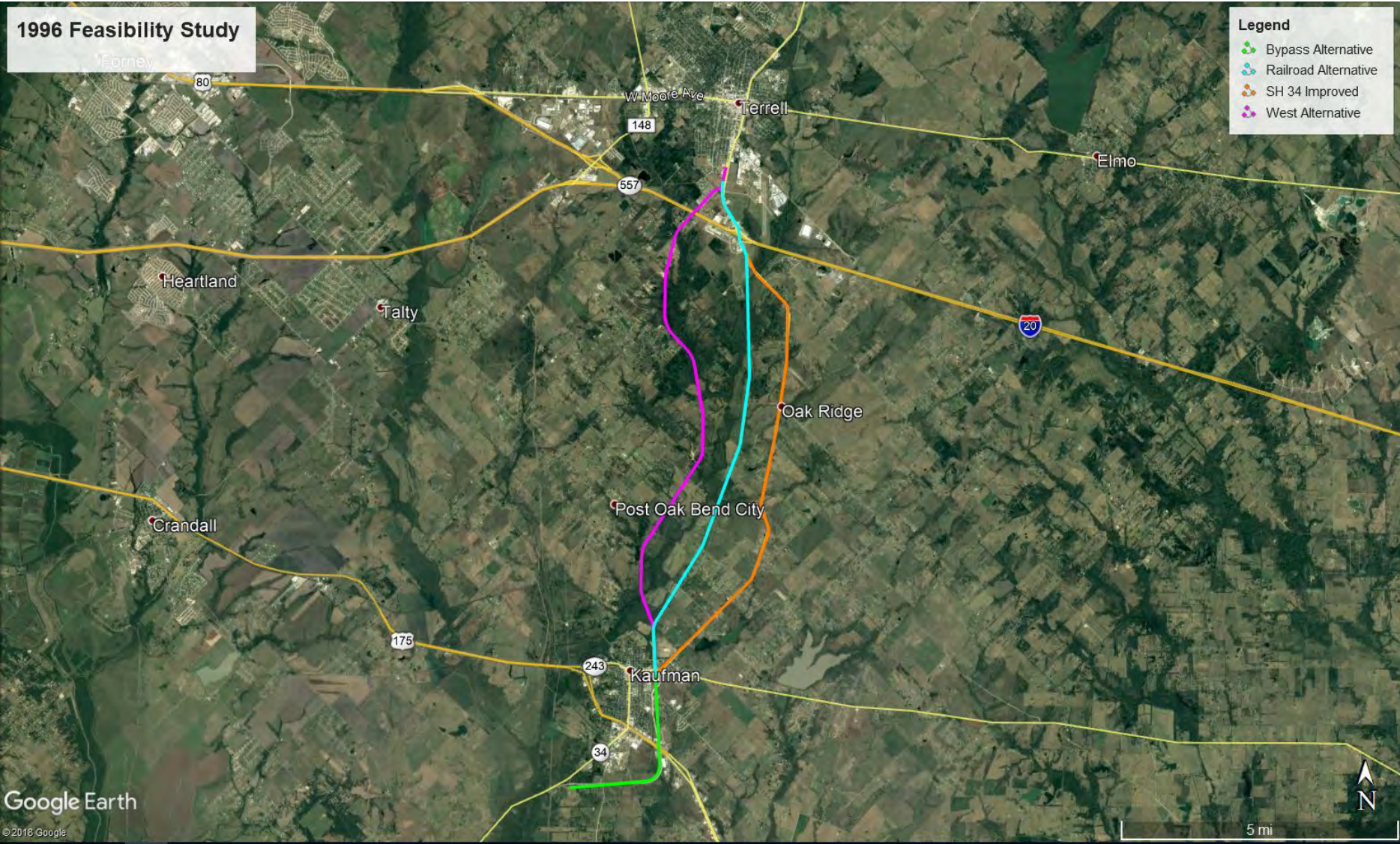


Appendix 1

1996 Feasibility Study

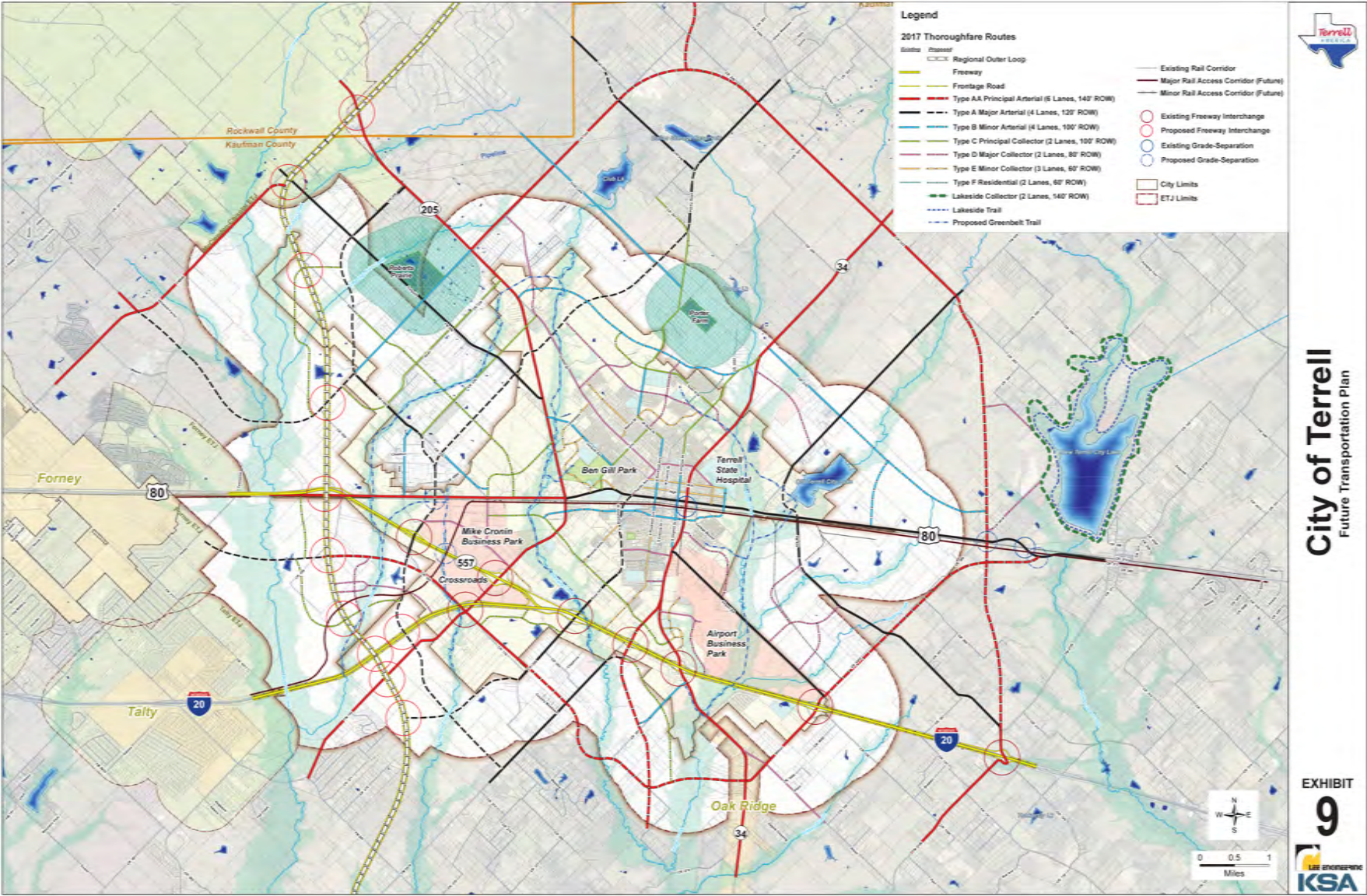


2006 Feasibility Study Alternatives & Constraints



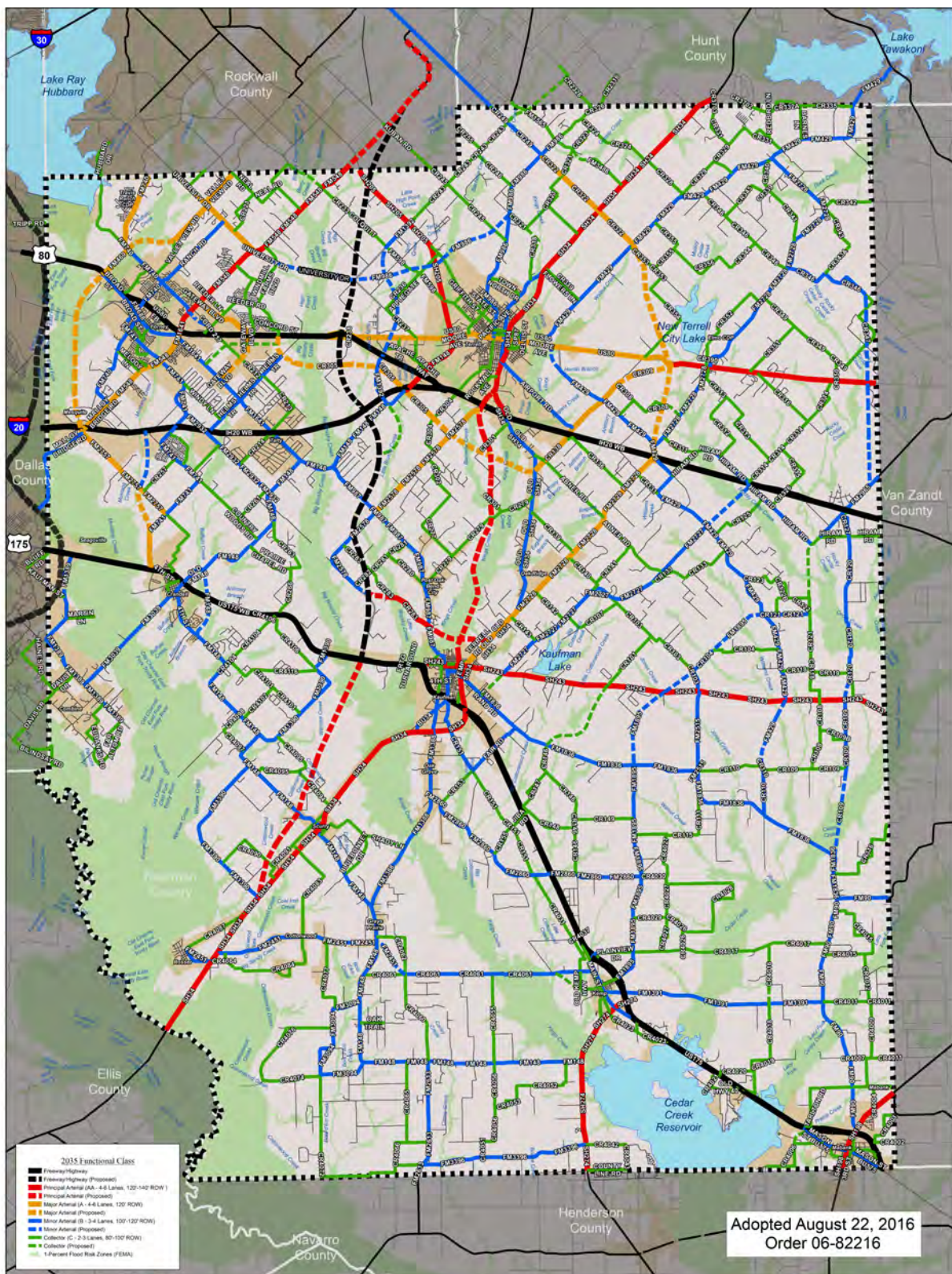
Appendix 3

Terrell Future Transportation Plan



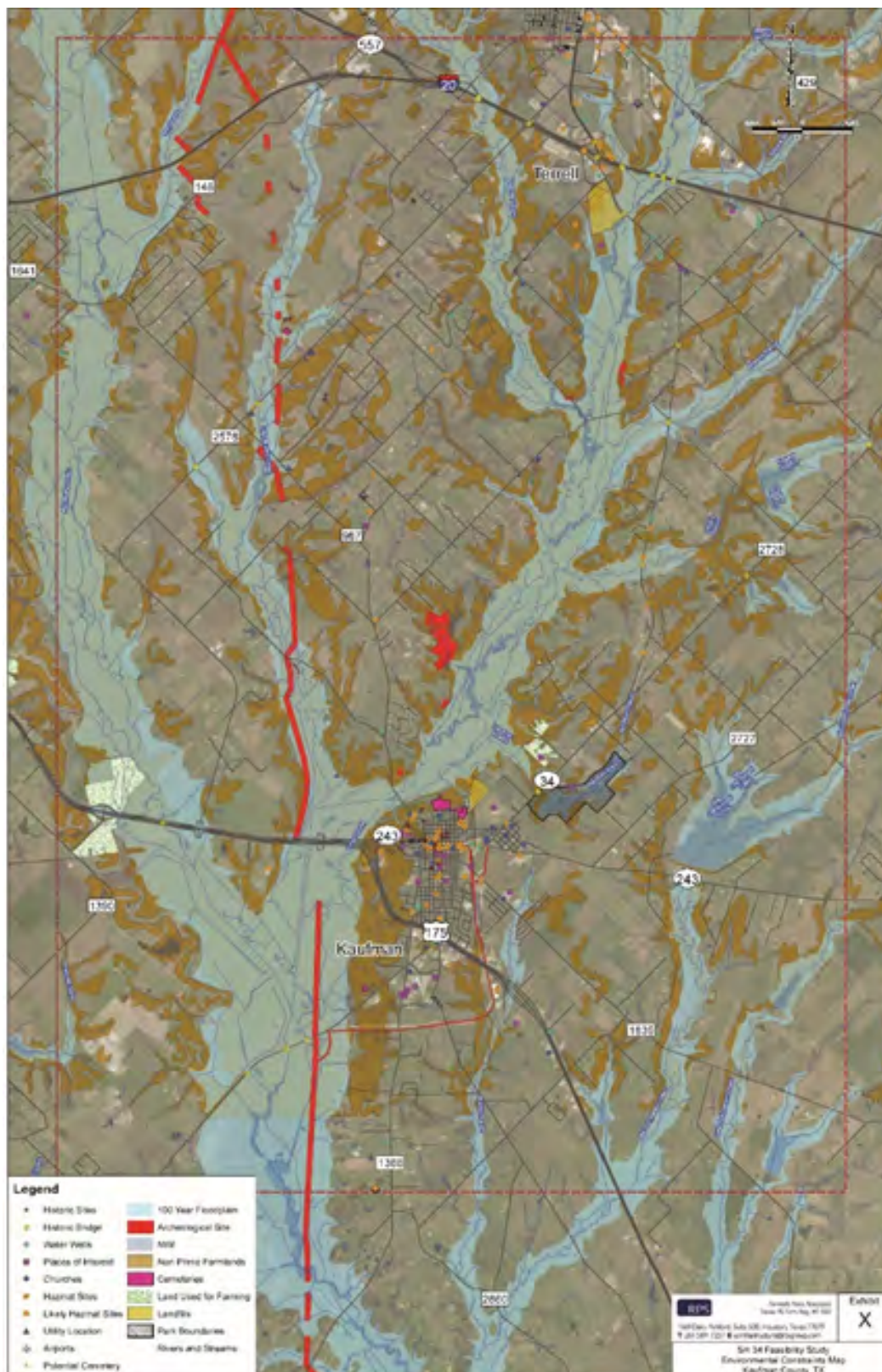
Appendix 4

Kaufman County 2035 Thoroughfare Plan



Appendix 5

SH 34 Constraints Map



Appendix 6

Design Criteria

Item	Rural Highway Proposed	Urban Roadway Usual	Local Cross Streets
Roadway Classification	Multi-Lane Rural Highway	Urban Street	Minor Arterial
Design Speed	70 mph	45 mph	35 mph
Horizontal Alignment			
Control Location	Centerline	Centerline	Centerline
Stopping Sight Distance	730'	360'	250'
Usual Min. Radius of curve	3390'	810'	510'
Absolute Min Radius of curve	2040'	643'	510'
Usual Max Super elevation	6%	6%	Normal Crown
Maximum Relative Gradient	0.40	0.54	0.62
Vertical Alignment			
PGL / Axis of Rotation	Centerline	Centerline	Centerline
Longitudinal Gradient	3.00% max / 0.50% min	6.00% max / 0.50% min	7.00% max / 0.50% min
K value for Crest Curves	247	61	29
K value for Sag Curves	181	79	49
Grade change without a vertical curve	0.50% max	1.00% max	1.00% max
Vertical Clearance:			
Over Roadways	16.5'	16.5'	16.5'
Over Railroads	23'	23'	23'
Cross Section Elements			
Width of Travel Inside Lanes	12'	12'	12'
Width of Outside Travel Lanes	12'	12'	12'
Shoulder Widths:			
Inside	4' (10' Ultimate)	2'	N/A
Outside	10'	2'	N/A
Offset to face of curb	N/A	1' min - 2' des	1' min - 2' des
Cross slope (lane and shoulder)	2.0% min	2.0% min	2.0% min
Medians:			
Type	Depressed	Depressed	N/A
Width	54'	42'	N/A
Traffic Safety Protection			N/A
Clear Zone Width	30'	6'	4' min. 6' max.

