

# **Proposed Trinity Parkway From IH 35E / SH 183 to US 175 / SH 310**

## **Public Hearing**

Dallas Convention Center Arena  
650 South Griffin Street  
Dallas, Texas

May 8, 2012



**Trinity Parkway Corridor**



# Purpose of Tonight's Hearing

- Inform the public of the status of the planning efforts and present evaluations based on studies performed to date
- Describe the proposed project and the Alternatives under consideration so the public can determine how they may be affected
- Provide the public another opportunity for input before location and design decisions are finalized
- Develop a record of public views and participation



# Agenda

- Welcome, Introductions, and Status of the Project
- Project Design and Compatibility with City of Dallas Levee Remediation Plans for the Dallas Floodway
- Environmental Issues
- Right-of-Way Acquisition and Relocation
- 20 Minute Recess
- Public Comments

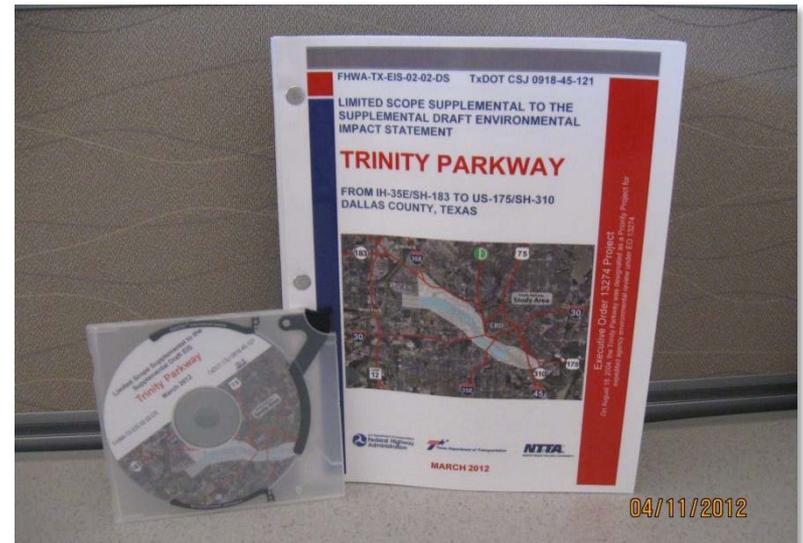
# Availability of the LSS

- Hard copy: \$125.00 (plus shipping and handling if delivered)
- CD with document in Adobe Acrobat format: \$5.00 (plus shipping and handling if delivered)
- To purchase submit request to:

[trinityparkway@ntta.org](mailto:trinityparkway@ntta.org)

or by mail to:

Attn: Corridor Manager  
Re: Trinity Parkway Project  
NTTA  
5900 W. Plano Parkway  
Plano, TX 75093



Copies are available for purchase tonight!



# Submission of Comments

- Verbal comments tonight during public comment period
- Submit comment forms or letters to:
  - Written comment table (tonight), or
  - Attn: Corridor Manager  
Re: Trinity Parkway Project  
NTTA  
P.O. Box 260729  
Plano, TX 75026
- Comments will also be accepted by email at [trinityparkway@ntta.org](mailto:trinityparkway@ntta.org)

**Comments must be postmarked or received by  
May 18, 2012**



# Status of the Project



# Trinity Parkway NEPA Process

- Type of document: Environmental Impact Statement (EIS)
- 1999 Notice of Intent and Project Scoping
- 2005 Draft EIS evaluated the social, economic and environmental effects of the Trinity Parkway alternatives
- 2009 Supplemental Draft EIS developed in cooperation with the USACE to address concerns about proposed floodway alternatives



# Trinity Parkway NEPA Process (Cont'd)

- 2012 Limited Scope Supplemental to the Supplemental Draft EIS includes:
  - Evaluation of Trinity Parkway compatibility with levee remediation plans
  - Analysis of practicability of Trinity Parkway alternatives pursuant to Executive Orders regarding floodplain management and protection of wetlands
  - Update on historic resources



