



Public Hearing

IH 35E

From: IH 635

To: President George Bush Turnpike

September 27, 2011

Dallas, TX



Public Hearing Agenda

- **Introduction**
Mr. Moosa Saghian, P.E.
 - **Project Design Presentation**
Mr. Phil Ullman, P.E.
 - **Environmental Presentation**
Ms. Jennifer Halstead
 - **Right-of-Way Acquisition and Relocation**
Mr. Cecil Saldana
 - **20 Minute Recess**
Questions
 - **Public Comments**
Mr. Moosa Saghian, P.E.
-



Public Hearing Purpose

- 1. Inform the public of project status and present recommendations**
 - 2. Describe the project so the public can determine how they may be affected**
 - 3. Provide the public another opportunity to provide input**
 - 4. To develop a record of public participation**
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Public Inquiries

Schematics may be viewed at:

**TxDOT Dallas District Office
4777 East Highway 80
Mesquite, TX 75150**

**City of Dallas
1500 Marilla Street
Dallas, TX 75201**

**City of Carrollton
1945 E. Jackson Road
Carrollton, TX 75006**

**City of Farmers Branch
13000 William Dodson Pkwy
Farmers Branch, TX 75234**

<http://www.keepitmovingdallas.com/>



Project Description

IH 35E South Section

Proposed Project Improvements Include:

- ✓ Reconstruction of the existing IH 35E facility from IH 635 to the President George Bush Turnpike
 - ✓ Extension of Dickerson Parkway over IH 35E
 - ✓ Improvements to the IH 35E and Belt Line Road Interchange
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Project Description

IH 35E South Section

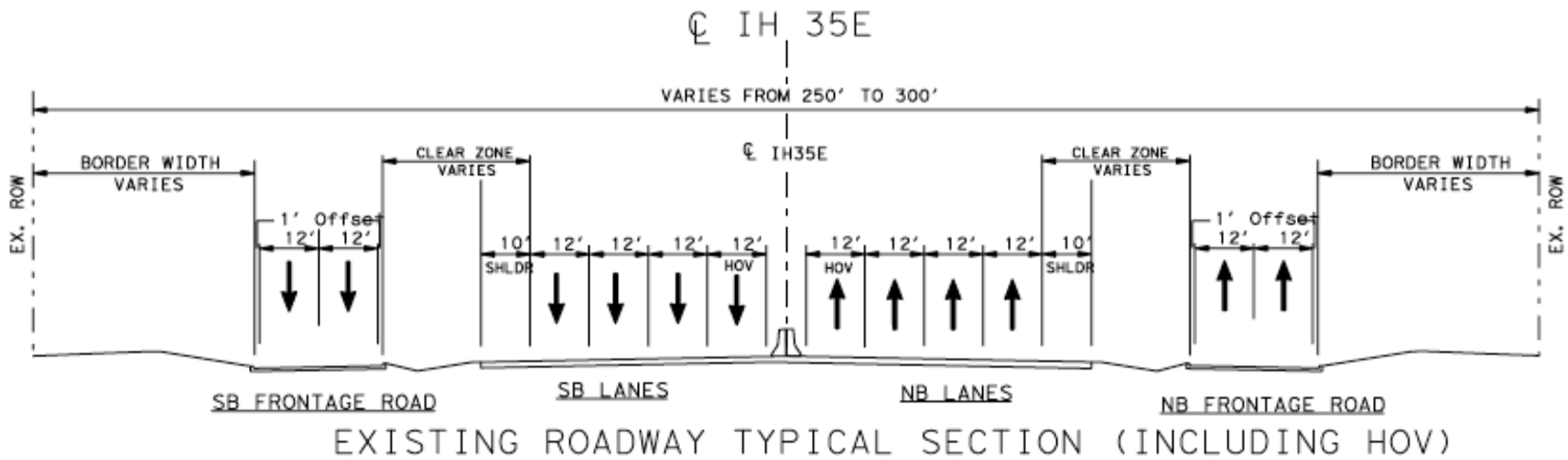
- ✓ From IH 635 to the President George Bush Turnpike:
Mainlanes on the IH 35E south section would be expanded from six to eight 12-foot (ft) wide lanes (four in each direction) with inside and outside shoulders.
 - ✓ From Sandy Lake Road to the President George Bush Turnpike:
Two to four collector distributor lanes will be incorporated (in each direction).
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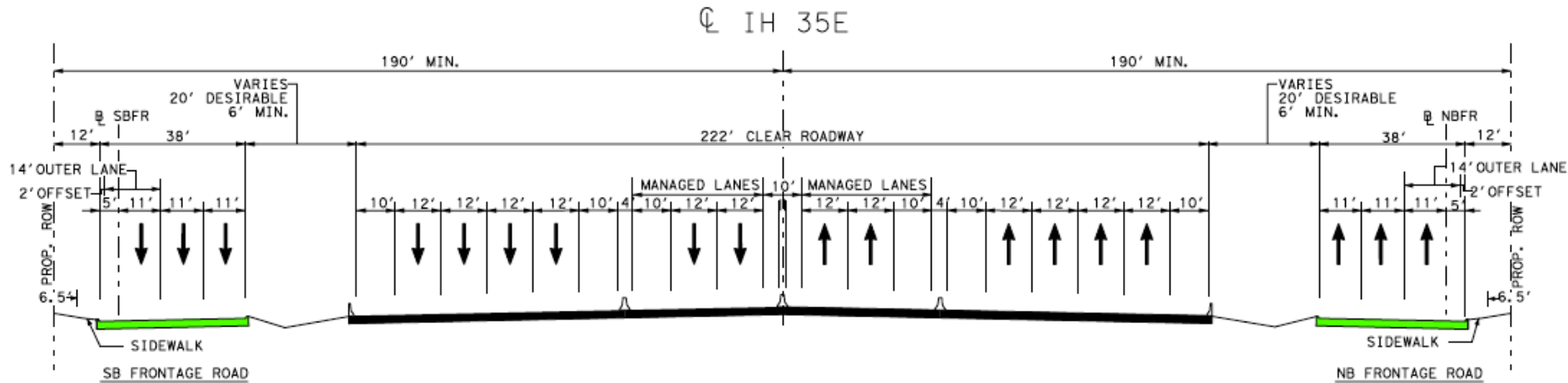
Project Description

