

The Southern Gateway

IH 35E/US 67 Transportation Study

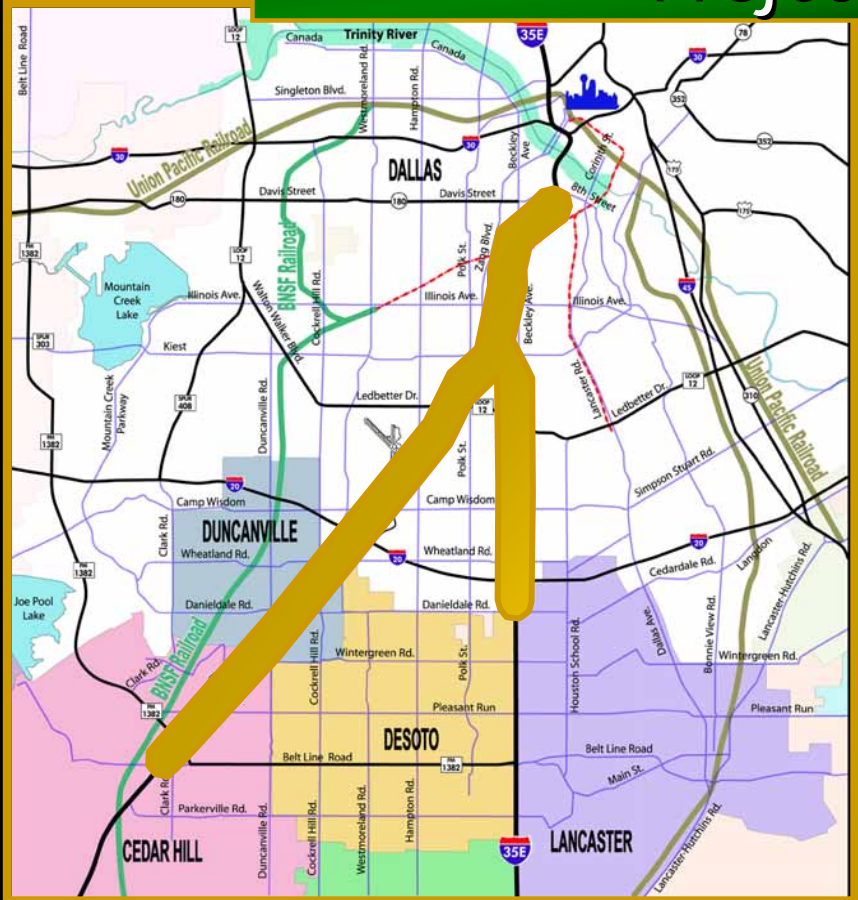
# Tonight's Agenda

- ① Welcome & Introduction
- ② Project History, Purpose & Need
- ③ Proposed Design & Potential Environmental Effects
- ④ Right-of-Way Acquisition & Relocation
- ⑤ Project Timeline & Funding
- ⑥ Recess
- ⑦ Opportunity for Public Comment

# Public Hearing Purpose

- *Inform Citizens on the Project Planning Status and Present the associated Recommendations based upon Study and Analysis performed To Date.*
- *Describe the Recommended Location and Design so that those attending can Personally Determine the Project's Potential to affect their Lives and Property.*
- *Provide citizens an Opportunity to Present information and their views at a Planning process stage when Flexibility to respond to their views still exists and before Design Decisions are Finalized.*
- *Develop a Record of Public Views and Participation to accompany the Project Recommendations for Subsequent Decisions.*

# Project Location



# Transportation Planning Process...

## Step 3 Elements

include:

