

Memorandum



CITY OF DALLAS

DATE 8 May 2015

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo,
Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

SUBJECT Southern Gateway

On Monday, 11 May, you will be briefed on Southern Gateway, presented by Texas Department of Transportation. The briefing materials are attached for your review.

Please feel free to contact me if you need additional information.

A handwritten signature in black ink, appearing to read 'Mark McDaniel'.

Mark McDaniel
Assistant City Manager

Attachment

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager

Jill A. Jordan, P.E., Assistant City Manager
Eric D. Campbell, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council



TEXAS DEPARTMENT OF TRANSPORTATION



SOUTHERN GATEWAY

Transportation and Trinity River Project Committee

11 May 2015





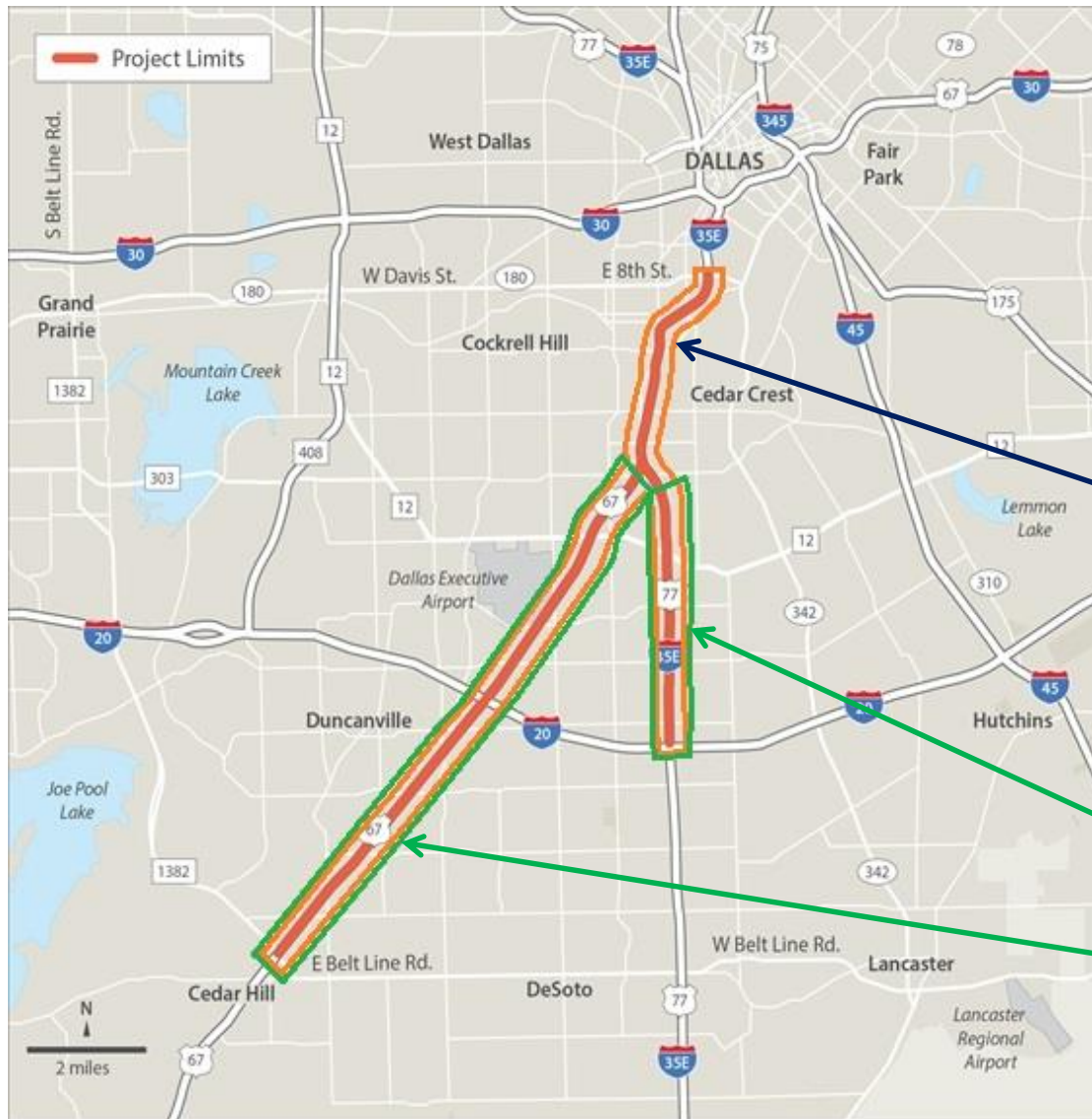
- Began in 2001 as a Major Investment Study [“MIS”], Schematic, and Environmental Assessment [“EA”]

- **Study limits**
 - IH 35E from IH 20 to 8th St. (8.6 miles)
 - US 67 from FM 1382 to IH 35E (9.4 miles)

- **Original Scope**
 - Total reconstruction
 - Additional General Purpose [“GP”] capacity
 - Reversible HOV in center median
 - Slip ramps, direct connect ramps, frontage roads and cross streets
 - Fully directional interchanges at IH 20 for IH 35E and US 67
 - Policy, staff and community work groups – held on regular basis



Southern Gateway Project



NOTE: Highlighted areas not drawn to scale.

Project Purpose and Need:

- Improve congestion
- Improve safety
- Increase capacity

Project Cost:

- Project 1: Add Managed Lanes capacity and widening on IH 35E from Horseshoe Project to US 67. Managed Lanes capacity on IH 35E from US 67 to I-20 and on US 67 from IH 35E to FM 1382 - \$470M (Funded)
 - Project 2: Ultimate reconstruction of IH 35E from US 67 to I-20
 - Project 3: Ultimate reconstruction of US 67 to FM 1382
- Combined Cost of Project 2 and Project 3 is \$1.53B



▪ Public Involvement

- Texas Department of Transportation [“TxDOT”] Public meetings held: April, July and November 2002
- Community forum held: May 2003
- Aesthetics Concept Plan was prepared for the corridor
- Project website (www.thesoutherngateway.org)
- Public hearings were held on 22 and 25 August 2005





- Finding of No Significant Impact [“FONSI”] obtained 30 June 2006
- Project placed on hold due to Lack of Funding (2006-2013)
- Re-initiate project (July 2013) – project kick-off meeting with local agencies and stakeholders.
- In September 2013, the legislature authorized TxDOT a financial means to deliver the project.