IH 35E South Section continued...

- ✓ **Four lanes of concurrent flow variable priced toll HOV/Managed lanes (two in each direction), each 12-ft wide, with outside shoulders**
 - ✓ **The northbound and southbound HOV/Managed lanes would be separated by a 10-ft wide median and concrete traffic barriers (CTB)**
 - ✓ **The concurrent HOV/Managed lanes would be tolled (using variable pricing) per NCTCOG policy**
 - ✓ **Continuous frontage roads varying from two to three lanes (each direction), which includes a 14-ft wide outside shared use bicycle/vehicle lane including 2-ft curb offset (max width 38-ft throughout the length of the project)**
 - ✓ **Pedestrian sidewalks are proposed at cross roads and along each side of the entire project**
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Existing Typical Section



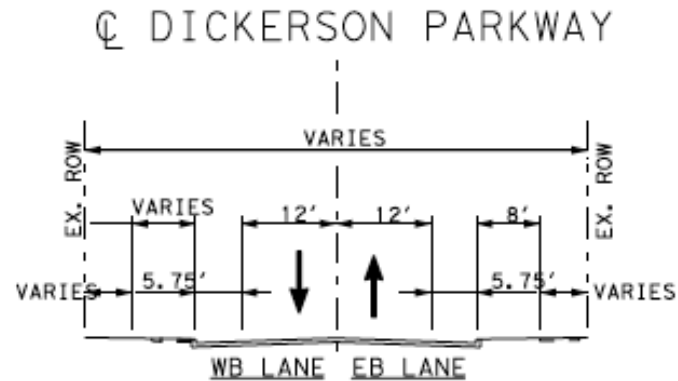
Proposed Typical Section From IH 635 to the President George Bush Turnpike



