

# STATE HIGHWAY (SH) 34 FEASIBILITY STUDY PUBLIC MEETING

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From FM 2578 in Terrell  
to SH 243 in Kaufman  
CSJ: 0173-04-056



# WHAT IS A FEASIBILITY STUDY?

- A feasibility study is when a project is in the very early stages of development.
- The study helps determine if the project should move forward to more in-depth environmental analysis, public involvement, schematic design and right-of-way mapping.
- The project team, in coordination with the working group comprised of city and county officials, and stakeholders, would develop project goals and objectives, assess environmental and engineering constraints, and identify preliminary route options.
- With input from the public and community, and additional technical analysis, the project team would refine and recommend route options for further study.
- These route options would be the starting point for any future phases of project development, including an environmental study, should the project advance.

**The goal of the study is to evaluate existing SH 34 and other options identified in the surrounding area of SH 34 in order to better serve the community.**

## **ALONG WITH PARTNERS, WE ARE EVALUATING:**

- **Improvements in safety and mobility**
- **Reduction in traffic congestion**
- **Population growth**
- **Social and community impacts**
- **Environmental and socio-economical impacts**
- **Savings in maintenance and construction costs**

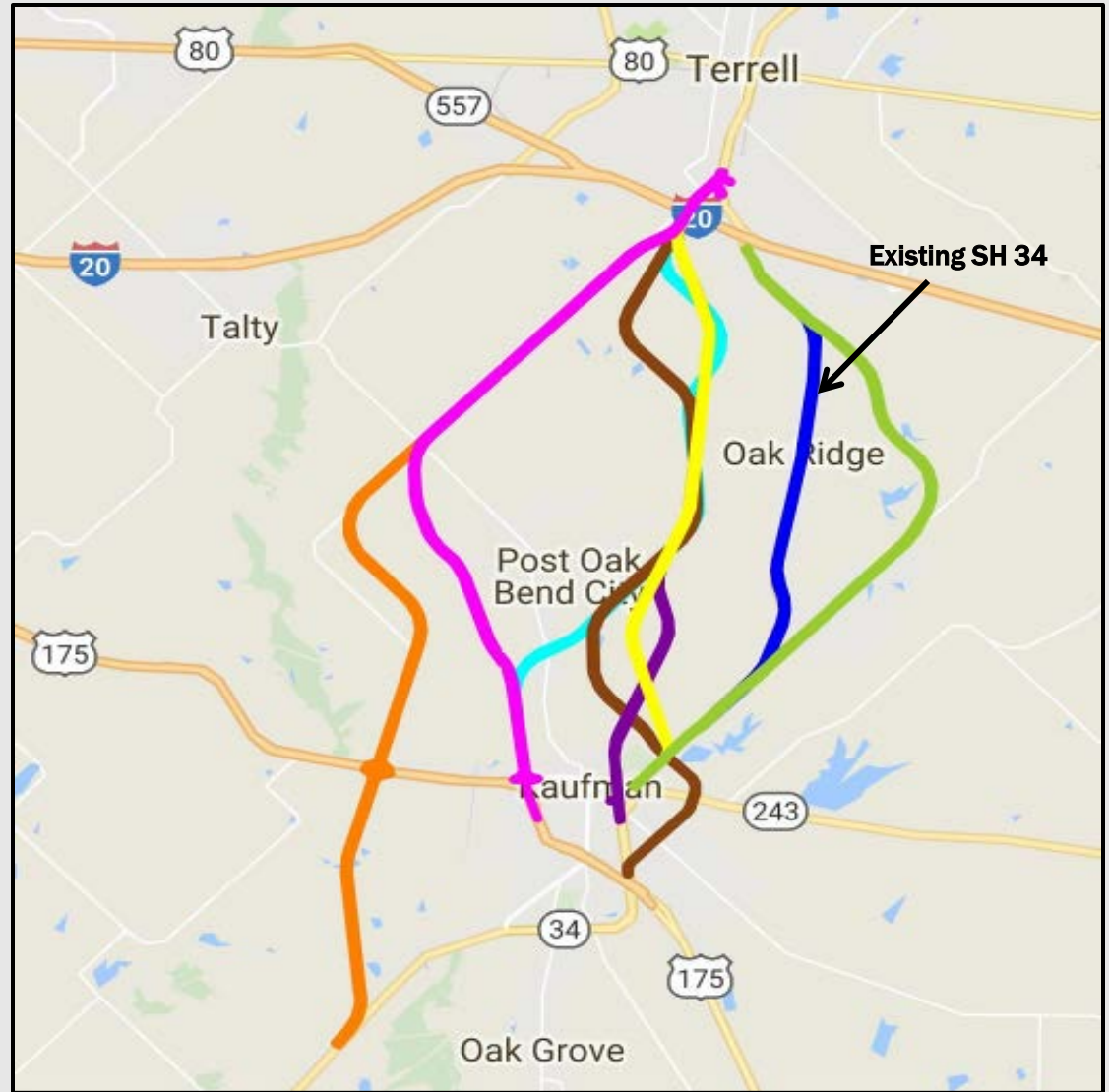
# Overview – SH 34 Feasibility Study

## Study Limits:

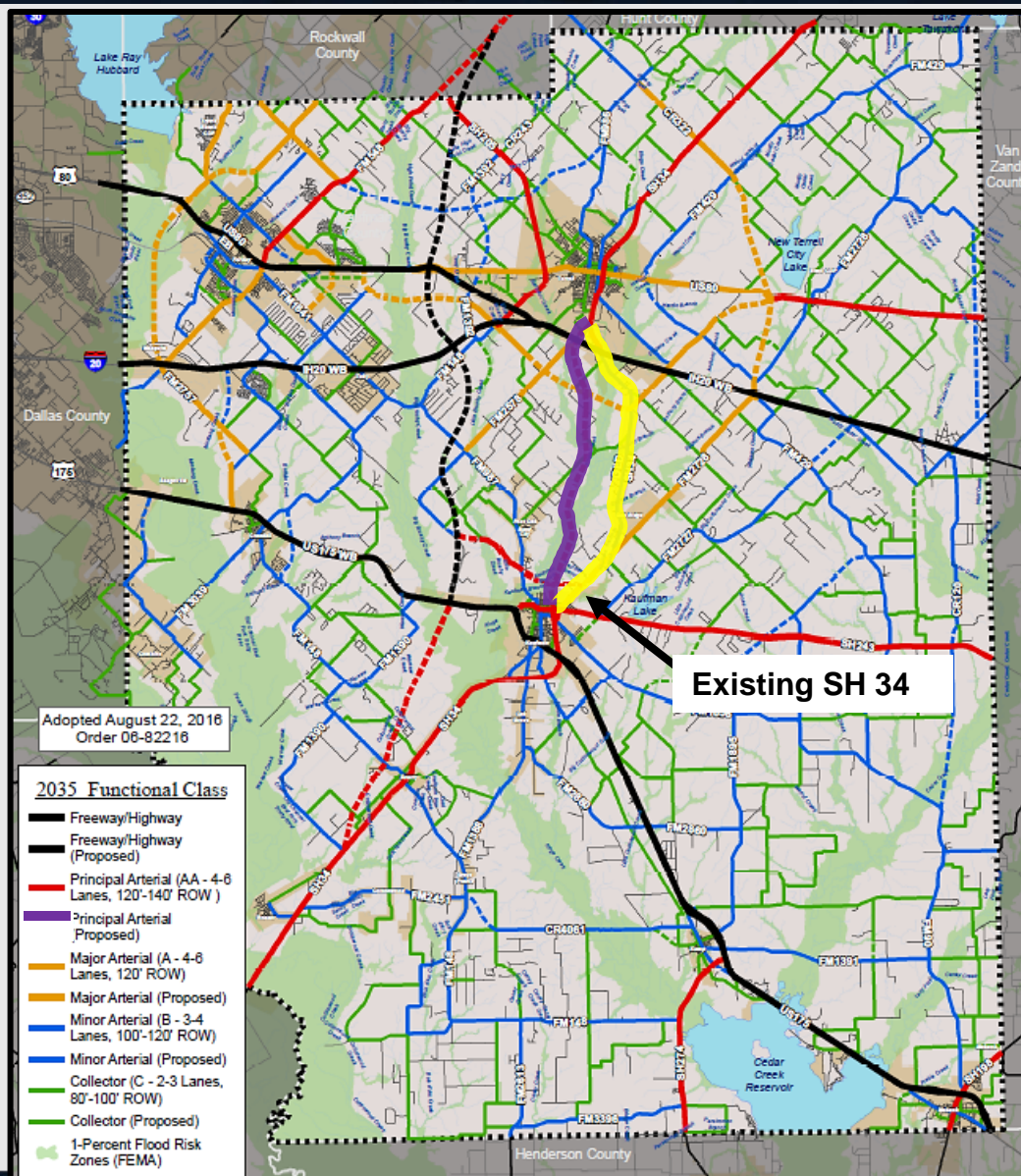
From FM 2578 in Terrell  
To SH 243 in Kaufman  
(approx. 10 miles)