Preliminary Engineering  
Traffic Studies & Analysis

Environmental Studies &  
Documentation

Preliminary Urban (Aesthetic) Design

Public Involvement

Elected Official Involvement

Agency Involvement

We are  
Here



# Document Availability

## *Texas Department of Transportation*

*Dallas District Office*

*4777 E. Hwy 80*

*Mesquite, Texas 75150 - 6643*

## *Dallas County*

*Public Works*

*411 Elm Street, 4th Floor*

*Dallas, Texas 75202*

## *City of Cedar Hill*

*Public Works*

*1554 South Clark Road*

*Cedar Hill, Texas 75104*

## *City of Dallas*

*Public Works & Transportation*

*Dallas City Hall*

*1500 Marilla Street, Room L1BN*

*Dallas, Texas 75201*

## *City of DeSoto*

*City Engineer*

*211 E. Pleasant Run Road, Suite A*

*DeSoto, Texas 75115 - 3939*

## *City of Duncanville*

*Public Works*

*203 East Wheatland Road*

*Duncanville, Texas 75138 - 0280*

## *City of Lancaster*

*Public Works*

*700 East Main*

*Lancaster, Texas 75146*

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# Project Purpose & Need

- Develop Long –Term Transportation Improvements to the IH 35E & US 67 Corridors and Southern Dallas County
- Enhance the Regional and National Transportation System by:
  - Increasing Capacity
  - Reducing Traffic Congestion
  - Improving Mobility
  - Improving Geometric Design Deficiencies
  - Improving System Linkages



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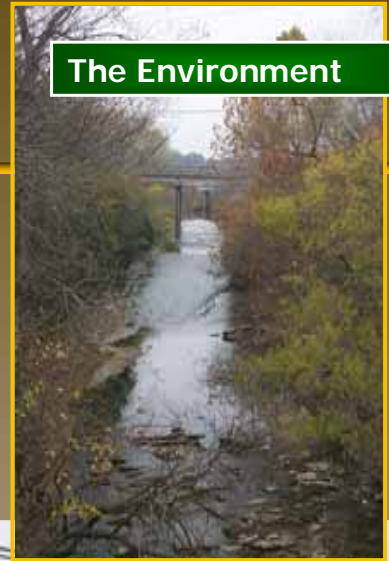
# Project Goals

- Provide for 2025 Solutions and Beyond
- Improve Mobility in Southern Dallas County
- Improve Safety in IH 35E & US 67
- Maximize positive Environmental and Socio-Economic Opportunities
- Minimize negative Environmental and Socio-Economic Opportunities
- Provide Affordable and Cost-Effective Solutions



# Finding Balance...

The Environment



Transportation



Aesthetic Opportunities



Redevelopment



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# Integrated Regional Mobility Projects

Trinity Parkway  
Public Hearing Completed

IH 35E / IH 30 – “Project Pegasus”  
FHWA Approved July 2005

IH 35E / Loop 12  
FHWA Approved Dec 2002

US 67 – “Gateway Horizon”  
Under Study

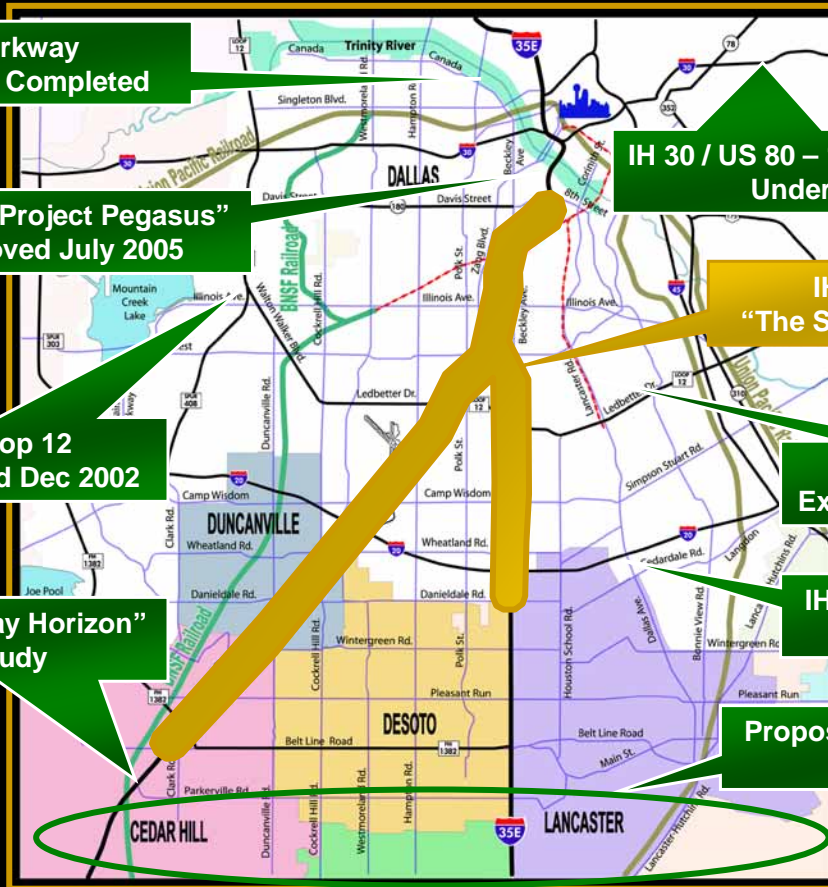
IH 30 / US 80 – “The East Corridor”  
Under Re-Design

