



# I-20 East Texas Corridor Advisory Committee Meeting

Tuesday, December 2, 2014 at 9:00 a.m. and 10:30 a.m.

Conference Call and WebEx

FINAL MEETING SUMMARY

Name	Organization
<b>Members Present on 9:00 a.m. Conference Call/WebEx</b>	
Judge Bill Stoudt (Chair)	Gregg County
Judge Bruce Wood	Kaufman County
Virgil Melton, Jr. (alternate for Judge Rhita Koches)	Van Zandt County
Jerry Dittman (alternate for Mayor John Monaco)	City of Mesquite
Mayor Hal Richards	City of Terrell
Mike Sims (alternate for Mayor Hal Richards)	City of Terrell
Jeff Neal (alternate for Michael Morris)	NCTCOG
Kevin Feldt (alternate for Michael Morris)	NCTCOG
Karen Owen	Longview MPO
Michael Howell	City of Tyler, Tyler MPO
<b>Members Present on 10:30 a.m. Conference Call/WebEx</b>	
Lauren Trimble (alternate for Judge Clay Jenkins)	Dallas County
Mayor Dr. Carrie Gordon	City of Balch Springs
John Clary (alternate for Mayor Robert Nelson)	City of Lindale
Kevin Feldt (alternate for Michael Morris)	NCTCOG
<b>Members Not Present on Conference Calls/WebEx</b>	
Judge Hugh Taylor	Harrison County
Judge Joel Baker	Smith County
Mayor Richard Lawrence	City of Canton
Mayor Darren Rozell	City of Forney
Mayor Jay Dean	City of Longview
Mayor Ed Smith	City of Marshall
Mayor Harold Magill	City of Seagoville
Linda Ryan Thomas	NETRMA
Celia Boswell	NETRMA
Gary Thomas	DART

**Purpose:**

The purpose of the two conference calls was to wrap-up efforts on I-20 east Texas Corridor Study by 1) reviewing the executive summary and implementation plan; and 2) finalizing the presentation to Texas Transportation Commission (TTC) on Dec. 18. Prior to the conference call, copies of the Executive Summary and the Summary of Second Public Outreach were emailed out to Advisory Committee members. Additionally, a PowerPoint was available to view on WebEx during the call. All three documents are available for review in Attachments 1, 2 and 3 respectively.

**Welcome/Introductions:**

Roger Beall (TxDOT) welcomed attendees to the conference call and thanked members for participating. Members then announced their participation on the call.

### **Executive Summary Review:**

Roger Beall (TxDOT) provided members with an overview of the contents of the executive summary that was distributed prior to the conference call. Included in the executive summary is a general overview of the I-20 East Texas Corridor Study, a summary of comments received from public outreach, explanation of the main focuses of the study including safety, capacity and maintenance of the I-20 corridor, and an overview of the implementation and prioritization plan for areas identified as needed from this study.

An Advisory Committee member asked for clarification on the proposed projects stating listed projects were recommendations, but not funded projects. Roger confirmed this was correct. An Advisory Committee member also asked if all median barrier installation projects were confined to Dallas County. Roger confirmed this was correct.

Another member asked for more details on what the process will look like to begin implementing and funding the near-term improvements. Roger clarified that after the corridor plan is approved, the project lists will move onto the local TxDOT districts to identify areas where these projects could fit into their budgets and funding sources to incorporate these plans. Committee members asked that the local entities continue to be involved in this process with each of the districts since improvements will affect their communities directly.

Members discussed the possibility of raising bridge vertical clearances to accommodate the possibility of future rail above the 18 feet allocation currently listed in the plan. Michael Sexton (Jacobs) explained that the current 16 bridges identified in the implementation plan are all in need of vertical clearance or load-bearing improvements outside of just raising the bridge heights to the recommended 18 feet. He also mentioned that the \$1.2 billion estimate from Amtrak to implement a passenger rail service through East Texas did not include raising any bridge heights, so this would be an additional cost.

Committee members discussed further and asked that it be put on record and included in the final report that they support further research being done on what it would cost to raise the bridge heights to accommodate future freight or high-speed rail requirements above the 18 feet requirement existing today.

### **Texas Transportation Commission Presentation:**

Roger Beall (TxDOT) made an announcement regarding the upcoming TTC meeting to be held in Austin on December 18, 2014 beginning at 9 a.m. During this TTC meeting, the final report for the I-20 East Texas Corridor Study will be presented to the commissioners for approval.

All Advisory Committee members were invited to attend in person. Additionally, Roger mentioned the presentation would be available on live stream. The link will be provided to Committee members before then.

The meeting was then adjourned.

### **Action Items:**

- Send link for streaming video of TTC meeting

- Send full project report to Advisory Committee members

**Attachments:**

1. Executive Summary
2. Summary of Second Public Outreach
3. PowerPoint Presentation

**Meeting Staff:**

Roger Beall, Susan Howard, Cary Karnstadt, Rose Walker, Lindsey Kimmitt, and Cameron Muick (TxDOT)

Michael Sexton, Nishant Kukadia and Nair Barrios (Jacobs)

Aimee Vance (K Strategies)

**District Staff Present:**

Steven Endres, Hal Stanford and Michelle Raglon (TxDOT Dallas District)

Bob Ratcliff, Dennis Beckham, Deanne Simmons and Marcus Sandifer (TxDOT Atlanta District)

Vernon Webb and Randy Hopmann (TxDOT Tyler District)



# I-20 East Texas Corridor Study Executive Summary

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From I-635 to Louisiana State Border  
TxDOT, Transportation Planning and Programming Division

DRAFT

## Executive Summary

Interstate 20 (I-20) East Texas Corridor runs 155-miles from its interchange with I-635 in Dallas to the Texas/Louisiana State Border. The broader corridor serves as an integral east-west connection for both passenger travel and trade. Additionally, within East Texas, I-20 serves as the backbone of the transportation network for many smaller communities.

The East Texas portion of I-20 was opened to traffic in 1967. This segment has had routine maintenance and modest repairs/expansion over its first 50 years. But as the interstate system ages and trade increases, its mission becomes more critical. In particular, major portions will require expansion to serve anticipated growth in traffic. Ramps and interchanges require reconstruction to improve safety, and some bridges require reconstruction to address deficiencies and improve vertical clearances so they can better serve freight movements. Finally, the existing pavement will need to be reconstructed at some point in order to serve the heavy freight traffic demands it experiences.



*The I-20 corridor faces challenges in terms of safety, capacity and major maintenance needs.*

In recognition of those needs, the Texas Department of Transportation (TxDOT) conducted this study to make a comprehensive assessment of need, and to identify a master plan that can be used to implement improvements in the most timely and efficient manner.

TxDOT worked closely with the public to identify opportunities for improvement. In keeping with that goal, the I-20 East Texas Corridor Advisory Committee was created by the Texas Transportation Commission. The committee included 22 members representing local communities, the six counties in the study area, and regional transportation agencies. Members of the committee were tasked with providing insight into their communities' needs as well as becoming spokespeople for the study's objective and results. **Table ES.1** below includes the list of Advisory Committee members and their affiliation.

*Table ES.1: Advisory Committee Members*

	Organization	Member
Counties	Dallas County	Judge Clay Jenkins
	Gregg County	Judge Bill Stoudt
	Harrison County	Judge Hugh Taylor
	Kaufman County	Judge Bruce Wood
	Smith County	Judge Joel Baker
	Van Zandt County	Judge Rhita Koches / Commissioner Virgil Melton Jr.
Cities	City of Balch Springs	Honorable Mayor Dr. Carrie Gordon
	City of Canton	Honorable Mayor Richard W. Lawrence
	City of Forney	Honorable Mayor Darren Rozell
	City of Lindale	Honorable Mayor Robert Nelson
	City of Longview	Honorable Mayor Jay Dean
	City of Marshall	Honorable Mayor Ed Smith
	City of Mesquite	Honorable Mayor John Monaco
	City of Seagoville	Honorable Mayor Harold Magill
	City of Terrell	Honorable Mayor Hal Richards
	City of Tyler	Honorable Mayor Martin Heines / Mark McDaniel
Others	Dallas Area Rapid Transit (DART)	Gary C. Thomas
	North Central Texas Council of Governments (NCTCOG)	Michael Morris
	North East Texas Regional Mobility Authority (NETRMA)	Linda Ryan Thomas / Celia Boswell
	Longview MPO	Karen Owen
	Tyler Metropolitan Organization (MPO)	Heather Nick

The public input covered a range of issues, but there were a number of recurring concerns expressed by the corridor users.

People living within the study's counties expressed the need for a third lane in each direction of travel; raised issues with inconsistent speed limits as well as need for better enforcement of it; and identified existence of inadequate access ramps as well as hazardous conditions on wet roads. Figure ES.1 summarizes the breakdown of key concerns by county.

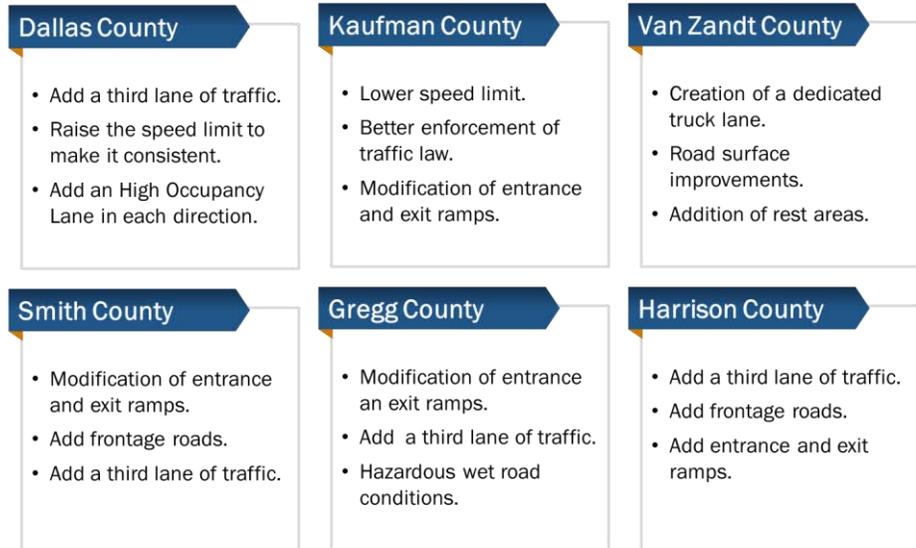


Figure ES.1: Major Concerns by County

## ES.1 Safety Needs

Safety is among the main concerns of I-20 users. To ensure safety is addressed at appropriate locations and in adequate manner, crash analyses were conducted. The objective of crash analyses was to identify factors resulting in concentrations of crashes, and use this information to define the most effective ways to reduce future crash potentials by eliminating hazards or improving facility design.