The purpose of this meeting is to:

- Provide a status update on the SH 34 Feasibility Study
- Explain the proposed project and describe any potential impacts
- Collect, document, and analyze public input



# Background – History

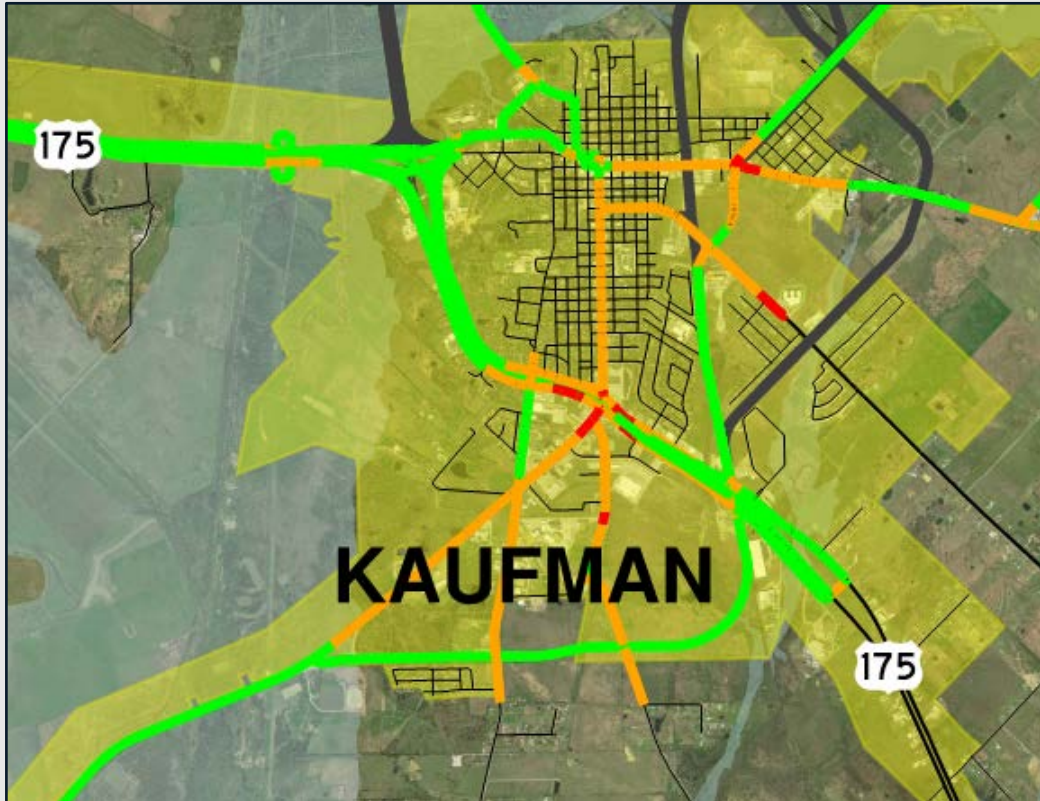


## Kaufman County 2035 Thoroughfare Plan

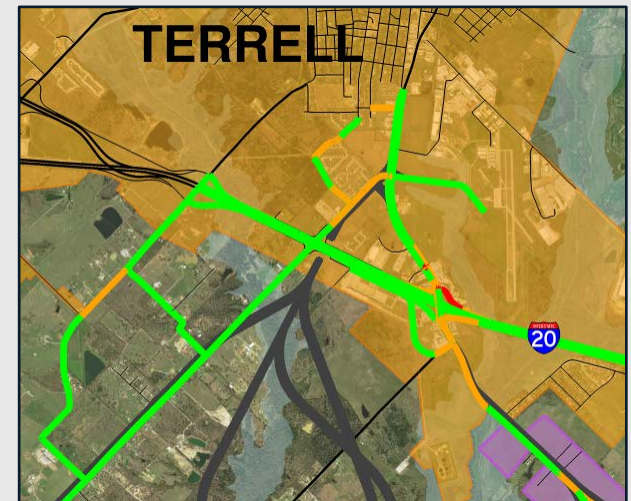
- Identifies SH 34 as a Principal Arterial (in yellow).
- The plan also identifies a Proposed Principal Arterial adjacent west of existing SH 34 (in purple).

# Study Considerations – Mobility and Congestion

- **PM peak hour congestion**
  - Green, orange and red indicate low, moderate, and high traffic congestion, respectively

