Chapter 2: Description of the Alternatives

A. PROCESS USED TO DEVELOP THE PROJECT ALTERNATIVES

Chapter 1 described how the IH 30 and IH 35E corridors were studied as part of the Trinity Parkway Corridor MTIS. The recommended improvements from the approved MTIS (1998) provided initial concepts for the reconstruction of IH 30 and IH 35E. The MTIS attempted to maximize the carrying capacity of IH 30 and IH 35E while maintaining the existing bridges and pavement. These MTIS recommendations were based on corridor-level traffic volumes for the Year 2020 and included the following major elements:

- Building additional main lanes along the south side of the IH 30 Canyon to carry eastbound traffic, allowing the existing eastbound IH 30 main lanes to be reconfigured for two-way HOV use through the area;
- Adding C-D roads along both sides of the IH 30 Canyon, beginning in the area of IH 45, and terminating into Griffin Street East and West in the area of Ervay Street. C-D roadways, which would be controlled-access (i.e., no driveways or direct access to local roadways), are specifically necessary for traffic management and capacity;
- Reconfiguring the IH 30/IH 35E interchange to allow through traffic on IH 30 and IH 35E to stay in the same lanes rather than being forced to change lanes; adding north-south lanes through the interchange so IH 35E traffic flows on a total of three dedicated main lanes in each direction;
- Adding direct connection ramps in the IH 30/IH 35E interchange to more directly connect IH 35E and IH 30 from northbound to westbound and eastbound to southbound;
- Constructing C-D roads on both sides of IH 35E from the Commerce Street area northward to Oak Lawn Avenue. These particular roadways would be controlled-access specifically necessary for traffic management and capacity, and would provide connections with the DNT with allowance for separating traffic streams to and from Spur 366 and the DNT;
- Constructing C-D roads over the Trinity River along both IH 30 and IH 35E; and
- Constructing an HOV system serving the major radial highways (IH 30 and IH 35E) feeding into the Dallas CBD.

Transit alternatives were also included in the MTIS. As discussed in **Chapter 1**, **Section D.1 Planning Process**, construction of a new light rail line was recommended. DART is currently designing the line and received a Record of Decision (ROD) for the Northwest Corridor project in February 2004 (**Chapter 2, Section E Description of Other Relevant Actions**).

During the preliminary design stage, the initial MTIS concepts for IH 30 and IH 35E were refined to address new traffic projections for the design year 2026. Additionally, it was recognized that by the time major freeway construction began in the IH 30 and IH 35E corridors the freeway system would be more than 50 years old and nearing its useful life. This meant that bridges and pavement would need to be replaced and the entire freeway brought up to current operations and safety design standards. Furthermore, the concept of the HOV lanes was expanded to an HOV/Managed (HOV/M) lane concept to allow TxDOT maximum flexibility in the future for the management and operations of the lane. An HOV/M lane, which is considered a transit element, is an exclusive traffic lane for buses, vanpools, and vehicles with more than one passenger. It can also allow for a toll on single occupant vehicles.

The evaluation process developed for IH 30 and IH 35E reconstruction provided a systematic, interdisciplinary planning and design framework through which improvement alternatives

(including the No-Build Alternative) were comparatively analyzed and further refined. This process was used to pinpoint major differences between alternatives, eliminate alternatives that did not adequately meet project objectives, and select alternatives for further development that did the best job of balancing design standards, traffic safety, transportation needs, costs, and social, economic, and environmental concerns.

Criteria for evaluating each alternative were derived from project objectives, federal and state transportation guidelines, natural and social sciences, and from interested and affected members of the public and relevant federal, state, regional, county, and city agencies. During the development of the design for IH 30 and IH 35E, 32 presentations and six public meetings were conducted. This is in addition to the over 100 presentations and eight public meetings conducted during the MTIS. The public involvement process utilized for the project (see **Chapter 1**, **Section D.1 Planning Process**) allowed for the consideration of conflicting views concerning the alternative uses of available resources. The criteria addressed traffic operations, design and construction, and social, economic, and environmental effects. The criteria also gave appropriate consideration to unquantified environmental amenities and values, such as visual impacts and urban design opportunities.

B. REQUIREMENTS FOR AND BENEFITS OF ALTERNATIVES

The application of design and environmental protection and enhancement requirements serves six basic functions:

- To design an initial proposal that fulfills the stated needs by meeting the objectives;
- To design alternatives that attempt to resolve all "unresolved conflicts concerning alternative uses of available resources" (NEPA, 102(2)(E));
- To decide which alternatives to study in detail;
- To decide which alternatives to eliminate from detailed study;
- To decide which alternative(s) to announce as the preferred alternative; and
- To recommend an alternative to implement.

B.1. Principal Design Requirements

The design requirements for IH 30 and IH 35E stem primarily from the FHWA standards for interstate urban freeways. Other sources include TxDOT and American Association of State Highway and Transportation Officials (AASHTO) design standards. Proposed improvements were also designed to be responsive to the issues brought forward by local agencies, community groups and affected stakeholders. The principal design requirements address:

- Traffic operations improvements – volume to capacity ratio, peak hour Level of Service, weaving, and critical movements;
- Design and construction – adherence to FHWA and TxDOT desirable design standards, constructability/disruption during construction, drainage and utilities; and
- Costs – construction costs, right-of-way costs, and cost effectiveness.

B.2. Desired Design Benefits

The intended design benefits are linked to the needs and objectives described in **Chapter 1**, **Section C, Objectives of the Project**. Briefly re-stated, these include:

- Maximize traffic capacity of the freeway system;
- Minimize need for additional right-of-way;
- Improve operations and safety;
- Improve traffic detouring around accident and incident sites;

- Improve connections between IH 30 and IH 35E, interregional connections between existing and proposed roadways, and with transit facilities;
- Enhance access to the CBD, major employment areas, and other major activity centers;
- Decrease traffic congestion and reduce travel times;
- Enhance bicycle and pedestrian crossing facilities;
- Integrate urban design elements; and
- Develop a technically and financially feasible solution.