Item	Rural Highway Proposed	Urban Roadway Usual	Local Cross Streets
Side Slopes:			
Within Clear Zone	1V:8H	1V:6H	1V:6H
Outside Clear Zones	1V:4H Max	1V:4H Max	1V:4H Max
Through guard rail	1V:10H or flatter	1V:10H or flatter	1V:10H or flatter
Side Walk Location	N/A	4'	6'
Sidewalk Width	N/A	6'	N/A
Sidewalk Cross Slope	N/A	1.5%	1.5%
Border Width	64'	20	20
Intersections			
Corner Radii:			
Major Cross Streets	N/A	N/A	75'
Minor Cross Streets	N/A	N/A	25'
Driveways	N/A	N/A	25'
Design Vehicles			
Structural Design	HL93	HL93	HL93
Horizontal Geometry	WB - 62	WB - 62	WB - 62
Hydraulic Design Frequency			
Inlets and Drainage Pipe	10-YR (Check 100-YR)	2-YR (Check 100-YR)	5-YR (Check 100-YR)
Inlets for Depressed Roadways	50-YR (Check 100-YR)	25-YR (Check 100-YR)	25-YR (Check 100-YR)
Culvert Design	25-YR (Check 100-YR)	25-YR (Check 100-YR)	10-YR (Check 100-YR)
Bridge Design	25-YR (Check 100-YR)	10-YR (Check 100-YR)	25-YR (Check 100-YR)
Hydrologic Method			
Drainage Area < 200 ac	Rational Method	Rational Method	Rational Method
Drainage Area > 200 ac	NRCS Unit Hydrograph	NRCS Unit Hydrograph	NRCS Unit Hydrograph
Culverts			
Headwater Control Location	bottom of paving section	bottom of paving section	bottom of paving section
Outfall Velocity	3 fps Min / 12 fps Max	3 fps Min / 12 fps Max	3 fps Min / 12 fps Max
Storm Drainage			
Max allowable Ponding Width	Outer lane	Outer lane	Maintain One Lane Open Per Direction
Pipe Size	24" min	24" min	24" min
Pipe Velocity	3 fps Min / 12 fps Max	3 fps Min / 12 fps Max	3 fps Min / 12 fps Max
Pipe Material	CL III RCP	L III RCP	CL III RC

Appendix 7

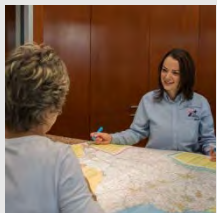
Stakeholder Meeting Invitee List

Name	Organization	Position and/or Title
D.J. Ory	City of Terrell	Mayor
Grady Simpson	City of Terrell	Council Member, District 2
Sandra Wilson	City of Terrell	Council Member, District 3
Charles Whitaker	City of Terrell	Council Member, District 4
Tim Royse	City of Terrell	Council Member, District 5
Torry Edwards	City of Terrell	City Manager
Mike Sims	City of Terrell	Assistant City Manager
Glenn Caldwell	City of Terrell	Public Works Director
Ken McKeown	City of Terrell	Chief of Police
Tom Cooper	City of Terrell	Captain/Fire Marshal
Lane Hardgrave	City of Terrell	Interim Fire Chief
Jeff Jordan	City of Kaufman	Mayor
Patty Patterson	City of Kaufman	Mayor Pro-Tem
Jeff Council	City of Kaufman	Council Member
Charles Gillenwater	City of Kaufman	Council Member
Carole Aga	City of Kaufman	Council Member
Barry Ratcliffe	City of Kaufman	Council Member
Matthew Phillips	City of Kaufman	Council Member
Michael T. Slye	City of Kaufman	City Manager
Dana Whitaker	City of Kaufman	Chief of Police
Ronnie Davis	City of Kaufman	Fire Chief
Kyle McAfee	City of Kaufman	Fire Marshal
Bruce Wood	Kaufman County	County Judge
Mike Hunt	Kaufman County	Commissioner, Precinct 1
Skeet Phillips	Kaufman County	Commissioner, Precinct 2
Terry Barber	Kaufman County	Commissioner, Precinct 3
Jakie Allen	Kaufman County	Commissioner, Precinct 4
Bryan Beavers	Kaufman County	Sheriff
Lori Blaylock, Ph. D.	Kaufman ISD	Superintendent
Kell Clopton	Kaufman ISD	Assistant Superintendent of Schools
Patrick A. Cardoza	Kaufman ISD	Director of Transportation
Tim Butler	Kaufman ISD	Assistant Director of Transportation
Micheal French	Terrell ISD	Superintendent
Jason Gomez, Ph. D.	Terrell ISD	Deputy Superintendent
Carli Baylor	NCTCOG	Public Meetings & Outreach
Berrien Barks	NCTCOG	Principal Transportation Planner
Raymond Bedrick	City of Post Oak Bend	Mayor
Judy Ball	City of Post Oak Bend	Council Member
Jimmy Lambeth	City of Post Oak Bend	Council Member

Name	Organization	Position and/or Title
Billy McMahan, Jr.	City of Post Oak Bend	Mayor Pro-Tem
Stephen McMahon, M.D.	City of Post Oak Bend	Council Member
Jonathan Hicks	City of Post Oak Bend	Council Member
Al Rudin	City of Oak Ridge	Mayor
Scherri Holmes	City of Oak Ridge	Mayor Pro-Tem
Janelle Davis	City of Oak Ridge	Council Memeber
Nena Langford	City of Oak Ridge	Council Member
Jimmy Quick	City of Oak Ridge	Council Member
Rolando Guzman	City of Oak Ridge	Council Member
Senator Bob Hall	Texas Senate	Senator, District 2
Representative Lance Gooden	Texas House of Representatives	Representative, District 4

Appendix 8

Stakeholder Meeting Presentation



SH 34 FEASIBILITY STUDY

From FM 2578 in Terrell
to SH 243 in Kaufman
Stakeholder Meeting



Agenda

- Overview
- Background
- Study Considerations
- Alignment Alternatives
- Timeline
- Public Involvement

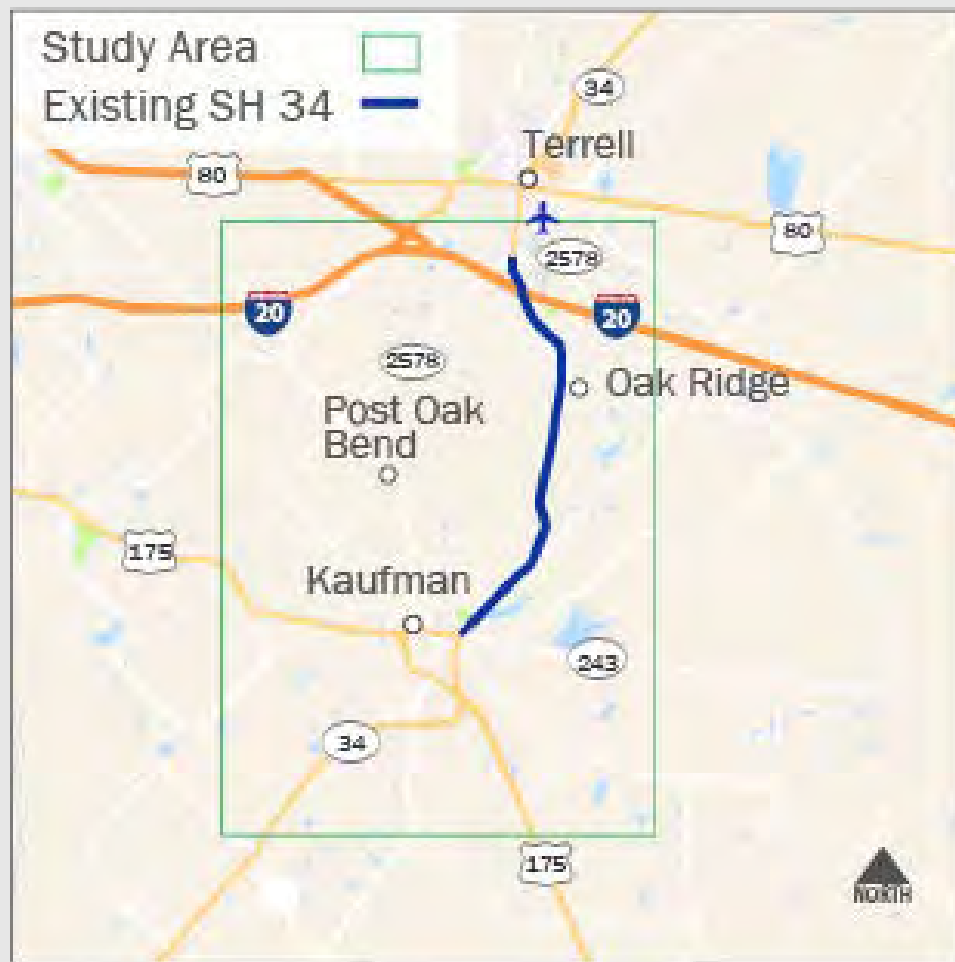
Overview – SH 34 Feasibility Study

Study Limits:

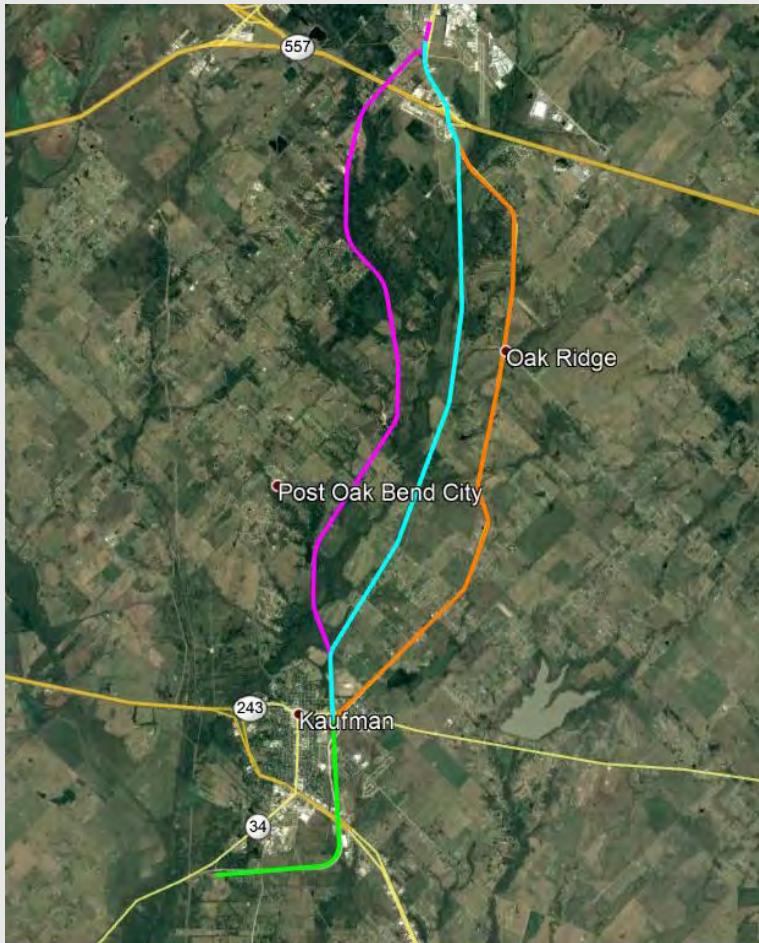
from FM 2578 in Terrell to
SH 243 in Kaufman
(approx. 10 miles)

The purpose of this
meeting is to:

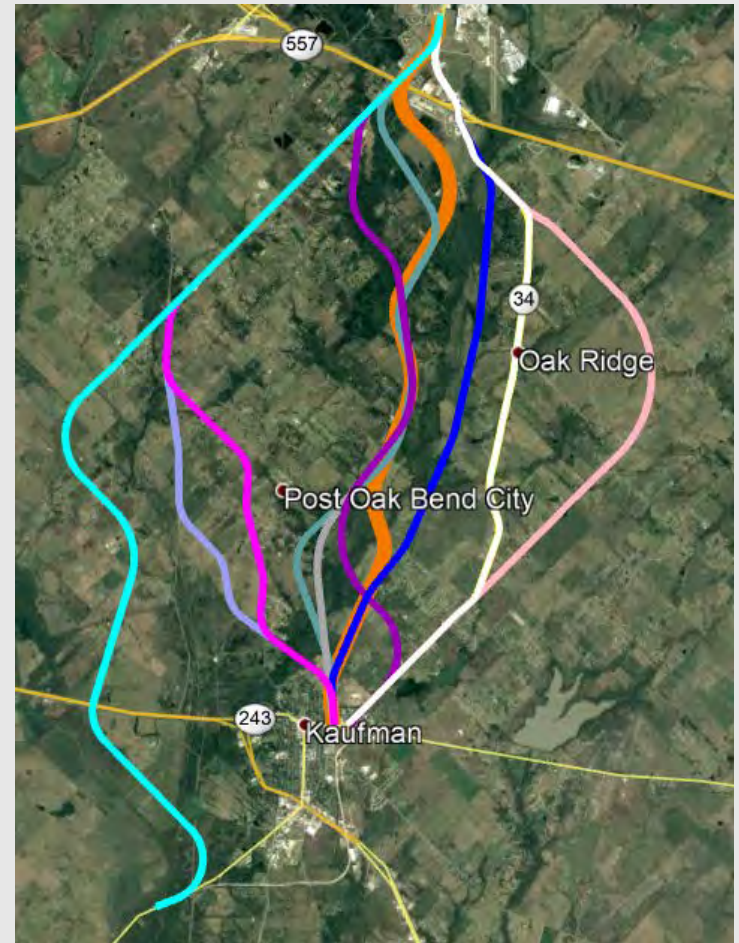
- Provide a status update on the SH 34 feasibility study
- Explain the proposed project and describe any potential impacts
- Collect, analyze, and document public input