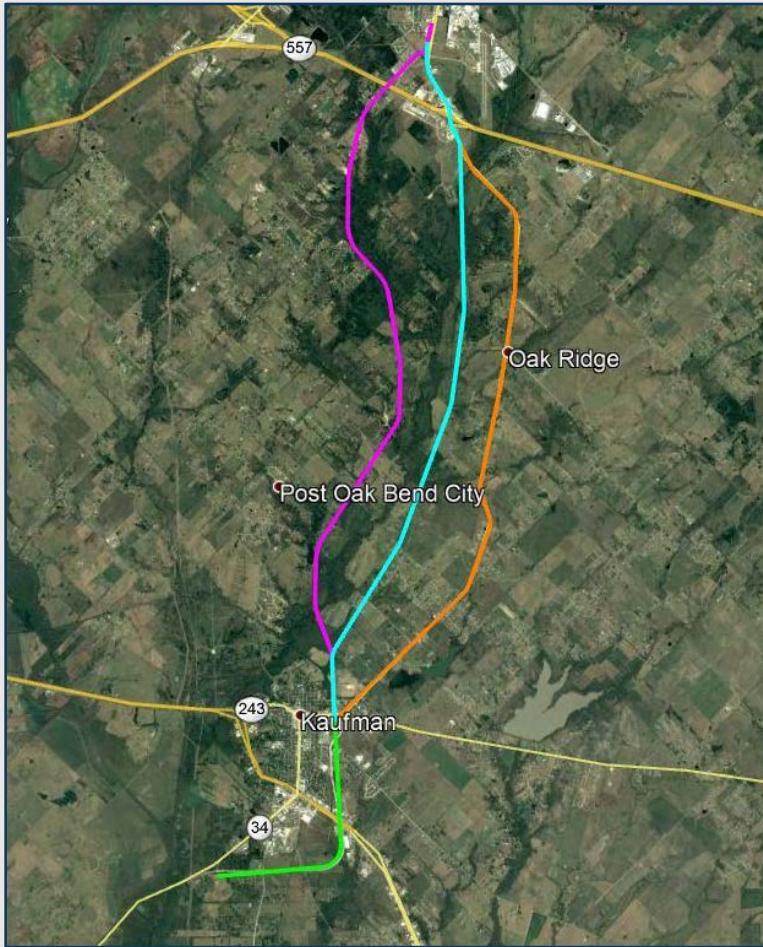


**Significant congested areas will worsen with regional growth.**

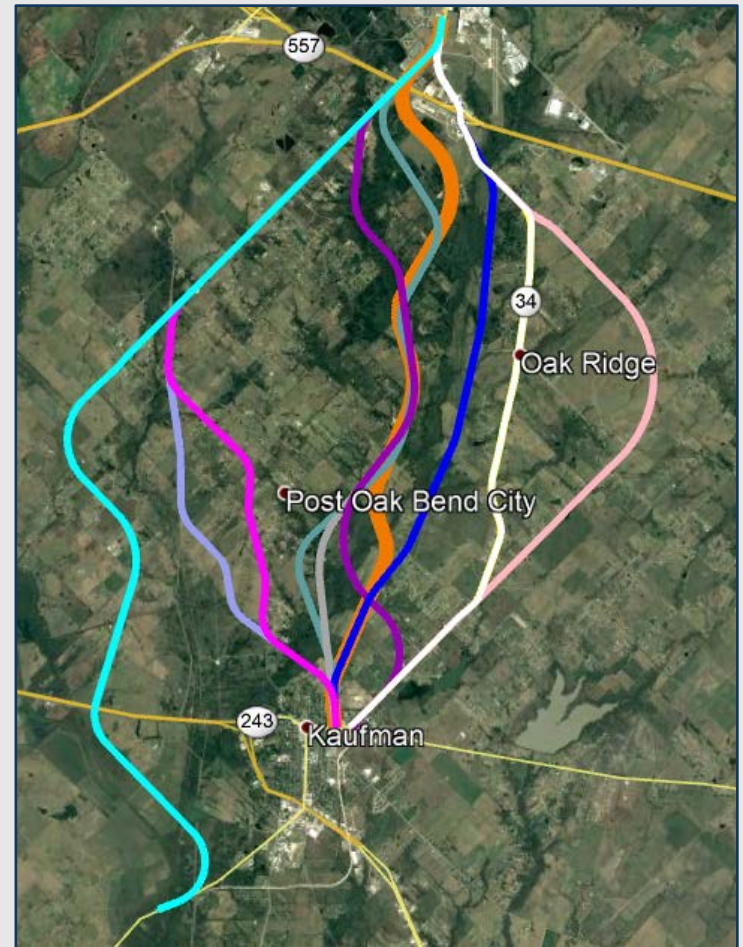


**Congestion along I-20 ramps.**

# Background – History



**1996 Feasibility Study:  
4 alternatives evaluated**