B.3. Environmental Protection and Enhancement Requirements

The incorporation of environmental protection and enhancement requirements arises partly from the laws, regulations and required coordination described in **Chapter 1**, **Section E**, **Applicable Regulatory Requirements and Required Coordination**. These include the Clean Air Act, the Clean Water Act, the National Historic Preservation Act, the various laws governing hazardous materials, the Uniform Relocation Assistance and Real Property Acquisitions Policies Act, and Section 4(f) of the Department of Transportation Act of 1966 (as amended). Other requirements were derived from project objectives and public input. Project alternatives were evaluated for how well they addressed the following issues:

- Right-of-way requirements – number of parcels affected, the number of buildings displaced, and the amount of damage (if any) to the use and accessibility of any remaining parcel;
- Change in accessibility for adjacent properties and development – access limitations and restrictions (for vehicles, pedestrians, and bicycles) to properties adjacent to the freeways as well as existing and proposed developments along the corridor;
- Effects to sensitive areas – effects or impacts to parklands, historical sites, cultural resources or wetlands and U.S. waters as well as increased noise, visual impacts, or decreased opportunities for urban design elements.

C. ALTERNATIVES ELIMINATED FROM DETAILED STUDY

To facilitate the development of alternatives, the project was divided into three areas: IH 30 from IH 45 to Lamar (Canyon), IH 30/IH 35E Interchange (Mixmaster), and IH 35E (Stemmons) from Commerce to Oak Lawn Avenue and Oak Lawn Avenue to Empire Central. The IH 30 Canyon area had three alternatives known as C-1, C-2 and C-3; the IH 30/IH 35E Mixmaster had four (M-1, M-2, M-3 and M-4), and the IH 35E Stemmons area had four (S-1, S-2A, S-2B and S-2C). The limits of the S-1 Alternative were IH 35E from Commerce to Oak Lawn and the S-2A, S-2B, and S-2C alternative were from Oak Lawn to Empire Central.

After evaluating the alternatives for each area, the following alternatives were eliminated from detailed study because either they failed to satisfy design requirements, did not meet the purpose and need, did not achieve desired design benefits, or could not meet requirements for environmental protection or enhancement. Specific reasons for each alternative's elimination are provided below:

- Alternative C-2 (IH 30 from IH 45 to Lamar) – The C-D roads in this alternative would provide more circuitous and difficult access to other freeways and local streets, making it difficult and confusing for drivers. Motorists would have to exit to the C-D roads well in advance of their destination. Alternative C-2 would introduce numerous weaving areas on C-D roads and a possible weaving issue on frontage roads. This alternative would require right-of-way from approximately 12 parcels, and nine structures and three parking areas would be potentially impacted. There would be no direct ramps to and from IH 30 and the surface streets; access would be to/from the C-D roads only. In addition, this alternative

would directly impact two structures that may be eligible for listing on the National Register of Historic Places. There would also be potential visual impacts due to elevated/braided ramps near Old City Park. Additionally, the estimated construction and right-of-way cost for this alternative is about $31 million more than Alternative C-1.

- Alternative M-2 (IH 30/IH 35E Interchange) – This design would provide more limited access to local streets and only half the traffic capacity of Alternative M-1. The construction and right-of-way estimate is approximately $8 million more than Alternative M-1.
- Alternative M-3 (IH 30/IH 35E Interchange) – This alternative was critically flawed due to the introduction of an unacceptably high degree of horizontal curvature.
- Alternative M-4 (IH 30/IH 35E Interchange) – This alternative would require right-of-way from between 35 and 40 parcels, potentially impacting 30 structures (including 13 residences) and five other parking areas. This alternative included fewer off-ramps and on-ramps than Alternative M-1 and severely limited local access. It also would introduce an elevated freeway with the potential for visual impacts to the Houston Street Viaduct, downtown skyline, and the proposed signature bridge on IH 30. The estimated construction and right-of-way cost for this alternative is approximately $60 million more than Alternative M-1.
- Alternative S-2A (IH 35E from Oak Lawn Avenue to Empire Central) – This alternative would eliminate access to Commonwealth. It would require right-of-way from three additional parcels beyond Alternative S-2C, resulting in an estimated right-of-way cost of $1 to $2 million more than Alternative S-2C.
- Alternative S-2B (IH 35E from Oak Lawn to Empire Central - Braided Ramp Option) – This alternative maintains only partial access to Commonwealth. It would require right-of-way from three additional parcels and would impact one more structure and two more parking areas beyond Alternative S-2C. The construction and right-of-way cost estimate for this alternative is about $16 million more than Alternative S-2C.

D. DETAILED DESCRIPTION OF REASONABLE ALTERNATIVES

The TxDOT Study Team applied design, environmental protection and enhancement requirements and considered public agency and stakeholder concerns and suggestions in determining the most reasonable alternatives. One IH 30 Canyon alternative, one IH 30/IH 35E Mixmaster alternative, and one alternative in each of the IH 35E Stemmons sections is recommended for further development: Alternatives C-1, M-1, S-1, and S-2C. A design schematic, *Interstate Access Justification Report*, and *Design Exception Report* have been developed for these alternatives along with this Environmental Assessment. The *Design Exception Report*, which is needed because the design cannot be brought to full interstate standards in all locations, ensures that the safety of the facility and the traveling public is not compromised.

The reasonable alternatives were also refined through a Value Engineering (VE) Study. Value Engineering is a program to improve project quality, reduce project costs, foster innovation, eliminate unnecessary and costly design elements, and ensure efficient investments. The VE Study, conducted in March 2003, was attended by representatives from TxDOT, FHWA, City of Dallas, Dallas County, NTTA, NCTCOG, and Texas Transportation Institute.

During schematic design, the study team refined the reasonable alternatives and incorporated, as appropriate, comments and concerns from the project's public and study work groups. The following were key concerns raised during the alternative refinement process and were considered during schematic design:

- Include opportunities for urban design;
- Minimize business and right-of-way impacts;
- Maximize/lengthen weaving areas between ramps; and
- Allow for improved access/circulation.