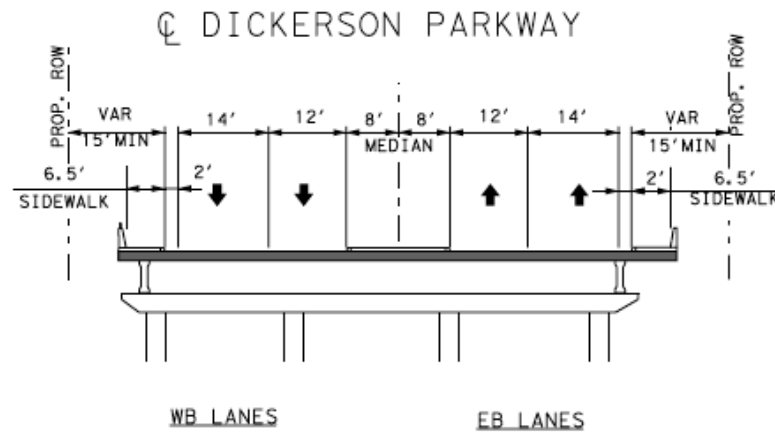
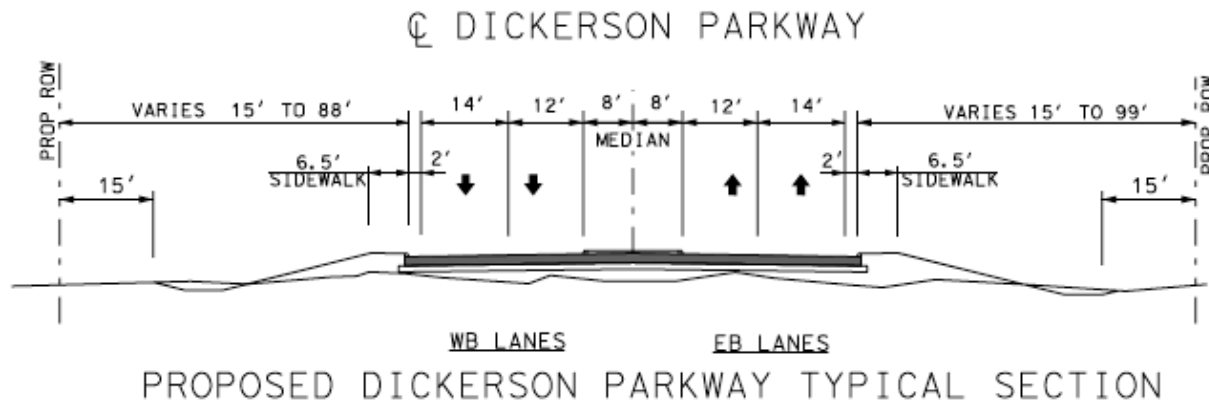
Project Description

IH 35E South Section continued...

- ✓ Dickerson Parkway over IH 35E:
Improvements would consist of an overpass that would be constructed for the extension of Dickerson Parkway over IH 35E. The proposed facility would consist of four through lanes in total (two in each direction) and a raised concrete median. The inside lanes would be 12-ft wide, while the eastbound and westbound outside lanes would be 14-ft wide to accommodate the shared use of bicycles and vehicles.
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Existing Typical Section



