic. • Hazardous wet road conditions. 	<h3>Harrison County</h3> <ul style="list-style-type: none"> • Add a third lane of traffic. • Add frontage roads. • Add entrance and exit ramps.

Draft Plan : Recommended Near-Term Program

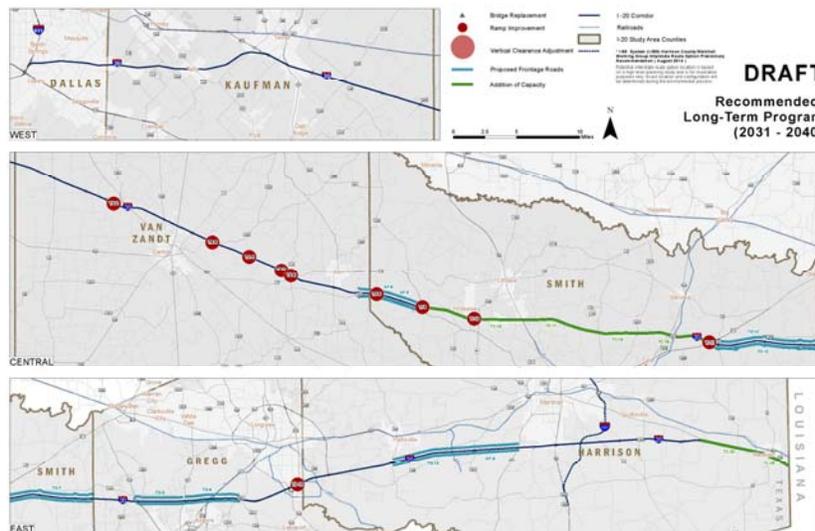
▲ Bridge Replacement	— I-35 Corridor
● Ramp Improvement	— Railroads
● Vertical Clearance Adjustment	□ I-35 Study Area Counties
— Proposed Frontage Roads	
— Addition of Capacity	
— Median Barrier Installation	

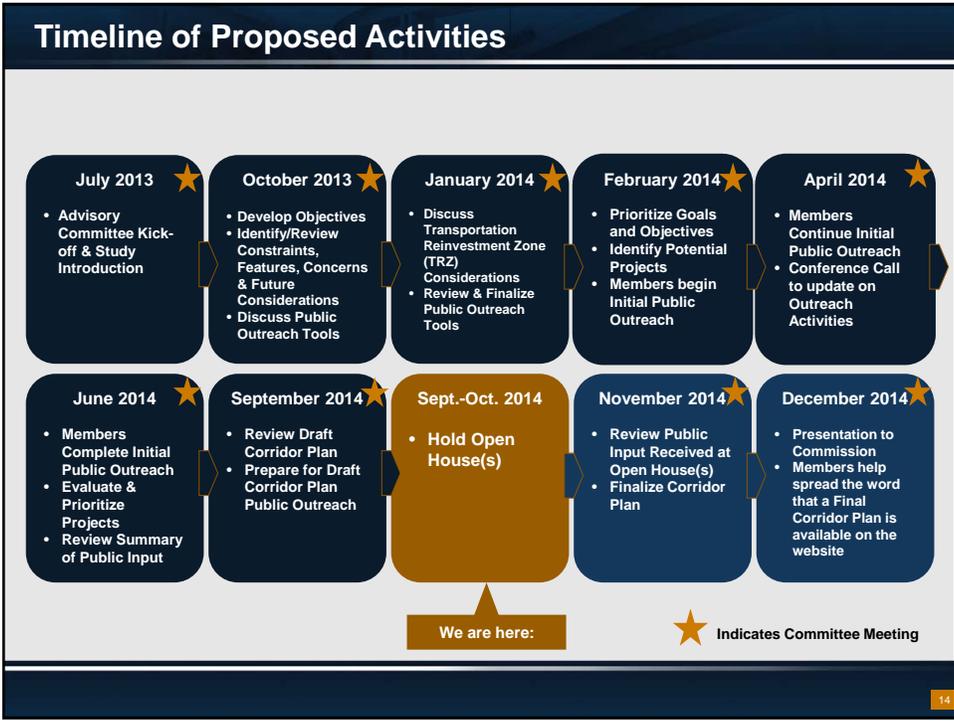
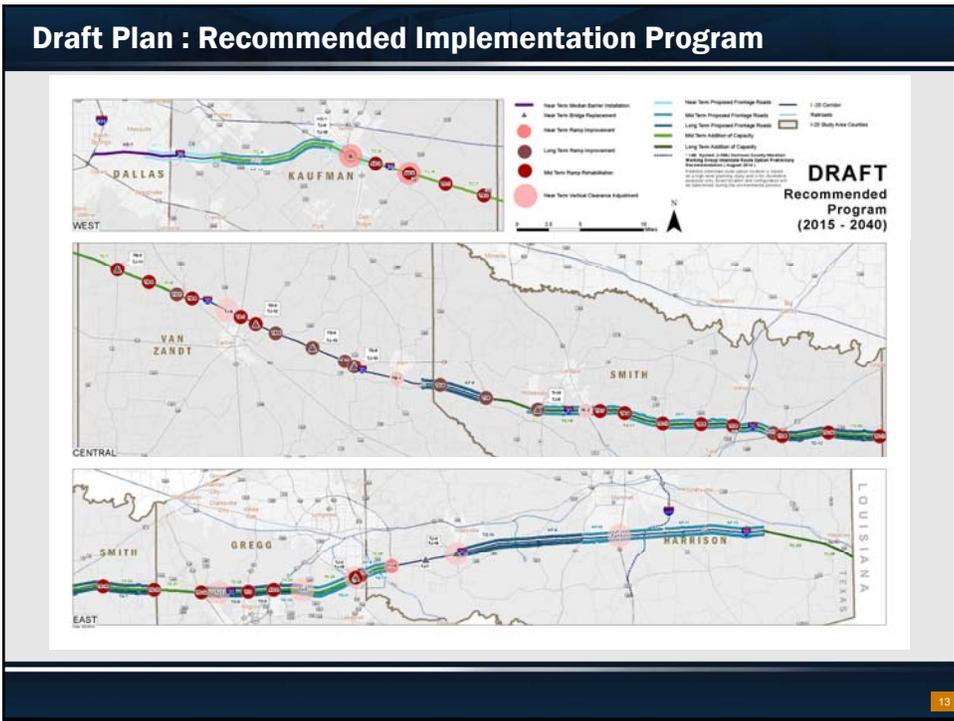
DRAFT
Recommended
Near-Term Program
(2015 - 2020)