IH 35E / US 67  
“The Southern Gateway”

DART – Light Rail  
Extension of Blue Line

IH 20 Frontage Roads  
Under Design

Proposed Loop 9 Corridor  
Under Study



# Public & Agency Involvement



- Advertised Public Meetings (8 total)
- Door-to-Door Information Packets
- Newsletters (4 published editions)
- Project Website Outreach ([www.thesoutherngateway.org](http://www.thesoutherngateway.org))
- Briefings / Presentations (63 total)
- Policy Work Group (15 Meetings)
- Community Work Group (13 meetings)
- Agency Work Group (16 meetings)



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# Alternative Development

- Alternatives were Developed, based upon:
  - Major Transportation Study
  - Current Computer Travel Demand Modeling
  - Detailed Computer Traffic Analysis
  - Public, Agency, and Elected Official Comments

## Study - Speculation - Design Process



- Value Engineering Workshop



# Alternative Development

- Preliminary Design Schematics  
(Horizontal Plans & Vertical Profiles)
- Preliminary Signing Schematics
- Environmental Assessment
- Major Investment Study Report
- Value Engineering Report
- Interstate Access Justification Report
- Level-of-Service (Traffic Congestion) Analysis



# Design Standards / Guidelines

- Design Standards have changed over time:
  - Inadequate vertical clearances
  - Inadequate lane and shoulder widths
  - Substandard ramps and merge lanes
  - Tight curves on freeway lanes



# Proposed Design Overview

## ■ Major, Re-Designed Interchanges:

- IH 35E / US 67
- IH 35E / Loop 12
- IH 35E / IH 20
- US 67 / Loop 12
- US 67 / IH 20
- US 67 / FM 1382

## ■ Number of Lanes...\*

IH 35E (8 <sup>th</sup> Street to US 67)	5 travel lanes in each direction with 2 Reversible HOV / M Lanes
IH 35E (US 67 to IH 20)	3 travel lanes in each direction with 1 Reversible HOV / M Lane
US 67 (IH 35E to IH 20)	3 travel lanes in each direction with 2 Reversible HOV / M Lanes
US 67 (IH 20 to FM 1382)	3 travel lanes in each direction with 1 Reversible HOV / M Lane

\*Where necessary, auxiliary travel lanes are provided between ramps

# Proposed Design Overview

## ■ Access

- Entrance / Exit Ramps reduced from 128 (existing) to 92 (proposed)
- Frontage Road – Maintained as they currently exist

## ■ Range of Right-of-Way Widths

- IH 35E: 244 to 435 feet Existing, 313 to 472 feet Proposed
- US 67 : 305 to 469 feet Existing, 306 to 436 feet Proposed

## ■ Estimated Project Cost (in 2004 dollars)

Construction :	\$	1.00	Billion
Right-of-Way:	\$	<u>0.3458</u>	Billion
Total:	\$	1.3458	Billion



# Proposed IH 35E (8<sup>th</sup> Street to US 67)

5 Mainlanes - 2 Reversible Lanes - 5 Mainlanes



# Proposed IH 35E (US 67 to IH 20)

3 Mainlanes - 1 Reversible Lane - 3 Mainlanes



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Hwy 35/67/20 Transportation Study



# Proposed US 67 (IH 35E to IH 20)

**3 Mainlanes - 2 Reversible Lanes - 3 Mainlanes**



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# Proposed US 67 (IH 20 to FM 1382)

3 Mainlanes - 1 Reversible Lane - 3 Mainlanes



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# Urban Design Opportunities

- Local Agency & Municipality cost-sharing Aesthetic Opportunities:
  - Gateway Bridges
  - Retaining Walls / Sound Walls
  - Sign – Signal Supports, Lighting Structures
  - Landscaping (with Irrigation)



# National Environmental Policy Act (NEPA)

In order to meet NEPA process goals & comply with laws, regulations & policies, projects need to be carried out in such a way that they:

- Avoid adverse (negative) impacts.
- Where adverse impacts cannot be avoided, impacts should be minimized.
- Unavoidable adverse impacts should be mitigated.
- Environmental enhancements should be developed as appropriate.
- Mitigation & enhancement measures are eligible for Federal funding.