**2006 Feasibility Study:  
11 alternatives evaluated**

# Draft Alignment Evaluation

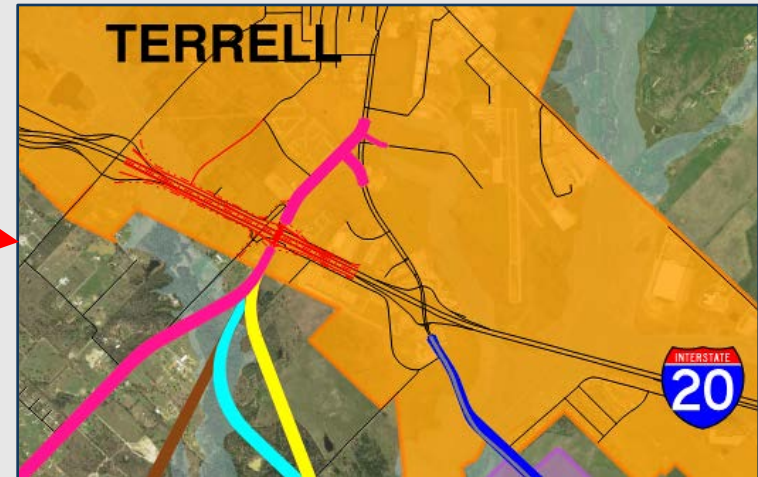
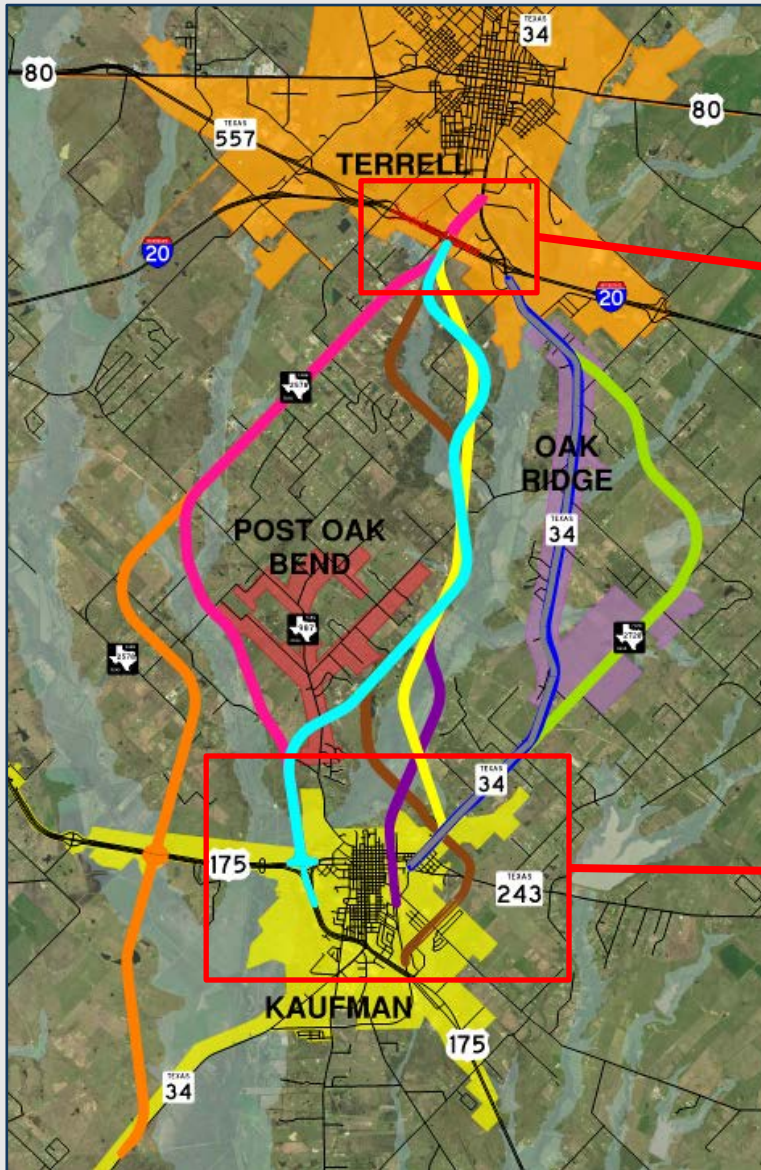
Not all of the eleven alignments evaluated in the *2006 Feasibility Study* were determined to be viable. The main reasons identified for lack of viability were:

- Impact a significant number of homes and business
- Conflict with major future development plans
- Impact floodplains or floodway, parks, and/or federally protected lands
- Did not provide congestion relief
- Conflict with regional goals