Draft Plan : Recommended Mid-Term Program



Draft Plan : Recommended Long-Term Program





Stay Informed

-  **Website updates**
www.txdot.gov/inside-txdot/projects/studies/statewide/i20-east-corridor.html
-  **Fact Sheets**
Emailed to the mailing list, posted on website, available at outreach events, available at Advisory Committee member offices
-  **Open houses or other outreach activities**
-  **Email notifications**
Sign up to join the mailing list on our website
-  **Facebook**
www.facebook.com/TxDOT
-  **Twitter**
@TxDOT, @TxDOTDallasPIO, @TYLPIO, @TxDOTAtlanta

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Questions and Comments

QUESTIONS?

Comments can also be submitted online at
www.txdot.gov/inside-txdot/projects/studies/statewide/i20-east-corridor.html

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I-20 East Texas Corridor Study

Want more information?

Visit our website at www.txdot.gov/inside-txdot/projects/studies/statewide/i20-east-corridor.html

Frequently Asked Questions



1. What is the I-20 East Texas Corridor Study?

The I-20 East Texas Corridor Study being conducted by TxDOT is focused on evaluating the current safety and capacity needs along the 155-mile stretch of I-20 from I-635 in Dallas to the Texas/Louisiana state line.

2. Why is this study important?

The I-20 corridor currently serves as an integral east-west connection for both travel and trade in Texas. As the interstate system ages and trade increases, identifying opportunities for improvement becomes more critical. Assessing the current corridor conditions and identifying future growth potential are important to ensuring this route meets the needs of the region for decades to come.

3. Who is involved with the study?

A major component of this study is to work directly with public and private stakeholders through an Advisory Committee. The I-20 East Texas Corridor Advisory Committee was established in August 2013 by the Texas Transportation Commission to assist TxDOT in assessing the rural transportation needs along I-20 by providing locally focused input and recommendations. This group is currently comprised of 21 elected officials and other stakeholders along the I-20 corridor and includes representatives from:

- Counties (Dallas, Kaufman, Van Zandt, Smith, Gregg, Harrison)
- Cities (Balch Springs, Mesquite, Seagoville, Forney, Terrell, Canton, Lindale, Tyler, Longview, Marshall)
- Metropolitan Planning Organizations (NCTCOG, Tyler, Longview)
- North East Texas Regional Mobility Authority (NETRMA)
- Dallas Area Rapid Transit (DART)

In addition to the members of the committee, the Advisory Committee will be working closely with several collaborating partners, including:

- Farm Bureau
- Native American Tribes
- Economic Development Organizations
- Private Businesses Interests
- Rural Planning Organizations
- Freight Rail and Passenger Rail Interest Groups
- Transit Interest Groups



I-20 East Texas Corridor Study

Want more information?

