



**TxDOT NOTICE OF PUBLIC HEARING
DALLAS HORSESHOE PROJECT**

CSJs: 0196-03-205, 0442-02-118, 0442-02-132, 1068-04-099, 1068-04-116, 0009-11-226

The Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) in cooperation with the U.S Army Corps of Engineers (USACE), have prepared a Draft Environmental Assessment (EA) for the Dallas Horseshoe Project, and will conduct a Public Hearing on **Thursday, August 2, 2012**. The Public Hearing will address the proposed improvements to Interstate Highway (IH) 30 from Sylvan Avenue (Ave.) to west of IH 45 and IH 35E from 8th Street (St.) to IH 30, near downtown Dallas in Dallas County, Texas, a distance of approximately 5 miles. The proposed project would replace the bridge structures that cross the Trinity River and reconstruct the IH 35E/IH 30 interchange (Mixmaster).

The purpose of the Public Hearing is to present the anticipated social, economic, and environmental effects of the proposed project. The Public Hearing will be held at the **Hyatt Regency Dallas (Room Landmark AB), 300 Reunion Boulevard (Blvd.), Dallas, TX 75207**. Prior to the Public Hearing, an Open House will be held from **6 p.m. to 7 p.m.**, to allow for questions and review of project exhibits. TxDOT staff will be available to answer questions during the Open House. The formal Public Hearing presentation will begin at **7 p.m.** followed by a public comment period.

The proposed improvements include additional general purpose lanes, collector distributor roads, access ramps, and direct connection ramps. Other improvements include the extension of the existing reversible high occupancy vehicle (HOV) lanes along IH 35E and various cross street improvements. The proposed project would also improve the frontage roads and accommodate pedestrian and bicycle facilities. The purpose of the proposed project is to improve safety, manage traffic congestion, and improve traffic operations along IH 30, IH 35E and at the Mixmaster and to replace the aging and deteriorating bridges over the Dallas Floodway.

The proposed project would traverse the Dallas Floodway, which is a public works project within the USACE jurisdiction; therefore, USACE review and approval per 33 U.S.C. Section 408 would be required. If constructed, the Dallas Horseshoe Project would be developed using the design-build delivery method of construction.

Within the Dallas Floodway, the IH 30 and IH 35E crossings consist of four structures in total (two structures each). The IH 30 bridge structures would be replaced with four new bridge structures. Each main lane bridge would consist of five lanes. Each frontage road bridge would include two lanes with outside shoulders. The new frontage road bridges would accommodate bicyclists and pedestrians.

The IH 35E bridge structures would also be replaced with four new bridge structures. The IH 35E northbound bridges would consist of three main lanes, two reversible HOV lanes, five collector distributor lanes, and a sidewalk along the outside of the collector distributor road. The IH 35E southbound bridges would consist of four main lanes, four collector distributor lanes, and a sidewalk along the outside of the collector distributor road.

The Mixmaster would be reconstructed to include new direct connectors, collector distributor lanes, main lanes, reversible HOV lanes, and a frontage road with one outside lane for shared-use for bikes and vehicles, and a sidewalk. Operational improvements are also proposed for IH 30 which includes the addition of two slip ramps, reopening a ramp, an additional auxiliary lane, and closing an entrance ramp.

Cross street improvements are proposed at Beckley Ave., Riverfront Blvd., and Colorado Blvd. The proposed improvements along Colorado Blvd. include the replacement of the half cloverleaf interchange and the realignment of Colorado Blvd. with full reconstruction. Other improvements include extension of the frontage roads along IH 30, a two-lane IH 35E reversible HOV lane extending to Reunion Blvd., construction of direct connectors and collector distributor roads, removal of direct access to the IH 35E HOV lane from/to the Houston St. and Jefferson St. Viaducts, and extension of the morning operations of the existing IH 30 HOV/managed lane by adding an exit ramp to the IH 30 eastbound main lane.

Approximately 17.4 acres of additional ROW would be required for the proposed project resulting in the displacement of two single-family housing units, two billboards, four existing commercial establishments, and three vacant commercial establishments for a total of 11 displacements. Drainage easements would not be required for the proposed project. A permanent agreement between TxDOT and the City of Dallas would be required because some construction is proposed to occur within the Dallas Floodway.

Information concerning the TxDOT Relocation Assistance Program, benefits and services for affected residential and commercial property owners, and information about the tentative schedules for ROW acquisition and construction will be available at the Public Hearing and can also be obtained from the TxDOT Dallas District Office.

The proposed Dallas Horseshoe Project is located within the Federal Emergency Management Agency designated 100-year floodplain. The hydraulic design for the proposed project would be in accordance with current TxDOT and FHWA design policies and standards. The proposed project would permanently impact approximately 0.40 acres of water of the U.S., including wetlands, and would temporarily impact approximately 14.40 acres during construction of the proposed project. These areas would require mitigation through the Section 404/10 process which would occur in conjunction with the 33 U.S.C. Section 408 approval process. Mitigation for the permanent impacts would consist of the construction of a wetland within the Dallas Floodway in the hydraulic swale near IH 30.

Construction impacts to publicly owned land within a public park (Trinity River Greenbelt Park) are anticipated as a result of the IH 30 and IH 35E bridge replacements; however, because House Bill (H.R.) 4899 (Supplemental Appropriations Act, 2010; 111th Congress) exempts resources in the "vicinity of the Dallas Floodway" (e.g., area located within the toe slopes of the levees) from Section 4(f) requirements, a Section 4(f) Evaluation would not be required for the Trinity River Greenbelt Park.

The environmental document, maps, and other drawings depicting the project location and proposed improvements will be available at the Public Hearing. This and other project information is also on file and available for inspection at the TxDOT Dallas District, 4777 E. Highway 80, Mesquite, TX 75150; and at the City of Dallas, 1500 Marilla St., Dallas, TX 75201. The tentative construction schedule can also be obtained at the TxDOT Dallas District office.

All interested persons are invited to attend the Public Hearing. Persons requiring special communication or accommodation needs should contact the TxDOT Dallas District public information officer at (214) 320-6100 at least 2 working days prior to the hearing so that appropriate arrangements can be made. Because the hearing will be conducted in English, any request for language interpreters or other special communication needs should also be made at least 5 working days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

Verbal and written comments from the public regarding the Dallas Horseshoe Project can be presented at the hearing. Written comments can also be submitted to **Robert Hall, P.W.S., CFM, TxDOT Dallas District Environmental Coordinator, 4777 E. Highway 80, Mesquite, TX 75150-6643**. Comments may be presented for a period of 10 days after the hearing and must be postmarked by **Monday, August 13, 2012**, to be included as part of the official public record. For additional information, please contact Robert Hall, TxDOT Dallas District, via phone (214) 320-6157, or e-mail: Robert.Hall@txdot.gov