# Agency Coordination & Public Outreach

- Scoping meeting at study start (1999)
- Monthly interagency coordination meetings
- Extensive consultation with the U.S. Army Corps of Engineers
- Public meetings & presentations to local organizations, business associations, neighborhood groups, and elected officials
- Media outreach, Internet Website, Project newsletters, and corridor progress reports
- DEIS Public Hearing (2005) and SDEIS Public Hearing (2009)



# What Happens After the Public Hearing?

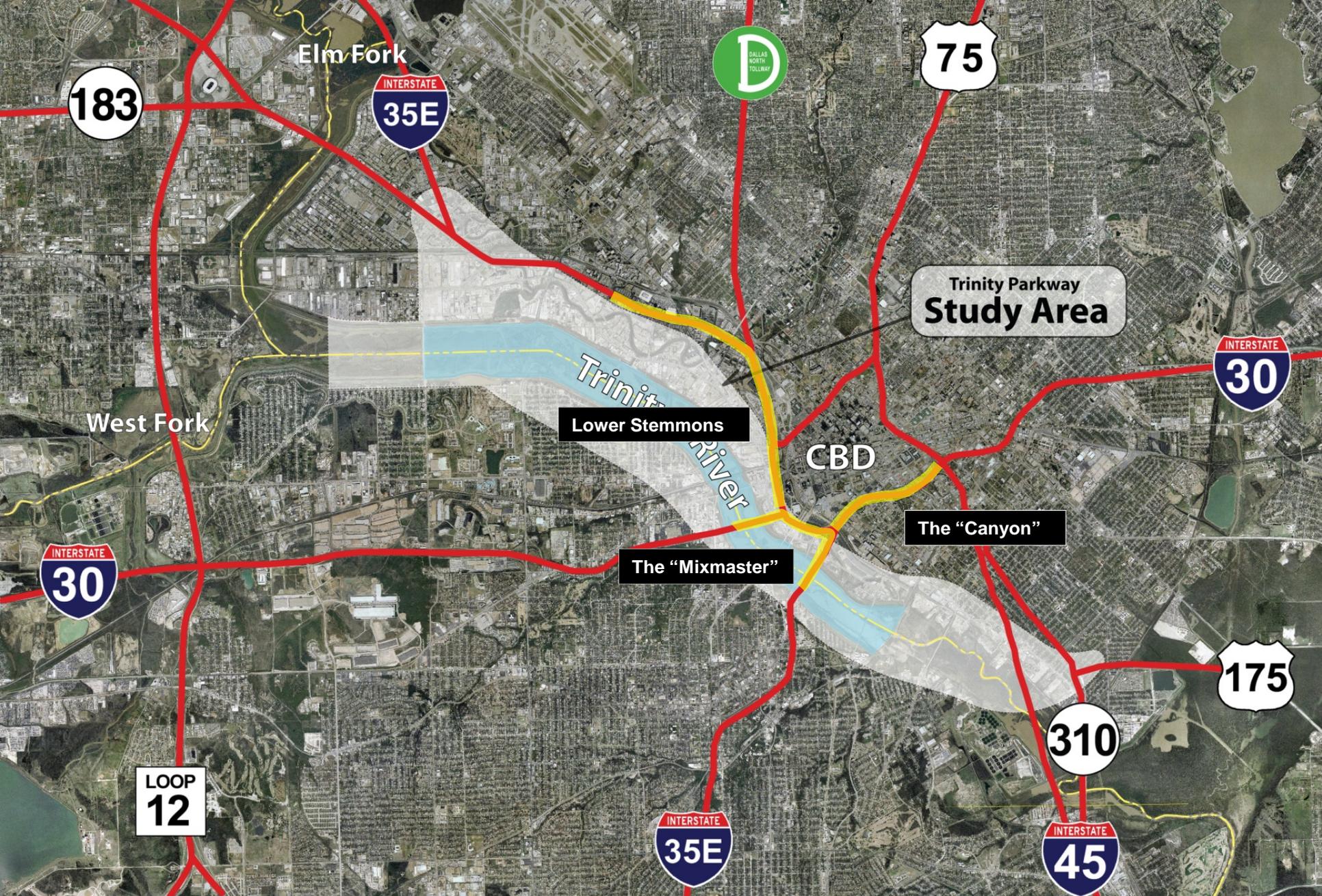
- Public comment period (ends May 18, 2012)
- Preparation of Public Hearing Summary & Analysis Report
- Preparation of the Final EIS (recommends a preferred alternative)
- Anticipated Record of Decision by FHWA