Southern Gateway Managed Lanes Project

- Regional Transportation Council [“RTC”] established the Regional Managed Lane Policies.
- TxDOT implements the policies set by the RTC





Public Involvement Efforts to Initiate Managed Lanes Project



Dates	Purpose of Meetings
July 2013	Initiated agency and stakeholder managed lanes project kick-off
August 2013 through February 2014	Project briefings with cities of Dallas, Cedar Hill, Lancaster, and Duncanville
March 2014	Public meeting to present managed lanes project
April 2014 through October 2014	Met with cities and stakeholders to present draft schematic of managed lanes
November 2014 to Present	Outreach meetings and forums with stakeholders and communities

Corridor Section Review



The Southern Gateway ["SG"] Managed Lane Project Segments

- Segment 1 – IH 35E from US 67 to Colorado Blvd
- Segment 2 – US 67 from FM 1382 to IH 20
- Segment 2A – US 67 from IH 20 to IH 35E
- Segment 3 – IH 35E from IH 20 To US 67

Adjacent Projects

- Dallas Horseshoe (Blue)

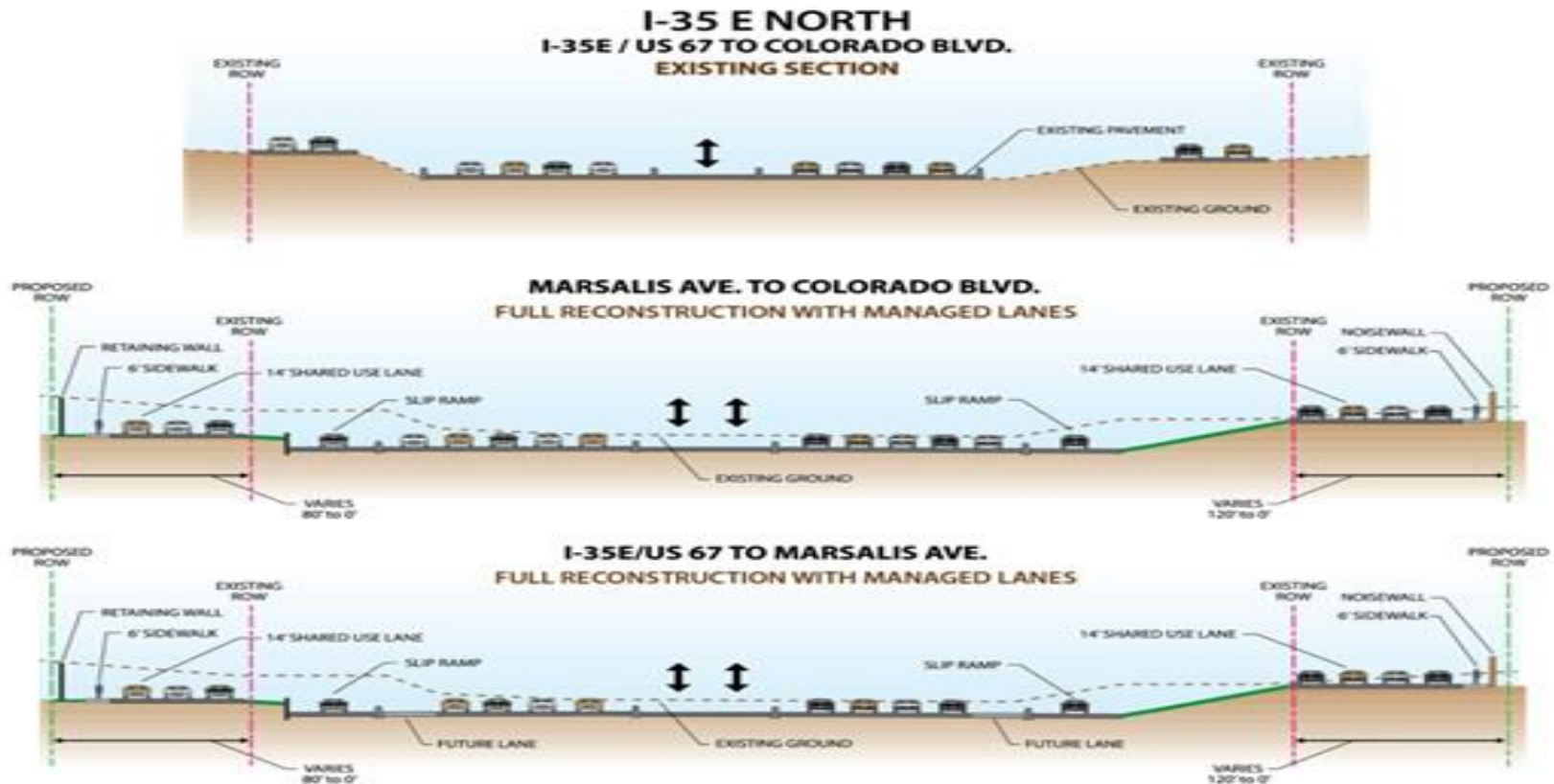


Corridor Section Review



Segment 1 – IH 35E from US 67 to Colorado Blvd

- Existing – Four (4) SB/One (1) HOV/four (4) NB; No Frontage Roads
- Proposed – Five (5) SB/two (2) Managed Lanes/five (5) NB; two (2) SB and two (2) NB Frontage Roads;
- Adds capacity and frontage roads and replaces HOV lane with two (2) Managed Lanes

