

Background

BACKGROUND

Urban Design is only one aspect of the multi-faceted Project Pegasus, a project of great size and complexity. At this scale, each aspect is a project in itself that must be coordinated with other aspects of the project. Project Pegasus is intended to re-design and restore mobility to the two major Interstate

Highways (IH) directly serving downtown Dallas. The study area includes IH 30 from Sylvan Avenue to IH 45 and IH 35E from Eighth Street to Empire Central. The depressed portion of IH 30 south of downtown is known as the "Canyon." The interchange of IH 30 and IH 35E is locally known as the "Mixmaster" and the section of IH 35E from the Mixmaster to State Highway (SH) 183 is referred to as "Lower Stemmons."

The total project length is approximately 11 miles with over 99 entrance/exit ramps. Future freeway volumes range from 200,000 to 320,000 vehicles per day. The proposed design widens IH 30 and IH 35E, redesigns the Mixmaster interchange, and includes reversible High Occupancy Vehicle/Managed (HOV/M) lanes. Some of the challenges of the project are high traffic volumes, North American Free Trade Agreement (NAFTA) traffic, balancing transportation needs with local access, constrained rights-of-way, parks, historic buildings, meeting current design standards, potential construction impacts, affordability, and integrating Urban Design. The project team has



developed the Project Pegasus schematics and environmental assessment, based on extensive public and agency input, alternative development, and traffic analysis.

Project Pegasus Objective and Goals

The primary objective of Project Pegasus is to relieve traffic congestion on IH 30, IH 35E, and through the Mixmaster. Goals for the project are:

- Maximize the traffic carrying capacity of the freeway system by integrating HOV lanes, Intelligent Transportation Systems (ITS), Transportation Systems Management (TSM), and Travel Demand Management (TDM) elements into the design;
- Maximize the efficient use of existing right-of-way and minimize the need for additional right-of-way;
- Provide more reliable transportation facilities by decreasing congestion and travel times;
- Improve interregional connections to existing and proposed roadways and transit facilities;
- Enhance travel and accessibility to downtown Dallas, major employment areas and activity centers within the corridor;
- Enhance bicycle and pedestrian movement across the facilities;
- Integrate Urban Design elements to reflect the character and location of the surrounding communities; and
- Develop a technically and financially feasible design.

Proposed Improvements

The general concept for the freeway improvements would provide five to six travel lanes in each direction with one or two-lane reversible HOV/Managed lanes in the median. A continuous frontage road system along portions of the route would maintain access to adjacent properties. Other elements in the preferred design:

- Meet current design standards for freeway lanes and shoulder widths;
- Eliminate left-hand merges and diverges, forced lane changes to stay on same freeway, and inside merges on main lanes;
- Provide direct connections for all directions within the Mixmaster;
- Eliminate the severe freeway weaving between Spur 366 and the Dallas North Tollway (DNT);
- Eliminate the current Collector-Distributor (C-D) roads adjacent to the Canyon main lanes;
- Simplify the South Central Expressway interchange with IH 30;
- Allow adequate horizontal and vertical clearance for bicycle and pedestrian crossings;
- Incorporate aesthetic elements, landscaping and Urban Design treatments;
- Provide 10 foot sidewalks and 14 foot outside lane widths at city cross-streets over/under the freeway to accommodate bicycles in a shared lane; and
- Incorporate ITS.