Visit our website at www.txdot.gov/inside-txdot/projects/studies/statewide/i20-east-corridor.html

Frequently Asked Questions



4. What will be reviewed as part of the study?

This study will focus on evaluating safety concerns and capacity needs along the corridor. This could include additional frontage roads, ramp/interchange redesign, improving vertical clearance, and passenger rail alternatives. The purpose of including representatives of all major areas within the corridor is to ensure that a complete view of the needs for the future of the I-20 corridor is considered.

5. How long will the study last?

The study is expected to be complete in December 2014, with Committee members conducting public outreach on the draft plan during Fall 2014.

6. What areas will be included in the study?

The area included within this study spans 155 miles along I-20 from I-635 in Dallas County to the Texas/Louisiana state line. In some areas, other regional highways or roadways may be included in the study when considering solutions to problems, but the primary focus of this study is along I-20.

7. What will be the end result of the study?

Ultimately, the result of the I-20 East Texas Corridor Study will serve as a guide for TxDOT to begin improvements throughout the corridor by providing a prioritized list of projects as well as possible funding solutions.

8. How can I participate in the study?

Throughout the 18-month study, we will be updating our website regularly, issuing press releases about important topics, and reaching out to you through social media. In addition, we will be hosting outreach events to gather input on the draft plan. You can also submit comments on our website at www.txdot.gov/inside-txdot/projects/studies/statewide/i20-east-corridor.html. To date, we have received 215 comments and reached out to more than 400 members of the public through various activities.



September 3, 2014



Activity Form

Committee Member Name: _____

Organization or Group Presented To: _____

Location: _____ Date: _____

of Attendees (approximate): _____

Questions/Comments: _____

Follow Up Requests: _____

Please return this sheet to Caroline Love at
Caroline.Love@txdot.gov or mail to:

Texas Department of Transportation
Attn: Caroline Love
125 East 11th St.
Austin, TX 78701

Attach copies of meeting agenda, sign-in list, or any other items that may help to document or provide a record of this activity.



I-20 East Texas Corridor Study

LET US HEAR FROM YOU!

Please provide your comments on the I-20 East Texas Corridor Study.

To submit comments online, please visit our website at www.txdot.gov/inside-txdot/projects/studies/s-tatewide/i20-east-corridor.html

Comment Card

Please provide your comments below on the I-20 East Texas Corridor Study.



Comments/Questions:

Check any that apply to you:

- I am employed by TxDOT.
- I do business with TxDOT.
- I could benefit monetarily from the project or other item about which I am commenting on.

Texas Transportation Code, §201.811(a)(5)

Join our email list:

NAME:

EMAIL:

ZIP:



I-20 East Texas Corridor Study

Talking Points



Study Overview

- I-20 corridor is an integral east-west connection for both travel and trade in Texas
- 18-month study to conclude in December 2014
- Evaluate 155-mile stretch of I-20 from I-635 in Dallas to the Texas/Louisiana State Line
- Focus on current and future safety and enhanced mobility needs
- Identify and prioritize opportunities for improvements along the corridor

Advisory Committee

- 21 members
 - All counties along the corridor represented
 - Dallas, Kaufman, Van Zandt, Smith, Gregg and Harrison counties
 - Cities with population over 15,000 people
 - Transportation stakeholders represented
 - DART, NCTCOG, netRMA, Longview MPO, Tyler MPO
- Work with other collaborative partners from the community
- Assist TxDOT with assessing the rural transportation needs

Public Outreach

- You can get involved throughout the duration of the study
 - Presentations to local governments, civic and community groups, elected officials, chambers of commerce, and economic development groups
 - Open Houses
- Information to be updated and distributed regularly via
 - Website updates at <http://www.txdot.gov/inside-txdot/projects/studies/statewide/i20-east-corridor.html>
 - Fact Sheets and FAQs
 - Facebook (www.facebook.com/TxDOT)
 - Twitter (@TxDOT, @TxDOTDallasPIO, @TYLPIO, @TxDOTAtlanta)
 - Press Releases