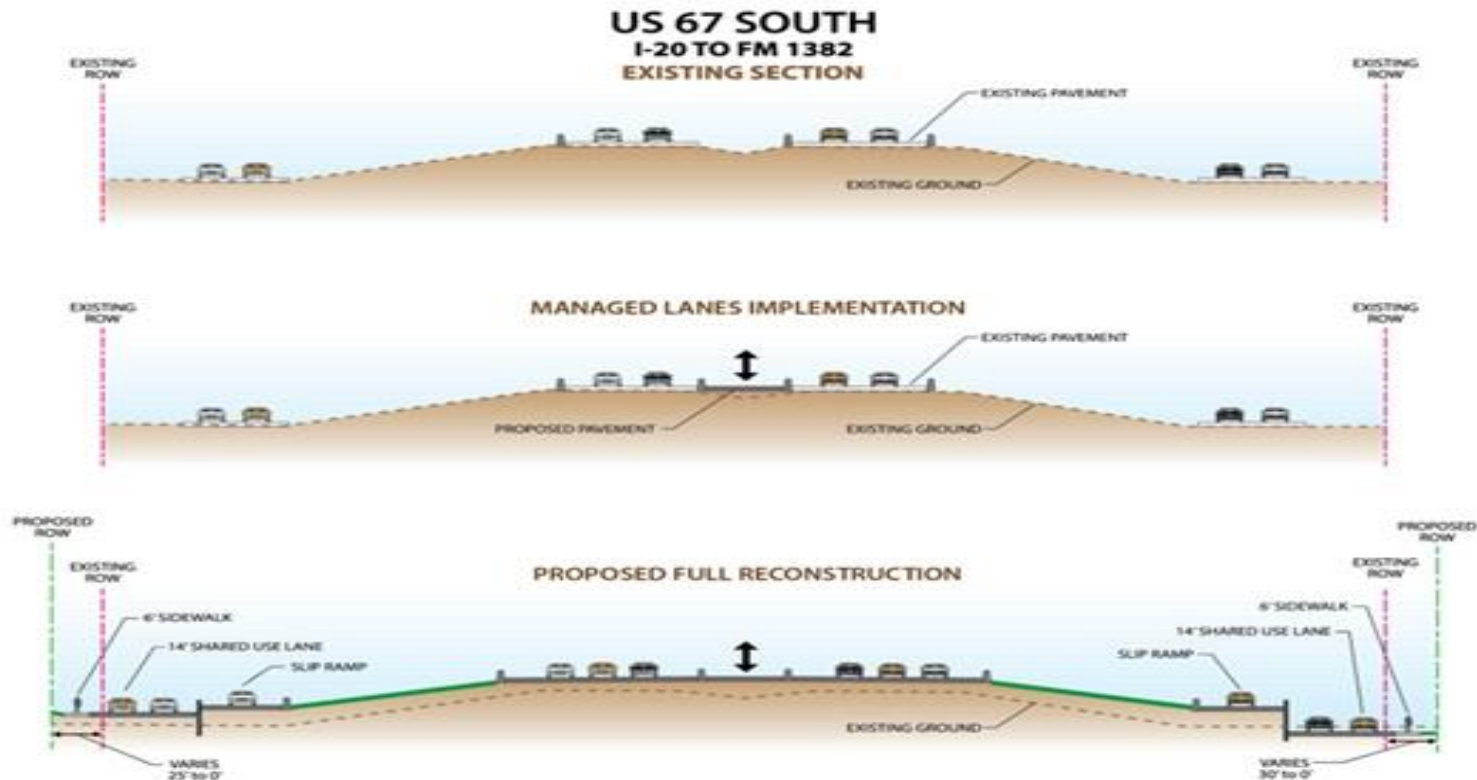


Corridor Section Review



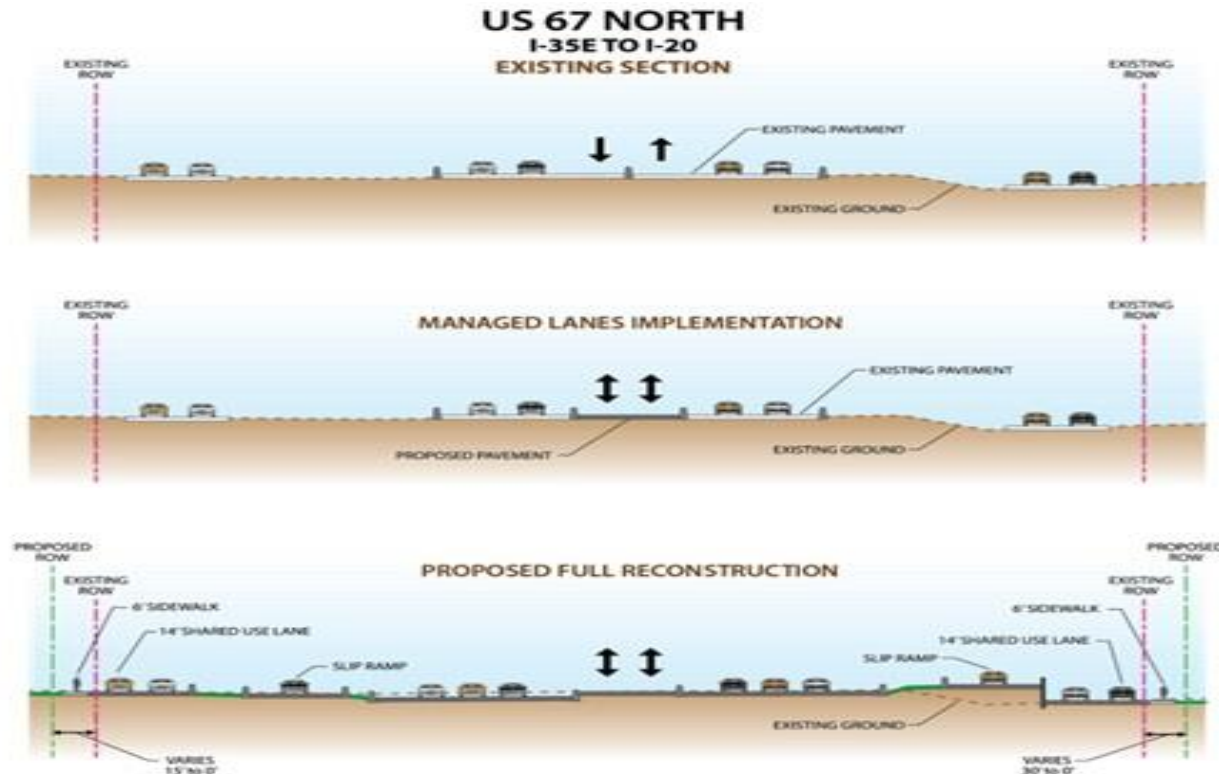
Segment 2 – US 67 from FM 1382 to IH 20

- Existing – two (2) SB/ two (2) NB; two (2) SB and two (2) NB Frontage Roads
- Proposed – two (2) SB/one (1) Managed Lane/two (2) NB; two (2) SB and two (2) NB Frontage Roads;
- Adds capacity and one (1) Managed Lane