Background – History

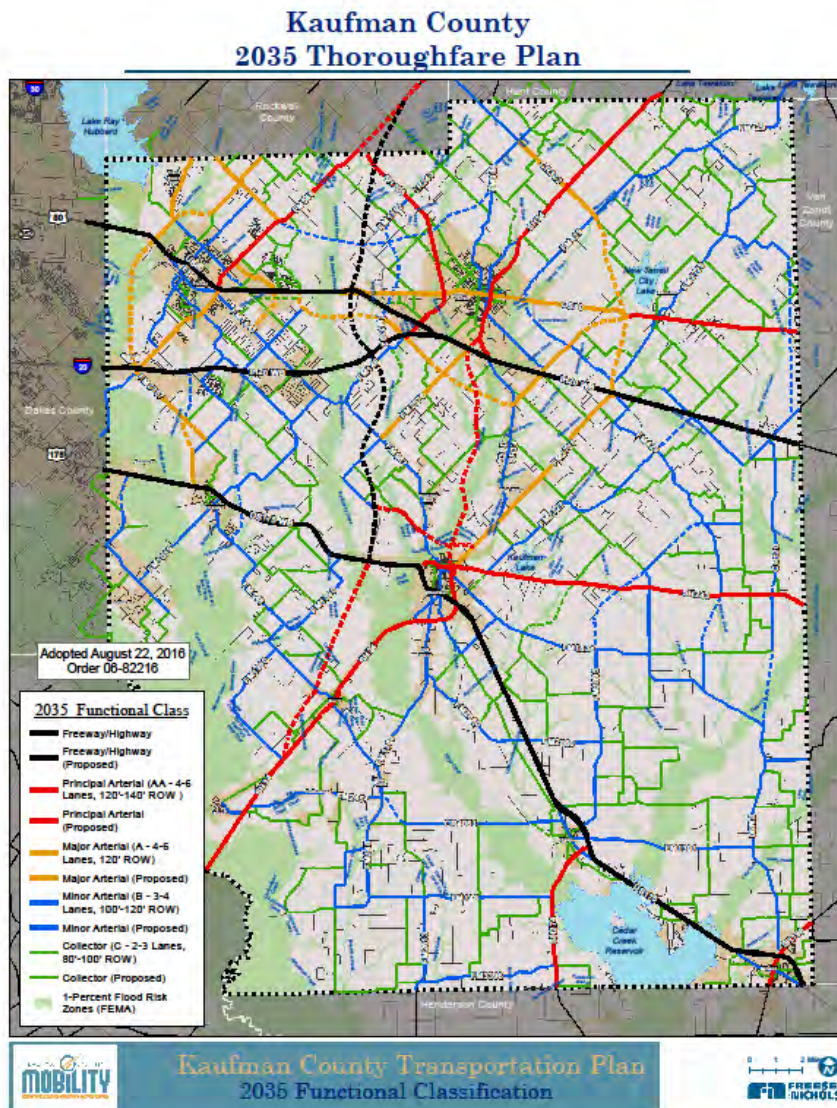


1996 Feasibility Study:
4 alternatives evaluated



2006 Feasibility Study:
11 alternatives evaluated
(Preferred alignment in orange)

Background – History



- 2015 Kaufman County Thoroughfare Plan
 - Identifies SH 34 as a Principal Arterial
- NCTCOG 2040 Plan
 - Identifies SH 34 as a Regionally Significant Arterial

Study Considerations



Improve Safety



Improve Mobility



**Improve Traffic
Congestion**



**Consider
Population
Growth**



**Minimize
Environmental
Impacts**



**Minimize
Socio-Economical
Impacts**



**Identify Savings in
Maintenance and
Construction Costs**



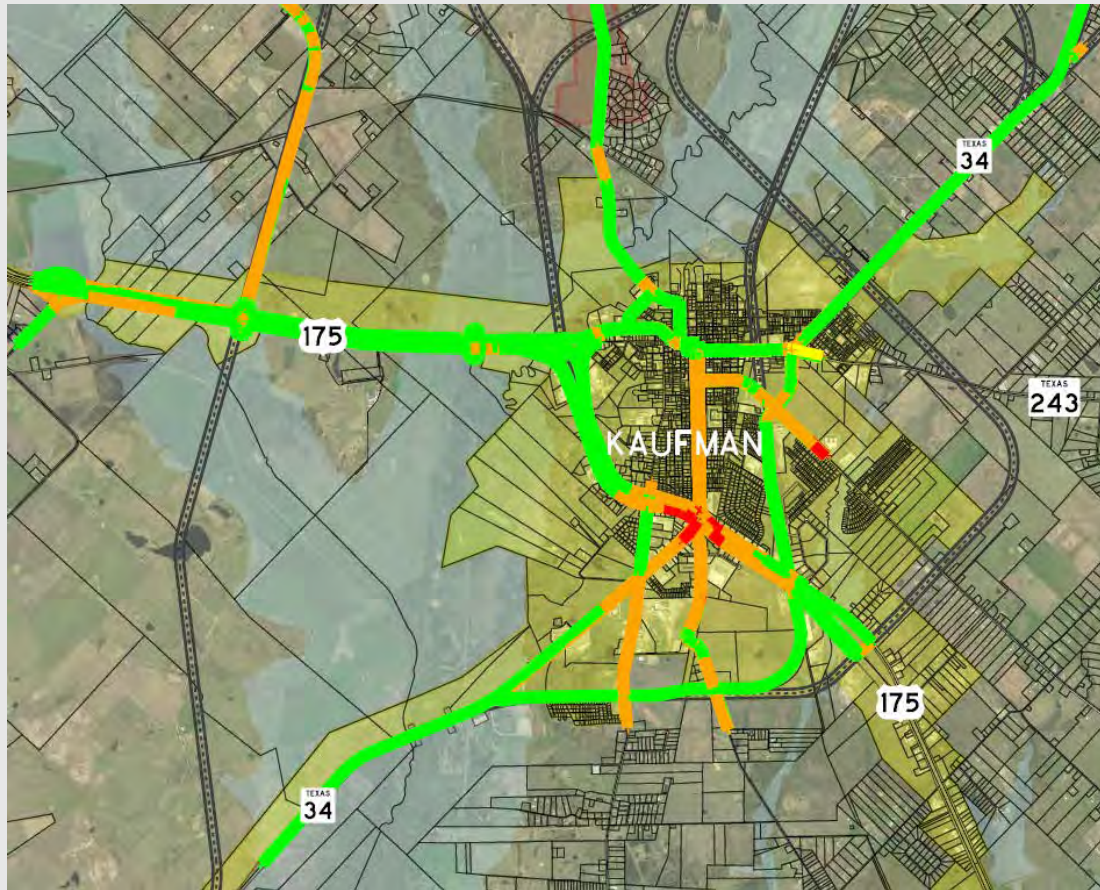
**Consider Social &
Community Impacts**



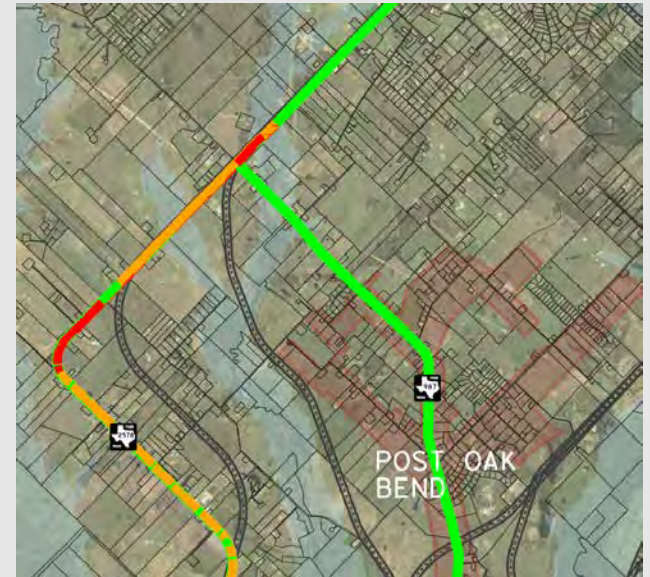
**Identify Development
Opportunities and
Economic Growth**

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 and FM 2578.

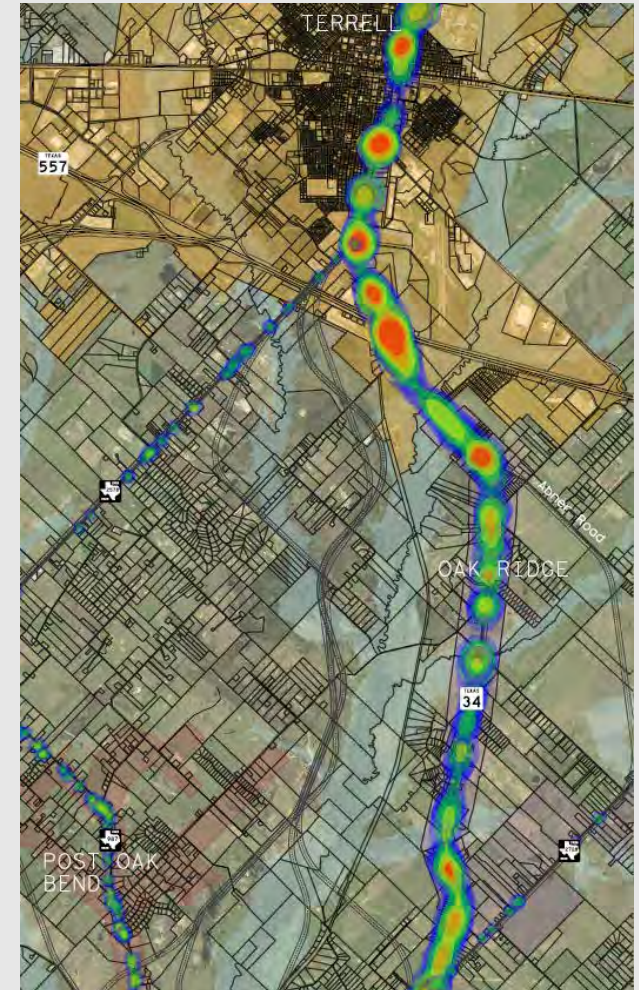
Study Considerations – Safety

- Heat map shows the frequency of crashes, with red indicating greater crash activity and green indicating lower crash activity



Alternatives will be evaluated to improve safety and address concerns observed on existing SH 34 through Kaufman.

- 300+ crashes between 2016-2017 along existing SH 34



Study Considerations – Environmental Constraints



**Air Quality &
Traffic Noise**



Hazardous Materials



**Historic &
Archaeological Resources**



**Land Use &
Parkland**



**Indirect &
Cumulative Impacts**



Biological Resources



**Threatened &
Endangered Species**



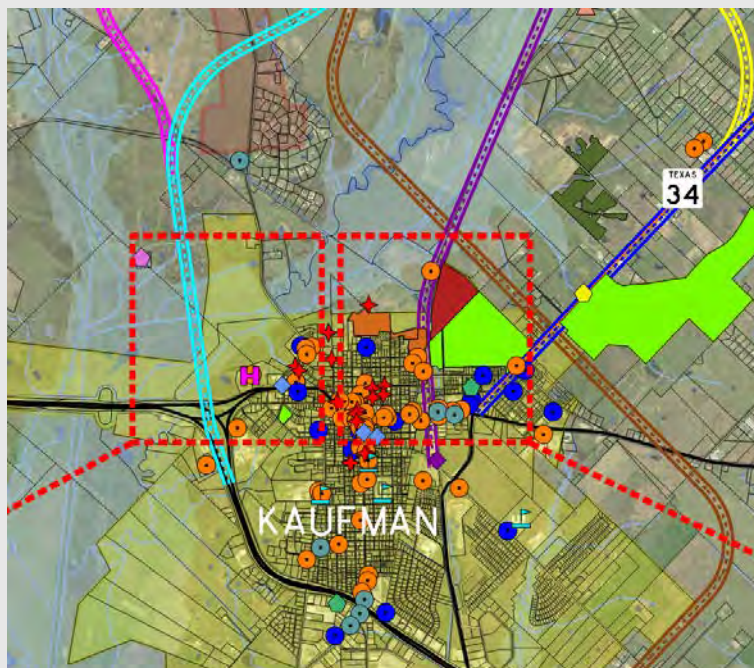
Water Resources



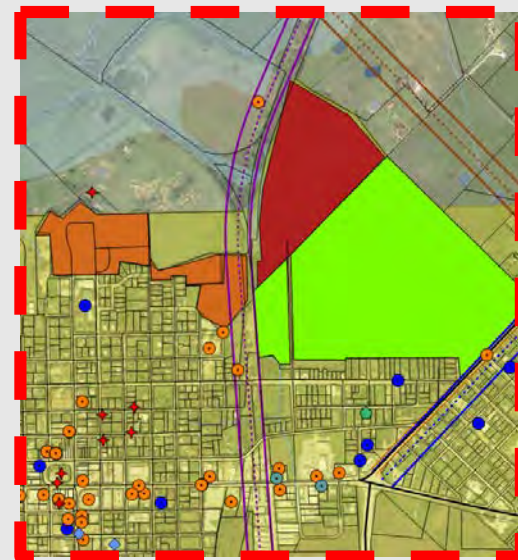
**Social &
Community Impacts**

Study Considerations – Environmental Constraints

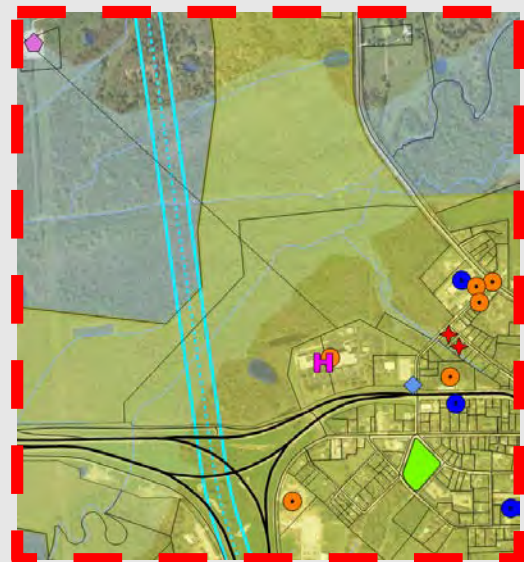
Environmental Constraints in Kaufman



Constraints include 100-year floodplain, cemeteries, landfills, parks, hazmat sites, churches, schools, water towers, electrical towers, etc.



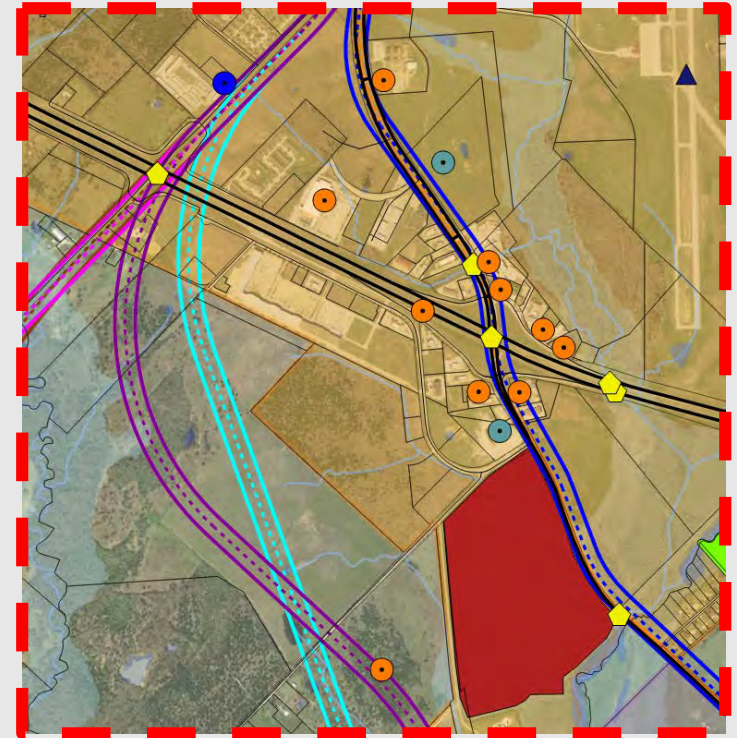
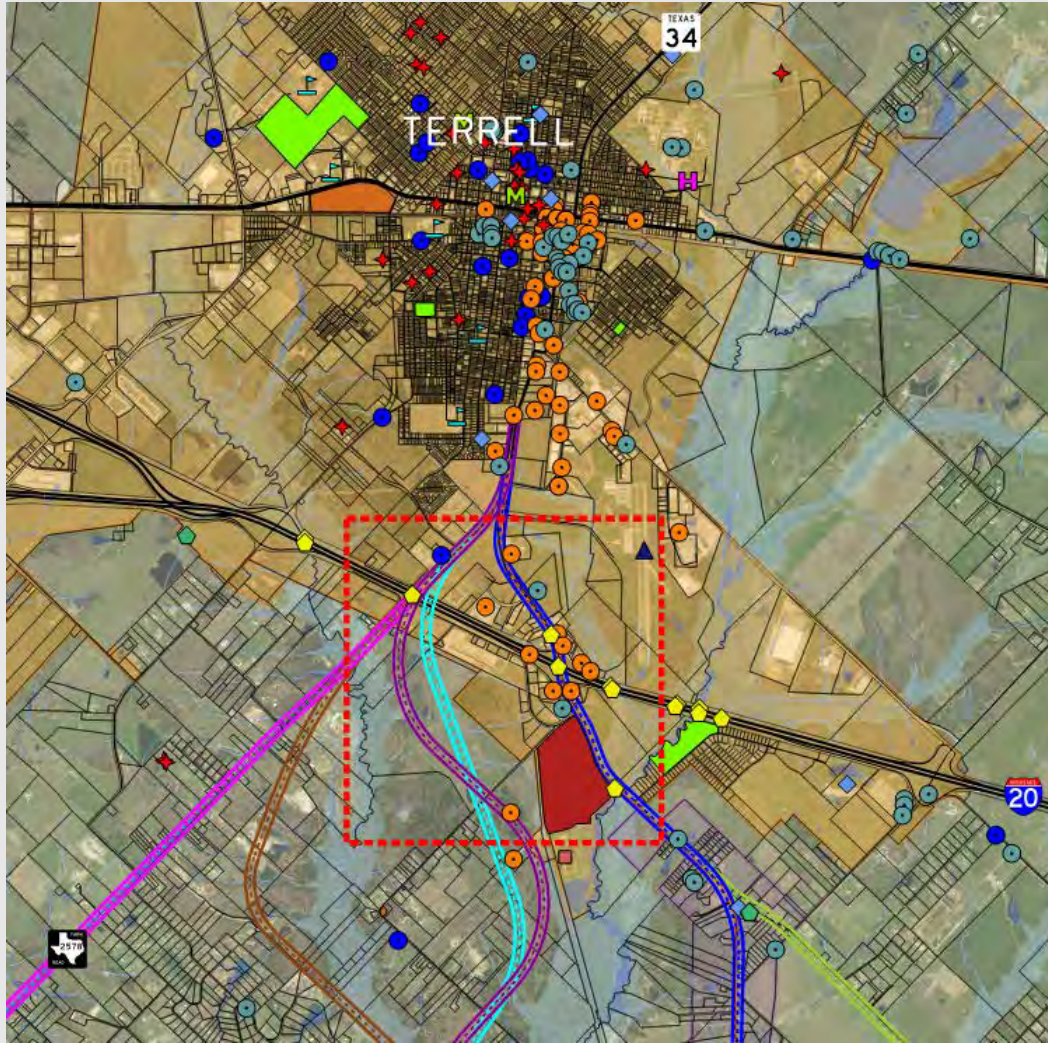
Constraints at proposed tie-in location.