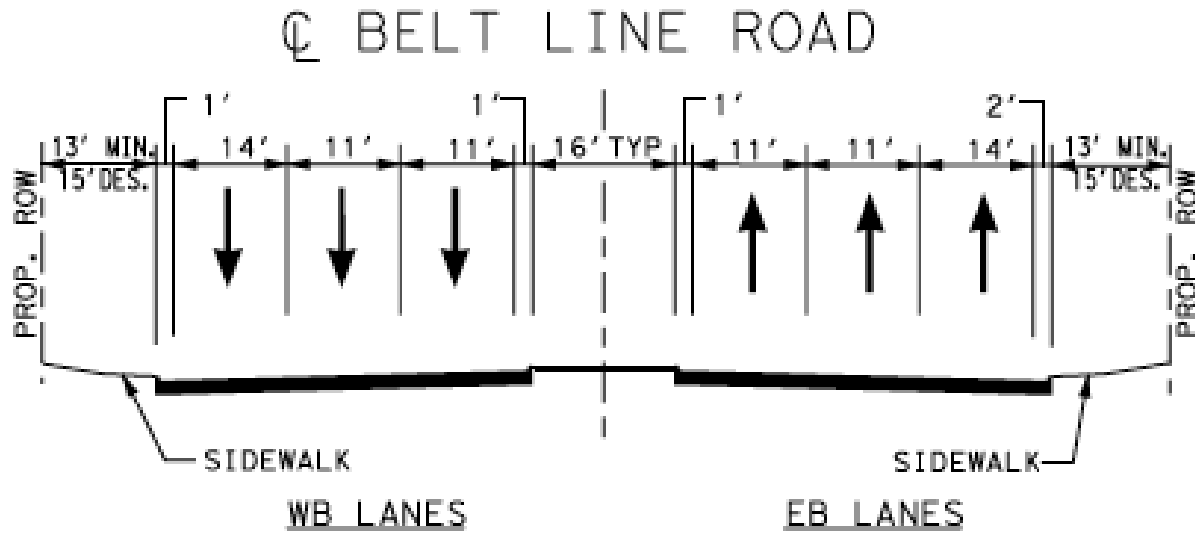
Proposed Typical Sections



Project Description

IH 35E South Section continued...

- ✓ IH 35E and Belt Line Road Interchange: improvements would consist of grade separations at Belt Line Road and the IH 35E frontage roads at the Dallas Area Rapid Transit (DART) railroad tracks. The proposed Belt Line Road improvements would depress the existing road approximately 31 ft and consist of six 12-ft wide mainlanes with a 16-ft wide raised concrete median.
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Proposed Typical Section



HOV/Managed Lanes Defined

(Based on Current RTC Policy)

- **Managed Lanes** are tolled lanes where traffic is kept moving at a more reliable speed (50 mph or greater) by adjusting the toll rate up and down (variable pricing) as the number of vehicles or congestion increases or decreases respectively
 - **Discounts** for HOVs during peak periods
 - **Lanes** are managed on the basis of time of day, vehicle type & occupancy, and pricing/tolls
 - **A Draft Traffic and Toll Revenue Study** was prepared for the IH 35E project to analyze proposed Managed Lanes
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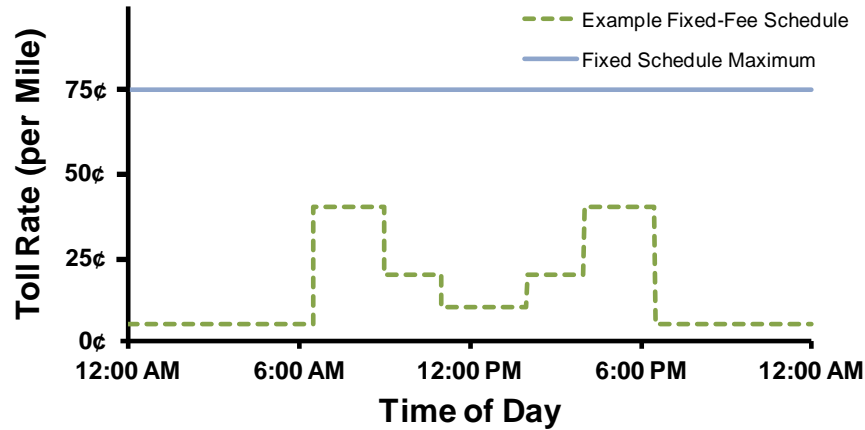
Summary of Current Regional Transportation Council Managed Lane Policy

- **Managed Lane Policy (Adopted May 11, 2006, Mod. September 13, 2007)**
 - **Toll rate established to maintain a minimum 50 mph average managed lane speed**
 - **Toll rate set up to \$0.75 per mile during fixed-schedule phase within first six months**
 - **Market-based tolls applied during the dynamic-pricing phase after the first six months of operations**
 - **Single-occupant vehicles pay full rate and trucks pay a higher rate**
 - **HOV2+ vehicles pay full rate in the off- peak period**
 - **HOV2+ vehicles receive 50% discount during Peak Period (phases out after Air Quality Attainment Maintenance Period)**
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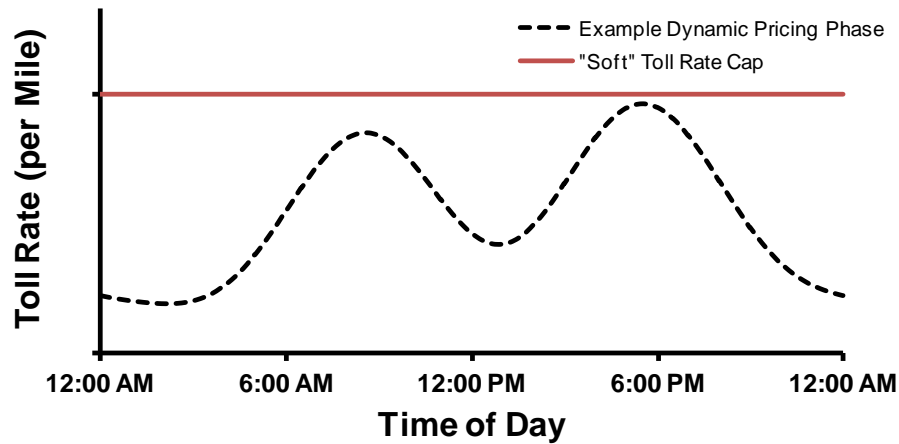


