

THE FREEWAY

Flower

Volume 1, Issue 3 ■ January 2003
An IH 30/IH 35E Transportation Newsletter

Public Meetings Set for January 2003

Two Open Houses and Public Meetings are scheduled to discuss the re-design of IH 30 and IH 35E near Downtown Dallas including Stemmons Freeway. The latest design alternatives and the potential effects of each will be presented to gather public input, comments, and/or suggestions. Each Meeting gives you the opportunity to ask questions, learn more about the study process and evaluation, and provide comments on the proposed alternatives. Large-scaled drawings of the alternatives will be displayed. You will also have the opportunity to ask questions one-on-one with members of the **PROJECT PEGASUS** Design Team. The proposed designs are also available on the project website (www.projectpegasus.org) in the 'Project Information' section.

The January Public Meetings are a critical milestone in the overall schedule for **PROJECT PEGASUS**. The input received at these meetings will help determine the preferred alternative. This alternative will then be refined and studied further (based on comments received) and a design schematic, environmental assessment, and interstate access justification report will then be prepared.

Prior to ultimate approval and clearance by the Federal Highway Administration (FHWA), a series of Public Hearings will be conducted and are anticipated in late 2003.

Public participation is an integral part of this project.... The **PROJECT PEGASUS** Team needs input from you to make this project a success! ✨

PROJECT PEGASUS Public Meetings *(The same information will be presented at both meetings)*

Tuesday, January 28, 2003

Open House: 5:30 pm to 6:30 pm
Public Meeting: 6:30 pm
Crowne Plaza Market Center
7050 N. Stemmons Freeway,
Dallas, TX 75247

Thursday, January 30, 2003

Open House: 5:30 pm to 6:30 pm
Public Meeting: 6:30 pm
Dallas City Hall, Conference Room LIFN
1500 Marilla Street, Dallas, TX 75201*

*Utilize City Hall's underground parking garage at Young Street and enter the building via the green-colored doorway.



Transforming Our Downtown Freeways
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For more information visit
www.projectpegasus.org

or

Call the TxDOT Hotline at
214-374-4100

Go to www.projectpegasus.org to view the alternatives or comment.

The development and evaluation of the design for **PROJECT PEGASUS** occurs in several phases.

As the number of alternatives is reduced, the study team increases the level of design detail. During the Planning, Design & Environmental step of project development, there are three phases of alternative development which include:



Phase 1 Conceptual Alternative Development (December 2001 to August 2002)

Numerous alternatives were developed and evaluated to determine how well each addressed the identified objectives of **PROJECT PEGASUS**. Evaluation criteria and measures helped pinpoint major differences between alternatives and determine which alternatives should be developed further in Phase 2. Based on this evaluation and constant input from prior public meetings and the **PROJECT PEGASUS** Community Work Group, the following alternatives were recommended to move into Phase 2 development:

- No-Build Alternative
- IH 30 Canyon: Alternative C-1
- IH 30/IH 35E Mixmaster:
 - Alternative M-1
 - Alternative M-2
- IH 35E Lower Stemmons
 - Alternative S-1 between Commerce and Oak Lawn
 - Alternative S-2C between Oak Lawn and Empire Central

For more information and the full Phase 1 evaluation report, go to www.projectpegasus.org

Phase 2 Refinement of Alternatives (August 2002 to December 2002)

During Phase 2, the **PROJECT PEGASUS** Team continued to develop the alternatives from Phase 1 to a higher level of detail and incorporate, as appropriate, comments and concerns from the public and study work groups. The January 2003 Public Meetings will present the refined alternatives and evaluation of the alternatives as well as request public input on the potential effects and selection of a preferred alternative. The Phase 2 alternatives are available for review on the project website and you can also provide comments via the site.

Phase 3 Schematic Development (January 2003 to June 2004)

Once a preferred alternative is selected, the **PROJECT PEGASUS** Team will focus design efforts on developing the design schematic for the project. This phase will also include the development of environmental documentation and continued public and agency involvement, traffic analysis, and design, all to a higher level of detail. Once these documents are approved by TxDOT Austin and the FHWA, Public Hearings will be held. These are tentatively scheduled for late 2003. TxDOT anticipates final schematic and environmental approval by the FHWA in mid-2004.

Frequently Asked Questions



Q: How long will the design and construction process take? When will construction begin and when will it be completed?

A: The work now underway will produce schematic plans and an environmental document (Step 3 of the chart on the right), which are scheduled to be completed in July 2004. The next stage of design, detailed plans, and right-of-way acquisition is usually a three-year process. When funding is secured, the construction plans are completed, the right-of-way acquired, and existing utilities relocated, construction can begin. This construction is anticipated to begin beyond 2003 and will likely occur in several stages and most likely spanning a period of at least seven years. There is currently no funding in place for construction of the project, so the necessary funding will need to be in place before construction can begin. Construction agreements will need to be developed between the City of Dallas, TxDOT, DART, and the NTTA to specify project participation and to coordinate construction schedules for related/integrated projects.



Q: How will the funding be obtained for constructing PROJECT PEGASUS?