Once the schematic and Environmental Assessment are completed and approved by FHWA, more engineering would be initiated to develop detailed construction plans and right-of-way maps. Based on the construction plans, the necessary right-of-way for the project would be acquired and any utilities such as power lines and water lines would be relocated or adjusted such that they do not interfere with construction. Utilities such as water lines, sewer lines, gas lines, telephone cables, electrical lines, and other subterranean and aerial utilities would require adjustment; aerial and/or underground utility construction would be adjusted. The cost to adjust these utilities would be the responsibility of TxDOT and FHWA because the project involves the interstate highway system. The adjustment and relocation of any utilities would be managed in a manner that ensures no substantial interruption in services. Construction would commence after the construction plans are completed, right-of-way acquired, and funding secured. Construction of the proposed improvements is not expected to begin before 2010, except for IH 30 from east of Sylvan Avenue to IH 35E, which could see the construction of additional lanes prior to 2010 as part of another project. As with most large transportation projects, the improvements to IH 30 and IH 35E would most likely be built in stages.

D.1. No-Build Alternative

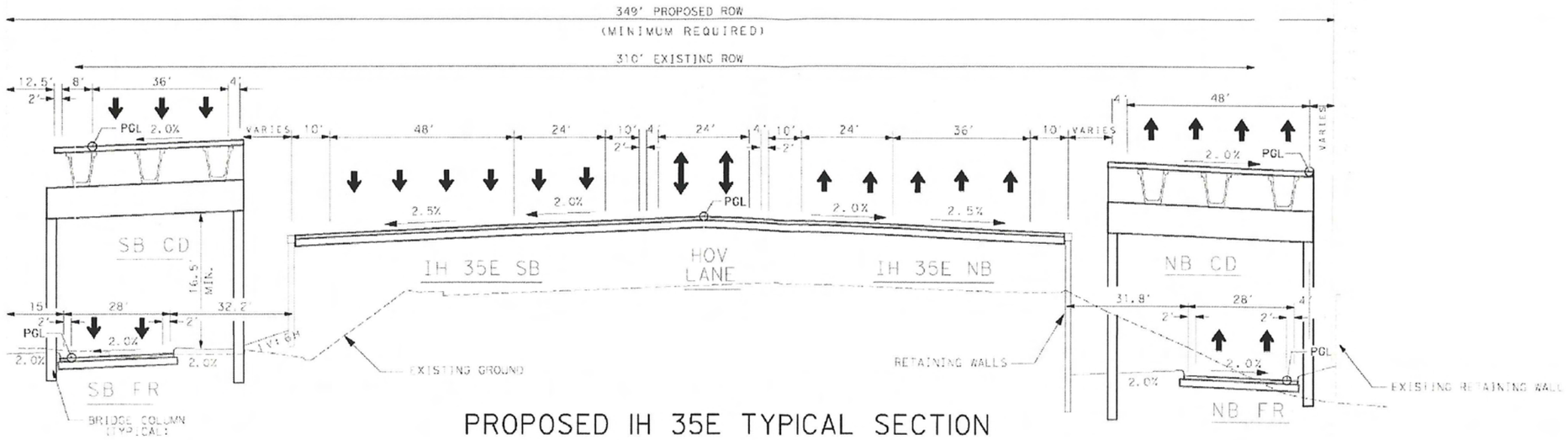
The No-Build Alternative must be included in this Environmental Assessment to act as a baseline for determining environmental consequences. Under the No-Build Alternative, no major transportation improvement investments would be made in the corridor beyond those already programmed and funded by the City of Dallas, Dallas County, DART, TxDOT, or Federal entities by the Year 2025. These programmed and funded improvements are included in the approved Metropolitan Transportation Plan (*NCTCOG Mobility 2025 Plan – 2004 Update*), Capital Improvement Plans for the City of Dallas, Dallas County, and the *2004-2006 Transportation Improvement Program* (TIP).

The No-Build Alternative also includes a range of strategies such as the Congestion Management System (CMS), ETR programs, intersection and signal improvements, Advanced Transportation Management, bicycle and pedestrian improvements, rail transit improvements, and numerous roadway improvements. These improvements include the Spur 366 Extension, IH 30 widening and reconstruction to the west, SH 183 widening and reconstruction, construction of the Trinity Parkway, and widening of both Hampton/Inwood and Motor Street. The No-Build Alternative also assumes routine maintenance would continue to occur on IH 30 and IH 35E.

D.2. Build Alternative

The Build Alternative includes the widening and reconstruction of IH 30 and IH 35E and construction of HOV/M lanes, C-D roads, and frontage roads. It incorporates the alternatives recommended for further development (C-1, M-1, S-1 and S-2C). The draft design schematic encompassing the proposed improvements described above has been prepared by TxDOT and is available for inspection in the Dallas District Office located at 4777 East Highway 80, Mesquite, Texas, 75150.

Typical sections for the existing facilities and the proposed Build Alternative are shown in **Figures 2-1** through **2-5**. The number of lanes for the Build Alternative is shown in **Table 2.1.** Freeway main lanes would be 12 feet wide with 10-foot inside and outside shoulders. Frontage roads would include 12-foot wide lanes with 2-foot curb offsets.



PROPOSED IH 35E TYPICAL SECTION

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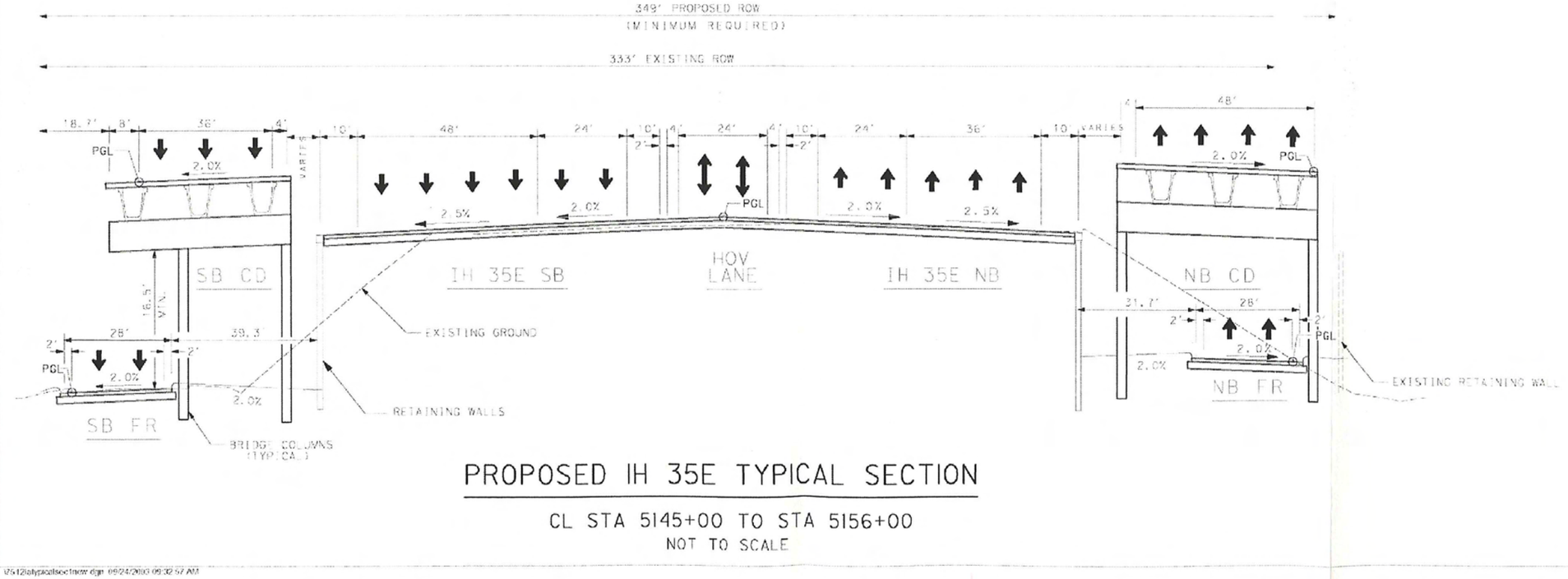