HOV/Managed Lanes

Variable Rate Tolls (First Six Months)



Variable Rate Tolls (After Six Months)





HOV/Managed Lanes

HOV/Toll - Managed Lanes - Dynamic Pricing

	Mainlanes Mixed Flow	M HOV/Toll Lanes HOV & SOV	Mainlanes Mixed Flow
1 Morning Peak 6:30 a.m. to 9:00 a.m. (approx. 85¢/mile)	Non-tolled	HOV - \$\$ SOV - \$\$\$\$	Non-tolled
2 Midday Off-Peak 9:00 a.m. to 3:00 p.m. (approx. 23¢/mile)	Non-tolled	HOV - \$\$ SOV - \$\$	Non-tolled
3 Evening Peak 3:00 p.m. to 6:30 p.m. (approx. 85¢/mile)	Non-tolled	HOV - \$\$ SOV - \$\$\$\$	Non-tolled
4 Late Night Off-Peak 12:00 a.m. to 5:00 a.m. (approx. 15¢/mile)	Non-tolled	HOV - \$ SOV - \$	Non-tolled

HOV - High Occupancy Vehicle
SOV - Single Occupancy Vehicle

- The estimated average travel distance per household that would use the proposed tolled HOV/managed lanes on IH 35E from IH 635 to PGBT would be 4.5 miles.
- TxDOT estimates that HOV/Managed lane use would average 2.5 trips per week for the morning peak and evening peak scenarios, and would average 2 trips per week for the off-peak scenarios.



RIGHT-OF-WAY

- **Existing:**
 - The existing right-of-way width for this stretch of IH 35E varies from 250 to 300 feet.
- **Proposed:**
 - The proposed project would be constructed within a proposed right-of-way width that varies from approximately 380 to 556 ft.
 - The proposed IH 35E improvements would require approximately 86.4 acres of proposed right-of-way and approximately 0.4 acres of proposed easement.

UTILITIES

- **Underground and Overhead Utilities**
 - Adjustments and relocations are required
 - No substantial interruptions anticipated
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Estimated Cost

Total Project Cost: \$831,000,000



Environmental Assessment

- | | |
|---|--|
| <ul style="list-style-type: none">• Need and Purpose• Proposed Design• Right-of-Way/Easements• Project Cost and Funding• Displacements and Relocations• Waters of the US, including Wetlands• Lakes, Rivers, and Streams• Water Quality• Floodplains• Socio-Economic Impacts• Community Cohesion and Environmental Justice• Public Facilities and Services | <ul style="list-style-type: none">• Parkland/Section 4(f) Properties• Threatened/Endangered Species and Wildlife Habitat• Historic and Archeological Sites• Aesthetic Considerations• Topography and Soils• Land Use• Air Quality Assessment• Traffic Noise Assessment• Hazardous Materials• Construction Impacts• Indirect and Cumulative Impacts |
|---|--|

	Right-of-Way	Floodplains	Waters of the U.S. including wetlands	4(f)
Natural Resources	86.4 acres of proposed right-of-way and 0.4 acres of proposed easement	No increase the base flood elevation Facility would permit the conveyance of the 100-year flood	2 wetlands and 13 potential jurisdictional waters (approx. 5.04 acres) located within the proposed right-of-way Section 404 USACE permits required	No 4(f) property affected
	Displacements		Noise	
Human Environment	111 commercial entities (approx. 2,427 employees potentially impacted) 24 vacant buildings 3 places of worship No residential displacements	Employment Opportunities Impact Assessment study included in EA	No noise barriers were determined to be feasible and reasonable	

- Workforce Solutions of North Central Texas will offer various services to assist displaced employees.
- Relocation efforts would be consistent with the requirements of the Civil Rights Act of 1964, the Uniform Relocation Assistance and Real Properties Acquisition Act of 1970 as amended, and the Housing and Urban Development Act of 1974.