A: State and Federal funding sources will primarily be used to fund the project. Construction funding has not been allocated at this time. Local cost-sharing will also be required to pay for any added cost of aesthetic and urban design elements included in the planned transportation facility improvements.

Q: Will additional property be acquired as right-of-way for the highway improvements? If so, when will property owners know if their property will be impacted?

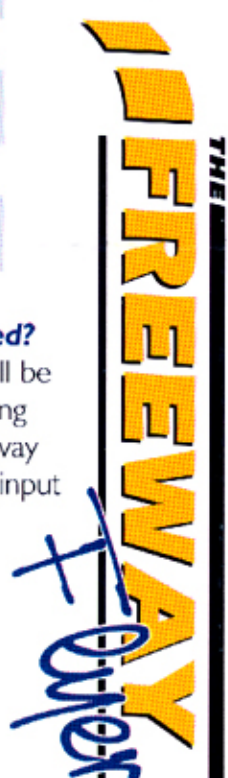
A: TxDOT's goal is to minimize the need for property acquisition. However, some additional property will be required within the corridor, ranging from limited areas at specific locations to more extensive impacts along other sections of the corridor. The analysis of each potential alternative includes an evaluation of right-of-way requirements and potential disruption. This information will be presented at Public Meetings/Hearings for input and feedback. Acquisition of needed right-of-way would take place before construction begins.

Q: What about the additional capacity needed on the radial, outlying freeways which converge on the downtown freeways?

A: TxDOT does have concurrent, on-going studies/projects addressing the re-design of SH 183, IH 30/US 80 (The East Corridor Major Investment Study), IH 35E/US 67 (The Southern Gateway Transportation Study), and the Woodall Rodgers Extension. However, satisfying the regional traffic demand for these outlying community projects directly depends on re-designing the downtown Dallas freeways coupled with the installment of the proposed Trinity Parkway. Otherwise, it is fruitless to expend time and dollars and carry forth these outlying freeway projects if daily travelers still must contend with a downtown freeway bottleneck - a downtown solution is also a regional solution.

Q: How did traffic get this bad?

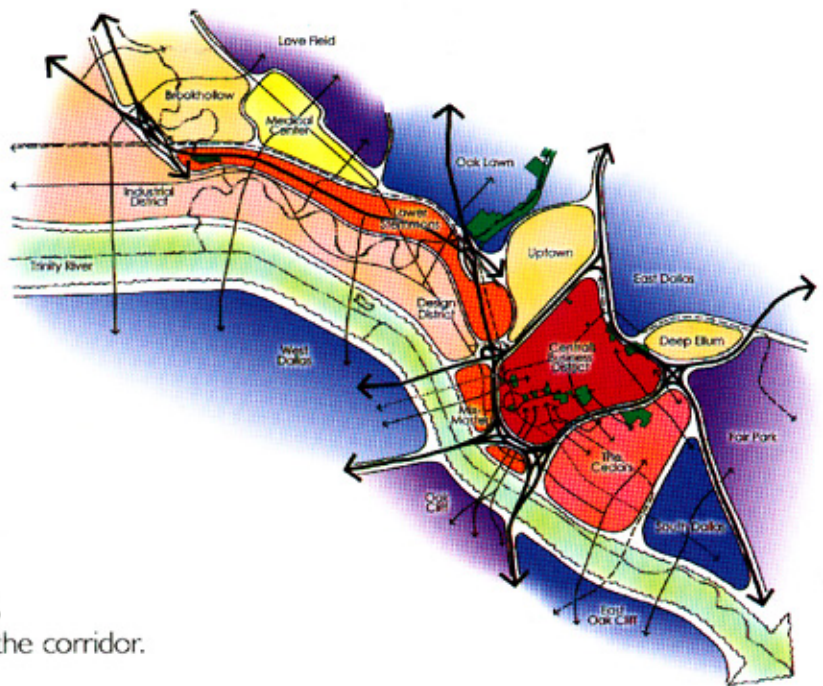
A: The congested Interstate Highway system is the result of a successful society. It was designed almost 50 years ago for lower traffic speeds and much lower traffic volumes—and it was also designed at a time when each household contributed or generated, at the most, only one vehicle per family to area roadways. In essence, with current-day double-income households, student drivers, and delayed retirement, the freeway system must now cater to at least three generations of drivers.



Urban Design

The next phase of the project affords stakeholders and local officials a unique opportunity in the public involvement process. Participants can provide input on how the transportation corridor environment can be enhanced from the motorist as well as the adjacent property perspective. The Urban Design program can:

- Provide thematic concepts for the roadway,
- Identify locations along the corridor where significant aesthetic statements could be made,
- Identify where public space improvements could be created to enhance the urban environment,
- Explore the types and priority of design elements to be integrated into the design process,
- Compliment other improvement initiatives along the corridor.



The Urban Design process will consider a wide range of design features such as signage, illumination, public art, landscaping, specialty paving, community gateways, design of bridge structures, column supports, retaining walls, and so forth. These concepts will be evaluated in the context of cost sharing with the City of Dallas and public-private partnerships. The **PROJECT PEGASUS** website (www.projectpegasus.org) has examples of urban design features from other places in the U.S. 🐎

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