Attachment 6

Public Involvement Opportunities Calendar



**I-20 East Texas Corridor Advisory Committee
Public Involvement Opportunities**

Event	Dates	Location
Dallas County		
4th Annual Habitat Automotive Show	Sept. 13-14	1818 Rodeo Drive, Mesquite TX
Shrine Circus	Sept. 19-21	1818 Rodeo Drive, Mesquite TX
Third Annual Downtown Street Dance	Sept. 20	Kaufman Street, Seagoville, TX
Buchanan Antique and Collectibles Market	Sept. 20-21	2323 Big Town Blvd, Mesquite TX
19th Annual Taste & Trade	Sept. 30	1800 Rodeo Drive, Mesquite TX
Pumpkin Fest	Oct. 18	403 S. Galloway, Mesquite TX
Devil's Bowl Speedway Winter Nationals	Oct. 17-18	1711 Lawson Road, Mesquite TX
The Amazing Technicolor 5k Run	Oct. 25	1800 Rodeo Drive, Mesquite TX
Cowboys of Color Finals Rodeo	Oct. 25	1818 Rodeo Drive, Mesquite TX
5th Annual Texas Longhorn Shootut	Nov. 28-29	1818 Rodeo Drive, Mesquite TX
Kaufman County		
2nd Saturdays	Sept. 13	Downtown Forney
Flights of our Fathers Fly-In	Sept. 20	Terrell Municipal Airport
Halloween Festival and Thrillvania	Weekends in October	2330 County Road 138, Terrell, Texas
2nd Saturdays	Oct. 11	Downtown Forney
Trail of Treats	Oct. 25	Downtown Forney
2nd Saturdays	Nov. 8	Downtown Forney
Van Zandt County		
Yesterland Farm: Heroes Weekend	Sept. 20-21	15410 Interstate 20, Canton, TX 75103
First Monday Trade Days	Oct. 2 - 5	800 Flea Market Rd, Canton, TX 75103
14th Annual Autumn Stroll	Oct. 11	Canton Downtown N. Buffalo St off Hwy 64
First Monday Trade Days	Oct. 30 - Nov. 2	800 Flea Market Rd, Canton, TX 75103
First Monday Trade Days	Nov. 27-30	800 Flea Market Rd, Canton, TX 75103
Smith County		
Rose City Farmers Market	every Saturday and Tuesday	7212 Old Jacksonville Hwy.
East Texas State Fair	Sept. 19-28	2112 West Front Street Tyler, TX 75702
Take Steps for Crohn's and Colitis	Oct. 4	Bergfeld Park
Susan G. Komen Ride for the Cure	Oct. 11	Tarrant Ranch, Bullard, TX
Rose Festival	Oct. 16-19	
Fall Family Fun Festival	Oct. 23	Glass Recreation Center, 501 W. 32nd, Tyler, TX
Winnsboro Wild West Days	Nov. 15-16	900 Wheeler Drive. Winnsboro, TX
Gregg County		
Historic Longview Farmers Market	every Saturday	Corner of Cotton and High Streets, Longview, TX
T-Bone Walker Blues Festival	Sept. 13	100 Grand Blvd. Longview, TX
Mud Volleyball Tournament	Sept. 20	1123 Jaycee Dr. Longview, TX
Graystone Haunted Manor	Fridays and Saturdays in Octo	13481 FM 968 W, Longview Texas
Howl-o-ween	Oct. 18	2395 H.G. Mosley Parkway, Longview Texas
Harvest Festival and Livestock Show	Oct. 23-25	100 Grand Blvd. Longview, TX
Monster Dash 5k & 10k	Oct. 25	
Rising Out of the Thicket 5k Zombie Fun/Run	Oct. 25	McWhorter Park, Longview, TX
Color Up 5k	Nov. 1	100 Grand Blvd. Longview, TX
American Heart Association Hear Walk & 5k Heart Run	Nov. 15	3133 Good Shepherd Way, Longview TX
Harrison County		
Marshall Music Festival	Sept. 12-20	downtown Marshall
Marshall Second Saturdays	Sept. 13	downtown Marshall
Fire Ant Festival	mid-October	downtown Marshall

Attachment 7

NCTCOG I-20

Transportation Focus

Handout

**IH-20 Corridor Transportation Focus
Dallas and Kaufman Counties**

Goals

During the early work performed by the IH-20 East Texas Corridor Advisory Committee several goals and mobility needs were identified for the full corridor. The North Central Texas Council of Governments (NCTCOG) staff reviewed the Advisory Committee’s work and developed potential implementation and funding strategies. These potential strategies are identified in **Table 1**.