During the years of 2008 to 2012, the state of Texas experienced an average crash rate of 43.9 crashes per hundred million vehicle miles travelled (VMT) for rural interstates. In contrast, this portion of I-20 experienced an average crash rate of 55.61 crashes per hundred million vehicle miles; which is 18 percent higher than the statewide average. This suggests that the corridor has the potential to operate in a safer manner if improvements can be implemented. If all of the necessary improvements were to be implemented immediately, safety could be enhanced by forestalling almost 200 crashes per year - with a reduction in economic costs of more than \$ 60 million. Over the next 25 years, the safety benefit could approach 4,500 crashes forestalled. Each crash has an impact on the quality of human life, and on the economy. Using standard valuations, the savings to the economy would be more than \$ 1.5 Billion.

## **ES.2 Capacity Needs**

By the Year 2040, the corridor is projected to have congestion throughout its entire 155 miles. Segments including I-20 from the Dallas County Line to FM 1641, I-20 from SH 34 to FM 3202 and the 2 mile segment from SH 134 to the Texas/Louisiana Border are projected to experience severe congestion, since more than 45,000 vehicles a day will use those sections. Thus, 35 miles of the 155-mile corridor can be expected to operate under heavy congestion by that time. This equates to more than 20 percent of the corridor's length. Because the most congested segments will be spread throughout the entire corridor, there could be some "spill back" into less congested segments, creating more miles of congested travel. This does not imply that I-20 will be unable to accommodate the increased level of traffic, but travel will be less and the drop in Level of Service could have safety implications for the corridor especially with high freight traffic demands such that I-20 experiences.

### **ES.2.1 Rail**

The I-20 East Texas Corridor serves as a major connection between Texas and its neighbors to the East. Both freight and passenger rail services are currently provided along portions of the existing Union Pacific Railroad line located north of the I-20 corridor. This rail facility is a major freight line connecting Dallas through Marshall with Memphis and St. Louis. The Texas Eagle (Amtrak) also uses this line, turning north at Marshall to reach Chicago. As such rail provides a big part of the corridor's mobility for freight and to a lesser degree passenger service. Members of the Advisory Committee and the general public expressed their interest in furthering the development of rail along the corridor.

As with all passenger services operating on private freight railroad lines, lower priorities are assigned to passenger operations, and there can be schedule conflicts with freight trains. This limits the speed and frequency of passenger services offered. The Rail Division at TxDOT supervised a study to determine the viability of an improved passenger rail option along the corridor. Findings from this study were presented to members of the Advisory Committee. Rail options along the corridor were deemed impractical in the near future without a significant funding source which remains to be identified.

To enhance passenger service in the corridor, this study explored ways to make intercity bus service more competitive with the private auto, and recommendations were developed to create express bus service that could be connected to individual communities in a cost effective manner.

## **ES.3 Maintenance Needs**

Most of the pavement of I-20 is approaching 50 years of service which is almost twice its originally intended life. At the same time, it is carrying many more trucks than it was originally designed for, and those trucks are much heavier. During the last decade, because

of tight fiscal resources, TxDOT has only been able to spend limited monies on this highway's upkeep. Such spending can keep the surface smooth, but fails to address underlying problems that will eventually erupt into major repair efforts.

Beside cost, major repair efforts on I-20 could pose substantial inconveniences to the motoring public, as the lanes must be closed and traffic diverted for extended periods while the pavement is repaired or replaced. For this reason, it is critical that maintenance actions be coordinated closely with the construction of safety and capacity improvements.

## **ES.4 Implementation Program Development**

The purpose for this study is to develop an improvement program that TxDOT and local governments can use in the long term maintenance and development of the corridor within their fiscal constraints and project development schedules, without creating unnecessary short term investments that would have to be torn out at some future date to accommodate longer term improvements.

### **ES.4.1 Project Identification**

A list of proposed projects along the corridor aimed at improving specific areas (capacity expansion, safety, pavement rehabilitation, vertical clearances, and improved access to adjacent lands) was prepared based on the technical analyses. These projects and concepts were verified and amplified through feedback gathered during Advisory Committee Meetings and public comments submitted during the public outreach efforts.

### **ES.4.2 Proposed Projects**

The preliminary project list for the I-20 East Texas Corridor includes 143 projects. Once a comprehensive but preliminary list was developed, projects were classified into categories depending on their scope and impact.

## **ES.5 Project Prioritization**

Limited resources and programming needs made prioritization of projects a necessity. Advisory Committee Members identified their preferred projects based on results of the technical evaluation and their personal knowledge of the study corridor.

**Tables ES.2, ES.3 and ES.4** summarize priority projects by county and summarizes priority projects based on evaluation results (technical score) along with Advisory Committee preferences. Projects with low initial score were highlighted with purple in the following list after being mentioned by the public as presenting safety issues during the Public Outreach section of this study.

Technical Score **High Score (55<)**  
**Mid Score (50-54)**  
 Low Score (50>)

 High Public Comment Preference  
 High Advisory Committee Preference

**Project ID Key**

<i>First Letter = Source</i>	+	<i>Second Letter = Type</i>	-	<i>Project Number</i>
A= Advisory Committee		A= Interchange Improvements: 3 or more ramps		
T= Technical Analysis		B= Interchange Improvements: 2 or less ramps		
		C= Added Capacity		
		D= Interchange Improvements: One ramp		
		F= New Frontage Road		
		G= Frontage Road Reconstruction		
		I = Ramp Improvement : Hook ramp elimination		
		J= Bridge Modifications: Replacement or Vertical Clearance Adjustment		

*Table ES.2: West Section Prioritization*

	Project Type	Project ID	County	Road	Limit from	Limit to	Advisory Committee Preferences	Technical Score
DALLAS	New Frontage Road	AF-1	Dallas	I-20	Lawson Rd	FM 740	4	55
	Median Barrier Addition	AE-1	Dallas	I-20	Loop 635	Dallas County Line	4	58
	Added Capacity	TC-1	Dallas	I-20	I-635	Lawson Rd	2	58
		TC-2	Dallas	I-20	Lawson Rd	Dallas County Line	0	50
	Frontage Road Reconstruction	TG-1	Dallas	I-20	Seagonville Road	Lawson Road	2	50
	Ramp Improvement	TI-1	Dallas	Lawson Rd	-	-	0	40
KAUFMAN	Interchange Improvements	AB-1	Kaufman	SH 34	-	-	2	68
		AD-1	Kaufman	FM 429	-	-	0	45
		AD-3	Kaufman	Wilson Road	-	-	0	20
		AD-4	Kaufman	FM 429	-	-	0	45
	Added Capacity	AC-1	Kaufman	I-20	SH 557	Wilson Rd	1	58
	New Frontage Road	AF-2	Kaufman	I-20	FM 740	FM 741	0	35
		AF-3	Kaufman	I-20	SH 557	FM 138	3	53
	Interchange Improvements	AF-13	Kaufman	FM 741	SH 557	Kaufman	3	45
		TB-2	Kaufman	FM 2965	-	-	0	63
		TD-1	Kaufman	CR 310 (Hiram Rd)	-	-	0	43
	Added Capacity	TC-3	Kaufman	I-20	Dallas County Line	FM 741	0	35
		TC-4	Kaufman	I-20	FM 741	SH 557	0	53
		TC-5	Kaufman	I-20	Wilson Rd	FM 310	0	50
		TC-6	Kaufman	I-20	FM 310	Kaufman County Line	0	50
	Ramp Improvement	TI-2	Kaufman	FM 740	-	-	0	35
		TI-3	Kaufman	FM 741	-	-	0	35
		TI-4	Kaufman	FM 2932	-	-	0	35
		TI-5	Kaufman	FM 1641	-	-	0	50
		TI-6	Kaufman	FM 148	-	-	0	55
		TI-7	Kaufman	SH 557	-	-	0	45
TI-8		Kaufman	CR 304	-	-	0	38	
TI-8		Kaufman	CR 304	-	-	0	38	
Bridge Modifications	TJ-8	Kaufman	SH 34	-	-	2	68	
	TJ-10	Kaufman	SH 34	-	-	2	68	

Table ES.3: Central Section Prioritization

Project Type	Project ID	County	Road	Limit from	Limit to	Advisory Committee Preferences	Technical Score		
VAN ZANDT	Interchange Improvements	AA-3	Van Zandt	FM 859	-	-	0	53	
	New Frontage Road	AF-4	Van Zandt	I-20	FM 47	SH 64	1	50	
		AF-5	Van Zandt	I-20	SH 19	FM 17	0	40	
	Interchange Improvements	TA-1	Van Zandt	SH 19	-	-	1	53	
		TB-3	Van Zandt	FM 47	-	-	1	60	
		TB-4	Van Zandt	CR 3412	-	-	1	53	
		TB-5	Van Zandt	SH 64	-	-	1	60	
		TB-6	Van Zandt	FM 1255	-	-	0	55	
		TB-7	Van Zandt	CR 1311	-	-	0	48	
		TD-2	Van Zandt	FM 3439 / CR 3442	-	-	0	48	
		TD-3	Van Zandt	FM 17	-	-	1	55	
		TD-4	Van Zandt	CR 1308	-	-	0	40	
		TD-5	Van Zandt	FM 773 / FM 16	-	-	0	63	
	Added Capacity	TB-1	Van Zandt	FM 314	-	-	0	58	
		TC-7	Van Zandt	I-20	Kaufman County Line	FM 47	0	55	
		TC-8	Van Zandt	I-20	FM 47	SH 64	1	50	
		TC-9	Van Zandt	I-20	SH 64	SH 19	0	50	
		TC-10	Van Zandt	I-20	SH 19	FM 1255	0	50	
		TC-11	Van Zandt	I-20	FM 1255	CR 1308	0	40	
		TC-12	Van Zandt	I-20	CR 1308	FM 773	0	38	
		TC-13	Van Zandt	I-20	FM 773	FM 314	0	48	
	Frontage Road Reconstruction	TC-14	Van Zandt	I-20	FM 314	Van Zandt County Line	0	45	
		TG-2	Van Zandt	I-20	County Line	FM 47	1	55	
		TG-3	Van Zandt	I-20	US 64	SH 19	0	50	
		TG-4	Van Zandt	I-20	FM 17	CR 1311	0	48	
		TG-5	Van Zandt	I-20	CR 1311	FM 314	0	48	
	Bridge Modifications	TJ-9	Van Zandt	FM 859	-	-	0	55	
		TJ-11	Van Zandt	FM 47	-	-	1	65	
		TJ-12	Van Zandt	FM 17	-	-	1	58	
		TJ-13	Van Zandt	FM 1255	-	-	0	55	
		TJ-14	Van Zandt	FM 773	-	-	0	68	
	New Frontage Road	AF-6	Van Zandt, Smith	I-20	FM 314	SH 110	0	50	
	SMITH	New Frontage Road	AF-7	Smith	I-20	Toll 49	US 271	8	53
		Interchange Improvements	TA-2	Smith	US 69	-	-	7	40
			TB-8	Smith	CR 35 (Lavender Rd)	-	-	2	48
			TB-9	Smith	FM 2015	-	-	0	45
			TD-6	Smith	CR 426	-	-	0	45
			TD-7	Smith	CR 431	-	-	0	40
			TD-8	Smith	SH 155 (Lawton Ave)	-	-	0	53
			TD-9	Smith	FM 757	-	-	0	35
			TD-10	Smith	CR 3101	-	-	2	50
			TD-11	Smith	CR 3111	-	-	0	40
TD-12			Smith	FM 14	-	-	0	45	
Added Capacity		TC-15	Smith	I-20	Van Zandt County Line	CR 110	0	40	
		TC-16	Smith	I-20	CR 110	US 69	7	50	
		TC-17	Smith	I-20	US 69	FM 14	0	48	
		TC-18	Smith	I-20	FM 14	SH 155	0	45	
		TC-19	Smith	I-20	SH 155	US 271	0	40	
		TC-20	Smith	I-20	US 271	Smith County Line	1	50	
Bridge Modifications		TJ-5	Smith	SH 110	-	-	0	50	
		TJ-6	Smith	FM 849	-	-	0	50	
Frontage Road Reconstruction		TG-6	Smith	I-20	SH 110	FM 849	0	50	
		TG-7	Smith	I-20	US 271	Gregg County Line	1	50	
		TG-8	Smith	I-20	Gregg County Line	SH 42	0	45	
Ramp Improvement	TI-9	Smith	CR 110	-	-	0	55		
	TI-10	Smith	FM 849	-	-	0	50		
	TI-11	Smith	US 271	-	-	0	45		