PROPOSED IH 35E TYPICAL SECTION

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NOT TO SCALE

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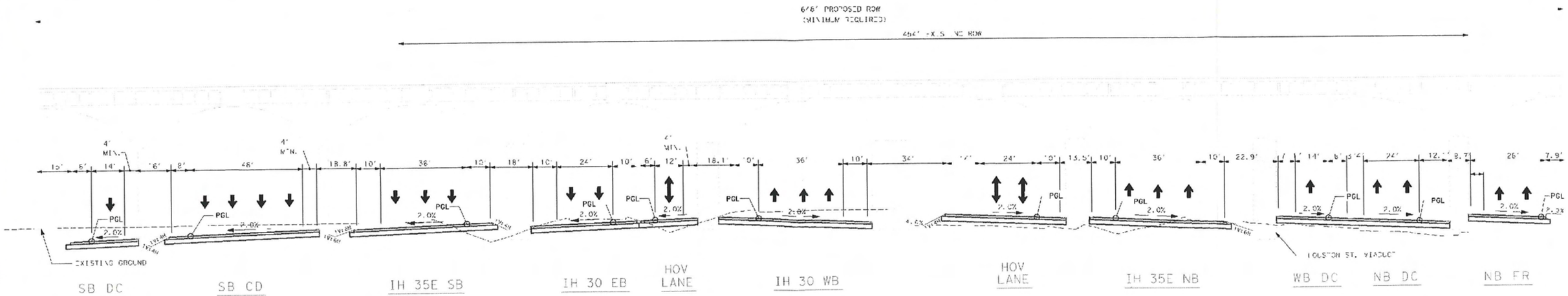
Figure 2-1
IH 35
Section 1
CSJ: 0009-11-181, 0196-03-199
0196-03-205, 0442-02-132, 1068-04-023

PROJECT PEGASUS
Transforming Our Downtown Freeways



PROPOSED IH30 / IH35E TYPICAL SECTION

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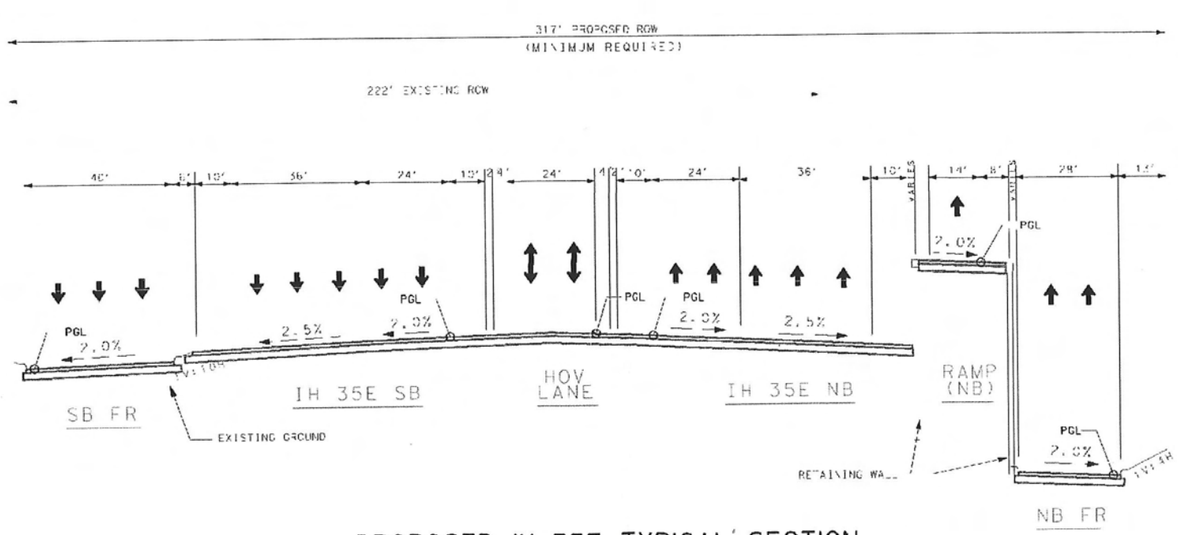