Table 1 – NCTCOG Potential Strategies

Full Corridor Need Identified	Potential Implementation and Funding Strategies
<p>Involve Local Communities</p> <ul style="list-style-type: none"> • Visioning along the corridor of potential impact to land uses immediately adjacent and/or 2 mile radius as it relates to safety • Transportation plans must complement local development plans • Relationships with city, county, and regional governments to build private partnerships with landowners, developers, etc. ✓ Ensure MPO and RPO representation 	<ul style="list-style-type: none"> • If requested by Advisory Committee, DFW MPO will conduct public outreach to refine project needs and match the needs to available funding options for IH 20 in DFW region ✓ Invite stakeholders and encourage their participation in the process
<p>Consider Current and Future Multi-Modal Transportation Needs</p> <ul style="list-style-type: none"> • Conceptual plan: include rail • Focus on building a network throughout the corridor utilizing all forms of transportation and provide planning ✓ IH 20 corridor does not mean IH 20 only Need to consider US 80 and US 175 as part of the corridor • Higher-speed passenger rail in IH 20 ROW? 	<ul style="list-style-type: none"> ✓ Study role of Gaming in Shreveport if Texas law is changed (risk assessment) • Study role of Union Pacific Rail Corridor; the RTC’s mobility plan identifies the Union Pacific as the best rail corridor option (at-grade high- speed rail) • Suggest that first rail project should be outside the DFW region to show early success
<p>Reduce Congestion and Enhance Mobility</p> <ul style="list-style-type: none"> • Extend service roads in areas to alleviate traffic on IH 20 • Coordination of thoroughfare plans where municipalities are updating their infrastructure/thoroughfare plans to complement the IH 20 study effort • Construct truck-only lanes • Widen bridges ✓ Add frontage road lanes • Widen from four to six lanes 	<ul style="list-style-type: none"> ✓ Consider utilizing HB1/Rainy Day Funds if election is successful

Full Corridor Need Identified	Potential Implementation and Funding Strategies
<p>Enhance Air Quality</p> <ul style="list-style-type: none"> ✓ Continuous one-way frontage roads with priority to high volume/high accident areas 	<ul style="list-style-type: none"> • Prioritize locations of need and submit in next Highway Safety Improvement Program ✓ In DFW region, request STP-MM funds from the RTC/Proposition 1
<p>Improve Safety</p> <ul style="list-style-type: none"> • Reconstruct access ramps to current standards • Construct truck-only lanes ✓ Improve road surface to sections rated fair or poor • Access management techniques implementation; reduce the number of driveways and wide/open area driveways in close proximity to exit and entrance ramps ✓ Add barriers to medians less than 80 feet in width (80 foot section needs review) • Raise overpasses to safe height across entire corridor • Construct one-way service roads ✓ Install safety barriers – need better law enforcement access across barriers: allow law enforcement and safety equipment to cross barrier • Review speed limits and exit ramp length ✓ Barrier from Kaufman County line to IH 635 • Focus on access roads update; concrete blocks on narrower parts of road 	<ul style="list-style-type: none"> • Consider utilizing HB1/Rainy Day Funds if election is successful • Prioritize locations of need ✓ Utilize existing maintenance/rehab funds to implement • Fully utilize TxDOT's Access Management Policy ✓ Submit in TxDOT's next Highway Safety Improvement Program • Identify affected bridges, increase height when bridges are reconstructed (Bridge Program) • Identify specific locations of need • Identify obstacles to implementation; utilize existing maintenance/rehab funds to implement or submit in next Highway Safety Improvement Program • Submit in next Highway Safety Improvement Program ✓ Request STP-MM or CMAQ funds of the RTC, in DFW region

Needs Identification – NCTCOG Area

After reviewing the mobility needs for the IH-20 East Texas Corridor, NCTCOG staff performed a preliminary analysis with data provided by Jacobs Engineering and from stakeholder input. The analysis was limited to Dallas County and Kaufman County.

Traffic Conditions – IH-20 within Dallas County is characterized by a low level of service for the urban six-lane cross section. This segment experiences a high proportion of trucks. Truck volumes comprised 30-percent of total traffic volume as measured in 2012 (refer to **Figure 1**).

General traffic volumes are lower through Kaufman County while the roadway cross section narrows to a four-lane rural configuration. This combination results in medium level of service in the eastern and western segments and a low level of service in central Kaufman County. Truck volumes as a percentage of total traffic lower when moving from west to east. Focus on the US 80/IH-20 Interchange is necessary.

General traffic volumes increase by approximately 75 percent throughout Dallas and Kaufman Counties in 2032 (refer to **Figure 2**). Truck volumes as a percentage of general traffic remain relatively constant from 2012 to 2032.

Frontage Roads – Currently, frontage roads are located along approximately half of the IH-20 roadway in Dallas County. In Kaufman County, frontage roads are located at two locations for very short distances (refer to **Figure 3**). The lack of adequate and continuous frontage roads throughout Dallas and Kaufman Counties does not provide the ability to divert traffic during an incident. In addition, economic development opportunities are not available where frontage roads are not present.

Safety – Crash rates for IH-20 through Dallas and Kaufman Counties for the period 2008 through 2012 are identified in **Figure 4**. **Figure 5** identifies the median type present throughout the area while **Figure 6** provides current pavement conditions. A cursory review indicates the highest crash rates in the area occur where the median is greater than 80 with no median. Other high crash rates occur in a section where a cable barrier separates opposing traffic. In general, the higher crash rates for the Dallas and Kaufman Counties segments are located in generally good pavement conditions. The Regional Transportation Council will engage the TxDOT Dallas District on additional median barriers and pavement reform.