Table ES.4: East Section Prioritization

Project Type	Project ID	County	Road	Limit from	Limit to	Advisory Committee Preferences	Technical Score	
GREGG	Interchange Improvements	AD-2	Gregg	SH 31	-	-	2	45
	Bridge Modifications	TJ-1	Gregg	Fritz Swanson RD	-	-	0	40
		TJ-2	Gregg	MLK Blvd	-	-	0	53
		TJ-3	Gregg	FM 2087	-	-	0	58
		TJ-15	Gregg	MLK Blvd	-	-	0	48
		TG-9	Gregg	I-20	SH 42	FM 2087	3	55
	Frontage Road Reconstruction	TG-10	Gregg	I-20	FM 2087	Loop 281 W	1	60
		TG-11	Gregg	I-20	Loop 281 W	County Line	0	60
		TI-12	Gregg	FM 3053	-	-	0	45
	Ramp Improvement	TI-13	Gregg	SH 42	-	-	1	50
		TI-14	Gregg	FM 2087	-	-	0	58
		TI-15	Gregg	Loop 281 W	-	-	1	45
		TC-21	Gregg	I-20	Smith County Line	SH 135	0	45
	Added Capacity	TC-22	Gregg	I-20	SH 135	SH 42	2	58
		TC-23	Gregg	I-20	SH 42	FM 2087	1	55
TC-24		Gregg	I-20	FM 2087	Gregg County Line	1	60	
AF-8		Gregg, Harrison	I-20	US 259	Loop 281	3	50	
HARRISON	New Frontage Road	AF-9	Harrison	I-20	FM 968	SH 43	0	45
		AF-10	Harrison	I-20	SH 43	FM 31	4	50
		AF-11	Harrison	I-20	FM 31	Buck Sherrod Rd	2	45
		AF-12	Harrison	I-20	US 80	FM 2199	0	45
		TC-25	Harrison	I-20	Gregg County Line	Loop 281	1	45
		TC-26	Harrison	I-20	Loop 281	FM 450	1	55
	Added Capacity	TC-27	Harrison	I-20	FM 450	FM 3251	0	55
		TC-28	Harrison	I-20	FM 3251	SH 43	0	50
		TC-29	Harrison	I-20	SH 43	US 59	0	43
		TC-30	Harrison	I-20	US 59	FM 31	1	45
TC-31		Harrison	I-20	FM 31	FM 2199	0	35	
TC-32		Harrison	I-20	FM 2199	US 80	0	45	
TC-33		Harrison	I-20	US 80	FM 134	0	45	
TC-34		Harrison	I-20	FM 134	Texas State Line	0	45	
Bridge Modifications	TJ-4	Harrison	FM 450	-	-	0	53	
	TJ-7	Harrison	Lansing Switch Road	-	-	0	50	
	TJ-16	Harrison	FM 450	-	-	0	58	
	TJ-17	Harrison	US 59	-	-	0	53	
	TJ-7	Harrison	Lansing Switch Road	-	-	0	54	
Frontage Road Reconstruction	TG-12	Harrison	I-20	County Line	Loop 281 E	0	45	
	TG-13	Harrison	I-20	Loop 281 E	FM 450	0	58	
	TG-14	Harrison	I-20	FM 450	FM 3251	0	60	
	TG-15	Harrison	I-20	US 80	Texas State Line	0	53	
Ramp Improvements	TI-16	Harrison	Loop 281 E	-	-	0	43	
	TI-17	Harrison	FM 3251	-	-	0	35	
	TI-18	Harrison	FM 31	-	-	0	45	
	TI-19	Harrison	FM 2199	-	-	0	45	

### ES.5.1 Improvement Recommendations

Actions necessary to ensure the I-20 facility has the ability to meet future transportation needs and maintain or improve the quality of life for residents are included as recommendations throughout the corridor. These recommendations are as follows:

- Construction of median barriers in locations where they are warranted but not yet installed. This amounts to about 6 miles in Dallas County.
- Upgrade/replacement of bridges that have low sufficiency ratings or whose vertical clearances are less than current TxDOT standards; aiming to provide 18’ vertical clearances for underpasses. This includes 16 bridges throughout the corridor.
- Modernize ramp designs to serve increasing traffic demands and improve safety.
- Reconstruct interchanges with operational or safety concerns.
- Major rehabilitation of existing highway, including possible full-depth reconstruction of pavement which has been in use for almost 50 years.

- Construction of additional lanes along I-20 for three main reasons: to permit the maintenance of traffic during other major improvements, reduce crash frequencies caused by vehicle conflicts, and alleviate future congestion.
- Construction of new, one-way frontage roads or reconstruction to convert existing two-way frontage roads into safer one-way operations in areas identified by local officials.
- Local initiatives to foster more frequent/efficient intercity bus service.

***Major improvements are needed on I-20 to improve safety, to protect the investment made in the existing facility, and to maintain or enhance the ability to move traffic.***

## **ES.6 Implementation Plan**

Based on previously described feedback from the Advisory Committee, public input provided through comments, and results from the needs assessment performed by staff; an implementation plan was compiled for the I-20 Corridor.

The plan provides programmatic recommendations for the corridor as a whole, as well as project level recommendations broken down by logical timeframe. Projects classified as Near-Term are recommended to be completed between 2015 and 2020. Projects in the Middle-Term category are recommended to be completed between 2021 and 2030. Finally, Long-Term projects are considered in the 2031 to 2040 interval.

### **ES.6.1. Programmatic Structure**

The short, medium, and long range nature of this program is intended to recognize funding availability, project development considerations, and the timing of needs. All projects that are immediately implementable because they are already part of an approved transportation plan (including environmental approval and funding availability) have been included in the short term plan since they are essentially “shovel ready”.

In some instances, one type of improvement is advisable during the near term, with related improvements in the same general location being required at a later date. Rather than work on a particular portion of I-20 multiple times (at much higher cost and greater inconvenience to the motoring public), efforts have been made to coordinate improvements to minimize cost and disruption. In some instances this means accelerating longer term improvements so they occur at the same time as more immediate needs are addressed.

The programmatic recommendations include pursuing vertical clearance of 18' for underpasses along I-20 (primarily improving clearance when making other required

improvements), pursuing full depth pavement reconstruction as necessary (based on TTI-style analyses to be performed in the near future), and encouraging local initiatives to foster more frequent/efficient intercity bus service.

### ES.6.2 Project Level Recommendations

Project level recommendations were created from the previously mentioned proposed project lists within each region of the corridor. The prioritization process was used to define specific sections of the project area needing action. Technical staff used these local preferences and combined it with overall goals to identify projects and assign them to a logical construction timeframe based on “shovel readiness”, cost, and ability to be constructed independently or as part of a larger project.

**Table ES-5** includes a total count of projects by type and desired timeframe in addition to preliminary cost estimates for each phase. The overall cost in 2014 dollars is summarized by type of improvement in **Figure ES-2**.

*Table ES-5: Implementation Plan Summary*

	Near-Term	Mid-Term	Long-Term	Total
Miles of Added Median Barrier	6	-	-	6
# 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)*	\$220	\$800	\$390	\$1,410

\* Does not include full depth pavement reconstruction

Map ES.1: Implementation Plan Dallas & Kaufman, Map ES.2: Implementation Plan Van Zandt, Map ES.3 Implementation Plan Smith, Map ES.4 Implementation Plan Gregg, Map ES.5 Implementation Plan Harrison depict all projects considered in this implementation plan along with their locations within said counties.