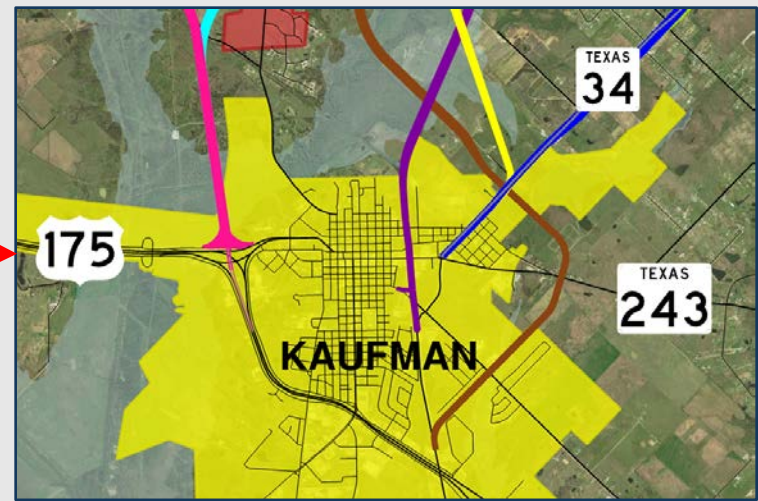
Of the eleven alignments identified in the 2006 Feasibility Study, eight were moved forward for further evaluation.

***HOWEVER, THE EIGHT ALIGNMENTS PRESENTED AT THIS MEETING TONIGHT ARE THOSE THAT OUR STUDY TEAM FOUND TO BE THE MOST VIABLE TRANSPORTATION OPTIONS AND CORRIDOR ALIGNMENTS (AS SHOWN ON THE NEXT SLIDE).***

# Alignment Alternatives



Proposed tie-in alternatives in Terrell.

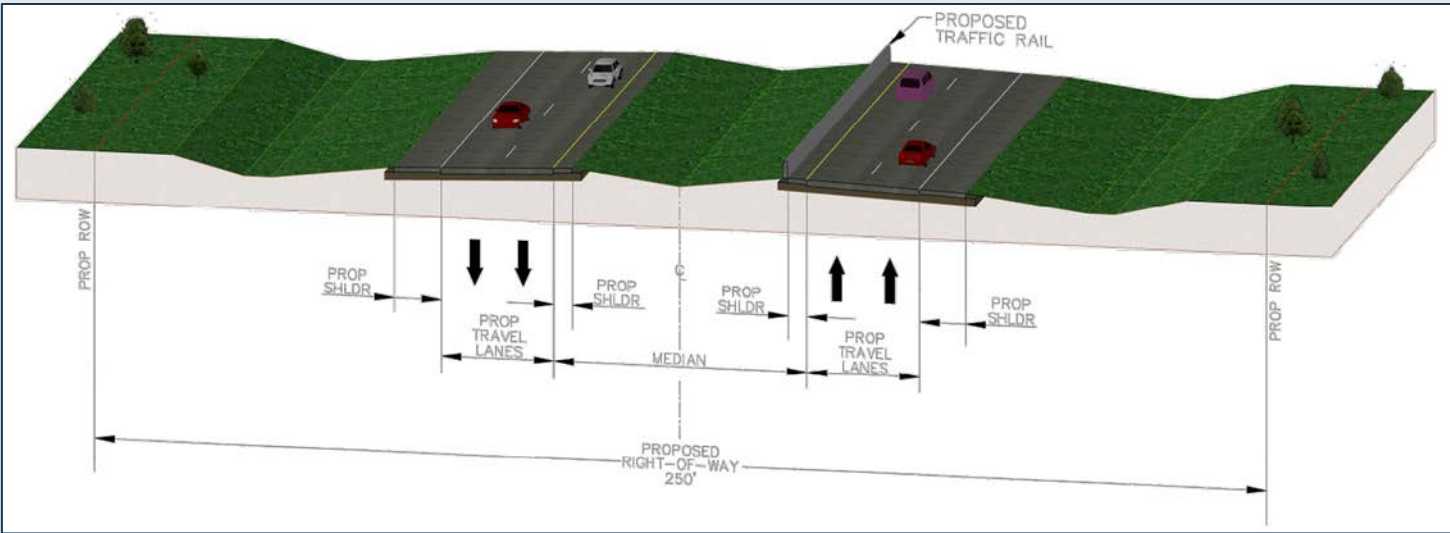


Proposed tie-in alternatives in Kaufman.