Vertical Clearance – Within the Dallas County and Kaufman County IH-20 segments, 30 overhead structures have been identified. Of the 30 structures, three (10 percent) do not meet Federal Highway Administration (FHWA) or Texas Department of Transportation (TxDOT) standards (refer to **Figure 7**). An additional 12 structures (40 percent) meet the FHWA standard but do not meet the TxDOT standard. Half of the structures (15 structures) do meet both FHWA and TxDOT standards.

Programmed Projects – **Figure 8** provides locations and descriptions for projects identified in the current adopted Dallas-Fort Worth Region Transportation Improvement Program (TIP).

Suggested Actions

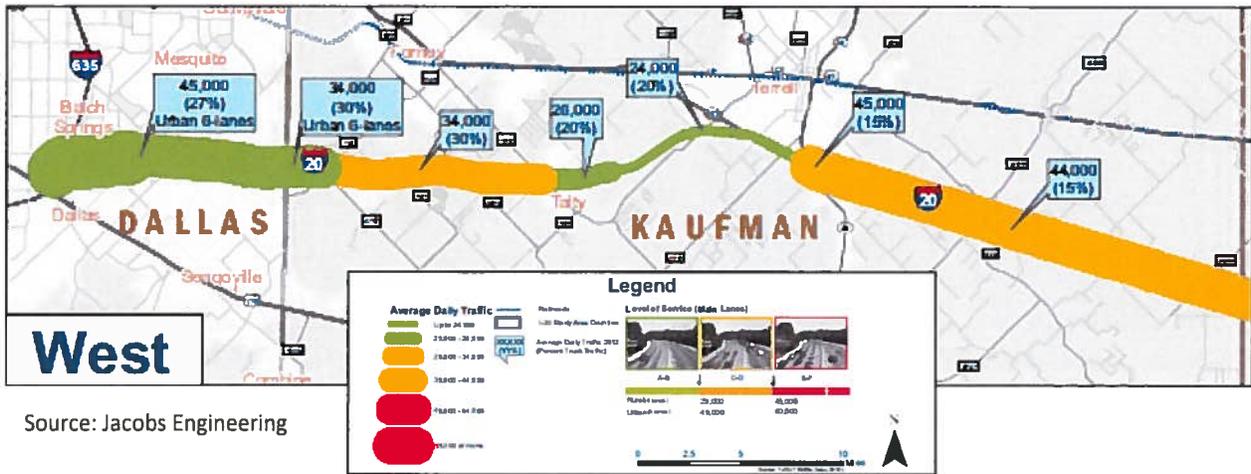
Examine the traffic and economic benefits to continuous frontage roads throughout Dallas and Kaufman Counties

While the highest crash rates occur in locations with wide medians and median barriers.

Identify projects to correct vertical clearances currently below TxDOT design standards.

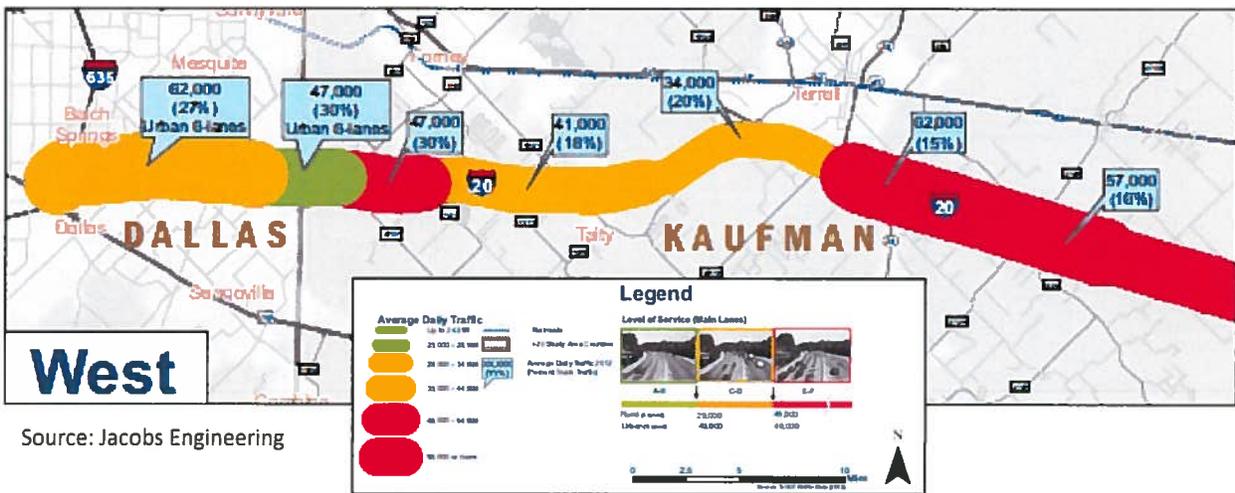
Identify funding sources and mechanisms to mitigate the funding needs for selected IH-20 Corridor projects.