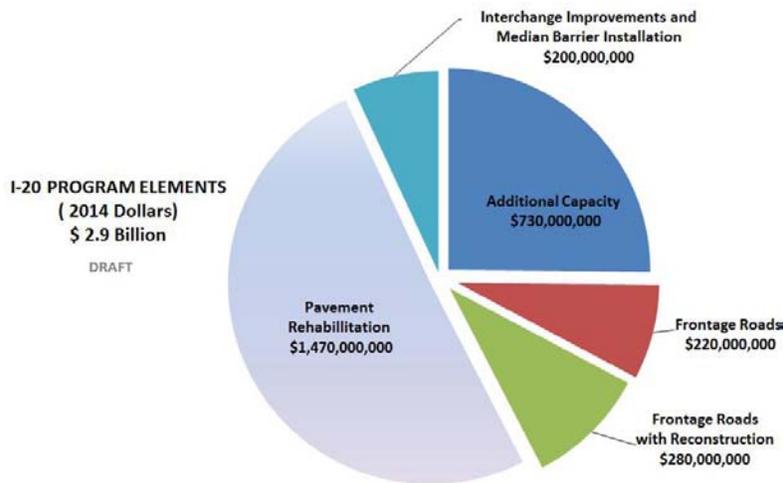


Figure ES.2: Implementation Plan Summary

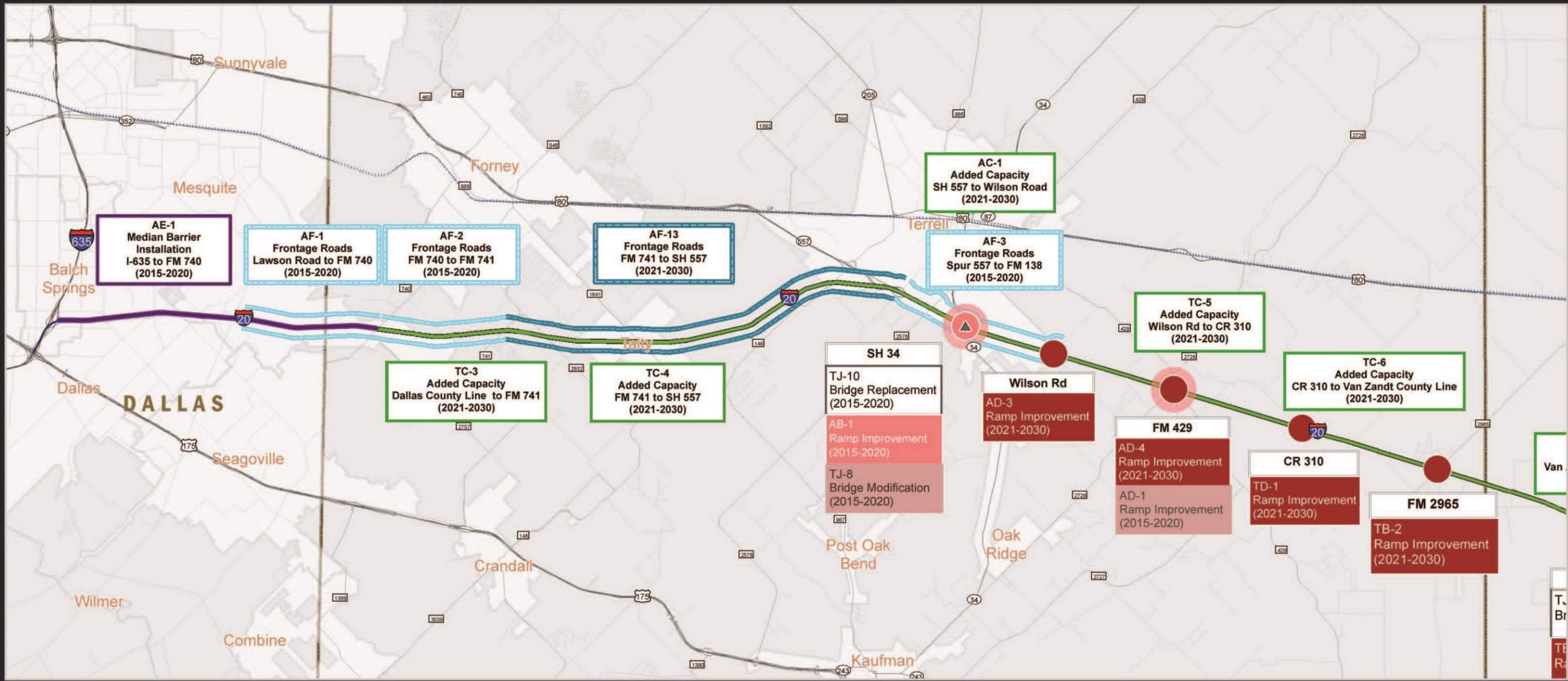
### ES.6.3 Funding

The cost of identified improvements along I-20 could be as much as \$2.9 billion in today's dollars (2014\$). In essence, this amounts to \$ 100 million a year in need (2014\$). The total program cost will be higher, based on when each project is implemented over the next 25 years, coupled with the amount of inflation experienced in the intervening time.

The estimated funding available from existing sources, allocated to this portion of I-20 on a VMT basis, is about \$1.6 billion (in real dollars) without the recently passed Proposition 1; and about \$1.8 billion with Proposition 1. On an average basis, this suggests that approximately \$ 60 to 70 million of money will be available annually to support this program. Thus, in today's dollars the program will require \$ 30 to 40 million more in funding each year than is currently available. Sources for funds have not been identified at this time. Obviously, there will be a funding shortfall and additional funding needs to be developed to implement the program. This could mean enhancing current sources or identifying other strategies.

The I-20 plan includes approximately \$ 480 million of frontage road additions and improvements, but because of limited resources and in consideration that such improvements generally benefit local governments TxDOT policy is that any new frontage roads desired by local entities be implemented using local funds. Approximately half of the costs will be associated exclusively with new frontage roads that serve local development. The other half will combine improved access to land parcels with improvements to safety and mobility.

# Draft Implementation Plan: Dallas and Kaufman Counties



▲ Near Term Bridge Replacement	Light Blue Line Near Term Proposed Frontage Roads	Blue Line Mid Term Proposed Frontage Roads	Dark Blue Line Long Term Proposed Frontage Roads	Green Line Mid Term Addition of Capacity	Dark Green Line Long Term Addition of Capacity	Purple Line Near Term Median Barrier Installation
● Near Term Ramp Improvement	Light Blue Dashed Line Railroads	Blue Dashed Line I-20 Study Area Counties	White Box City	Red Triangle Interchange	Red Box Project Code	Red Box Project Type
● Mid Term Ramp Improvement				Red Box Project Type	Red Box Limits	Red Box Timeframe
● Long Term Ramp Improvement				Blue Box Project Code	Blue Box Project Type	Blue Box Limits
● Near Term Vertical Clearance Adjustment				Blue Box Project Type	Blue Box Limits	Blue Box Timeframe

**US 69**  
 TA-2 Ramp Improvement (2015-2020)  
 → Interchange  
 → Project Code  
 → Project Type  
 → Timeframe

**AF-4**  
 Frontage Roads FM 47 to US 64 (2015-2020)  
 → Project Code  
 → Project Type  
 → Limits  
 → Timeframe

**DRAFT SUBJECT TO CHANGE**

0 1 2 4 6 8 Miles

**LOCATION MAP**

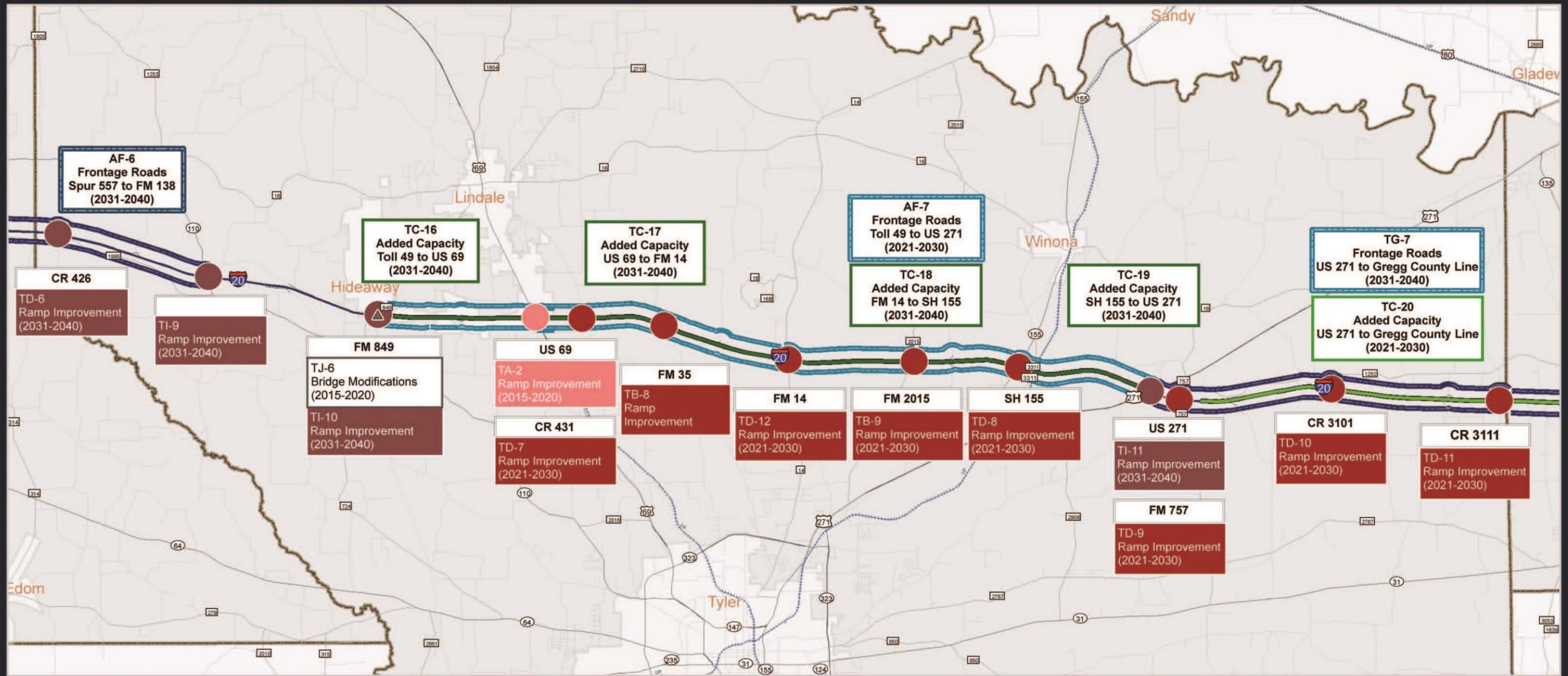
**I-20 East Texas Corridor Study**

Texas Department of Transportation

Date: 9/19/2014



# Draft Implementation Plan: Smith County



▲ Near Term Bridge Replacement	Light Blue Line Near Term Proposed Frontage Roads	Blue Dashed Line Railroads	US 69 Interchange
● Near Term Ramp Improvement	Medium Blue Line Mid Term Proposed Frontage Roads	Orange Outline I-20 Study Area Counties	TA-2 Ramp Improvement (2015-2020) Project Code
● Mid Term Ramp Improvement	Dark Blue Line Long Term Proposed Frontage Roads	White Outline City	→ Project Type
● Long Term Ramp Improvement	Light Green Line Mid Term Addition of Capacity		→ Timeframe
● Near Term Vertical Clearance Adjustment	Dark Green Line Long Term Addition of Capacity		AF-4 Frontage Roads FM 47 to US 64 (2015-2020) Project Code
			→ Project Type
			→ Limits
			→ Timeframe