PROPOSED IH 35E TYPICAL SECTION

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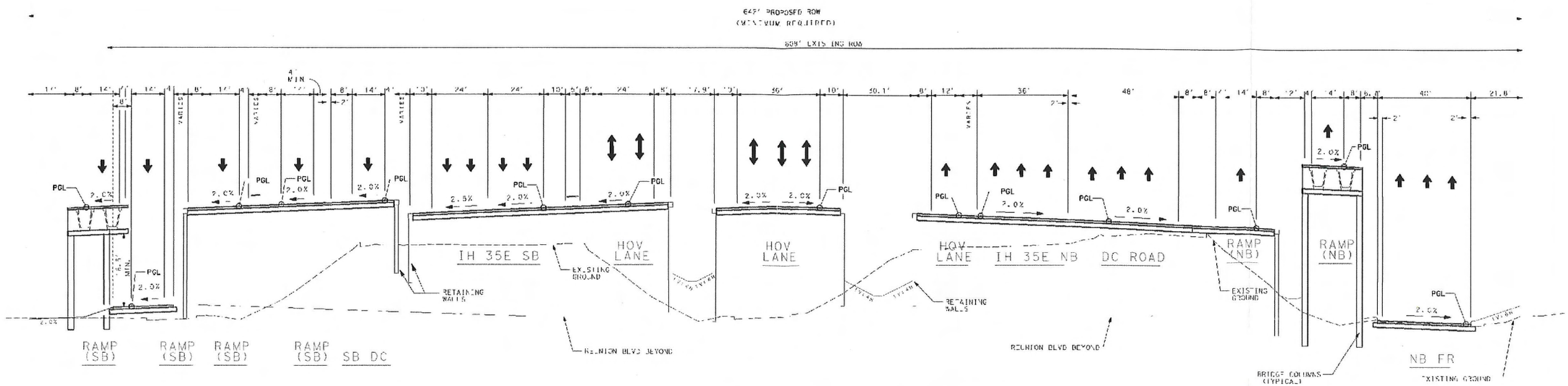
Figure 2-2
IH 35
Section 2
CSJ: 0009-11-181, 0196-03-199
0196-03-205, 0442-02-132, 1068-04-023

PROJECT PEGASUS
Transforming Our Downtown Freeway



PROPOSED IH 35E TYPICAL SECTION

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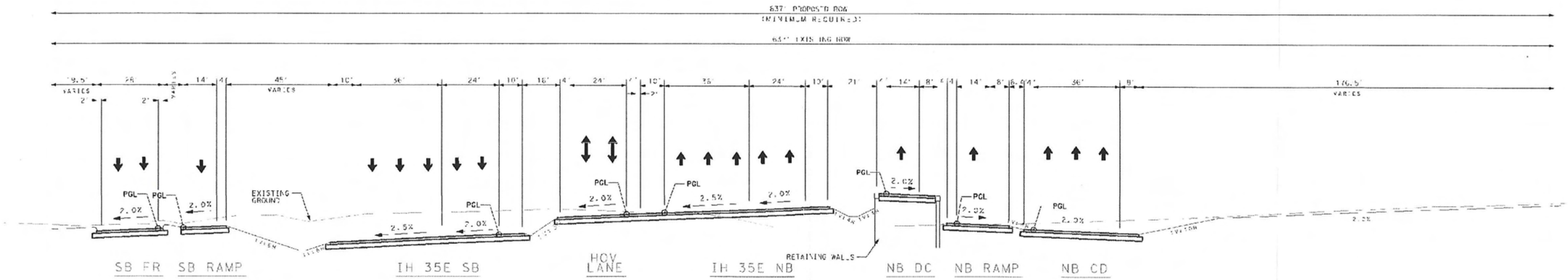

PROPOSED IH 35E TYPICAL SECTION

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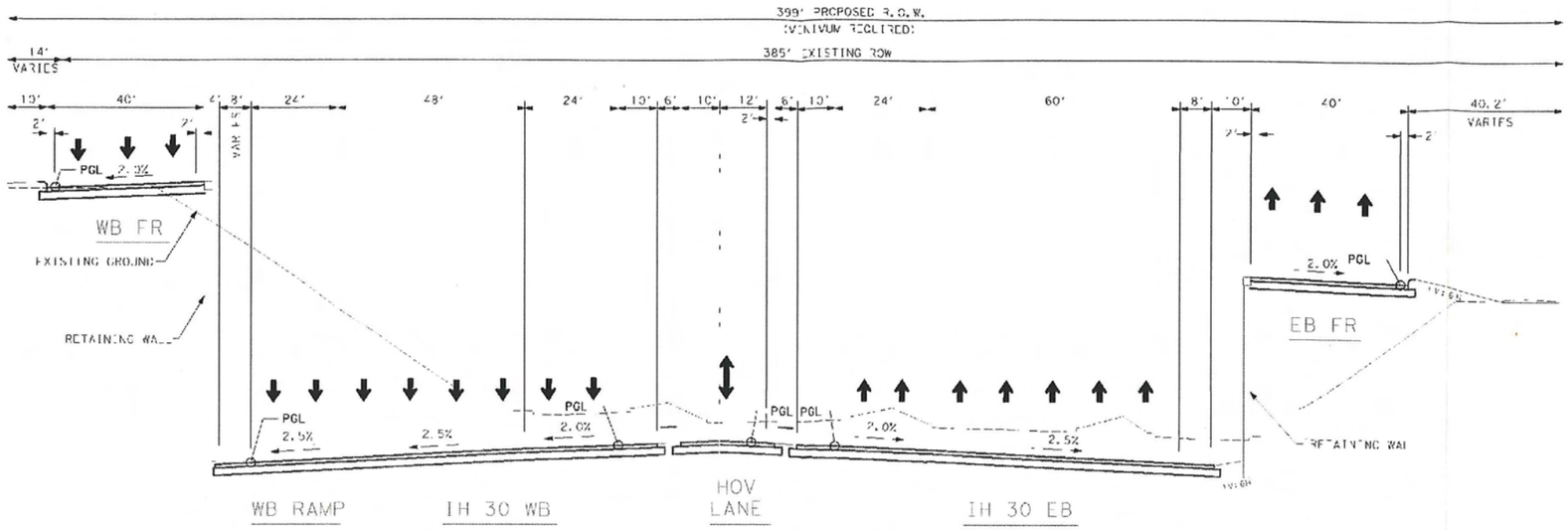
Figure 2-3
IH 35
Section 3
CSJ: 0009-11-181, 0196-03-199
0196-03-205, 0442-02-132, 1068-04-023

