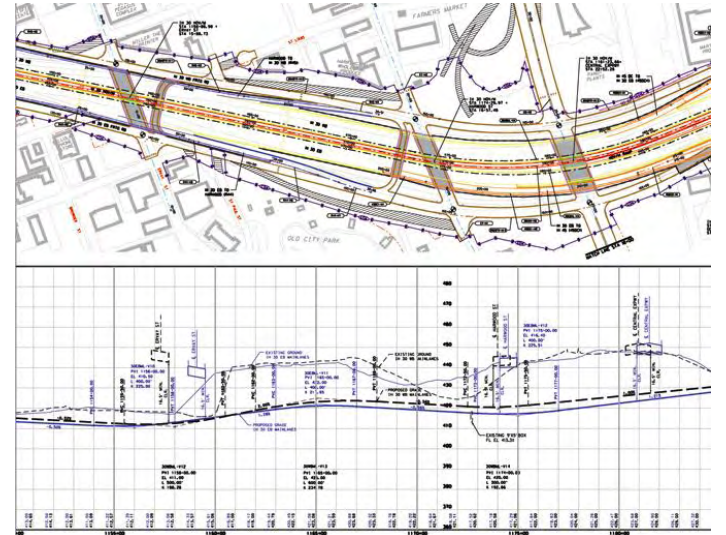


# Characteristics

## CHARACTERISTICS

Project Pegasus, as proposed, would reconstruct sections of one of the busiest interstates in Texas. Urban expressways have evolved considerably, with more complex characteristics, since the Eisenhower Interstate Program was signed into law in 1956. Project Pegasus embodies this complexity with eight to 10 general use lanes, HOV/M lanes, paralleling collector-distributor roads, frequent local street crossings, exit and entrance ramps, railroad crossings, river and drainageway bridges, high speed direct connector interchanges, and tight right-of-way constraints. The proposed project can be characterized by describing three segments of the proposed project – the IH 30 Canyon, the Mixmaster interchanges, and the Lower Stemmons corridor of IH 35E.

The IH 30 Canyon would continue to be characterized by the below grade main highway lanes flanked by upper continuous frontage roads at surface elevations. Improved HOV/M lanes at the center of the main roadway would serve as the highway centerline. Local street bridges would continue to overpass the main lanes. Vertical retaining walls on each side of the mainlanes would continue to provide the segment with its characterizing “canyon” effect. The exit and entrance ramps would continue to provide transitional portals in and out of the Canyon between the upper and lower levels. The Canyon runs east-west for approximately two miles between the IH 45/Julius Schepps Freeway and the Mixmaster. The imposing IH 45 interchange would continue to overpass IH 30 to create a dramatic portal in and out of the Canyon and Project Pegasus. The reconstructed Canyon would be at a scale and have physical configurations similar to US 75 (North Central Expressway) between Northwest Highway and downtown Dallas.



The Mixmaster area encompasses several interchanges flanking the west edge of downtown Dallas. The Mixmaster includes the Woodall Rodgers interchange, the IH 30 interchange and westward extension toward the Trinity River/West Dallas, as well as the IH 35E interchange and southward extension to the Trinity River/Oak Cliff. Each interchange would include levels of direct connector bridges. The roadway segments between interchanges would run at-grade overpassing local roadways. In addition, several railroad bridges and roadway viaducts (such as Houston Street and Jefferson Boulevard) would continue to cross over the main highway lanes. Due to the relatively close spacing of these elements and the lack of continuous development, these sprawling interchanges would continue to dominate the character of this compact yet complex area. The openness within this section would continue to afford spacious views of the downtown Dallas and the adjacent Trinity River Corridor, resulting in a dynamic environment befitting of the “front door” to downtown Dallas.

The Lower Stemmons corridor begins north of the Mixmaster. Moving north, the highway would continue in a north-south alignment predominantly at-grade with above grade overpasses of multi-lane local thoroughfares. Due to limited right-of-way, as a result of dense, continuous commercial development through the corridor, narrow separations would occur between the mainlanes and frontage roads as well as between the frontage roads and existing parking lots or buildings. Generally, the mainlane separations would range from five to 25 feet wide while the private property separation would tend to be 10 to 15 feet wide. Vertical retaining walls would be used between the main highway lanes and frontage roads, as opposed to the sloped, landscaped embankments that exist today. The complex geometry of exit and entrance ramps would periodically overlap creating dual-level, braided ramp structures. The result would be one direction being at-grade with the opposite occurring as an overcrossing bridge. On occasion, the structures would continue as elevated roadways parallel to the frontage roads until there is space to transition back down to grade. Future direct connections to the proposed Trinity Parkway would occur at the interchange of IH 35E and SH 183. The scale and speed of this interchange create a dynamic environment of merging, weaving, and through traffic.