**“Avoid, Minimize, Mitigate, Enhance”**



# The Southern Gateway

## NEPA Process

- Type of Document: Environmental Assessment (EA) & Programmatic Section 4(f) Statement
- EA has Received State & FHWA Approval for Public Comment
- EA discusses the Social, Economic & Environmental Effects of the Proposed Alternatives
- EA Outline:
  - I. Description of Proposed Action
  - II. Description of Existing Facility
  - III. Alternatives
  - IV. Potential Social, Economic, and Environmental Effects of the Preferred Alternative
  - V. Determination of Assessment



# Issues & Resources

- Land Use
- Social Impacts
- Environmental Justice
- Access
- Parkland
- Historic Resources
- Archeological Resources
- Air Quality
- Noise
- Waters of the U.S.,  
including Wetlands
- Pedestrians & Bicycles
- Visual Impacts
- Farmland Impacts
- Public Facilities & Services
- Texas Pollutant Discharge  
Elimination System
- Lakes, Rivers, and Streams
- Water Quality
- Water Body Modifications
- Wildlife Impacts
- Threatened or Endangered  
Species
- Hazardous Materials
- Construction Impacts



# Issues & Resources

Project Issue & Resources	Type of Impact
Land Use	Approximately 23 acres would be required resulting in the displacement & relocation of 9 residences and 27 commercial buildings
Parkland	Approximately 0.082 acres of land would be required from the Dallas Zoo along Ewing Ave & Marsalis Ave.
Historic Resources	No Adverse Affects
Air Quality	None; local concentrations of carbon monoxide not expected to exceed national standard
Noise	Traffic Noise Levels would exceed FHWA Noise Criteria; Sound Walls are proposed.



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# Issues & Resources

Project Issue & Resources	Type of Impact
Wetlands & Waters of U.S	Approximately 0.515 acres could be potentially impacted
Pedestrians & Bicycles	Beneficial; overpass at Pentagon Parkway provides access for hike/bike trail
Visual Impacts	Beneficial; design takes into account potential for project enhancements by local municipalities & others
Access	Entrance & Exit ramp modifications; some driveway closures at conflicting ramp locations; 10 <sup>th</sup> Street - not continuous across IH 35E; Pentagon Parkway - not continuous across US 67
Construction Impacts	Possible traffic detours, temporary noise & dust, etc.



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# NEPA - "Section 4(f)"

In the U.S. DOT Act of 1966, a special provision was included to provide protection to these resources. It is known as "Section 4(f)".

It stipulates that the Secretary of Transportation will not approve any program or project which requires the use of any publicly owned public park, recreation area, or wildlife or waterfowl refuge, or any land from an historic site of national, state or local significance unless:

1. There is no feasible & prudent alternative to the use, and
2. All possible planning to minimize harm resulting from such use is included.



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# Dallas Zoo – Section 4(f)

- Dallas Zoo Alternatives
  - No Build Alternative
  - Shift Ewing Avenue or Marsalis Avenue Alignments
  - Improve the Ewing & Marsalis Intersections
  - Elevate Marsalis Avenue
  
- Potential Measures to Minimize Harm
  - Propose action results from utilizing minimum design standards (standards can not be further minimized)
  - Use of Retaining Wall
  
- Proposed Mitigation
  - Exchange Surplus Right-of-Way with Dallas Zoo adjacent to Marsalis Avenue, thereby increasing Dallas Zoo acreage



# Mitigation & Monitoring

## ■ Compliance with:

- Federal Uniform Relocation Act
- Section 106 of National Historic Preservation Act
- Memorandum of Understanding with Texas Historical Commission, Texas Parks & Wildlife
- Air Quality Conformity
- Storm Water Pollution Prevention Program
- Invasive Species Executive Order 13112
- Permanent Erosion & Water Pollution Controls
- Bike Path and Sound Walls are proposed
- Mitigation for Impacts to Waters and Wetlands and Dallas Zoo



# Possible Permits Needed

- Section 404 (Clean Water Act)
- Section 401 Water Quality Certification
- Texas Pollution Discharge Elimination System – General Permit for Construction Activity including a Storm Water Pollution Prevention Plan



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# Right-of-Way Acquisition Process

## 1. TxDOT Obtains:

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





## 2. TxDOT orders...

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



# Right-of-Way Acquisition Process

3. TxDOT Assigns Independent Appraisers:
- Appraisers Contact Owner
  - Appraisers Submit Appraisals to TxDOT
  - TxDOT Reviews Appraisals for Approval