PROJECT PEGASUS
Transforming Our Downtown Freeways



PROPOSED IH 30 TYPICAL SECTION

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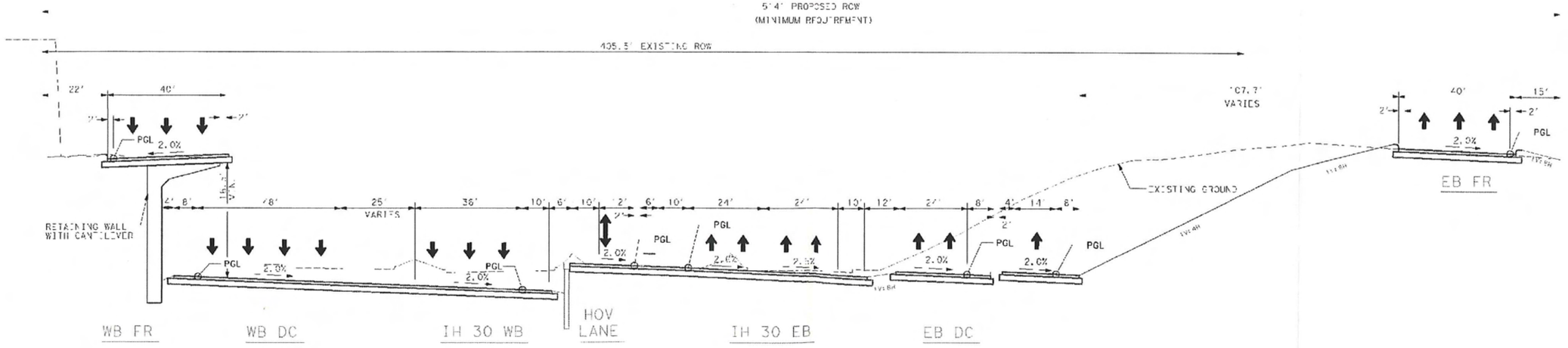

PROPOSED IH 30 TYPICAL SECTION

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Figure 2-4
IH 30
Section 1
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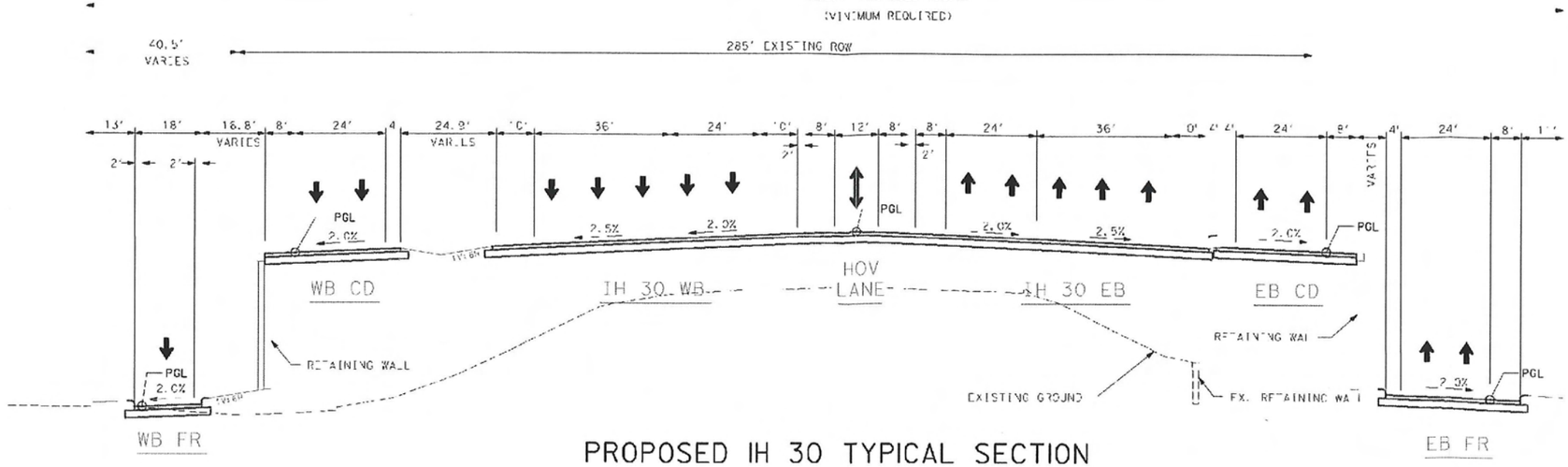
0196-03-205, 0442-02-132, 1068-04-023

PROJECT PEGASUS
Transforming Our Downtown Freeway



PROPOSED IH 30 TYPICAL SECTION

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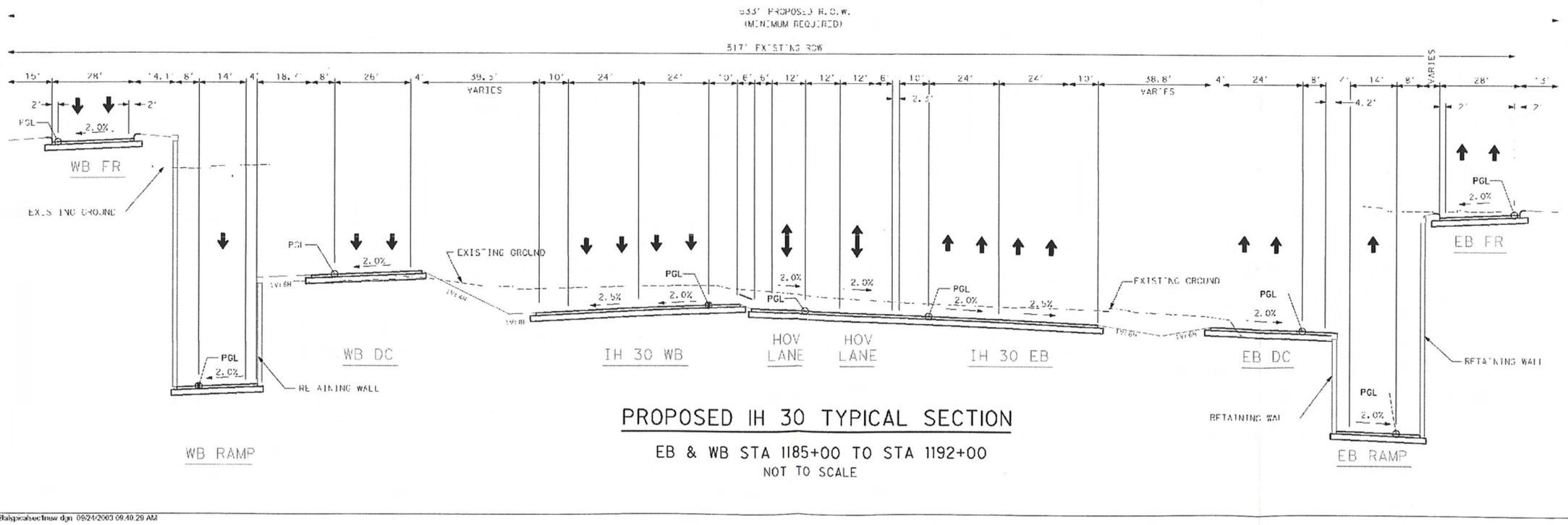