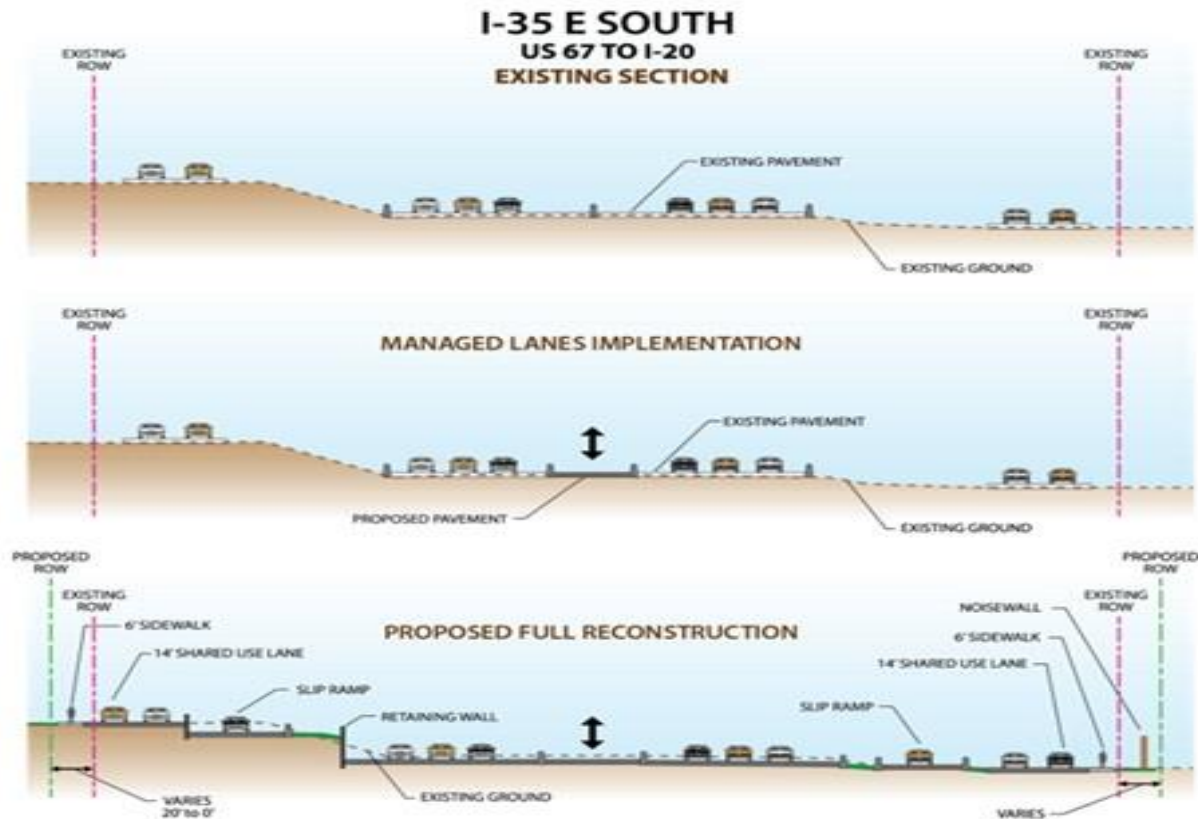
Segment 2A – US 67 from IH 20 to I-35E

- Existing – two (2) SB/two (2) HOV/2 NB; two (2) SB and two (2) NB Frontage Roads
- Proposed – two (2) SB/two (2) Managed Lanes/two (2) NB; two (2) SB and two (2) NB Frontage Roads
- Adds capacity and replaces HOV lane with two (2) Managed Lanes



Segment 3 – IH 35E from IH 20 To US 67

- Existing – three (3) SB/3 NB; two (2) SB and two (2) NB Frontage Roads
- Proposed – three (3) SB/one (1) Managed Lane/three (3) NB; two (2) SB and two (2) NB Frontage Roads;
- Adds a Managed Lane





Managed Lane Implementation

Current HOV System

HOV lanes were implemented beginning in the 1990s in order to:

- Improve air quality and meet federal/state requirements
- Add immediate-action response to reliability concerns
- Relieve congestion during peak travel periods
- Improve safety and improve response for emergency vehicles
- Assist during emergency and special event situations



What are Managed Lanes?

Managed Lanes, also known as express lanes or TEXpress lanes, are tolled lanes that offer alternatives to single-occupant vehicle [“SOV”] use and increase throughput using variable pricing, which ensures free-flow service.

Do Managed Lanes take away existing general purpose Lanes?

No. Managed Lanes provide additional capacity to the existing corridor. RTC policy and state law do not allow free lanes to be converted to tolled lanes.