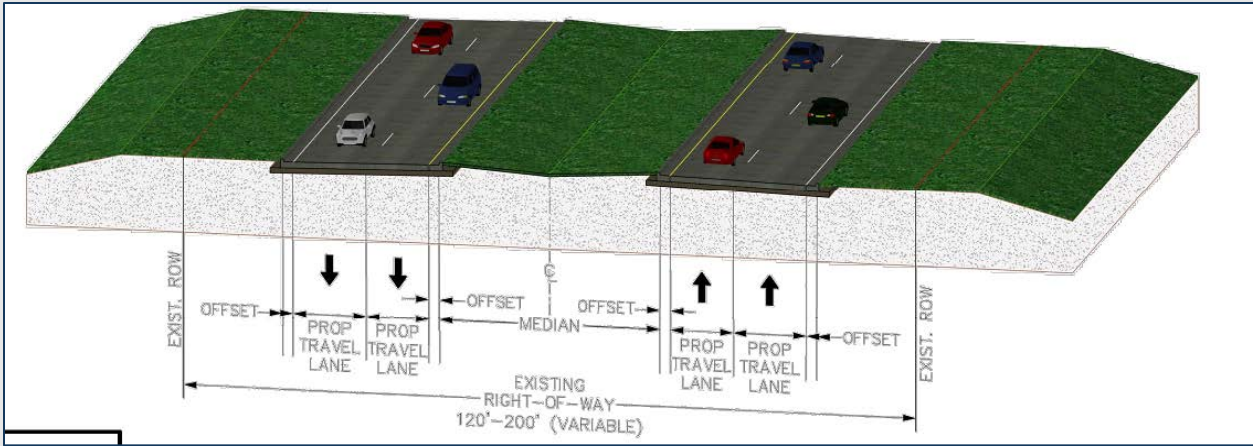
# Proposed Roadway Configuration

SH 34 is currently a two-lane roadway. The study will evaluate and analyze possible solutions and alignments for a four-lane divided roadway.

**PROPOSED  
RURAL  
ROADWAY  
CONFIGURATION**



**PROPOSED  
URBAN  
ROADWAY  
CONFIGURATION**



**WE NEED YOUR INPUT ON DRAFT ALIGNMENTS THAT  
ARE AVAILABLE FOR YOUR REVIEW AND COMMENT.**

## **KEEP IN MIND:**

- **Draft alignments are available for your review and comment.**
- **A final alignment has not been chosen. These are conceptual alignments.**
- **It is possible a combination of alignment segments could be merged for comment at our next Public Meeting.**
- **Alignments are being shown with 150 to 250 foot right of way.**
- **Your official comments will help us decide with alignments to further define.**

# Anticipated Timeline

WE ARE HERE



**EARLY  
2018**

Initial data  
collection  
and analysis



**SUMMER  
2018**

Public meeting  
and detailed  
evaluation  
and analysis of  
public feedback  
and alignment  
alternatives



**WINTER  
2018**

Draft  
engineering  
report and  
select a  
preferred  
alternative



**SPRING  
2018**

Stakeholder  
meeting  
to introduce  
study and  
collect feedback  
on alternatives



**FALL  
2018**

Stakeholder  
and public  
meeting  
to share  
preferred  
alternative



**SPRING  
2019**

Regional  
stakeholders  
coordinate  
with NCTCOG  
to develop  
engineering  
authority



**2019-  
2020**

Develop  
schematic and  
environmental  
clearance



**2020-  
2023**

Right of way  
acquisition,  
utility  
adjustments,  
and final  
design



**2025-  
2028**

Construction



Contingent on available funding

# Study Contacts



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# THANK YOU

for taking time to provide input and  
help shape the future of SH 34 and  
Kaufman County.