Figure 1 – 2012 Traffic Conditions



Source: Jacobs Engineering

Figure 2 – Forecasted 2032 Traffic Conditions



Source: Jacobs Engineering

Figure 3 – Frontage Roads

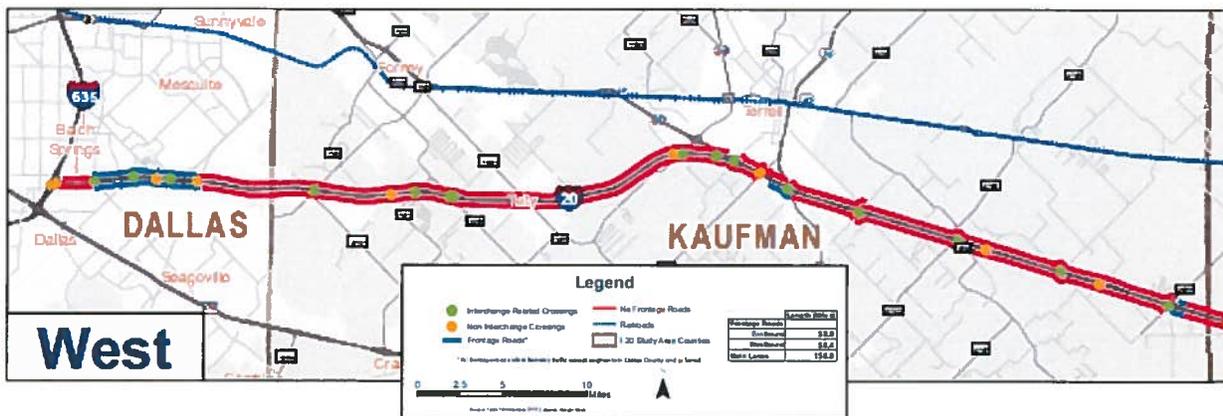


Figure 4 – Crash Rates

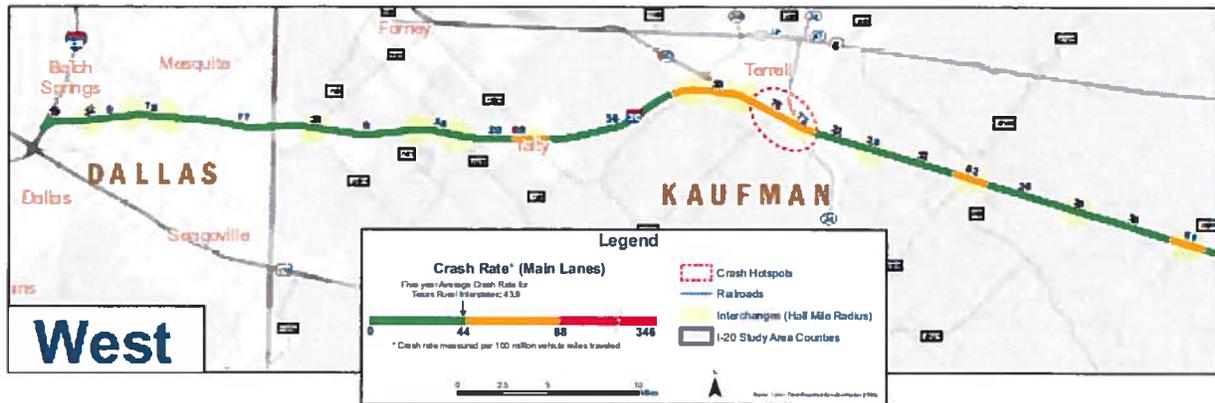