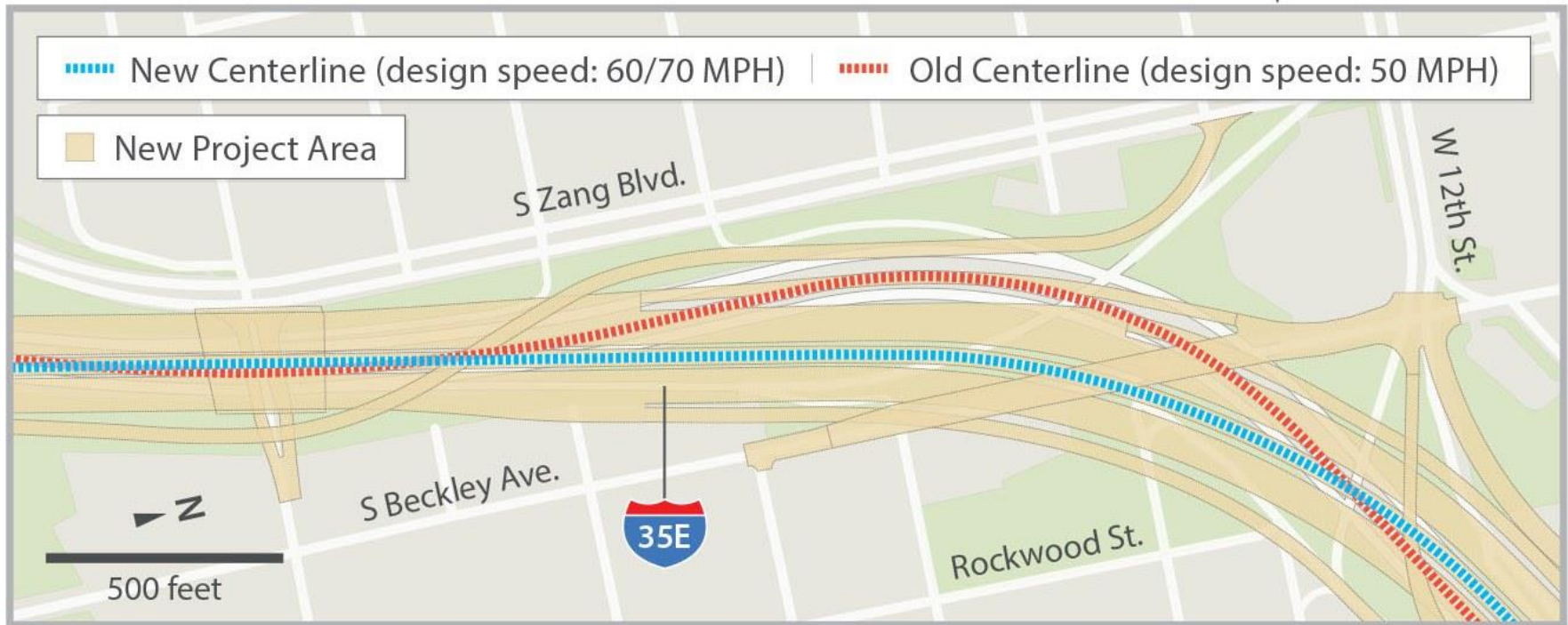
- IH 35E was designed and built late 1950s and early 1960s
- Design deficiencies:
 - *Less Desirable Shoulders*



SAFETY ENHANCEMENTS



- I-35E was designed and built late 1950s and early 1960s
- Design Deficiencies:
 - *Horizontal Curvature*

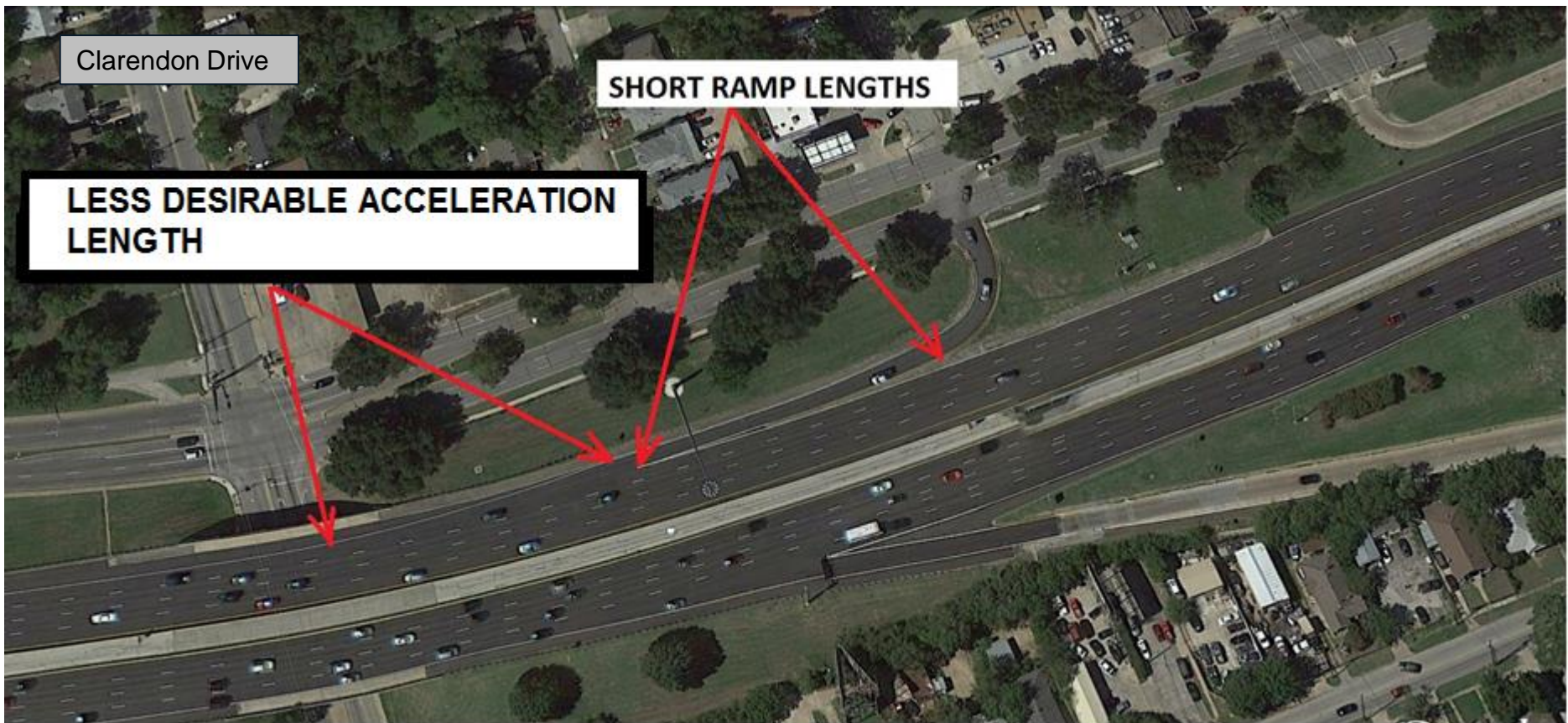


NOTE: Highlighted areas not drawn to scale.