# Right-of-Way Acquisition Process

4. TxDOT's Acquisition Agent Presents Offer to Property Owner, including:
  - Appraised Value of Property
  - Compensable Damages to Remaining Real Property
  - Relocation Assistance



# Right-of-Way Acquisition Process

5. Property Owner may then:

- Donate Land
- Accept Offer
- Submit Counter Offer, if Appropriate
- Begin Eminent Domain Proceedings, if Agreement on Value is not Reached



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# Right-of-Way Acquisition Process

## 5b. When Owner Accepts:

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



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# Right-of-Way Acquisition Process

## 5c. Owner Counter Offers:

- Owner May Submit Counter Offer if Owner Believes it does not Represent Fair Market Value
- TxDOT Reviews Counter Offer & Either Accepts or Rejects It
- If Rejected, Owner May Accept Original Offer or Proceed to Eminent Domain



# Right-of-Way Acquisition Process

## 5d. Eminent Domain:

- Court Appoints 3 Commissioners to Hear Owner & TxDOT
- Commissioners Decide Award
- TxDOT Deposits Award in Registry of Court & Takes Possession
- Either Owner or TxDOT shall have the Right to Appeal to Jury Trial



# Right-of-Way Acquisition Process

## 6. Relocation Assistance

- Administered by the State with no Local Government Funding
- Available to those who qualify as a result of the Acquisition of ROW – Residential & Business
- For Businesses, benefits may include personal moving costs and some re-establishment costs or a fixed payment



# Right-of-Way Acquisition Process

## 6a. Relocation Assistance (cont.)

- Benefits are Applicable to All Individuals, Families, Businesses, Farmers, Ranchers & Non-Profit Organizations without Regard to Race, Color, Religion, Sex or National Origin.



# Right-of-Way Acquisition Process

## 6b. Relocation Assistance (cont.)

- If The Owner Will Need to Move, Do Not Do So Until Negotiations have Begun Unless You First Secure a Written Notice of “Intent to Acquire” from the Acquiring Agency



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# Right-of-Way Acquisition Process

## 6c. Relocation Assistance (cont.)

- Appeal Procedures are Available for Displacees Who Do Not Agree with Any Amounts Offered for Relocation Reimbursement (See Page 49 of the “Relocation Assistance” Booklet)



# Right-of-Way Acquisition Process

## 6d. Relocation Assistance (cont.)

- See Pages 39 thru 41 in the “Relocation Assistance” Booklet for Regulations Governing the Relocation of Advertising Signs which are not purchased by the Acquiring Agency as Real Property.



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Opportunity for Public Comment

# Tentative Timeline

Step 1: Identify Regional Needs



Step 2: Metropolitan Transportation Plan



Step 3: Planning, Design & Environmental



Step 4: Detailed Construction Plans



Step 5: Acquire Right-of-Way



Step 6: Construction



Step 7: Open to Traffic

Completion: Fall 2005

Dependent on Post-Public Hearing Receipt of Design & Environmental Approval from FHWA.

Begin after 2005\*

Begin after 2005\*

Begin after 2015\*

Varies\*

\* The Southern Gateway would likely be constructed in Multiple Segments depending on available Segment Funding amounts.



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# *Written Comment Submission*

*Via Lobby Comment Box, or visit:*

*Texas Department of Transportation*

*Dallas District Office*

*4777 E. Hwy 80*

*Mesquite, Texas 75150 - 6643, or mail:*

*Texas Department of Transportation*

*Dallas District Office*

*P.O. Box 133067*

*Dallas, Texas 75313 - 3067*

*Submit comments before Deadline: September 6, 2005*

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Public Comments  
& *Statements*

*Thank you*



# Acronyms

- **ADT – Average Daily Traffic**
- **CBD – Central Business District**
- **DART – Dallas Area Rapid Transit**
- **EA – Environmental Assessment**
- **FHWA – Federal Highway Administration**
- **HOV / M – High Occupancy Vehicle / Managed Lane**
- **NEPA – National Environmental Policy Act**
- **LRT – Light Rail Transit**
- **MTIS – Major Transportation Investment Study**
- **THC – Texas Historical Commission**
- **TxDOT – Texas Department of Transportation**
- **US DOT – United States Department of Transportation**
- **VPD – Vehicles per Day**