**DRAFT SUBJECT TO CHANGE**

0 1.25 2.5 5 7.5 10 Miles

North Arrow

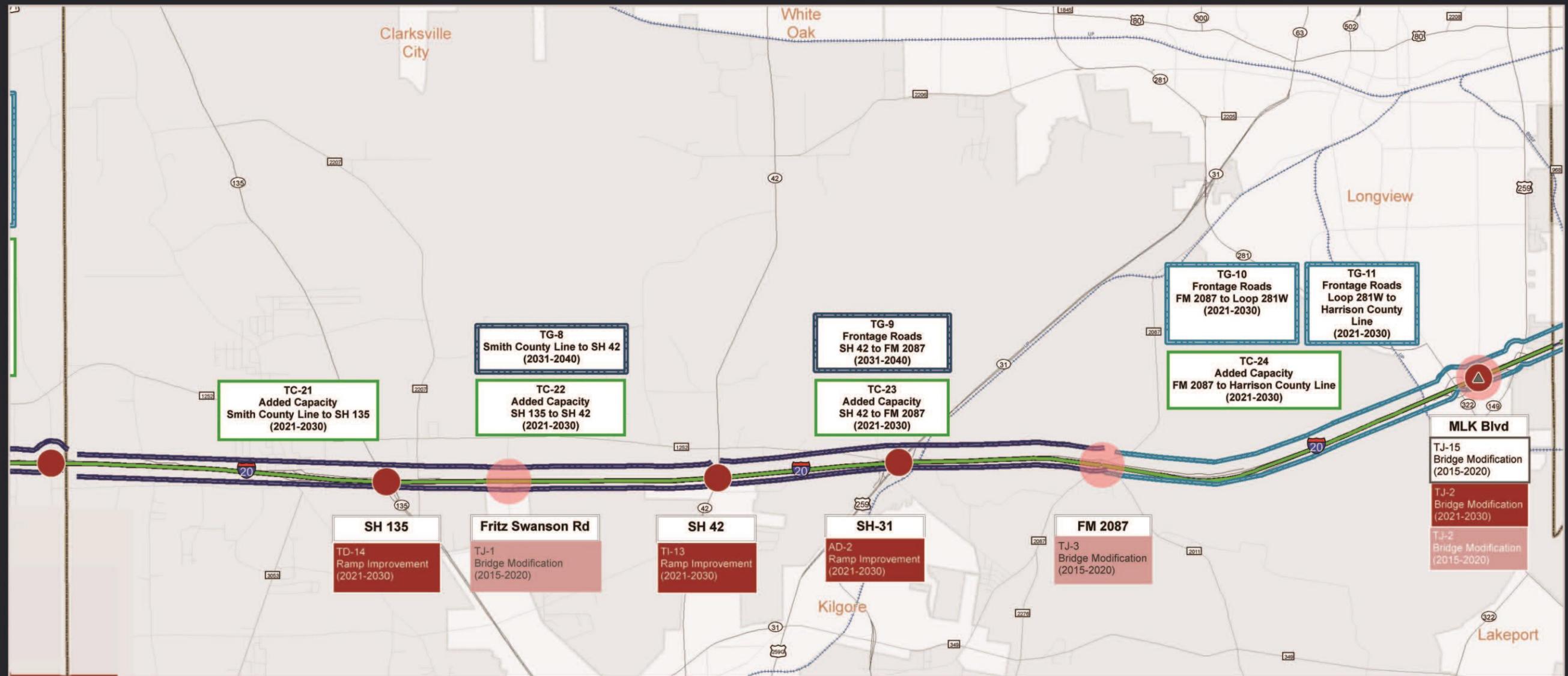
LOCATION MAP

**I-20 East Texas Corridor Study**

TEXAS DEPARTMENT OF TRANSPORTATION

Date: 9/19/2014

# Draft Implementation Plan: Gregg County



▲ Near Term Bridge Replacement	Light Blue Line Near Term Proposed Frontage Roads	Blue Line Mid Term Proposed Frontage Roads	Dark Blue Line Long Term Proposed Frontage Roads	Green Line Mid Term Addition of Capacity	Dark Green Line Long Term Addition of Capacity	Blue Dashed Line Railroads	Orange Box US 69 Interchange	→ Interchange
● Near Term Ramp Improvement	Blue Dashed Line I-20 Study Area Counties	Dark Blue Dashed Line Long Term Proposed Frontage Roads	Green Dashed Line Mid Term Addition of Capacity	Dark Green Dashed Line Long Term Addition of Capacity	White Box City	Orange Box TA-2 Ramp Improvement (2015-2020)	→ Project Code	→ Project Type
● Mid Term Ramp Improvement						Blue Box AF-4 Frontage Roads FM 47 to US 64 (2015-2020)	→ Project Code	→ Timeframe
● Long Term Ramp Improvement							→ Project Type	→ Limits
● Near Term Vertical Clearance Adjustment							→ Timeframe	

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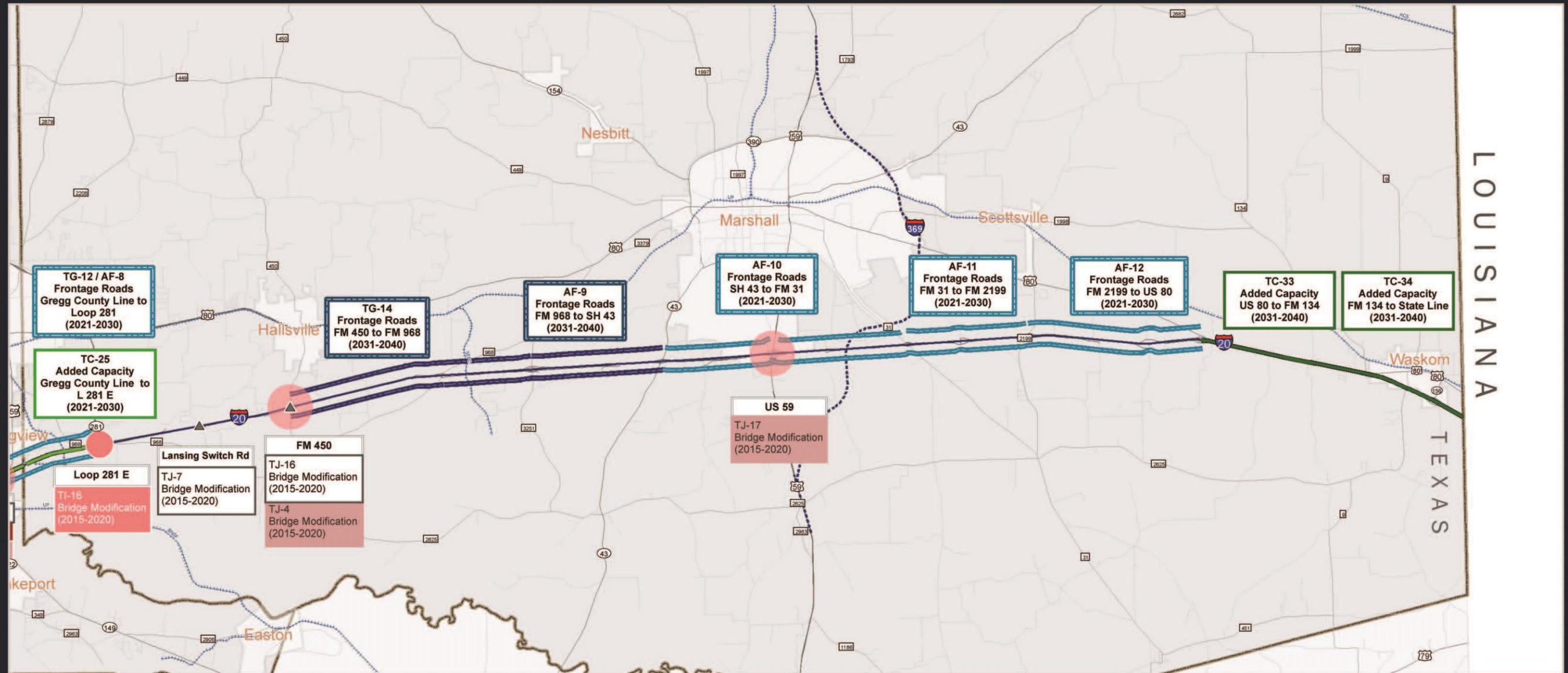
0 0.5 1 2 3 4 Miles

LOCATION MAP

**I-20 East Texas Corridor Study**

Date: 9/19/2014

# Draft Implementation Plan: Harrison County



▲ Near Term Bridge Replacement	— Near Term Proposed Frontage Roads	— Railroads	US 69 Interchange
● Near Term Ramp Improvement	— Mid Term Proposed Frontage Roads	— I-20 Study Area Counties	TA-2 Ramp Improvement (2015-2020)
● Mid Term Ramp Improvement	— Long Term Proposed Frontage Roads	□ City	AF-4 Frontage Roads FM 47 to US 64 (2015-2020)
● Long Term Ramp Improvement	— Mid Term Addition of Capacity		
● Near Term Vertical Clearance Adjustment	— Long Term Addition of Capacity		

\* 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.

0 1.25 2.5 5 7.5 10 Miles

**DRAFT SUBJECT TO CHANGE**

N

LOCATION MAP

I-20 East Texas Corridor Study

Texas Department of Transportation

Date: 9/19/2014



# Summary of Second Public Outreach

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I-20 East Texas Corridor Study  
DRAFT

## Public Involvement Update

### 1. Activities

Following the development of a preliminary program of improvement projects for the I-20 East Texas Corridor, the Advisory Committee reviewed the plan and offered comments at a meeting held in Balch Springs on September 10, 2014. After that meeting, the Advisory Committee comments were incorporated into the preliminary program to create a Draft implementation plan for members to share with their constituents. The second phase of public outreach included public presentations performed by Advisory Members throughout the corridor as well as a virtual meeting created to provide access to the draft implementation plan for the I-20 Corridor. Presentations focused on improvement projects selected as priorities in the corridor including near-, mid- and long-term projects.

#### *Advisory Committee Public Outreach*

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 submitted an activity form to the study team that documented individual events.