Constraints at proposed tie-in location.

Study Considerations – Environmental Constraints

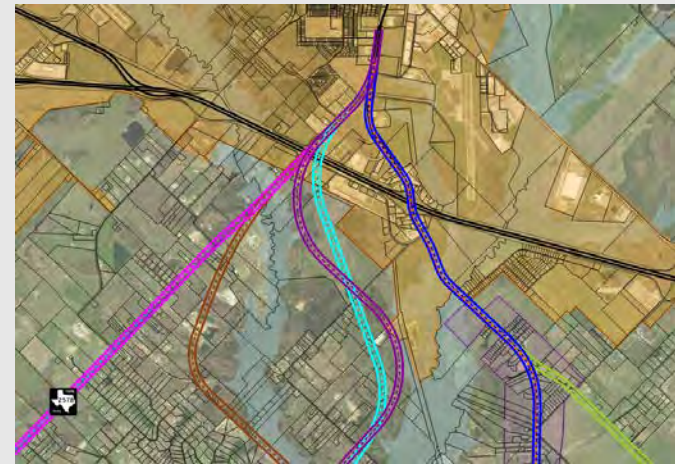
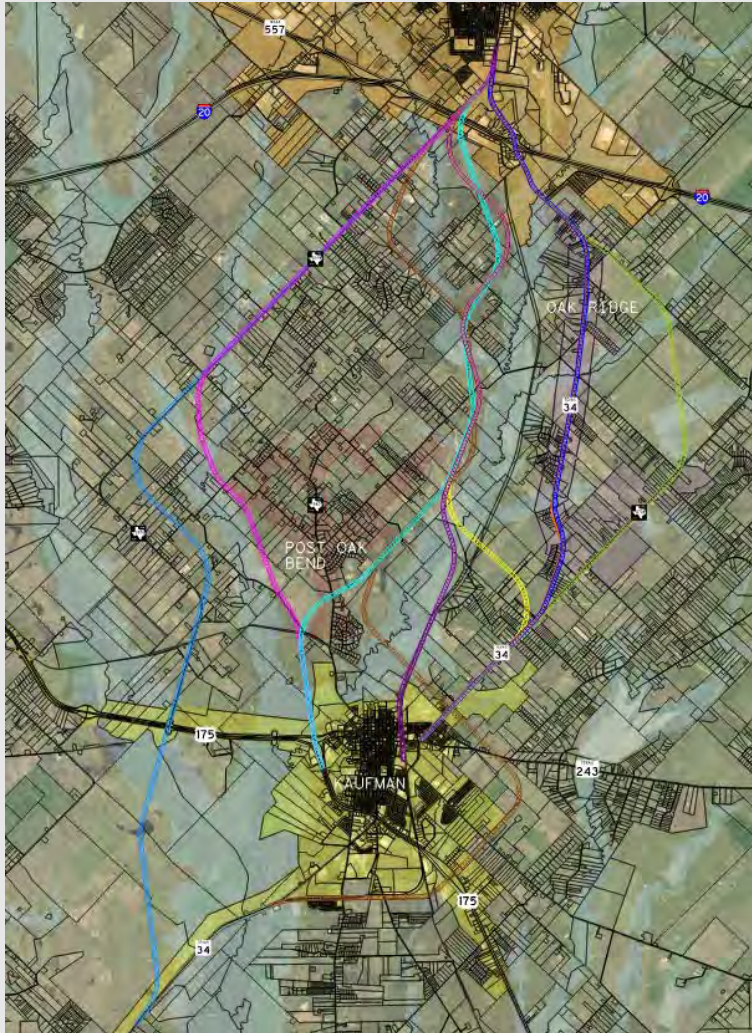
Environmental Constraints between Kaufman and Terrell



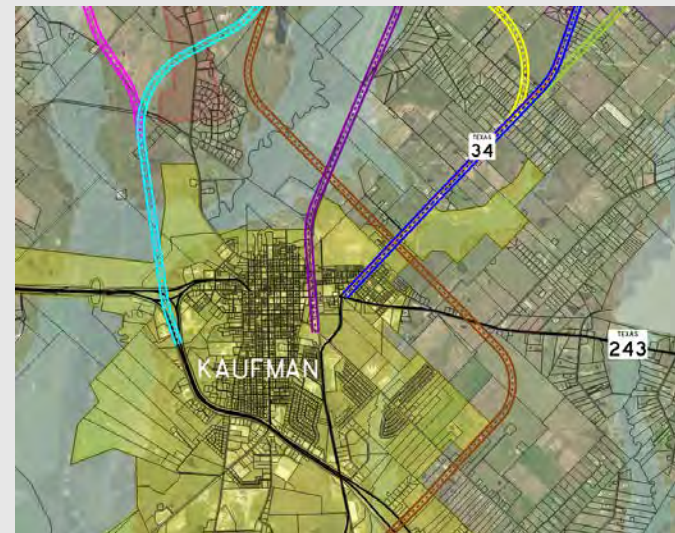
Constraints at existing I-20 and proposed tie-in location.

Alignment Alternatives

Alternatives will be evaluated to the west, central, and east side of Kaufman.

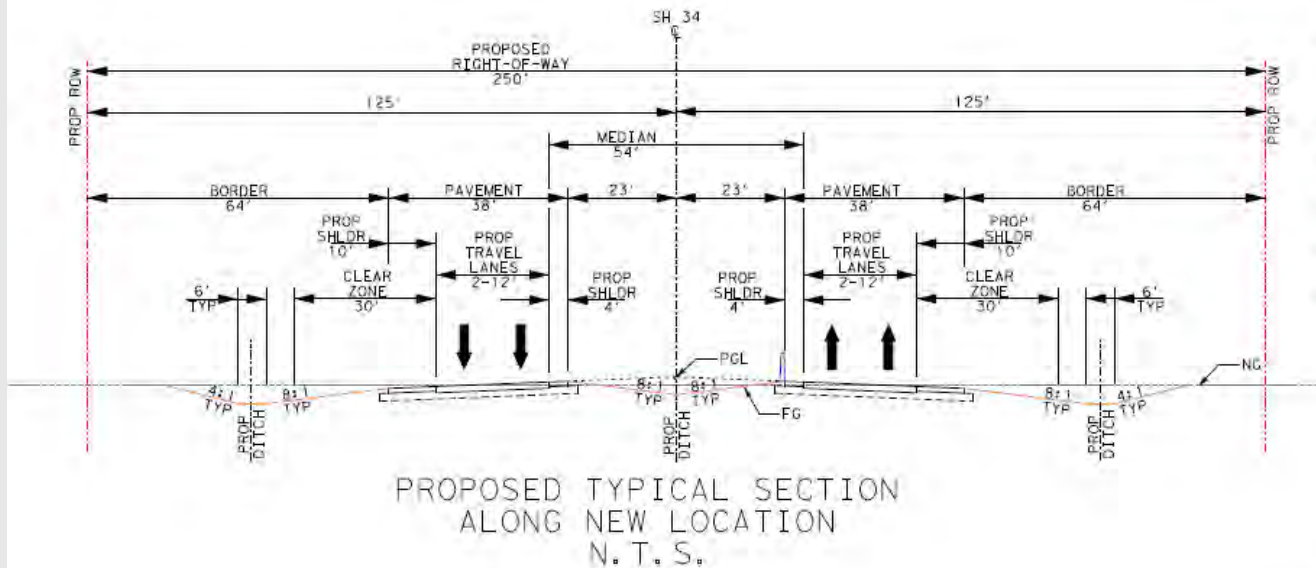


Proposed tie-in alternatives in Terrell.



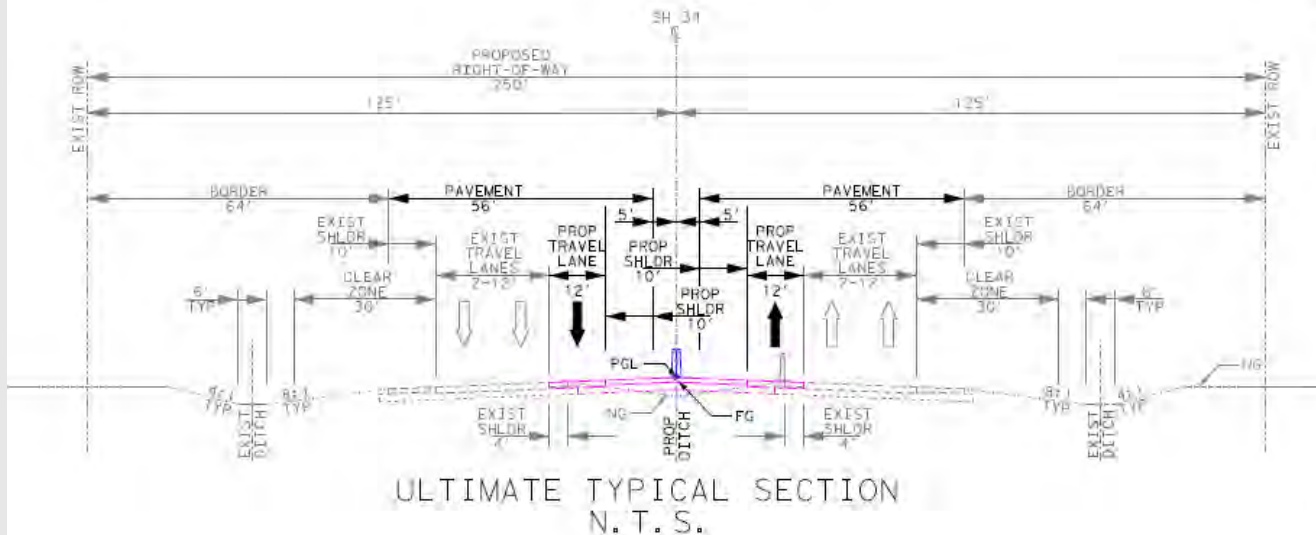
Proposed tie-in alternatives in Kaufman.

Alignment Alternatives – Typical Sections



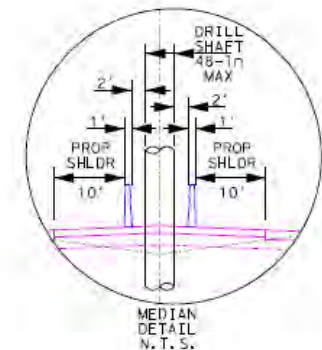
NOTES:

1. THE PROPOSED SECTION IS FOR A NEW ROADWAY ALONG A NEW ALIGNMENT.
2. DITCH FRONT SLOPES SHALL BE 8:1 TYPICAL AND 4:1 MAX.
3. DITCH BACK SLOPES SHALL BE 4:1 TYPICAL AND 3:1 MAX.
4. DITCH DEPTH SHALL BE 6" BELOW SUBGRADE WITH A 6" FLAT BOTTOM.
5. PAVEMENT SLOPE SHALL BE 2% TYPICAL.
6. THE MINIMUM GREEN SPACE SLOPE SHALL BE 2%.

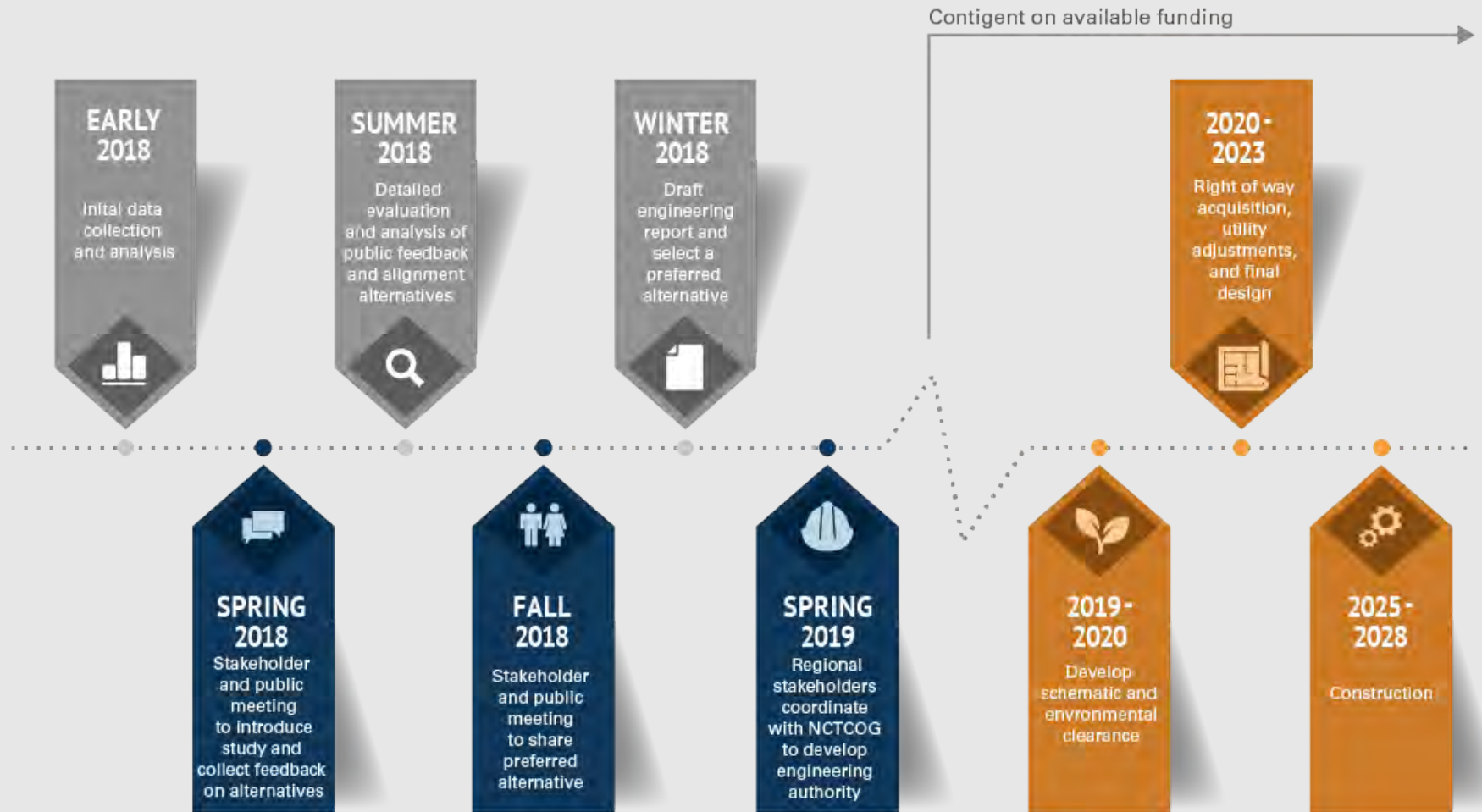


NOTES:

1. THE ULTIMATE SECTION IS FOR A FUTURE WIDENING OF THE PROPOSED SECTION SHOWN ABOVE. THE "EXISTING" ELEMENTS SHOWN HEREON ARE ANTICIPATED TO BE THE "PROPOSED" ELEMENTS FROM THE PROPOSED SECTION.
2. THE ULTIMATE SECTION ONLY INCLUDES WIDENING TO THE INSIDE.