PROPOSED IH 30 TYPICAL SECTION

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Figure 2-5
IH 30
Section 2
CSJ: 0009-11-181, 0196-03-199
0196-03-205, 0442-02-132, 1068-04-023

PROJECT PEGASUS
Transforming Our Downtown Freeways

Table 2.1 Number of Lanes in the Build Alternative

Limits	Lanes
IH 30 from IH 45 to IH 35E	12 main lanes with two reversible HOV/M lanes
IH 35 from SH 183 to IH 30	10 lanes with two reversible HOV/M lanes
IH 30 from LP 12 to IH 35E	8 main lanes with one reversible HOV/M lanes

The proposed minimum right-of-way width for IH 30 ranges from 392 feet to 533 feet; minimum right-of-way proposed for IH 35E ranges from 317 feet to 648 feet. Construction of the Build Alternative is estimated to cost over $975 million and right-of-way is estimated to cost an additional $27.5 million (in 2003 dollars). There is currently no funding in place for the proposed improvements. Funding and construction agreements would need to be developed between local, regional, state and federal agencies to specify project participation and to coordinate construction schedules for related projects. A funding split of 90 percent federal and 10 percent state funds is anticipated for this project.

Elements of the proposed improvements for project Pegasus are included in the 2004-2006 State Transportation Improvement Program (STIP):

Table 2.2 Project Pegasus Proposed Improvements Included in the State Transportation Improvement Program (STIP)

CSJ #	Highway	Limits		Description	Letting Date
		From	To		
0009-11-081	IH 30	IH 45	IH 35E	Reconstruction, Safety and Capacity Improvements with HOV Lanes	2010
0196-03-199	IH 35E	IH 30	SH 183	Widen and Reconstruct Roadway	2010
0196-03-205	IH 35E	At IH 30		Reconstruct Interchange with HOV Lanes and C-D Roads	2010
0442-02-132	IH 35E	8th Street	IH 30	Widen Mainlanes, Add C-D Roads and HOV	2010
1068-04-116	IH 30	East of Sylvan Ave.	IH 35E	Lane Additions	2006

The Build Alternative meets the purposes, needs and objectives of the project. **Table 2.3** briefly explains how each project objective is addressed by various components or actions of the Build Alternative.

Table 2.3 Actions of the Build Alternative in Relation to Project Objectives

Actions of the Build Alternative	Project Objectives										
	Maximize traffic capacity	Minimize need for additional right-of-way	Improved operations and safety	Improve traffic detouring around incident sites	Improve inter-regional connections	Enhance access	Decrease traffic congestion	Enhance ETR programs	Enhance bicycle and pedestrian crossings	Integrate urban design elements	Technically and financially feasible
Includes a continuous and reversible HOV/M lane system	✓	✓	✓		✓	✓	✓	✓			✓

Table 2.3 Actions of the Build Alternative in Relation to Project Objectives
- Continued –

Actions of the Build Alternative	Project Objectives										
	Maximize traffic capacity	Minimize need for additional right-of-way	Improved operations and safety	Improve traffic detouring around incident sites	Improve inter-regional connections	Enhance access	Decrease traffic congestion	Enhance ETR programs	Enhance bicycle and pedestrian crossings	Integrate urban design elements	Technically and financially feasible
Adds one general purpose travel lane in each direction in some areas	✓	✓	✓	✓			✓				✓
Meets design standards for freeway lanes and shoulder widths	✓		✓	✓			✓				✓
Eliminates left-hand merges and diverges	✓		✓				✓				✓
Eliminates forced lane changes to stay on same freeway and provides lane continuity	✓		✓		✓		✓				✓
Eliminates inside merges on main lanes			✓				✓				✓
IH 30/IH 35E interchange includes direct connections in all directions	✓			✓	✓	✓	✓				✓
Eliminates the severe freeway weaving area between Spur 366 and DNT	✓		✓		✓		✓				✓
Provides continuous surface frontage roads along IH 30 and IH 35E	✓		✓	✓	✓	✓	✓		✓		✓
Eliminates the current C-D roads adjacent to the Canyon main lanes	✓	✓	✓			✓					✓

Table 2.3 Actions of the Build Alternative in Relation to Project Objectives
- Continued –

Actions of the Build Alternative	Project Objectives										
	Maximize traffic capacity	Minimize need for additional right-of-way	Improved operations and safety	Improve traffic detouring around incident sites	Improve inter-regional connections	Enhance access	Decrease traffic congestion	Enhance ETR programs	Enhance bicycle and pedestrian crossings	Integrate urban design elements	Technically and financially feasible
Simplifies South Central Expressway interchange with IH 30	✓	✓	✓		✓						✓
Provides HOV/M lane access at Commerce Street and Medical Market Center	✓				✓	✓	✓	✓			✓
Allows adequate horizontal and vertical clearance for bicycle and pedestrian crossings					✓	✓		✓	✓	✓	✓
Incorporates aesthetic elements, landscaping and urban design treatments										✓	✓
Provides 10' sidewalks on freeway cross-streets					✓	✓		✓	✓	✓	✓
Provides 14 foot outside lane widths at city cross-streets over/under the freeway to accommodate bicycles					✓	✓		✓	✓		✓
Provides for ITS	✓		✓		✓		✓	✓			✓
Includes strategies described under the No-Build Alternative		✓						✓	✓		✓

A conceptual Urban Design Study is being performed as part of Project Pegasus to formulate potential landscaping and aesthetic plans for integrating the freeway design with adjacent communities. The Build Alternative includes landscaping treatments and aesthetic elements. The implementation of some urban design elements would require participation and cost-

sharing to fund the aesthetic improvements from the City of Dallas, property owners or community-based organizations.

The Build Alternative is deemed to be technically feasible through adherence to FHWA and TxDOT engineering design standards; and financially feasible by virtue of being included in NCTCOG's MTP, which is financially constrained.