TxDOT graphic



- Design Deficiencies:
 - *Short ramp lengths with less desirable acceleration & deceleration lanes*



*Each of the design elements above need to be updated to current design standards to improve freeway operations.



Changes in project footprint from approved 2006 design were due to:

- Adding 14-foot-wide outside lanes along northbound and southbound frontage roads to accommodate bicycles
- Adding 6-foot-wide sidewalks along northbound and southbound frontage roads to accommodate pedestrians
- Adding access ramps to Managed Lanes
- Additional noise walls due to new developments since 2006



Positive Impact:

- Eliminate Dallas Zoo Right-of-Way [“ROW”] Impacts from 2006 Approved Schematic

No Impacts:

- No impacts to McAdams Cemetery
- No impacts to 10th Street Historic District



TxDOT is designing two-phased project scope:

- **Project 1: Managed Lanes Project (Phase 1)**
 - Estimated total project cost \$470M
 - Funded
 - Anticipated public hearing Summer 2015, anticipated environmental clearance Fall 2015
- **Project 2: Full reconstruction projects of IH 35E (Phase 2)**
 - Estimated construction cost \$1.53B (cost for Project 2 and Project 3)
 - Unfunded
 - Estimated environmental clearance by Fall 2016
- **Project 3: US 67 south of the split (Phase 2)**
 - Unfunded
 - Estimated environmental clearance by Fall 2016



Task	Anticipated Duration
ROW Mapping/Utility Survey Investigation	Summer/Fall 2013
Develop/Evaluate Alternatives	Summer/Fall 2013
Public Meeting (March 27)	Spring 2014
Develop Managed Lane Schematic/Environmental Document	Summer 2014 – Spring 2015
Issue Request for Qualifications (for Design-Build Developer)	Summer 2015
Public Hearing	Fall 2015
Finding of No Significant Impact [“FONSI”]	Fall 2015/Spring 2015
Selection and Award	Summer 2016
Construction begins	Fall 2016
Service Commencement	Fall 2019





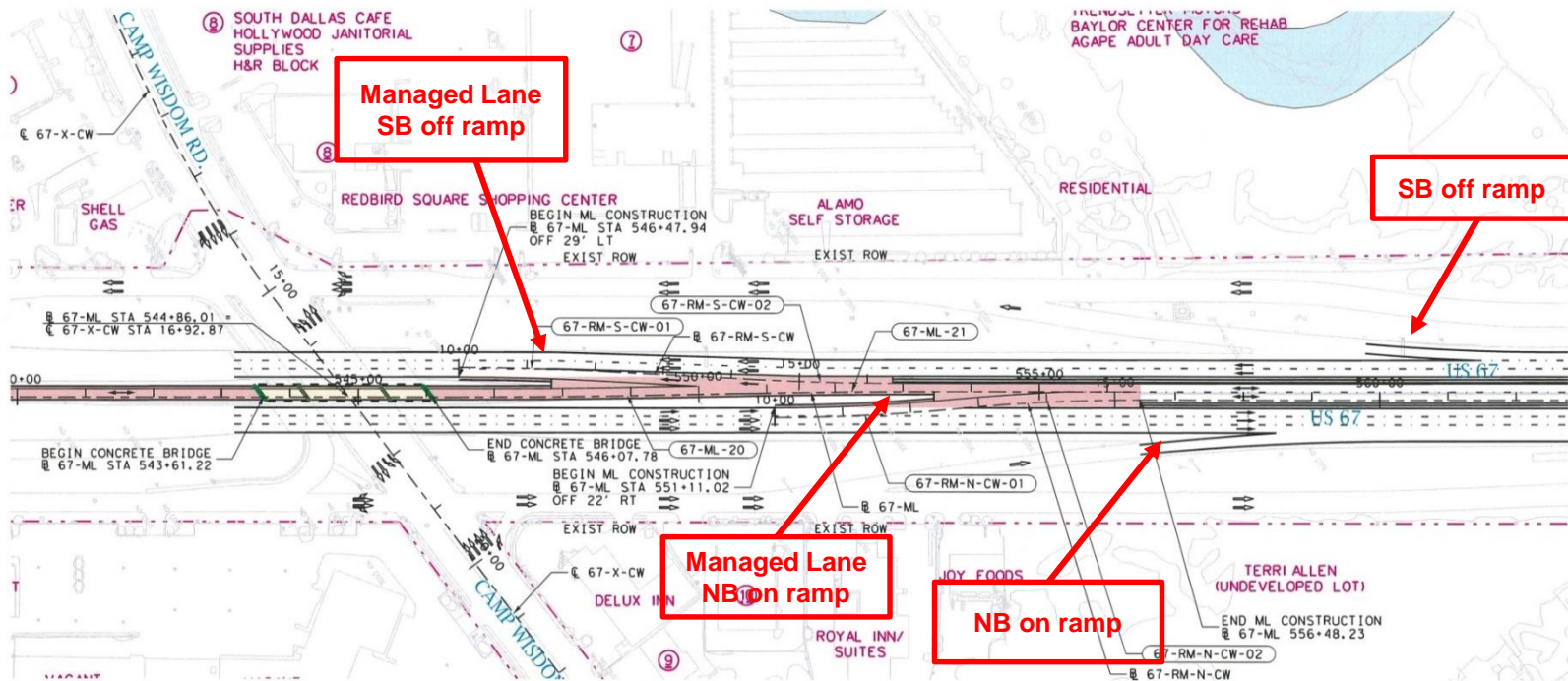
Ongoing coordination between City of Dallas and TxDOT