Members submitted activity forms for six (6) events held during the second phase of public involvement between Sept. 11 and Nov. 7, 2014, reaching out to over 3,056 local residents. Information was shared with local organizations, city council meetings and metropolitan planning organization (MPO) meetings. A brief summary is provided below:

Member	Activity Forms Returned	Total Audience Reach
Longview MPO	4	3,047*
Tyler MPO	1	9
Lindale City Council	1	12

*\*Longview MPO included information about the I-20 East Texas Corridor Study in two email blasts.*

## Virtual Open House

In addition to public outreach efforts conducted by advisory committee members, TxDOT hosted a virtual open house online to increase participation of both citizens and corridor users. The virtual open house was hosted through Survey Monkey and included slides from the community presentations used by Advisory Committee members. This presentation included project information, status updates and proposed projects included in the draft plan. Maps and illustrations were used throughout the virtual open house, and opportunities to comment were available after each set of county-specific slides.

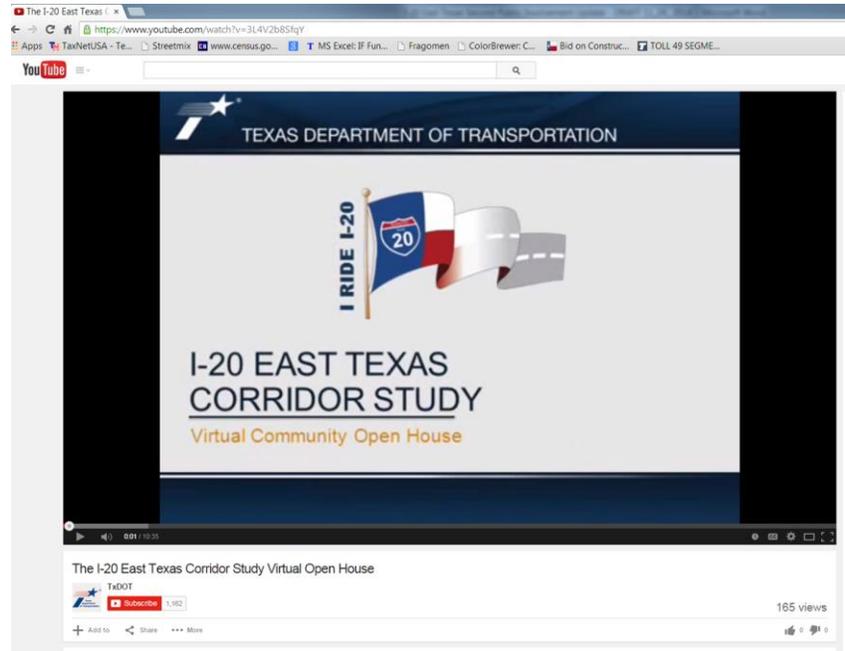


Figure 1. Virtual Open House Video Presentation

A video was also produced of the community presentation including a voiced narrative of the presentation. This video was uploaded to YouTube.

These internet based opportunities were publicized on various social media sites, and created a number of additional interactions as detailed below:

Outreach Activity	Availability	Number of Participants
Virtual Open House	Oct. 17 – Nov. 7, 2014	53
Video Presentation	Oct. 20 – Nov. 7, 2014	138

## Local Materials Distribution

I-20 East Texas Corridor Study materials including project overview fact sheets, county-specific fact sheets with proposed project lists and maps, comment cards as well as pre-addressed and stamped envelopes were made available at seven (7) locations throughout the corridor during this same time period. Their availability was advertised in a press release issued by TxDOT on Friday, Oct. 17.

Location	County	Availability
Texas Travel Information Center	Harrison	As of Oct. 17
Longview Convention and Visitors Bureau	Gregg	As of Oct. 17
Gateway Travel Plaza	Gregg	As of Oct. 17
Tyler State Park	Smith	As of Oct. 17
Tyler Chamber of Commerce	Smith	As of Oct. 17
Canton Visitors Bureau	Van Zandt	As of Oct. 17
Terrell Chamber of Commerce	Kaufman	As of Oct. 17

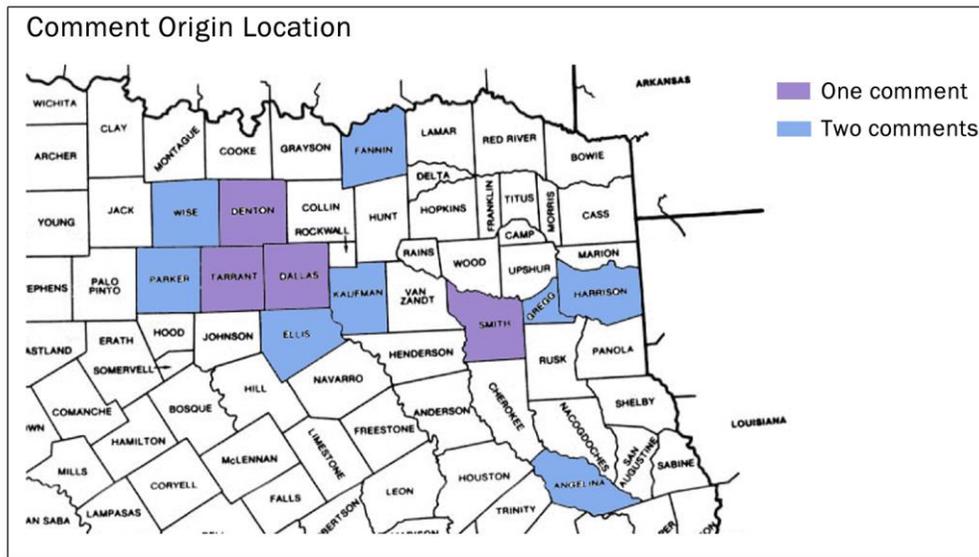
## 2. Public Comments

To ensure stakeholders were able to submit their opinions on the study, comments could be provided via the project website, Facebook, Twitter, email, mail, or at public meetings.

All of the public comments received during the second phase of public outreach for the study were compiled and managed in a tracking database. Comments received between September 1, 2014 and November 7, 2014 are summarized below:

Method Comment was Received	Number of Comments
Web-based	12
Mailed-in	0
Turned in at public outreach events	3

Virtual meeting comments	12 <sup>1</sup>
Total Comments Received	27



### 3. Summary

Comments were received from stakeholders in 12 counties and the study team prioritized the following up to three themes per county:

- **Angeline County (One comment received)**
  - Additional non-truck lanes
  - Increased speed limit
- **Dallas County (Two comments received)**
  - Room for future high-speed rail
  - Prioritize frontage road needs based on population
- **Denton County (Two comments received)**
  - Additional lanes in each direction
  - Increased speed limit between Longview and the State line
- **Ellis County (One comment received)**
  - Additional lanes in each direction
  - Additional night time reflective lane markers
- **Fannin County (One comment received)**
  - High-speed rail
  - Toll express lanes with exits every 30 miles

<sup>1</sup> Open commentary was optional when responding to the survey associated with the virtual meeting.

- **Gregg County (One comment received)**
  - Focus on safety/interchange improvements before clearance
- **Harrison County (One comment received)**
  - Road repair needed (potholes)
- **Kaufman County (One comment received)**
  - Avoid frontage roads in FEMA floodplains
- **Parker County (One comment received)**
  - Additional lanes in each direction
- **Smith County (Two comments received)**
  - Additional lanes in each direction
  - Room for future high-speed rail
- **Tarrant County (Two comments received)**
  - Additional lanes in each direction
  - Restrict truck traffic from left lane
  - Median safety
- **Wise County (One comment received)**
  - Addition of one non-tolled lane in each direction from State line to Terrell

To view all comments received, please see Attachment 1.



Update created by:  
K Strategies Group  
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TEXAS DEPARTMENT OF TRANSPORTATION



I RIDE I-20



## I-20 EAST TEXAS CORRIDOR STUDY ADVISORY COMMITTEE REVIEW

Dallas, Kaufman, Van Zandt, Smith, Gregg, and Harrison Counties



December 2, 2014

# AGENDA

1 Welcome and Purpose of Meeting

2 Roll Call

3 Review of Executive Summary

4 Draft Implementation Plan

5 Next Steps

a.

Comments Due By COB December 9, 2014

b.

Commission Meeting in Austin December 18, 2014

# I-20 East Texas Corridor Advisory Committee

Organization	Member
Dallas County	Judge Clay Jenkins
Gregg County	Judge Bill Stoudt (Chair)
Harrison County	Judge Hugh Taylor
Kaufman County	Judge Bruce Wood
Smith County	Judge Joel Baker
Van Zandt County	Judge Rhita Koches / Commissioner Virgil Melton Jr.
City of Balch Springs	Honorable Mayor Dr. Carrie Gordon
City of Canton	Honorable Mayor Richard W. Lawrence
City of Forney	Honorable Mayor Darren Rozzell
City of Lindale	Honorable Mayor Robert Nelson
City of Longview	Honorable Mayor Jay Dean

Organization	Member
City of Marshall	Honorable Mayor Ed Smith
City of Mesquite	Honorable Mayor John Monaco
City of Seagoville	Honorable Mayor Harold Magill
City of Terrell	Honorable Mayor Hal Richards
City of Tyler	Honorable Mayor Martin Heines
DART	Gary C. Thomas
NCTCOG	Michael Morris
NETRMA	Linda Ryan Thomas / Celia Boswell
Longview MPO	Karen Owen
Tyler MPO	Heather Nick

*DART = Dallas Area Rapid Transit*

*NCTCOG = North Central Texas Council of Governments*

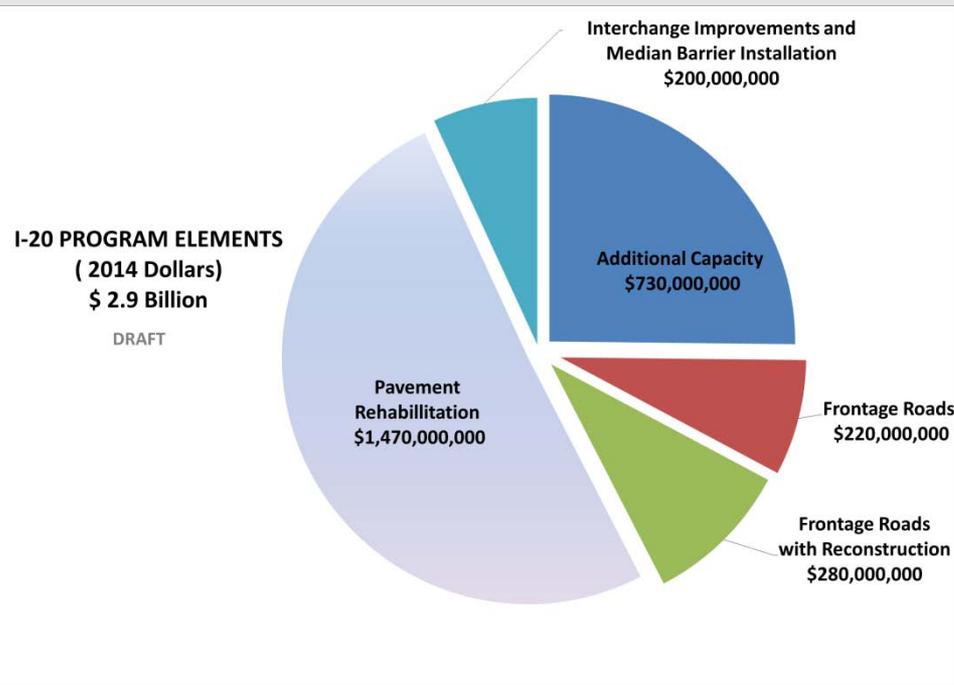
*NETRMA = North East Texas Regional Mobility Authority*