Anticipated Timeline



Public Involvement

■ Stakeholder Meeting 1

Date: April 12, 2018

Time: 1:00 to 2:30 p.m.

Location: Terrell Airport Meeting Room

■ Public Meeting 1

Date: May 24, 2018

Time: 6:00 to 8:00 p.m.

Location: Kaufman High School

– Comment period: May 24 to June 8, 2018

– Promotion:

- Mail
- Advertisement
- Additional outreach



Join us for a Public Meeting

The Texas Department of Transportation is performing a feasibility and alignment study on SH 34 from FM 2578 in Terrell to SH 243 in Kaufman to improve safety and mobility on SH 34, as well as address traffic flow concerns due to the growth of Terrell, Kaufman, and surrounding cities.

Please join us to give your input on the feasibility study and proposed alignments.

May 24, 2018
6:00 – 8:00 p.m.

Kaufman High School (cafeteria)
3205 South Houston Street
Kaufman, Texas 75142

This is an open house meeting with no formal presentation. Please attend at your convenience. Comments received by Friday, June 8, 2018 will be included in the meeting report.

If you have special communication and/or accommodation needs, please contact: Mr. Charles Tapp, TxDOT Project Manager, at Charles.Tapp@txdot.gov or (214) 320-6252.



Detail of Meeting Location

Learn more: www.keepitmovingdallas.com

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Contact Us

Name: Charles Tapp, P.E.

Phone: 214-320-6252

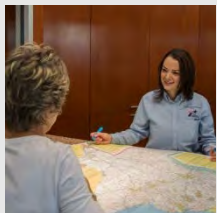
Email: Charles.Tapp@txdot.gov

Mail: TxDOT Dallas District
4777 E. Highway 80
Mesquite, Texas 75150-6643



Appendix 9

Public Meeting 1 Presentation



STATE HIGHWAY (SH) 34 FEASIBILITY STUDY PUBLIC MEETING

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.

Study Goals

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

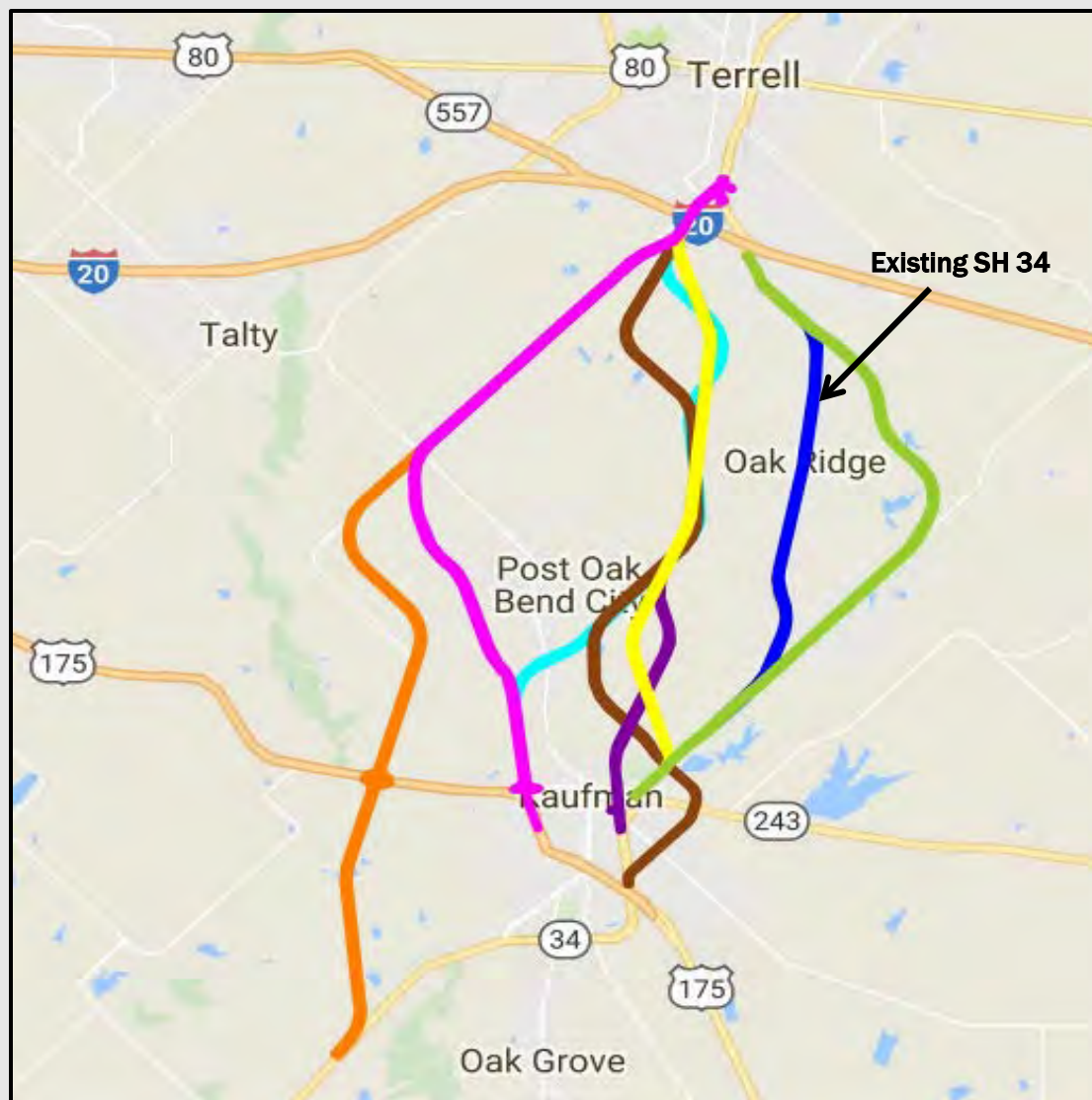
Study Limits:

From FM 2578 in Terrell

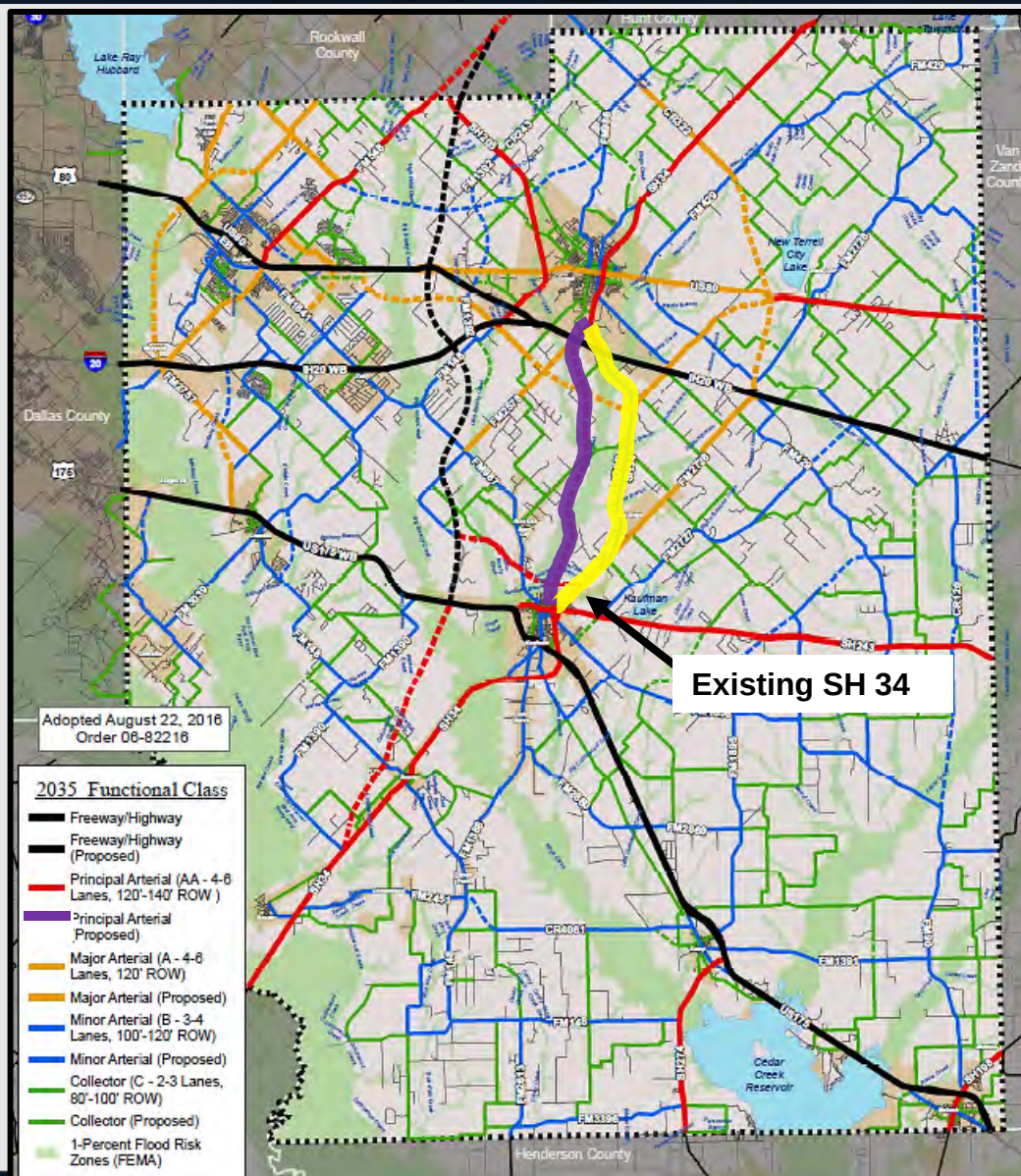
To SH 243 in Kaufman
(approx. 10 miles)

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

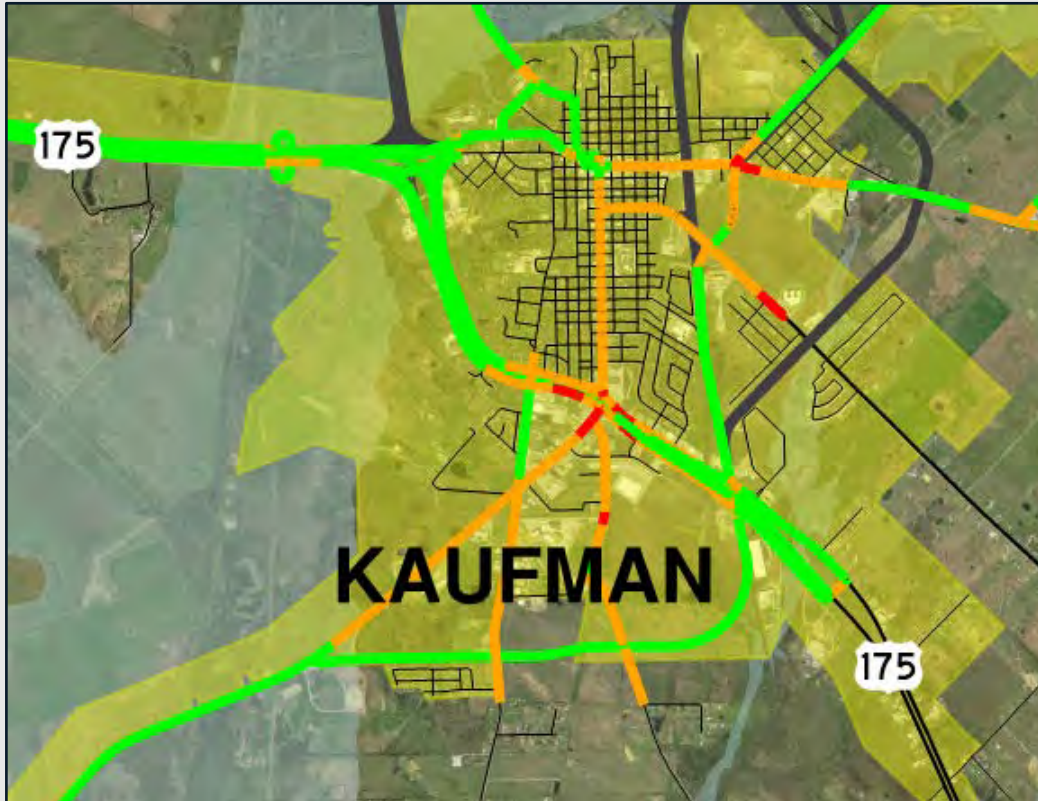


Kaufman County 2035 Thoroughfare Plan

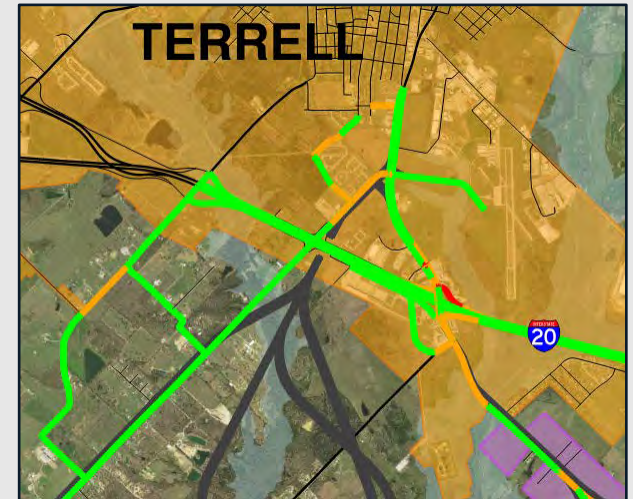
- Identifies SH 34 as a Principal Arterial (in yellow).
- The plan also identifies a Proposed Principal Arterial adjacent west of existing SH 34 (in purple).

Study Considerations – Mobility and Congestion

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

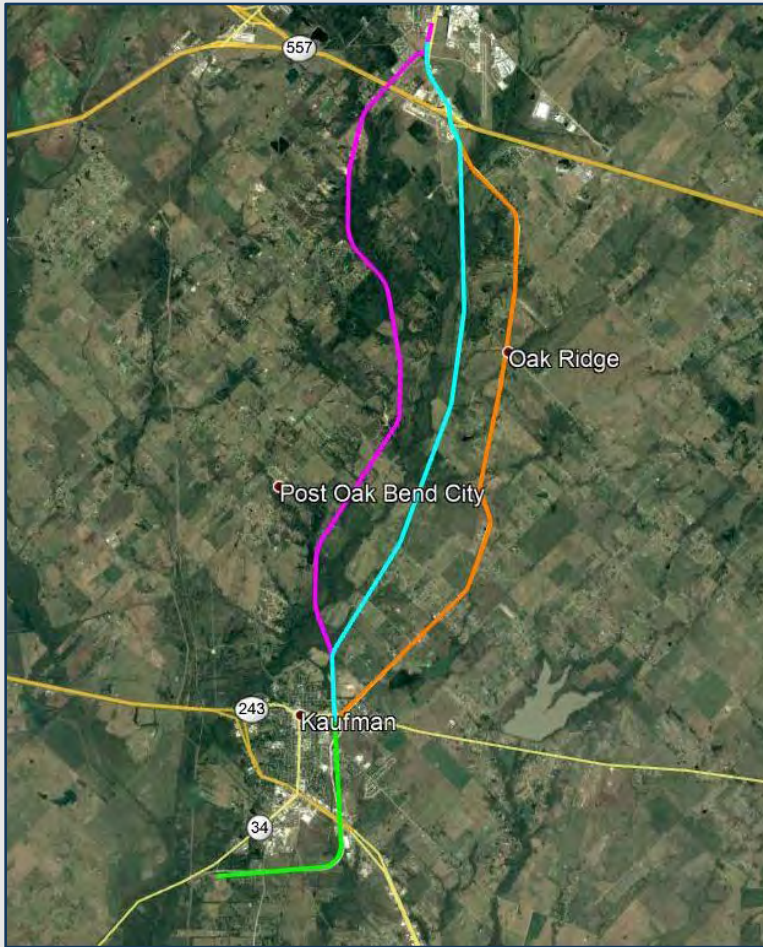


Significant congested areas will worsen with regional growth.

