

FREEWAY

Flower

Volume 1, Issue 4 January 2005
An IH 30/IH 35E Transportation Newsletter

Public Hearing Set for February 2005

An Open House and Public Hearing is scheduled for February 22, 2005, to present the proposed design for IH 30 and IH 35E. The proposed improvements would reconstruct IH 30 to 10 to 12 main lanes with auxiliary lanes, one to two reversible High Occupancy Vehicle/Managed (HOV/M) lanes and four to six lane continuous frontage roads; and improve IH 35E to eight to 10 main lanes with auxiliary lanes, two reversible HOV/M lanes and four to six lane frontage continuous roads. An environmental study in the form of an Environmental Assessment has been prepared to identify any effects to the social, economic, and natural environment.

The purpose of the Public Hearing is the solicit input and comments on the proposed design and its potential effects. Large-scaled drawings of the design will be displayed. You will also have the opportunity to ask questions one-on-one with members of the **PROJECT PEGASUS** Design Team during the Open House. The proposed design and Environmental Assessment are available on the project website (www.projectpegasus.org/information.htm)

The February Public Hearing is a critical milestone in the overall schedule for **PROJECT PEGASUS**.

Following the Public Hearing, comments received will be addressed and included in the Final Environmental Assessment. This document and the design will then be forwarded to the Federal Highway Administration for final approval. If approved, the project can move to the next steps of implementation which are the development of detailed construction plans and the acquisition of right-of-way.

PROJECT PEGASUS Public Hearing

Tuesday, February 22, 2005

Open House: 5:30 pm to 6:30 pm

Public Hearing: 6:30 pm

Crowne Plaza Market Center

7050 N. Stemmons Freeway,

Dallas, Texas 75247

Go to www.projectpegasus.org
to view the design and
Environmental Assessment.



PROJECT PEGASUS

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.

Urban Design

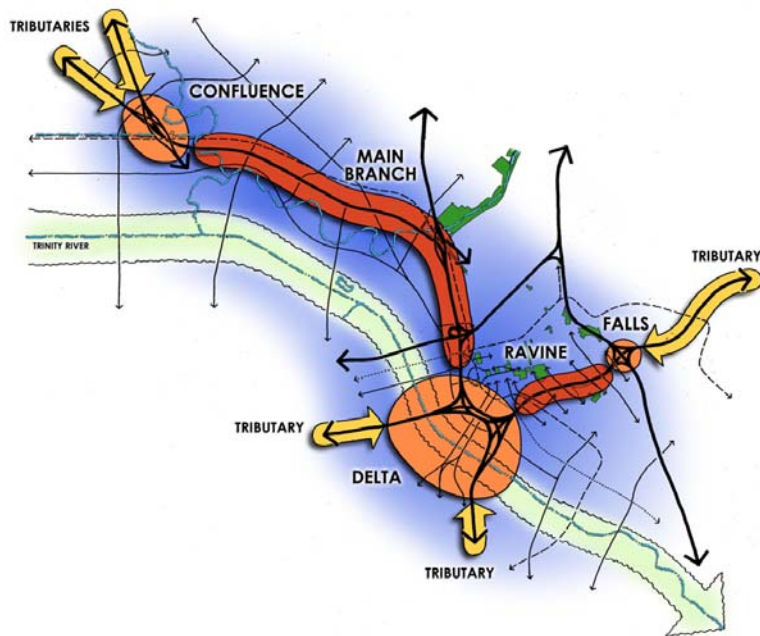
Along with improving the safety and capacity of Dallas downtown freeways, the multi-faceted **PROJECT PEGASUS** is seeking to enhance the transportation corridor environment for motorists, adjacent property development, property owners, and neighborhoods through a context sensitive Urban Design strategy. As part of project development, TxDOT has completed a conceptual Urban Design Study. An Urban Design Summary report is available at www.projectpegasus.org/information.htm.

This conceptual Urban Design Study involved an ongoing public dialogue of what-if design items, which may be considered for implementation via future community/city cost-sharing. Preliminary concepts and themes have been developed but will require additional study to determine their final characteristics. These concepts are intended to serve as broad themes for the project as well as specific champion-candidate strategies at locations throughout the corridors.



River Theme Concept

From an Urban Design standpoint, it is important to recognize the interrelationship between a transportation facility and the context in which it is situated. The physical characteristics and location of a transportation facility have an effect on the adjacent community, and that same community has an influence on the transportation facility design. In addition to the variety of existing neighborhoods and land uses, the proposed project area has a historical association with water. Mill Creek was once an open tributary to the Trinity River in the vicinity of the Canyon and Mixmaster. The original Trinity River floodplain meandered through the general area of the Lower Stemmons corridor. As a result, most of the **PROJECT PEGASUS** corridor is a broad floodplain.