Studies and evaluation of the proposed project indicate no significant environmental effects



What Happens After the Public Hearing?

- **Public Comment Period**
 - **Environmental Clearance**
 - **Plan Preparation**
 - **Right-of-Way Acquisition**
 - **Utility Clearance**
 - **Construction**
-



Right-of-Way Acquisition Process

1. TxDOT obtains:

- **Environmental clearance**
 - **Local agency agreements**
 - **Approved right-of-way map**
 - **Funding**
 - **Release from TxDOT Austin to begin the acquisition process**
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Right-of-Way Acquisition Process

2. Agency orders:

- Property title information
 - Five-year sales data
 - Preliminary title commitment
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Right-of-Way Acquisition Process

3. Acquiring agency assigns independent appraisers:

- Appraisers contact owner
 - Appraisers submit appraisals
 - TxDOT reviews appraisals for approval
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Right-of-Way Acquisition Process

4. TxDOT's acquisition agent presents offer to property owner, including:

- Appraised value of property
 - Compensable damages to remaining real property
 - Relocation assistance
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Right-of-Way Acquisition Process

- 5. Property owner may then:**
 - a. Donate land**
 - b. Accept offer**
 - c. Submit counter offer, if appropriate**
 - d. Begin eminent domain proceedings, if agreement on value is not reached**
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Right-of-Way Acquisition Process

5b. When owner accepts:

- **Owner signs deed and Memorandum of Agreement**
 - **TxDOT issues warrant to owner and title company**
 - **Owner closes at title company and is compensated for new right-of-way**
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Right-of-Way Acquisition Process

5c. Owner counter offers:

- **Owner may submit counter offer if owner believes it does not represent fair market value**
 - **TxDOT reviews counter offer and either accepts or rejects it**
 - **If rejected, owner may accept original offer or proceed to eminent domain**
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Right-of-Way Acquisition Process

5d. Eminent Domain:

- **Court appoints 3 commissioners to hear owner and TxDOT**
 - **Commissioners decide award**
 - **TxDOT deposits award in registry of court and takes possession**
 - **Either owner or TxDOT shall have the right to appeal to jury trial**
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Right-of-Way Acquisition Process

6. Relocation Assistance

- Administered by the State
 - Available to those who qualify as a result of the acquisition of right-of-way
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Right-of-Way Acquisition Process

6a. Relocation Assistance (cont.)

- The benefits are applicable to all individuals, families, businesses, farmers, ranchers and non-profit organizations without regard to race, color, religion, sex, or national origin**
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Right-of-Way Acquisition Process

6b. Relocation Assistance (cont.)

- **If the owner will need to move, do not do so until negotiations have begun unless you first secure a written notice of “Intent to Acquire” from the acquiring agency**
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Right-of-Way Acquisition Process

6c. Relocation Assistance (cont.)

- **Appeal procedures are available for displacees who do not agree with any amounts offered for relocation reimbursement (see page 39 of the “Relocation Assistance” booklet)**
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Right-of-Way Acquisition Process

6d. Relocation Assistance (cont.)

- See pages 31 and 32 in the “Relocation Assistance” booklet for regulations governing the relocation of advertising signs which are not purchased by the acquiring agency as real property
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Public Comments

- **20 minute recess**
 - **Comment period following recess**
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Comment Period

**Please note that we will not attempt
to respond to your comments at
this time**



Mailing Address

- **TxDOT Dallas District**
Attn: Robert Hall, P.W.S, CFM
P.O. Box 133067
Dallas, TX 75313-3067
 - **Written Comments must be**
post-marked by Friday, October 7, 2011
 - **<http://www.keepitmovingdallas.com/>**
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Speaker's Time Remaining:

0:00



Thank you for your interest in the IH 35E Improvement Project

Texas Department of Transportation