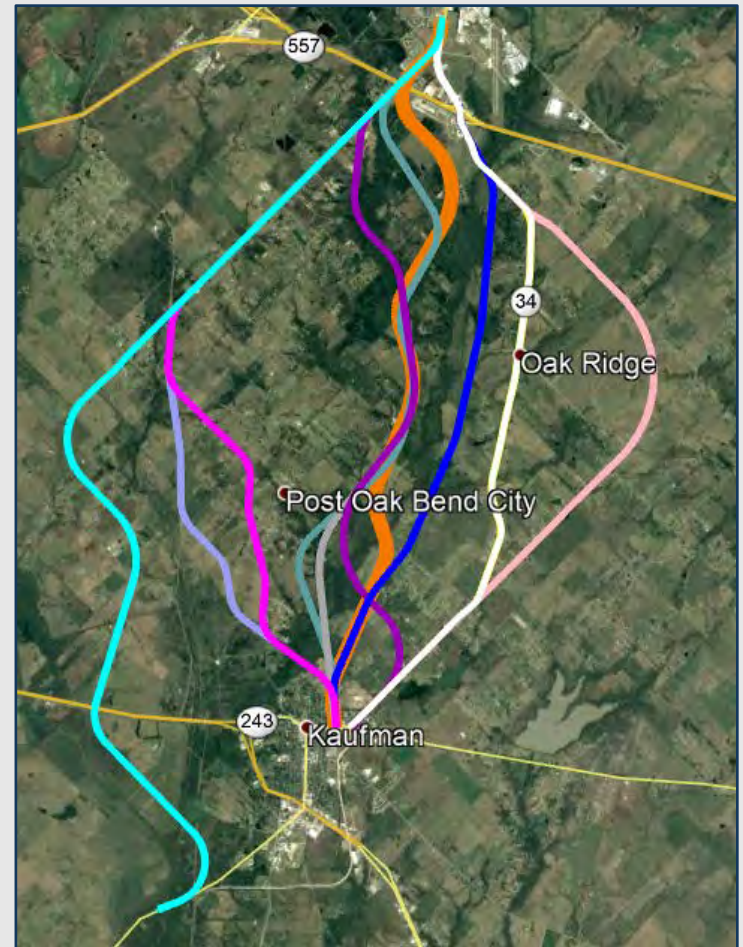


Congestion along I-20 ramps.

Background – History



**1996 Feasibility Study:
4 alternatives evaluated**



**2006 Feasibility Study:
11 alternatives evaluated**

Draft Alignment Evaluation

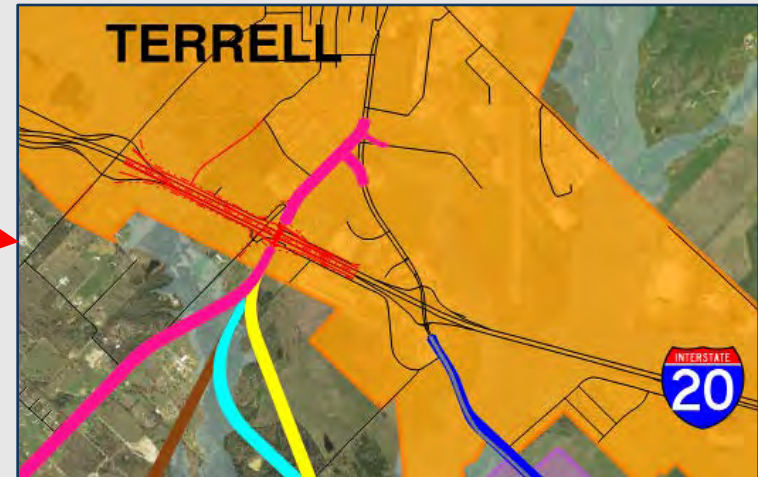
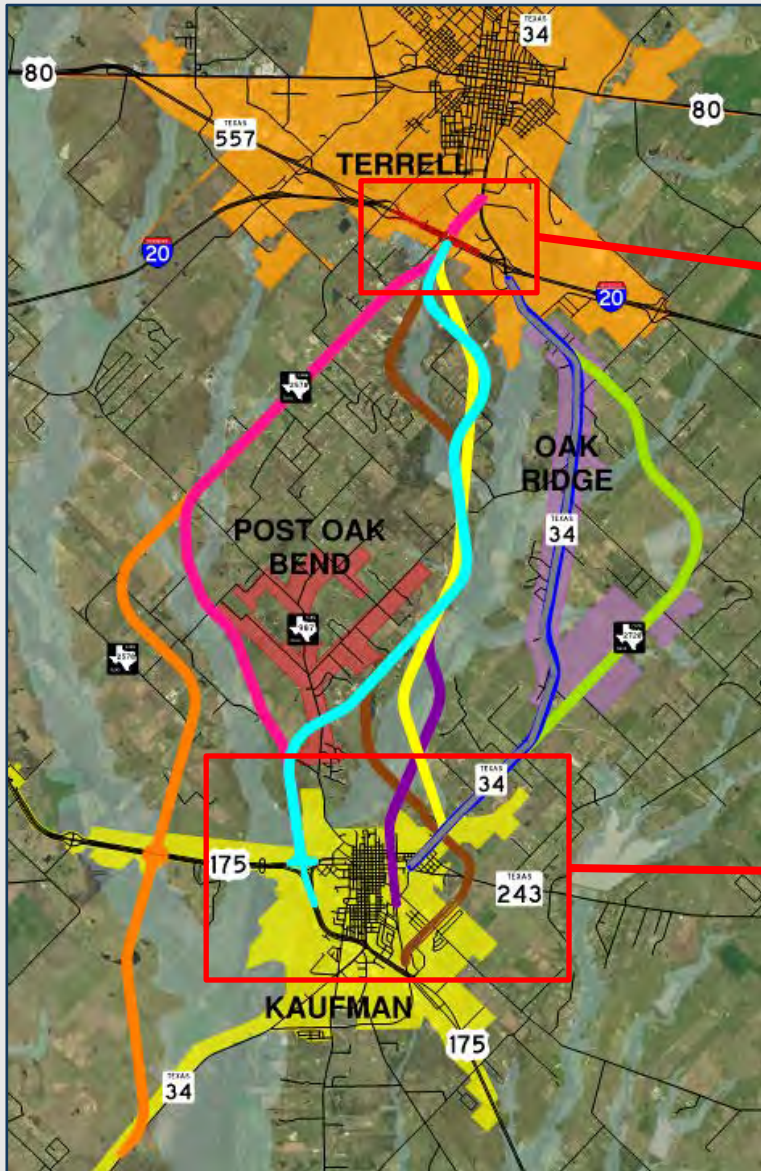
Not all of the eleven alignments evaluated in the *2006 Feasibility Study* were determined to be viable. The main reasons identified for lack of viability were:

- 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

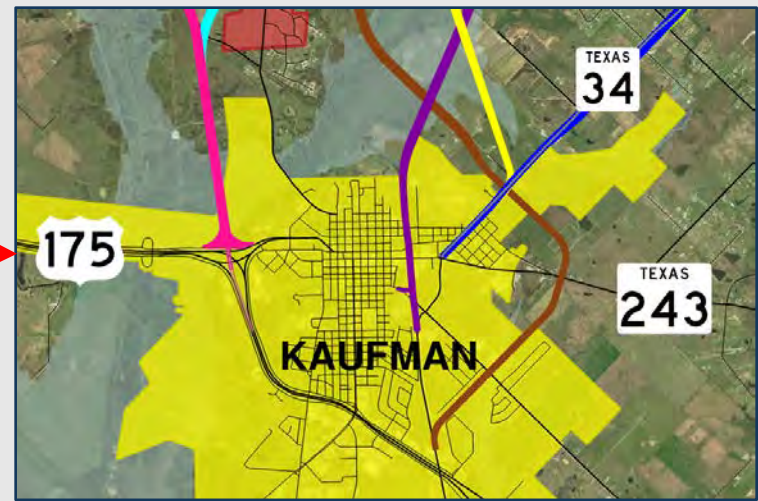
Of the eleven alignments identified in the 2006 Feasibility Study, eight were moved forward for further evaluation.

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.

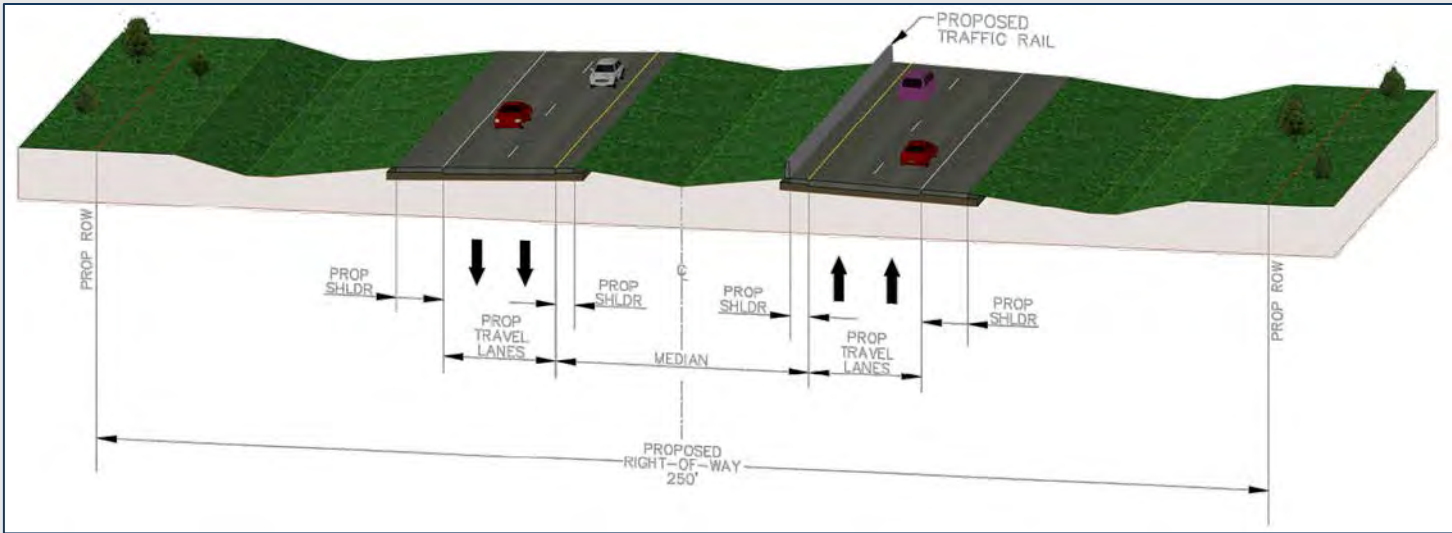


Proposed tie-in alternatives in Kaufman.

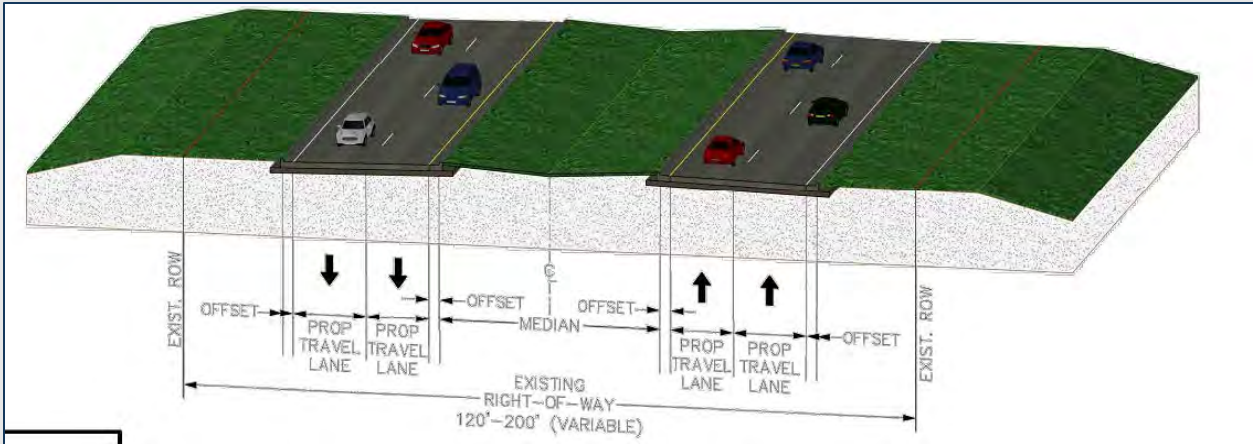
Proposed Roadway Configuration

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



CHARLES TAPP, P.E.
TxDOT Project Manager



214-320-6252



Charles.Tapp@txdot.gov



TxDOT Dallas District
4777 E. Highway 80
Mesquite, Texas 75150-6643

PHIL ULLMAN, P.E.
Study Team Project Manager



972-202-4242



Phil.Ullman@rpsgroup.com



5810 Tennyson Suite 280
Plano, Texas, 75024

LISA WALZL
Public Information Officer



214-320-4403



Lisa.WalzL@txdot.gov



TxDOT Dallas District
4777 E. Highway 80
Mesquite, Texas 75150-6643



THANK YOU

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

Appendix 10

Public Meeting 2 Presentation



SH 34 Feasibility Study Kaufman County, Texas

Virtual Public Meeting

September 24, 2020

CSJ 0173-04-056

Virtual Public Meeting in Response to Public Health



TxDOT changed the in-person public meeting to a virtual format only, in response to the COVID-19 outbreak.

The virtual public meeting and TxDOT website will provide the same information as an in-person meeting would have.

SHARE FACTS ABOUT COVID-19

Know the facts about coronavirus disease 2019 (COVID-19) and help stop the spread of rumors.

FACT 1 Diseases can make anyone sick regardless of their race or ethnicity.

Fear and anxiety about COVID-19 can cause people to avoid or reject others even though they are not at risk for spreading the virus.

FACT 2 For most people, the immediate risk of becoming seriously ill from the virus that causes COVID-19 is thought to be low.

Older adults and people of any age who have serious underlying medical conditions may be at higher risk for more serious complications from COVID-19.

FACT 3 Someone who has completed quarantine or has been released from isolation does not pose a risk of infection to other people.

For up-to-date information, visit CDC's coronavirus disease 2019 web page.

FACT 4 There are simple things you can do to help keep yourself and others healthy.

- Wash your hands often with soap and water for at least 20 seconds, especially after blowing your nose, coughing, or sneezing; going to the bathroom; and before eating or preparing food.
- Avoid touching your eyes, nose, and mouth with unwashed hands.
- Stay home when you are sick.
- Cover your cough or sneeze with a tissue, then throw the tissue in the trash.

FACT 5 You can help stop COVID-19 by knowing the signs and symptoms:

- Fever
- Cough
- Shortness of breath

Seek medical advice if you

- Develop symptoms

AND

- Have been in close contact with a person known to have COVID-19 or if you live in or have recently been in an area with ongoing spread of COVID-19.