In the case of **PROJECT PEGASUS**, the roadway corridors are linked to the location of the waterways of the past, and to the proximity of the waterways of today. A conceptual theme comparing **PROJECT PEGASUS** to waterways acknowledges these unique characteristics as a means of distinguishing these corridors from others throughout the region with a context sensitive design approach. Various segments of the project could be defined in terms of natural water features that embody physical characteristics relevant to each area as shown in the figure to the left.

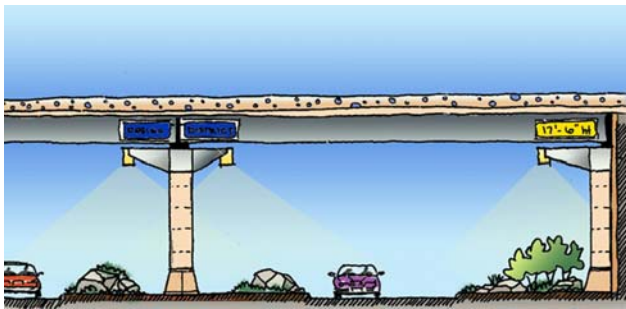
As the basis for this Urban Design program, any aesthetic improvements must be grounded in a solution that is appropriate to the overall project. An overriding conceptual rationale would serve the project in subsequent design phases by affording a consistent perspective for Urban Design elements.

Components

The reconstruction of IH 30 and IH 35E will be comprised of various components that can be influenced by Urban Design. These components are the physical features of the project that are visible from a driver's perspective and from the community perspective along the right-of-way. Elements could include distinctive signage and illumination, public art, landscaping, specialty pavement, textured retaining walls and vertical surfaces, community gateways, and specialty designs incorporated into bridges, column supports, and other features.



It is important that the components are properly scaled in proportion with the surrounding freeway components. The point presented here is that a bridge column or traffic rail required as a functional element of the transportation facility could potentially serve as a base for the additional gateway components at no additive cost to the project. The integration of these two components is indicative of opportunities throughout **PROJECT PEGASUS** to blur the line between the functional and the aesthetic.



Next Steps

The Urban Design is at an early stage of development. It is currently a collection of conceptual ideas, historical analogies, and general, physical design opportunity statements. The information is provided at a time when it is recognized that many design issues remain unresolved. It is also indicative of the flexibility that remains to influence and prioritize the final Urban Design.

Urban Design can include numerous elements. It will be important to prioritize these because it may be difficult to afford all or any particular components. While all anticipated design elements should be coordinated with the initial concepts and construction, we recognize that some improvements can be added after the freeway has been constructed. However, the limitations on design flexibility to occur as well as cost escalation are more likely with deferred Urban Design improvements. This will allow some elements to be incorporated in the future, if the cost-shared funding is not available at the time of freeway reconstruction.



For the Urban Design program to proceed on **PROJECT PEGASUS**, certain funding agreements and/or commitments must occur between TxDOT and allied agencies such as the City of Dallas, Dallas County, DART, and the community. A key issue is that of funding partnerships for design, construction, and maintenance; without them, the Urban Design opportunities cannot be successfully achieved.

Purpose of the Proposed Project

The primary purposes of **PROJECT PEGASUS** are to improve safety and traffic operations and reduce traffic congestion along IH 30, IH 35E, and the interchange of IH 30 and IH 35E near downtown Dallas. IH 30 and IH 35E near downtown Dallas are increasingly unable to safely and efficiently accommodate freeway travel. These freeways were designed and constructed nearly half a century ago and since then only minor improvements have been made. The project has strived to meet this purpose by:

- ✦ Maximizing the traffic capacity of IH 30 and IH 35E with improvements that minimize the need for additional right-of-way
 - ✦ Improving the operational and safety conditions of the freeways through the application of current FHWA and TxDOT design standards
 - ✦ Improving connections between IH 30 and IH 35E, between these freeways and other existing and proposed roadways, and between other travel modes and facilities
 - ✦ Decreasing traffic congestion and reduce travel times
 - ✦ Enhancing access to the CBD and other major employment areas and activity centers in downtown Dallas
 - ✦ Enhancing bicycle and pedestrian crossing facilities
 - ✦ Enhancing Employee Trip Reduction programs by providing facilities that encourage carpooling and vanpooling
 - ✦ Integrating Urban Design elements to reflect the character and location of the surrounding communities
 - ✦ Developing a technically and financially feasible solution.
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