Figure 5 – Median Type

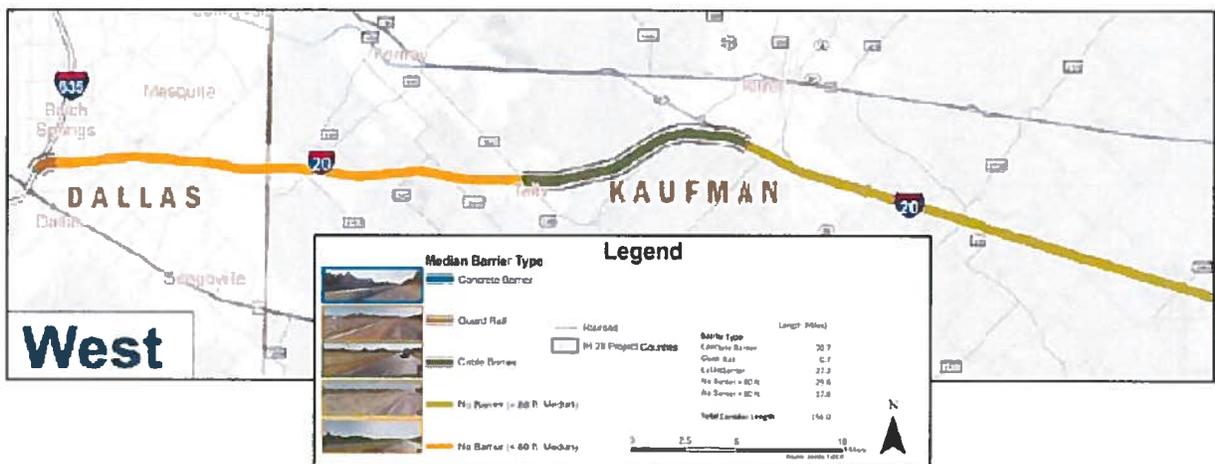


Figure 6 – Pavement Conditions

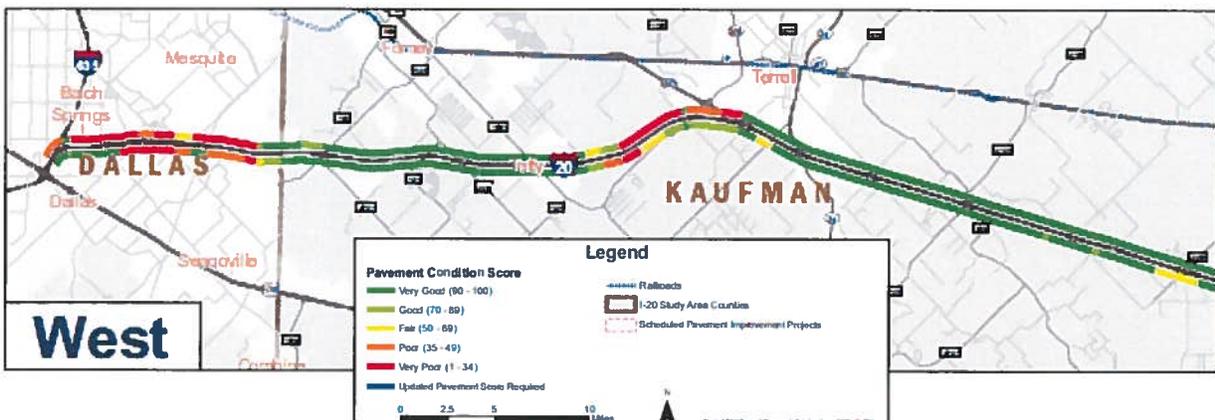


Figure 7 – Vertical Clearances

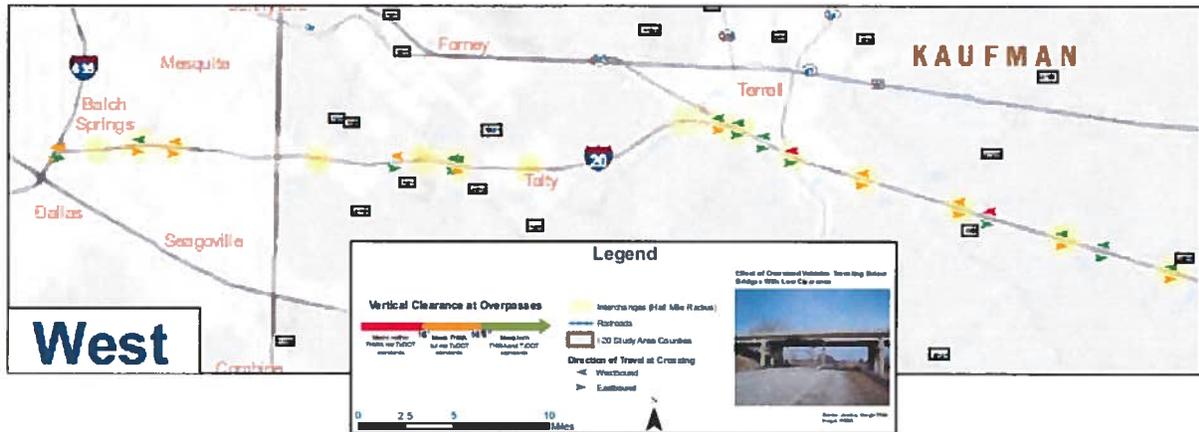


Figure 8 – Programmed Projects