[cdc.gov/COVID-19](https://www.cdc.gov/COVID-19)

Public Meeting Purpose



- Provide background information on the purpose of the study
- Share analysis of different alignments considered
- Present the recommended alignment
- Share next steps and collect public comments



Feasibility Study Process



SH 34

From FM 2578 in Terrell to SH 243 in Kaufman

Project Purpose:

- Improve safety and mobility on SH 34
- Address traffic flow concerns due to the growth of Terrell, Kaufman, and surrounding cities



83% Growth

**Projected Population Growth
for Kaufman County by 2040**

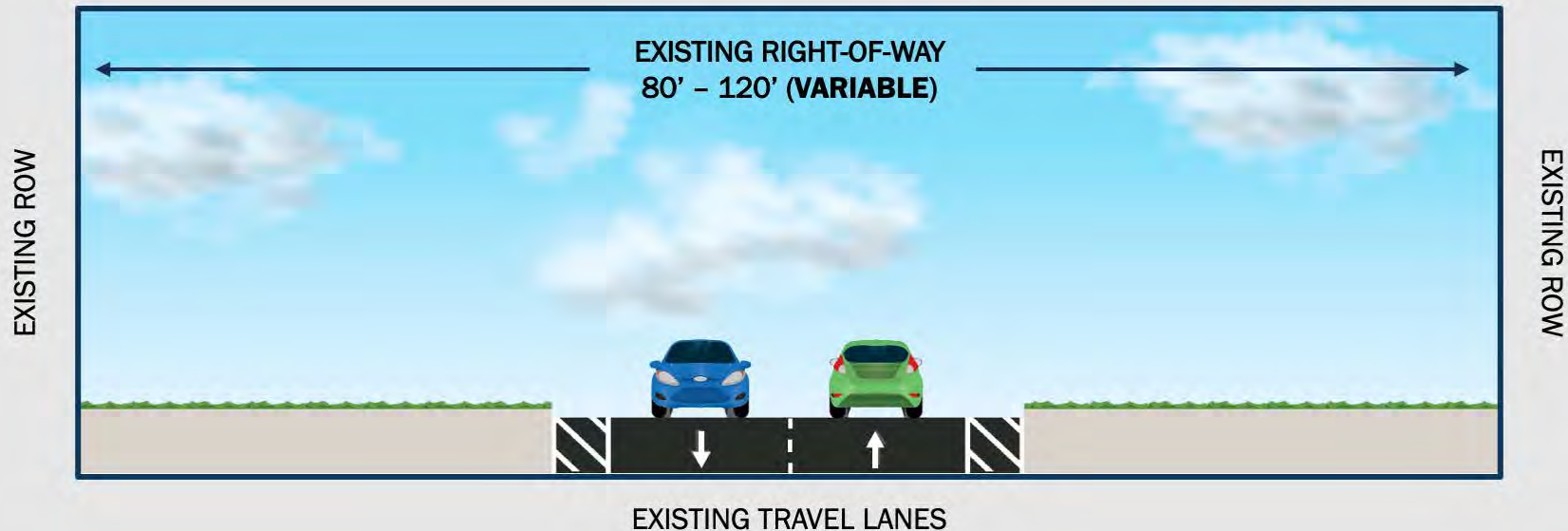


25,000

Vehicles per Day by 2045

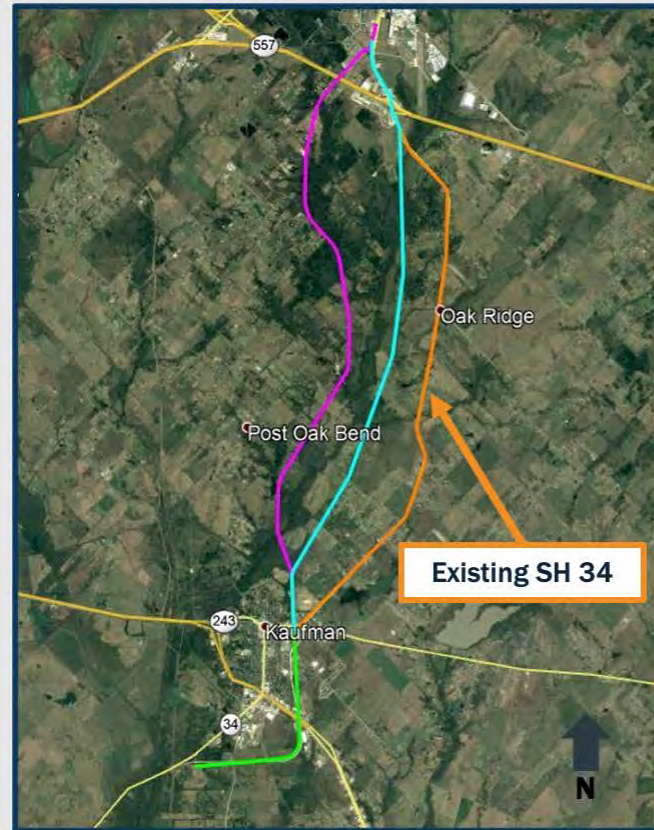


Existing SH 34 Roadway Configuration



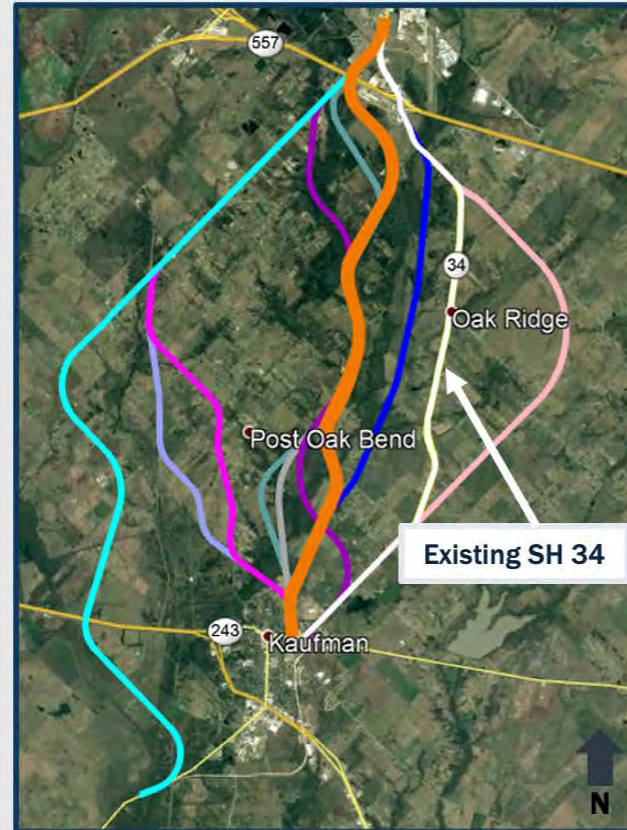
1996

TxDOT Feasibility Study:
4 alternatives evaluated



2006

TxDOT Feasibility Study:
11 alternatives evaluated

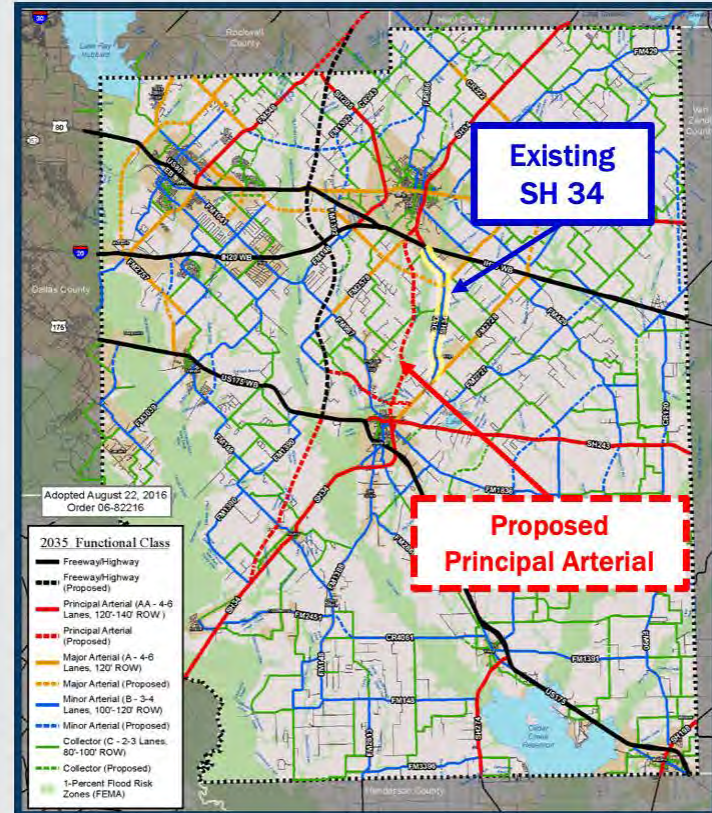




2016

Kaufman County 2035 Thoroughfare Plan

- SH 34 is a Principal Arterial (in blue)
- Identifies need for an additional Proposed Principal Arterial to the west adjacent of existing SH 34 (dotted red)
- Same route as the 2006 Feasibility Study selected alternative



Alignment Alternatives



8 Alternatives Studied

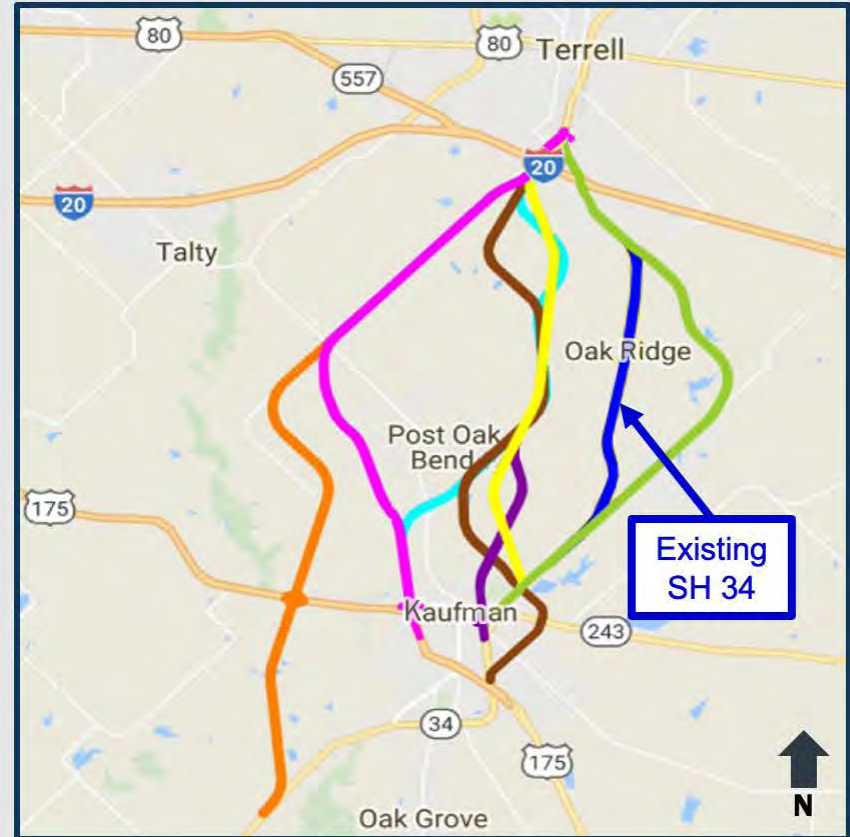
- Rural high-speed configuration
 - 70 mph design speed
 - Wide median with ditch
- 1 Existing SH 34
- 7 New locations

Stakeholder Meeting – Spring 2018

- Kaufman County, NCTCOG, local jurisdictions, and independent school districts

Public Meeting – Summer 2018

- 183 Attendees
- 57 Comments Received





Evaluation Matrix

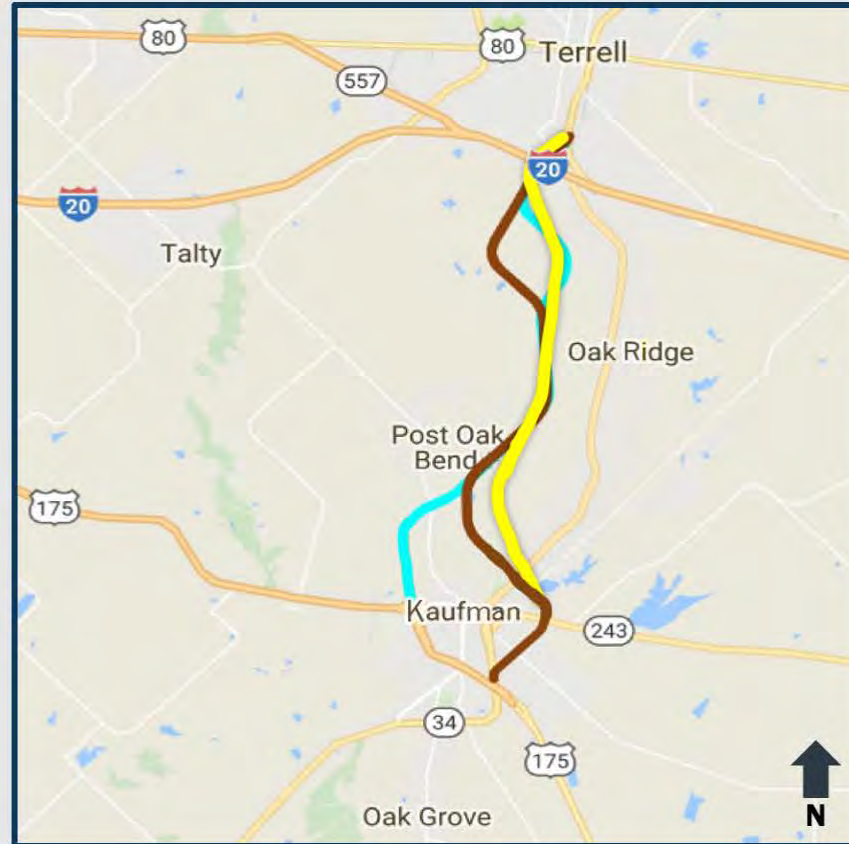
Criteria	Orange	Pink	Light Blue	Brown	Purple	Yellow	Blue	Green
Alignment Length (miles)	14.86	11.11	10.75	11.89	9.66	9.34	8.68	9.99
Estimated ROW Acquisition (ac)	365.27	266.33	292.48	308.98	263.77	233.26	173.13	217.50
Total # of Parcels	109	74	38	63	74	68	142	119
Displaced Residential	20	16	0	0	9	15	63	46
Displaced Commercial	1	1	0	0	10	2	11	8
Impacted Commercial (not displaced)	1	2	1	4	0	5	8	6
# of Homes within 500'	62	52	13	145	69	112	217	193
Archeological Sites	0	0	1	1	0	0	0	0
Stream Crossings	4	4	3	4	3	3	3	3
Hazmat Sites	0	0	0	0	1	1	3	1
Cemeteries (ac)	0	0	0	0	0.76	0	0	0
Construction Cost (\$M)	\$ 133.8	\$ 108	\$103.5	\$ 99	\$ 74.8	\$ 74.6	\$ 80	\$ 88.1
Estimated ROW Costs (\$M)	\$ 9.8	\$ 8	\$ 3.2	\$ 3	\$ 6.7	\$ 5.3	\$ 18.4	\$ 15.1
Total Project Cost (\$M)	\$ 143.6	\$116.1	\$106.7	\$ 102.1	\$ 81.5	\$ 79.9	\$ 98.4	\$ 103.2

Alignment Alternatives

Evaluation Matrix

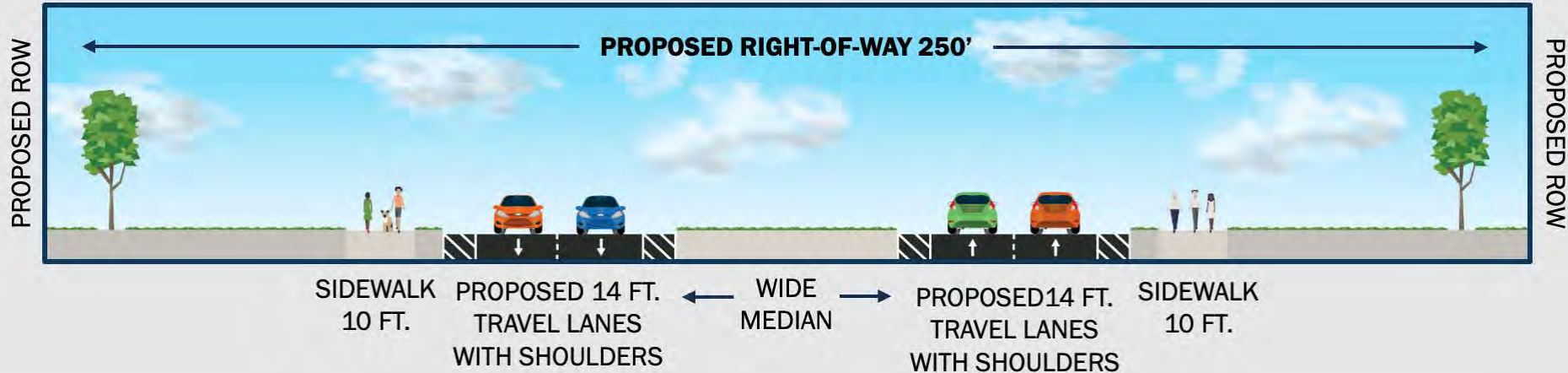
Criteria	Light Blue	Brown	Yellow
Alignment Length (miles)	10.75	11.89	9.34
Estimated ROW Acquisition (ac)	292.48	308.98	233.26
Total # of Parcels	38	63	68
Displaced Residential	0	0	15
Displaced Commercial	0	0	2
Impacted Commercial (not displaced)	1	4	5
# of Homes within 500'	13	145	112
Archeological Sites	1	1	0
Stream Crossings	3	4	3
Hazmat Sites	0	0	1
Cemeteries (ac)	0	0	0
Construction Cost (\$M)	\$103.5	\$ 99	\$ 74.6
Estimated ROW Costs (\$M)	\$ 3.2	\$ 3	\$ 5.3
Total Project Cost (\$M)	\$106.7	\$ 102.1	\$ 79.9