*MPO = Metropolitan Planning Organization*

*Major improvements are needed on I-20 to improve safety, to protect the investment made in the existing facility, and to maintain or enhance the ability to move people and goods.*

# I-20 East Texas Corridor Study – Draft Implementation Plan

## YEAR 2015 to 2040 IMPROVEMENTS



## Programmatic Recommendations:

- Modernize ramp designs
- Pursue vertical clearance of 18' (minimum, but 23' is desired to accommodate potential high speed passenger rail and oversized/overweight trucks)
- Consider pavement rehabilitation (depending on pavement study recommendations)
- Construct additional lanes for maintenance of traffic during other major improvements, as well as safety and capacity
- Construct one-way frontage roads identified by local officials
- Consider partnering with bus service provider(s) to initiate intercity express bus service
- Further consider potential future passenger rail service throughout the project development process to include consideration of right-of-way, design, and innovative financing opportunities

# Proposed Improvements By Time Period and Cost

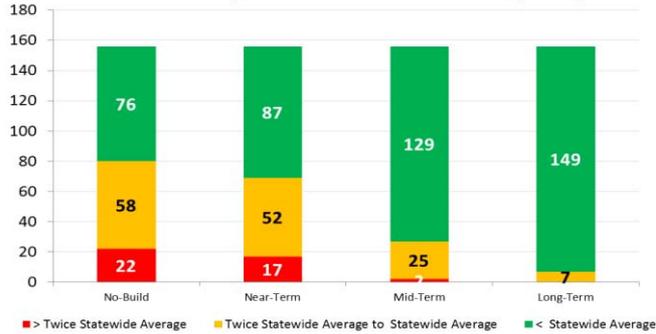
## Implementation Plan Summary

	Near-Term (2015-2020)	Mid-Term (2021-2030)	Long-Term (2031-2040)	Total
Miles of Added Median Barrier	6	-	-	6
# 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)*	\$220	\$800	\$390	\$1,410

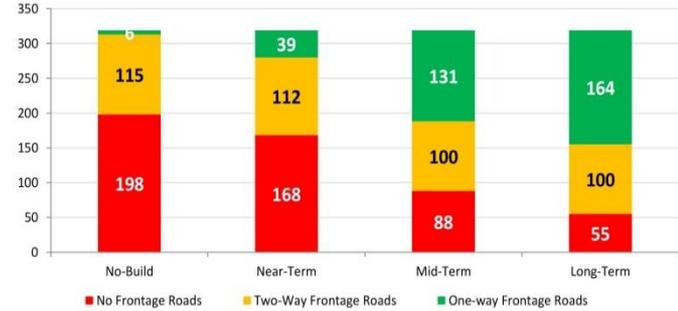
\* Does not include full depth pavement reconstruction

# I-20 East Texas Corridor – Implementation Plan Improvement Potential

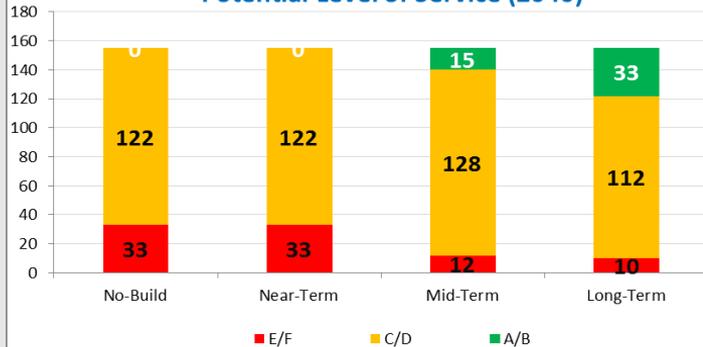
## Potential Improvements in Crash Rates (2040)



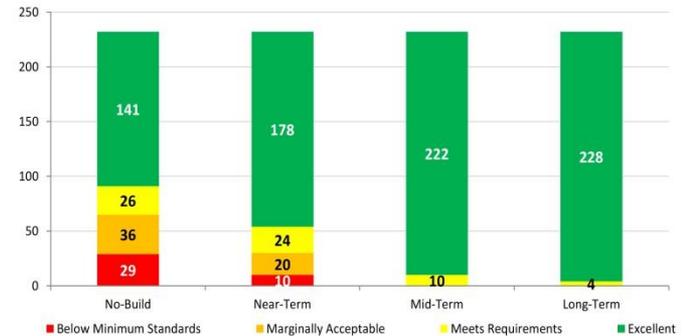
## Potential Miles of Frontage Roads (directional)



## Potential Level of Service (2040)

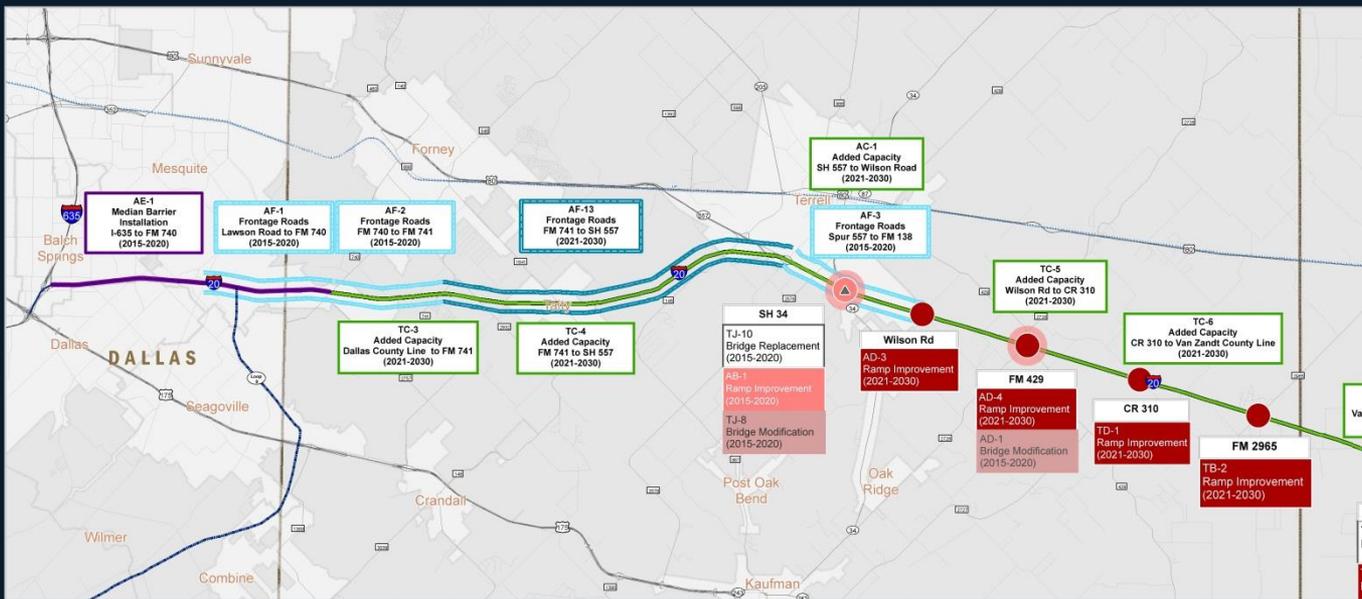


## Potential Ramp Conditions



# DALLAS AND KAUFMAN COUNTIES

## Draft Implementation Plan: Dallas and Kaufman Counties



- ▲ Near Term Bridge Replacement
- Near Term Ramp Improvement
- Mid Term Ramp Improvement
- Long Term Ramp Improvement
- Near Term Vertical Clearance Adjustment
- Near Term Proposed Frontage Roads
- Mid Term Proposed Frontage Roads
- Long Term Proposed Frontage Roads
- Mid Term Addition of Capacity
- Long Term Addition of Capacity
- Near Term Median Barrier Installation
- Railroads
- I-20 Study Area Counties
- City

Potential Interstate and State Highway route option locations 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.

• I-69 System (I-389) Harrison County/Marshall Working Group Interstate Route Option Preliminary Recommendation (August 2014)

• Loop 8 Southeast Corridor Preliminary Route Option Recommendation (March 2014)

US 69	→ Interchange
TA-2 Ramp Improvement (2015-2020)	→ Project Code
	→ Project Type
	→ Timeframe
AF-4 Frontage Roads FM 47 to US 64 (2015-2020)	→ Project Code
	→ Project Type
	→ Limits
	→ Timeframe

