III. ALTERNATIVES

A. Alternative A: No Build

The No-Build Alternative (Alternative A), representing the case in which the proposed project is not constructed, was evaluated first to mitigate the transportation congestion. The planned roadway improvements and Transportation Demand Management (TDM) measures included in the Mobility 2025 Plan -2004 Update are assumed to be included in the baseline condition for the study area. Other transportation improvements, including those identified in the Mobility 2025 Plan-2004 Update, may or may not be constructed depending on project development and funding availability issues for each such improvement. All of these improvements comprise Alternative A.

Various costs are associated with the implementation of Alternative A. The maintenance of the adjacent Continental Avenue Viaduct increases the longer the Spur 366 extension is postponed. Vehicle operating costs increase as motorists continue to utilize facilities that do not meet current design standards. The monetary value of time lost by motorists due to lower operating speeds is increased on the congested roadway. There are also intangible costs associated with the impacts to emergency vehicles by longer response times.

The No Build Alternative includes the existing transportation system plus any additional future transportation projects that have been funded within the project corridor. It also considered the rehabilitation or replacement of the Continental Avenue Viaduct. Rehabilitation would only provide for the structure's integrity and not address the transportation problems in the area. Replacement with a similarly dimensioned structure would not provide for an improved transportation system. The No-Build Alternative was not considered a viable alternative since the projected growth in traffic demand would exceed the capacity of Continental Avenue Viaduct without any improvements. This alternative would not increase capacity or reduce congestion to meet the projected future growth of the area. The overall regional mobility would be impaired. The linkage of this corridor with other adjacent TxDOT improvements would not occur and result in increased travel times, thus reducing mobility and increasing air quality concerns. This alternative would not satisfy the projected transportation demand.

B. Alternative B: Build

Considering the projected growth patterns and population projections for the project's surrounding area, the Build Alternative (Alternative B) was evaluated to accommodate the projected traffic demand. The MTIS alternative analysis concluded that several multi-modal Plan of Action improvements were needed in order to successfully address the congestion and transportation problems. The Spur 366 Freeway extension is the first of these recommended improvements. Other recommended improvements (as identified in **Appendix A: Figure 1 Project Location Map**) included:

- Project Pegasus
    - Reconstruction of the Mixmaster (IH 35E/IH 30 intersection) and the Canyon (IH 30 south of downtown Dallas).

  - Installation of a high occupancy vehicle (HOV) lane system traversing the Canyon and Mixmaster.
- Trinity Parkway Project
  - Construction of a Trinity Parkway reliever route.

Other factors considered included the design deficiencies of the adjacent Continental Avenue Viaduct. The growth and expansion of the cities adjacent to the project area were considered as well as how best to accommodate their increased use of IH 35E, U.S. 75, IH 45 and IH 30 and needed access to these facilities.

Due to the need to improve east-west access to the CBD, improve design deficiencies to meet current minimum TxDOT design standards, and provide smooth transitions to connecting roadways, the only build alternative considered was the extension of Spur 366 and improvements to Industrial Boulevard and Beckley Avenue.

Alternative B would extend the existing Spur 366 mainlanes westward from their existing western terminus at the IH 35E/Spur 366 interchange to the Beckley Avenue/Singleton Boulevard intersection. The project's mainlane alignment would be located predominately on structure in order to overpass Industrial Boulevard, the Trinity Industrial District Lead (TIDL) railroad spurs (see **Figure 1: Project Location Map** in **Appendix A)**, and the Dallas Floodway. All of Alternative B's accompanying ramp and direct-connection alignments and elevations are dictated by the mainlane (horizontal and vertical) alignments. The existing posted mainlane speed on Spur 366 is 50 mph. The proposed design speed for the project's mainlanes is 50 mph.

Table 3-1 summarizes and compares the potential effects of both alternatives on project objectives and relevant issues.

Table 3-1
Effects of Alternatives on Project Objectives

Project Objectives	Alternative A – No Build	Alternative B – Build
Reduce Traffic Congestion, and Improve Mobility *Objective Indicator* Improved traffic flow	Traffic flow in the project study area would decrease as increased traffic volumes use an insufficient transportation network.	Traffic flow in the project study area would increase. East-west mobility would be improved.
Improve Roadway Deficiencies *Objective Indicator* TxDOT's minimum design standards	TxDOT's current minimum design standards would not be met.	TxDOT's current minimum design standards would be met.
Provide System Linkage *Objective Indicator* Compatible with other transportation and development plans.	Traffic flow would remain congested, bottlenecking between freeway segments and across the Trinity River.	A more cohesive flow of traffic would occur between freeway segments and across the Trinity River.