Another action of the Build Alternative involves the use of a small portion of Stemmons Park, a City of Dallas public park located near IH 35E's interchange with Oak Lawn. An alignment alternative in this area that avoids the park would not be reasonable or prudent, and all measures to minimize harm to the park are being considered as part of the project. A full evaluation of this issue is provided in **Appendix C Draft Section 4(f) Evaluation**.

E. DESCRIPTION OF OTHER RELEVANT ACTIONS

The Trinity Parkway Corridor MTIS recommended other transportation improvements in the immediate vicinity of the IH 30 and IH 35E corridors. There are also several other relevant projects in the area. These actions could contribute to both beneficial and adverse (direct or indirect) effects on the quality of the human and natural environment in the project area. These actions are briefly reviewed in the following paragraphs.

- **Extension of Spur 366** − This project extends the existing Spur 366 as a six-lane roadway from its present terminus at Industrial Boulevard westward over IH 35E and the Trinity River to connect with Singleton Boulevard and Beckley Avenue in West Dallas and Oak Cliff. The project, while requiring the conversion of some existing land uses to transportation use, provides traffic access and mobility improvements.
- **Trinity Parkway** − This project is a proposed four- to six-lane tollway route from US 175 north to SH 183 near IH 35E along the Dallas floodway levee system. TxDOT, NTTA, and the City of Dallas are jointly studying the project. The project is being evaluated in conjunction with the USACE Dallas Floodway hydraulic improvement project, which looks at the combined impacts of the roadway, lakes and river channels in the downtown floodway area. NTTA is currently preparing an Environmental Impact Statement (EIS) for the project.
- **Southeast and Northwest Corridor Light Rail Transit** − DART is proposing to construct a 10-mile light rail transit line from downtown Dallas southeast to Pleasant Grove and a 17.8-mile light rail transit line from downtown Dallas northwest to Farmers Branch and Carrollton. These projects would provide connections to major activity centers, employment centers, community resources, and other regional transit services. DART has prepared EISs for the Southeast and Northwest Corridors. Both received RODs in February 2004.
- **IH 30 Widening (Tarrant County Line to Sylvan Avenue)** – Parts of this project are currently under construction. TxDOT is widening IH 30 to eight lanes from Loop 12 to Sylvan and 10 lanes from the Tarrant County Line to Loop 12.
- **IH 30 Widening (IH 635 to Dallas/Rockwall County Line)** – TxDOT has initiated a study to develop the schematic and environmental documentation for transportation improvements along IH 30/US 80. Proposed improvements include widening and HOV/M lanes.
- **IH 35E (8th Street to Danieldale Road)** – TxDOT is conducting the Southern Gateway Study, which will develop solutions to improve safety and traffic conditions on IH 35E and US 67. TxDOT is currently completing the schematic and Environmental Assessment for the project.
- **SH 183 (SH 161 to IH 35E)** – SH 183 is proposed to be widened to eight general use main lanes with two to three reversible HOV/M lanes in the median. This project received environmental approval in February 2004.

- **IH 35E (Empire Central to Loop 12)** – TxDOT is currently developing the schematic and Environmental Assessment to widen and reconstruct this section of freeway.
- **Houston Street Viaduct Rehabilitation** – Pursuant to a 1996 Section 106 mitigation agreement with the THC, TxDOT will remove an interim HOV crossover structure that had required the partial removal of the Houston Street viaduct's southern railing. The interim structure will be removed as soon as the IH 30/IH 35E interchange area is reconstructed to provide a permanent HOV facility. When the crossover structure is removed, TxDOT will restore the Houston Street viaduct to its previous appearance by replacing the missing railing segment with either the salvaged historic railing or an in-kind replica thereof. TxDOT will also restore the historic light standards on the Houston Street viaduct as part of the HOV project. Missing light standards will be replaced with fixtures that match the existing historic standards, and all standards will be restored to good working order.

Construction of these transportation improvements would occur over a period of ten or more years. Individually, they would create construction-related impacts such as temporary air and noise effects, lane closures, and detours. Collectively, they could contribute to a prolonged period of travel delays, inconvenience, and access constraints in the vicinity of downtown Dallas. This could encourage commuters to seek alternatives such as DART's light rail and other transit services. The combined negative impacts to travel and access could be lessened through mitigation measures that address area-wide concerns, not just the immediate influence of any single project. By working cooperatively and continuously with local agencies, business associations, and the news media, transportation officials can keep the public informed about travel conditions and access alternatives.

The reconstruction of IH 30 and IH 35E could also have beneficial indirect effects. These include the opportunities for urban design enhancement by the City of Dallas such as construction of a pedestrian "deck" over the canyon area of IH 30, restoration of Old Mill Creek, and construction of "signature" bridges for the IH 30 and IH 35E crossings of the Trinity River. The integration of these context sensitive designs and solutions within the Project Pegasus development process would be a collaborative, interdisciplinary approach involving the City of Dallas and other stakeholders.

In recent years, communities have witnessed a tremendous increase in highway construction activity in an effort to address the need to preserve or rebuild our highway infrastructure. Although highway construction is unavoidable, excessive construction time is and should be avoided because it is costly; it prolongs construction workers' exposure to traffic, and subjects the motorists to substandard conditions longer than necessary. Through programs such as Accelerated Construction Technology Transfer (ACTT), agencies are evaluating methods and techniques that can help minimize traffic delays and community disruptions by reducing cost and construction time, and improving quality, traffic control, and safety.

FHWA and TxDOT conducted an ACTT workshop that focused on Project Pegasus. The workshop, held in September 2003, resulted in numerous recommendations that are currently being evaluated by TxDOT. The recommendations were generally geared to the following objectives:

- Facilitate removal of barriers to innovation;
- Advocate continuous quality improvement and positive change;
- Enhance safety and mobility;
- Encourage the development of strategies that generate beneficial change; and
- Create a framework for informed consideration of innovation.

Other beneficial secondary stem from the ability of the proposed access and mobility improvements to bolster Dallas's long-term ability to successfully compete in regional, national, and international business markets. Because the proposed improvements involve the reconstruction of freeway facilities that have been in existence for nearly 50 years, other potential secondary and cumulative effects would not be distinguishable from the No-Build Alternative.