**DRAFT SUBJECT TO CHANGE**

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LOCATION MAP

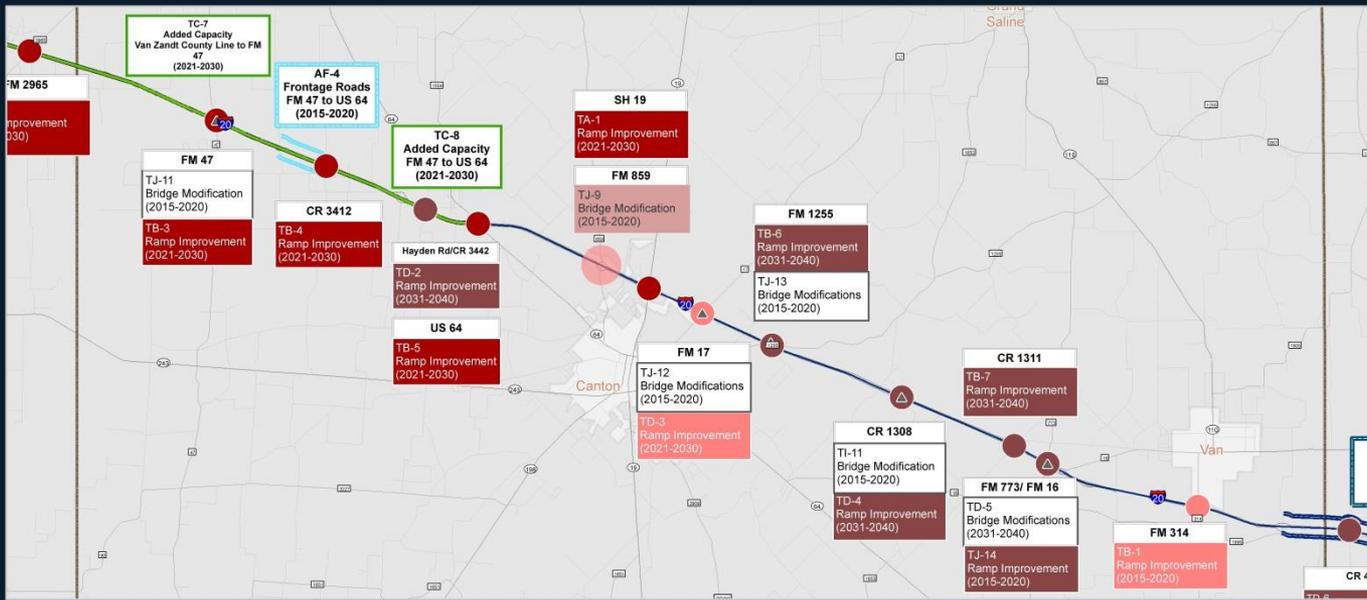
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**I-20 East Texas Corridor Study**

Texas Department of Transportation

# VAN ZANDT COUNTY

## Draft Implementation Plan: Van Zandt County



- ▲ Near Term Bridge Replacement
- Near Term Ramp Improvement
- Mid Term Ramp Improvement
- Long Term Ramp Improvement
- Near Term Vertical Clearance Adjustment
- Near Term Proposed Frontage Roads
- Mid Term Proposed Frontage Roads
- Long Term Proposed Frontage Roads
- Mid Term Addition of Capacity
- Long Term Addition of Capacity
- Near Term Median Barrier Installation
- Railroads
- I-20 Study Area Counties
- City

Potential Interstate and State Highway route option locations 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.

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

▲ Loop 8 Southeast Corridor Preliminary Route Option Recommendation (March 2014)

US 69 Interchange

TA-2 Ramp Improvement (2015-2020) Project Code  
→ Project Type  
→ Timeframe

AF-4 Frontage Roads FM 47 to US 64 (2015-2020) Project Code  
→ Project Type  
→ Limits  
→ Timeframe

**DRAFT SUBJECT TO CHANGE**

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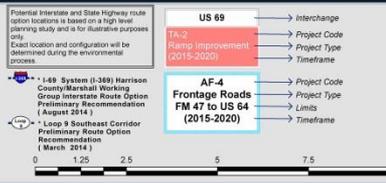
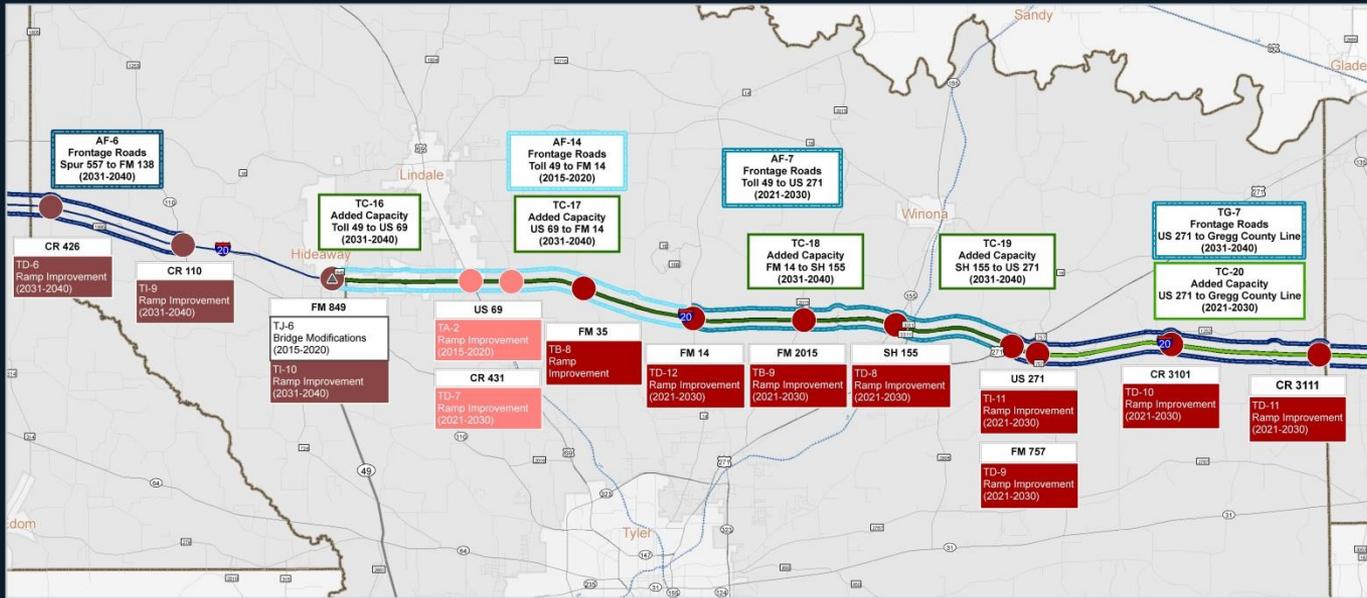


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# SMITH COUNTY

## Draft Implementation Plan: Smith County

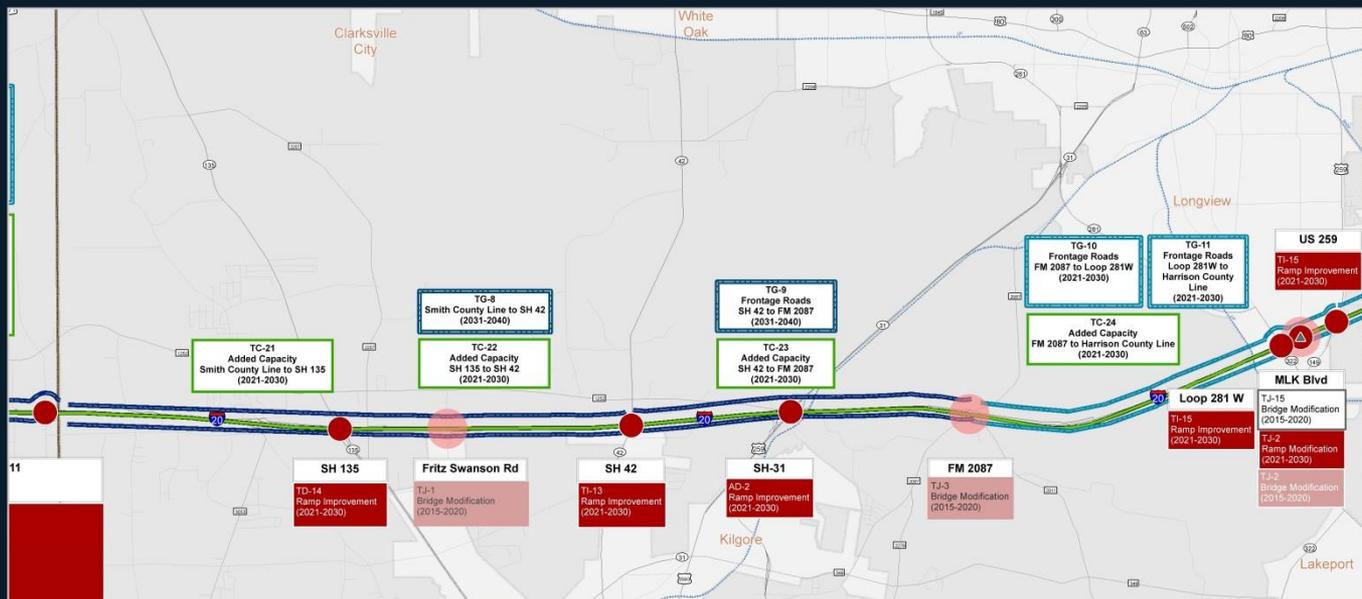


**DRAFT  
SUBJECT TO  
CHANGE**

N



## Draft Implementation Plan: Gregg County



- Near Term Bridge Replacement
- Near Term Ramp Improvement
- Mid Term Ramp Improvement
- Long Term Ramp Improvement
- Near Term Vertical Clearance Adjustment

- Near Term Proposed Frontage Roads
- Mid Term Proposed Frontage Roads
- Long Term Proposed Frontage Roads
- Mid Term Addition of Capacity
- Long Term Addition of Capacity
- Near Term Median Barrier Installation
- Railroads
- I-20 Study Area Counties
- City

Potential Interstate and State Highway route option locations 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.

I-49 System (I-389) Harrison County/Marshall Working Group Interstate Route Option Preliminary Recommendation (August 2014)

Loop 9 Southeast Corridor Preliminary Route Option Recommendation (March 2014)

- US 69 Ramp Improvement (2015-2020)
  - Interchange
  - Project Code
  - Limits
  - Timeframe
- AF-4 Frontage Roads FM 47 to US 64 (2015-2020)
  - Project Code
  - Project Type
  - Limits
  - Timeframe

**DRAFT SUBJECT TO CHANGE**

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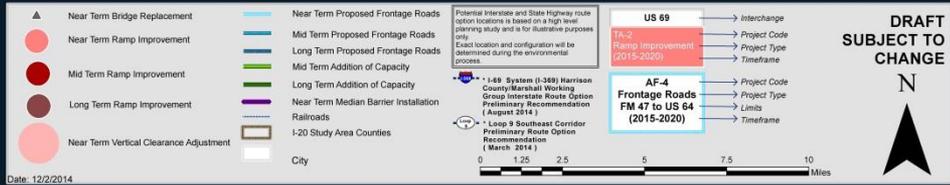
**LOCATION MAP**

**I-20 East Texas Corridor Study**

Texas Department of Transportation

# HARRISON COUNTY

## Draft Implementation Plan: Harrison County



## NEXT STEPS

- Need Committee comments on Executive Summary by COB Tuesday December 9, 2014 (send to Roger Beall).
- A Draft Report (116 pages and climbing that provides additional information on the material summarized in the Executive Summary) can be made available if desired.
- All members are invited to attend Commission meeting in Austin on December 18, 2014.
- Hope to initiate Near Term Projects beginning next year.
- Anticipate some discussion with Legislature to close funding gap on this and other projects during the 2015 Session.

## Contact:

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Transportation Planning and Programming Division,

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Phone: 512-486-5154