Alignment Alternatives





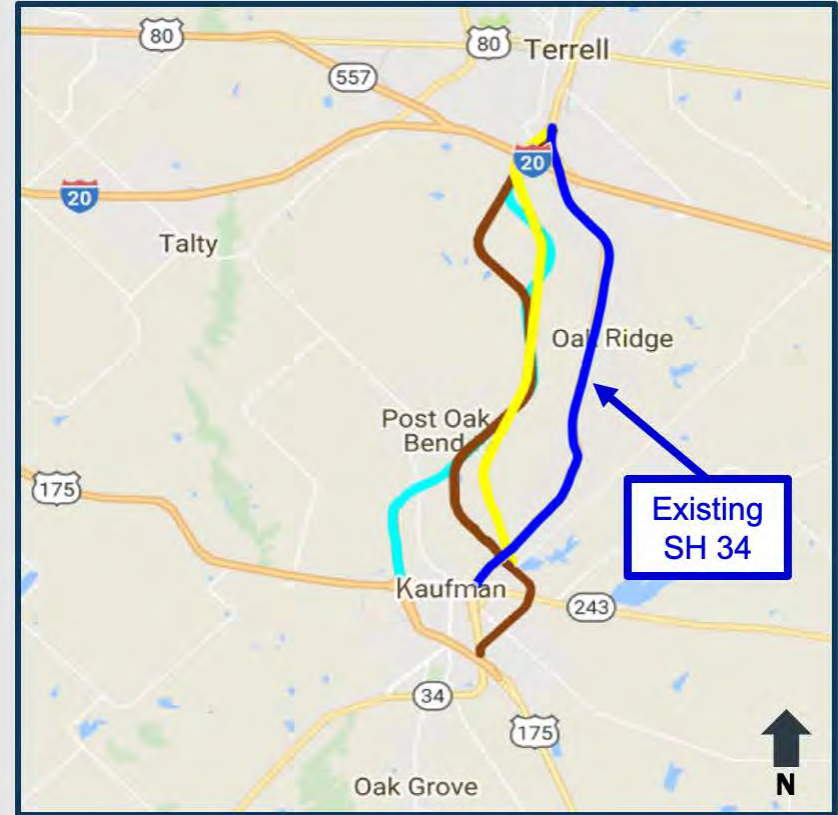
Proposed Rural Configuration on New Location





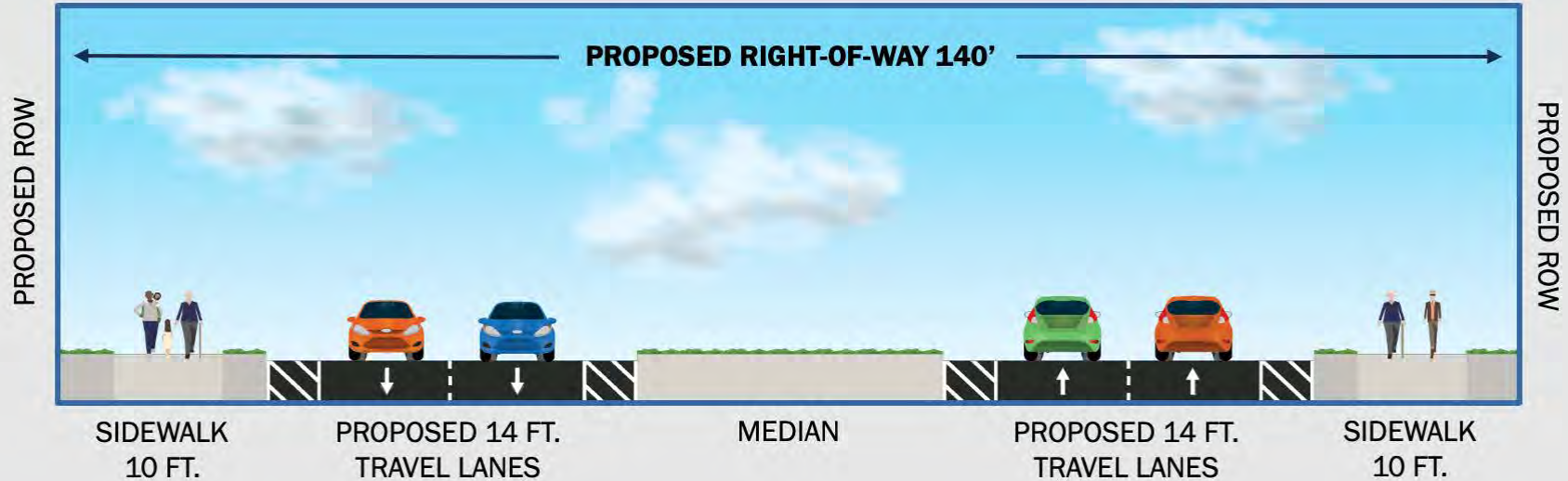
Existing SH 34 Re-evaluated

- Minimize impacts
- Reduce right-of-way width
- Urban roadway configuration





Proposed Urban Configuration on Existing SH 34 (Blue Alignment Alternative)



Alignment Alternatives



4 Alternatives 3 New Location 1 Improved Existing

Additional evaluations & considerations include



Property



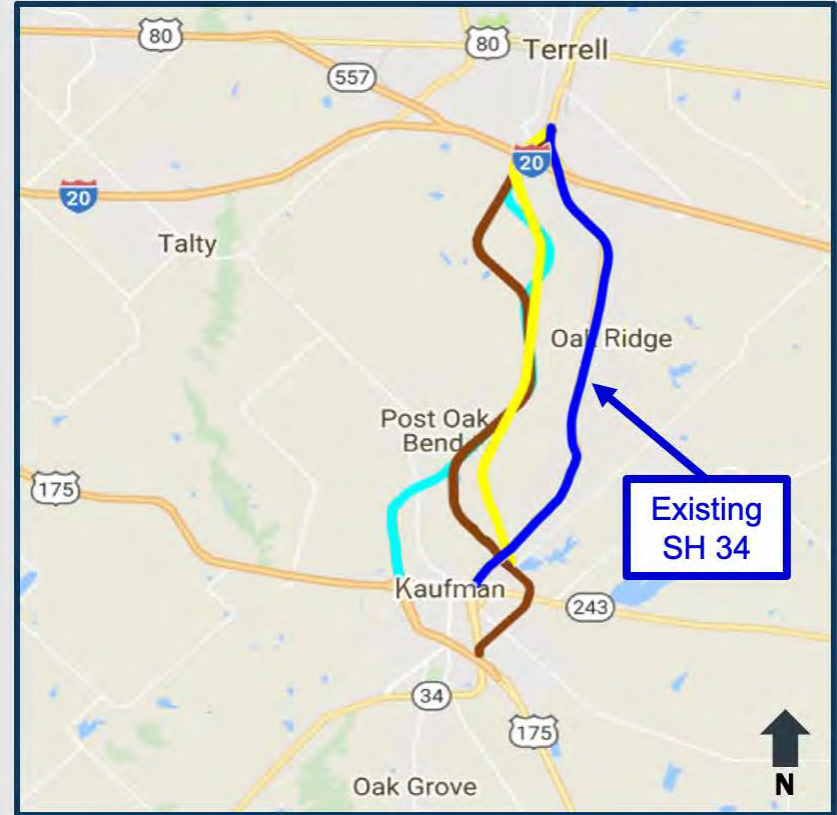
Environmental



Socio-economic



Cost



Alignment Alternatives Evaluation – Property Impacts



Evaluation Criteria	No Build	Light Blue	Brown	Yellow	Existing SH 34 Blue
		Rural 250' ROW 70 MPH	Rural 250' ROW 70 MPH	Rural 250' ROW 70 MPH	Urban 140' ROW, 45 MPH
Estimated ROW Acquisition (ac)	0	314	298	242	76
Total Number of Parcels	0	48	58	72	176
Impacted Residential (Not Displaced)	0	3	5	3	58
Displaced Residential	0	2	2	14	21
Impacted Commercial (Not Displaced)	0	1	2	4	8
Direct Displaced Commercial	0	0	0	2	3
Induced Displaced Commercial	0	0	0	0	0
Future Development Impacts	0	0	1	0	0

Alternatives Evaluation Matrix – Environmental & Socio-economic



Environmental Impacts

Evaluation Criteria	No Build	Light Blue	Brown	Yellow	Existing SH 34 Blue
		Rural 250' ROW 70 MPH	Rural 250' ROW 70 MPH	Rural 250' ROW 70 MPH	Urban 140' ROW, 45 MPH
Area Inside 100-year Floodplain (ac)	0	54	45	75	18
Park Properties Impacted (4f)	0	0	0	1	1
Hazmat Sites	0	0	0	1	4

Socio-economic Impacts

Enhance Regional Mobility	–	++	++	++	+
Satisfies Travel Demand for Year 2045	–	++	++	++	++
Reduces Crash Risk	–	+	+	+	+
Supports Future Regional Economic Growth	–	++	++	++	+

Alignment Alternatives Evaluation - Costs



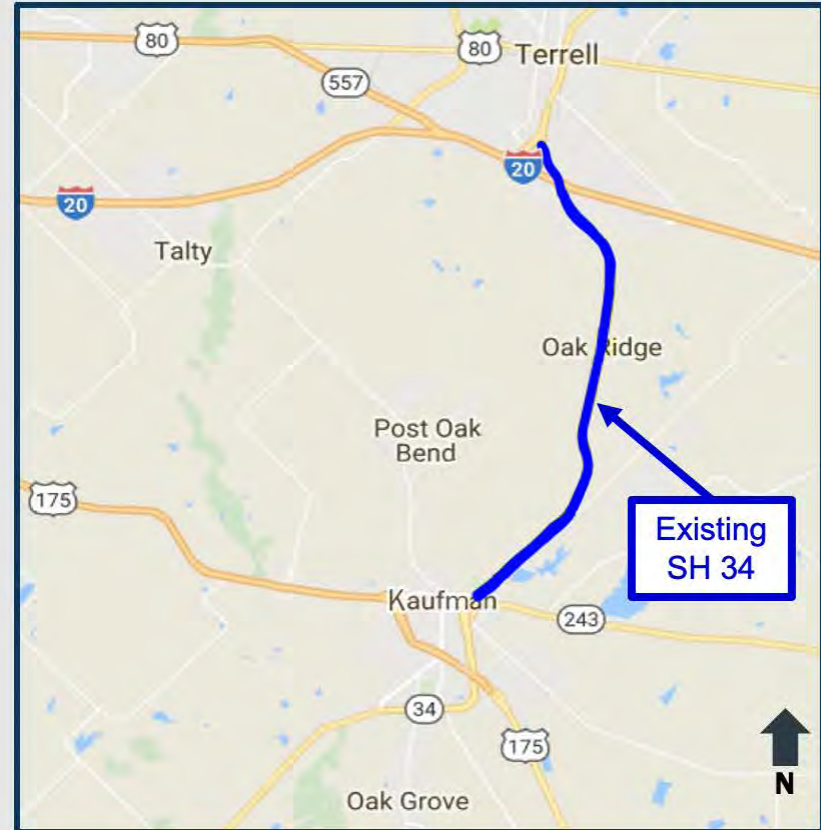
Evaluation Criteria	No Build	Light Blue	Brown	Yellow	Existing SH 34 Blue
		Rural 250' ROW 70 MPH	Rural 250' ROW 70 MPH	Rural 250' ROW 70 MPH	Urban 140' ROW, 45 MPH
Construction Cost	\$ -	\$ 101,300,000	\$ 90,413,000	\$ 74,808,000	\$ 90,536,000
Maintenance Cost (20-year design life)	\$ 5,930,000	\$ 10,150,000	\$ 10,506,000	\$ 9,734,000	\$ 3,536,000 ↓
Utility Relocation Cost	\$ -	\$ 668,000	\$ 682,000	\$ 686,000	\$ 1,580,000
Estimated ROW Costs	\$ -	\$ 3,738,000	\$ 3,790,000	\$ 8,488,000	\$ 9,267,000
Engineering Costs	\$ -	\$ 6,078,000	\$ 5,425,000	\$ 4,489,000	\$ 5,433,000
Total Project Cost	\$ 5,930,000	\$ 121,934,000	\$ 110,816,000	\$ 98,205,000	\$ 110,352,000

Recommended Alignment



Expand Existing SH 34

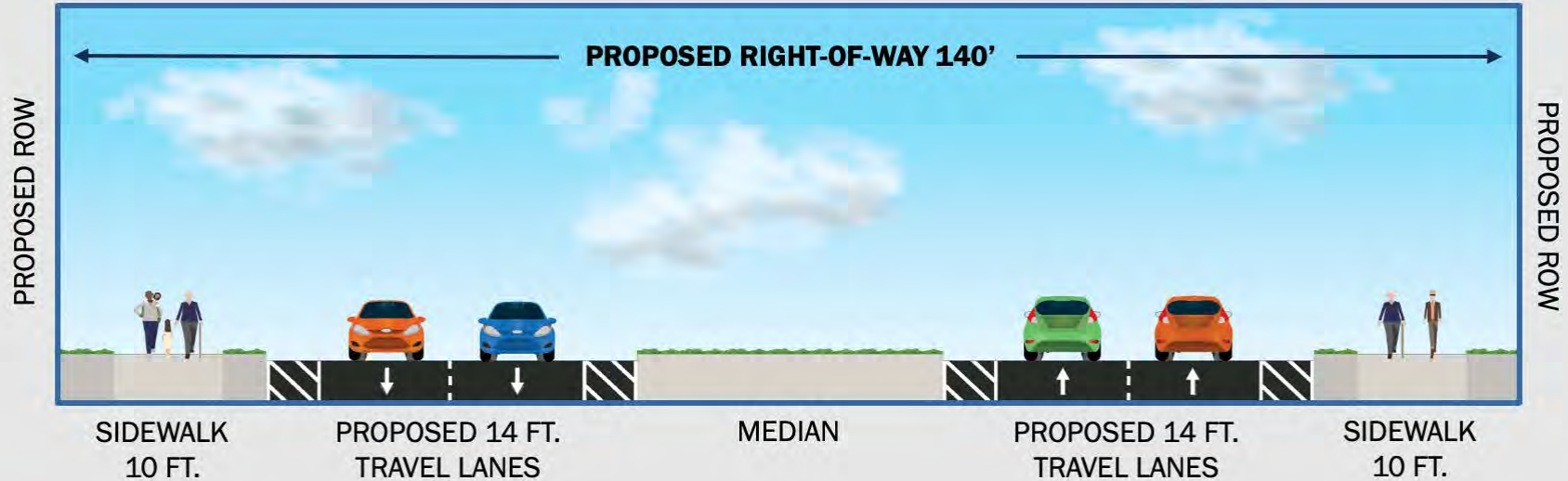
- Upgrade to Urban Arterial
- Widen to a four-lane divided facility
- Improve intersections and add deceleration lanes
- Add guard rails
- Least amount of additional total acreage to be acquired for right of way
- Low maintenance cost





Widening Existing SH 34

Proposed urban roadway configuration



“Next Steps” After the Study



*Contingent on available funding



Your comments and questions are welcome through October 9, 2020.

To submit an official comment for meeting documentation, please use one the following methods:



Mail:

TxDOT Dallas District
Attn: Stephen Endres, P.E.
4777 E. Highway 80
Mesquite, TX 75150



Email: Stephen.Endres@txdot.gov



Voicemail: (469) 595-7063



Comment Online:
keepitmovingdallas.com/SH34

**For general questions about the presentation or the project, please contact the
TxDOT Project Manager at Stephen.Endres@txdot.gov.**



TEXAS
34

Thank You