Letter sent to TxDOT District Engineer identifying three major concerns regarding the Southern Gateway Project

1. Provide direct access to the southern sector of the City;
2. Mitigate Dallas Zoo concerns; and
3. Minimize the negative impact on adjacent residential neighborhoods by incorporating Urban Design elements;

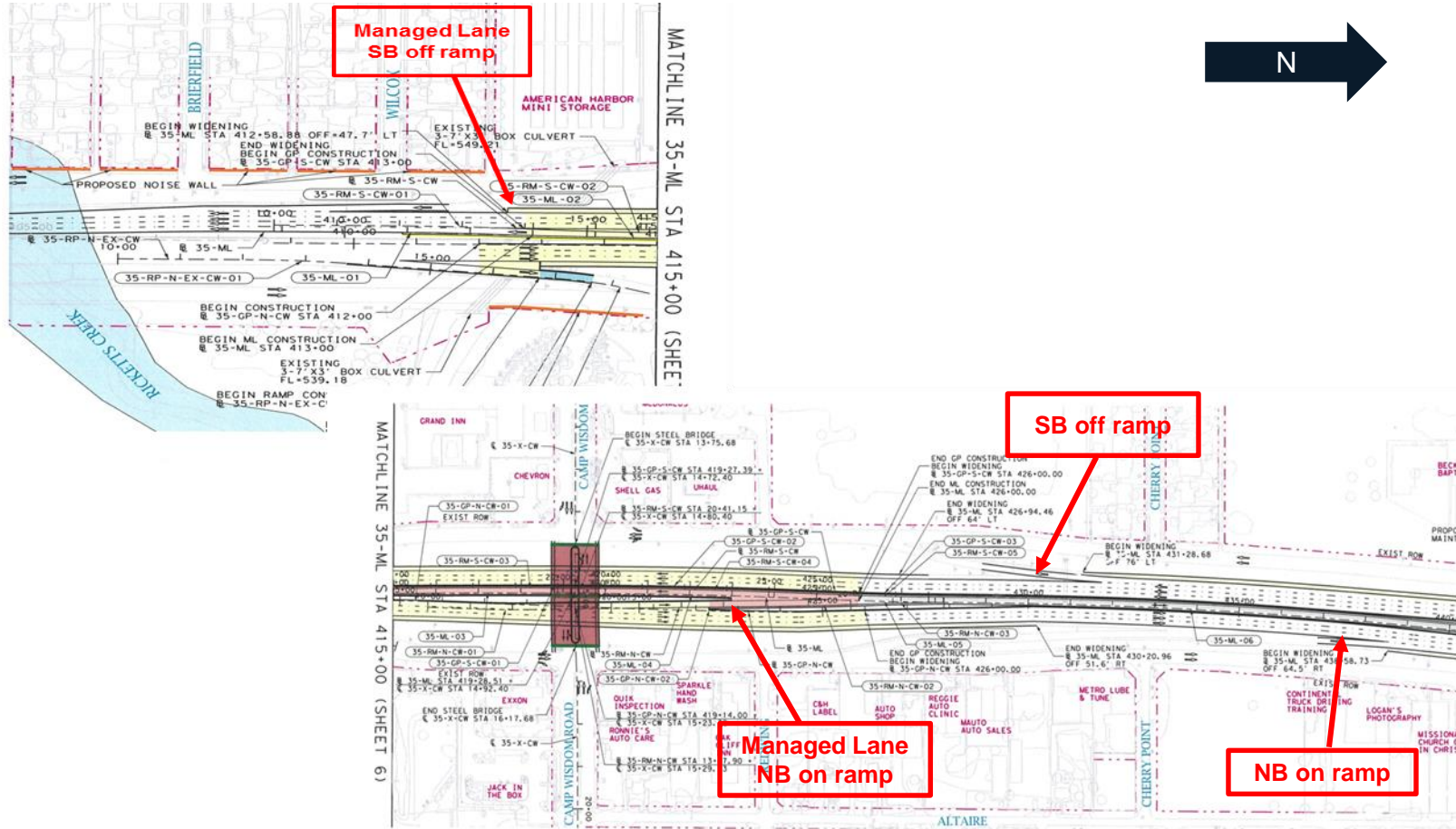


1. Provide direct access to the southern sector of the City –
US 67 Managed Lanes @ Camp Wisdom



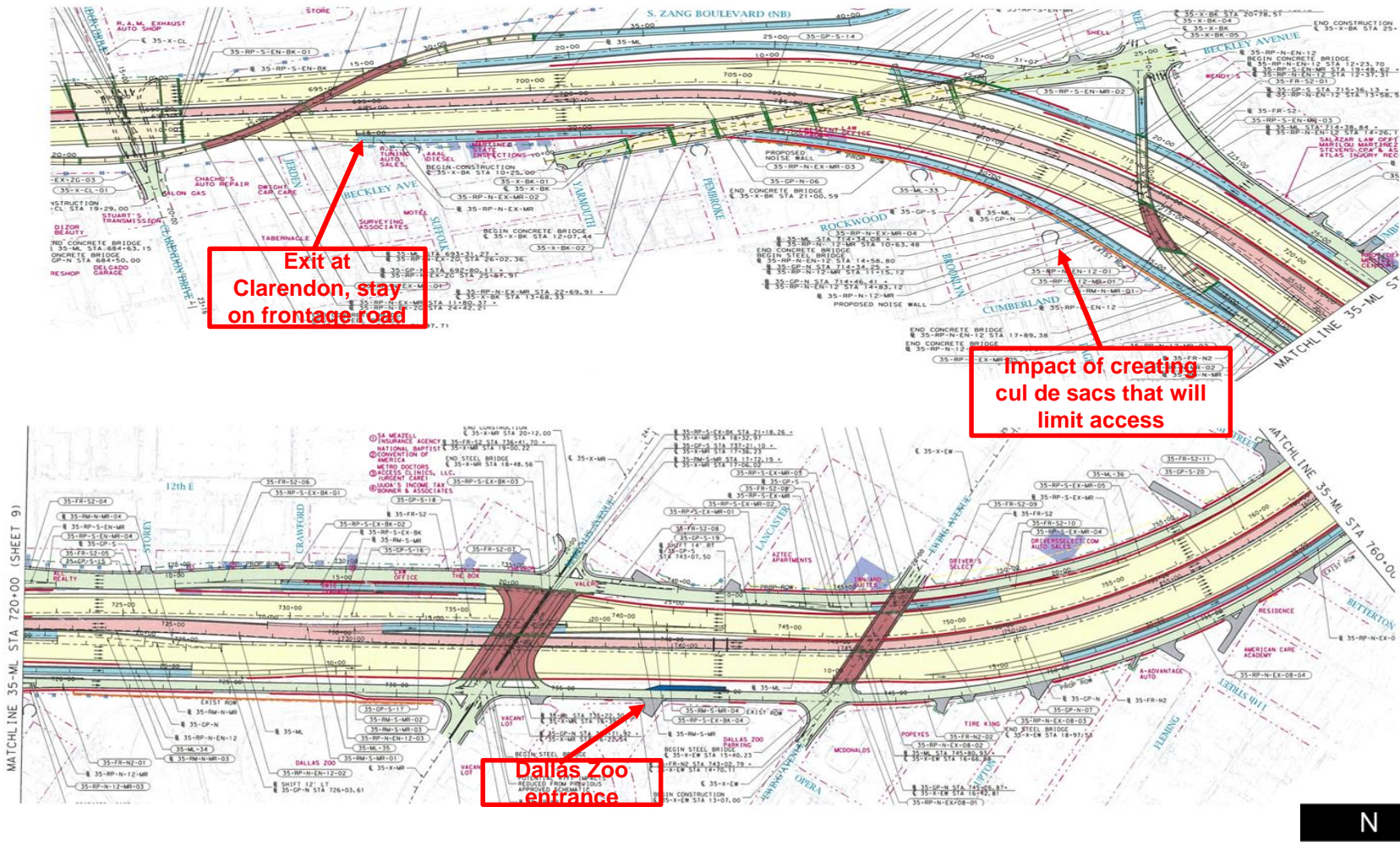


1. Provide direct access to the southern sector of the City –
IH 35E Managed Lanes @ Camp Wisdom (continued)

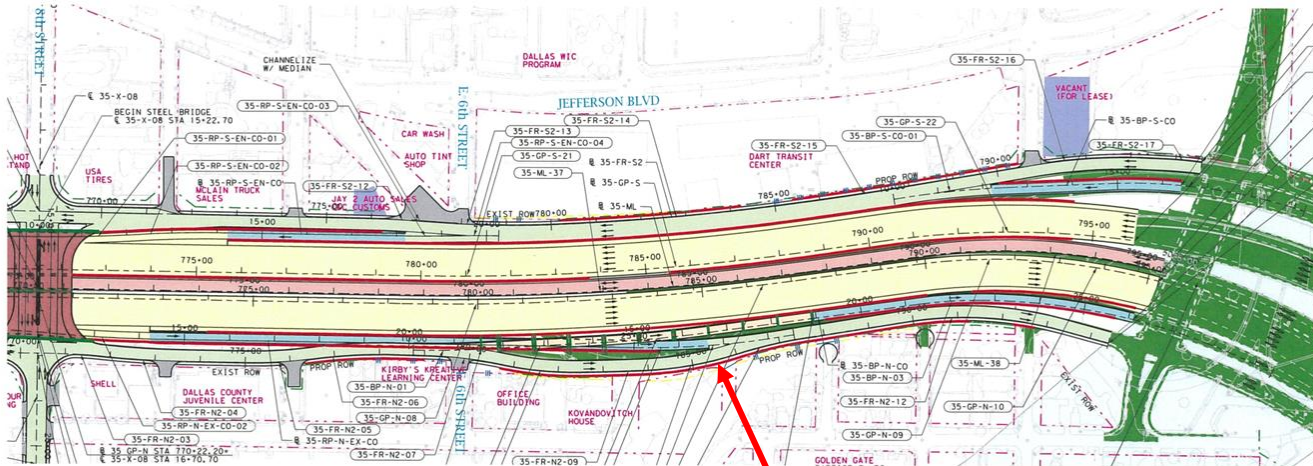




2. Mitigate Dallas Zoo Concerns



2. Mitigate Dallas Zoo Concerns (continued)



Evaluate Location of NB on ramp to IH 35E



3. Incorporate Urban Design elements

- Mitigate noise pollution
- The City proposes that no private land be taken for the SGP, instead a scheme similar to that of US-75 (North Central Expressway) with depressed lanes and cantilevered service roads be implemented to gain the desired capacity.
- With an US-75 solution, special attention should be given to the design of the vertical walls.
- Where TxDOT open space is planned to remain, opportunities should be explored to add trees and other enhancements through landscape solutions to help soften the highway and mitigate noise and visual pollution from the highway.





3. Incorporate Urban Design Elements (continued)

- All existing and proposed connections across or below the project should be enhanced to provide a safer pedestrian experience to include the following components:
 - Wider sidewalks
 - Landscaped buffers between traffic lanes and pedestrian throughway
 - Shorter crossing distances at intersections
 - Enhanced crosswalks
 - Lighting

- Look at the Marsalis Avenue and 8th Street bridges as opportunities to connect communities to each other and to the Dallas Zoo in a more meaningful way.

- Explore opportunities to deck a portion of the highway and create a more meaningful connection between the Dallas Zoo and the surrounding neighborhoods.

- Take advantage of this project to create meaningful and context sensitive gateway opportunities and markers for neighboring communities and attractions such as the Dallas Zoo and Wynnewood Shopping center and neighborhood.



Questions and Comments?

TxDOT's public meetings and hearings are posted on the state's website at <http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html> and interested citizens can ask to be added to the email notification.