If a Build Alternative is selected:

- Environmental permits and funding agreements
- Final design, right-of-way acquisition and utility clearance
- Construction



# Project Design

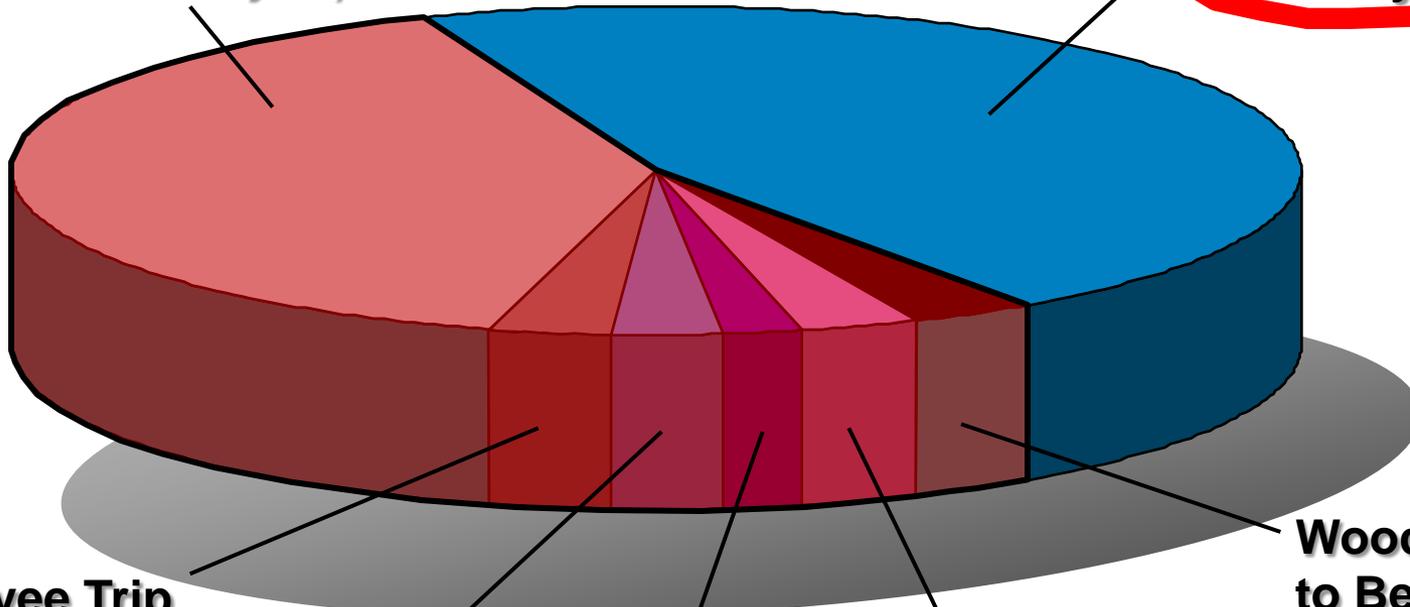


# Trinity Parkway - Need and Purpose

# TxDOT 1998 Trinity Parkway MTIS\* Plan of Action for the CBD

Canyon/Mixmaster  
Improvements  
(Horseshoe Project)

New Reliever  
Route (Trinity  
Parkway)



Employee Trip  
Reduction

Bicycle/Ped  
Facilities

Freeway  
Management

DART Line to  
Carrollton  
(Green Line)

Woodall-Rodgers  
to Beckley  
Connection  
(MHH Bridge)

\* Major Transportation Investment Study



# Project Purposes

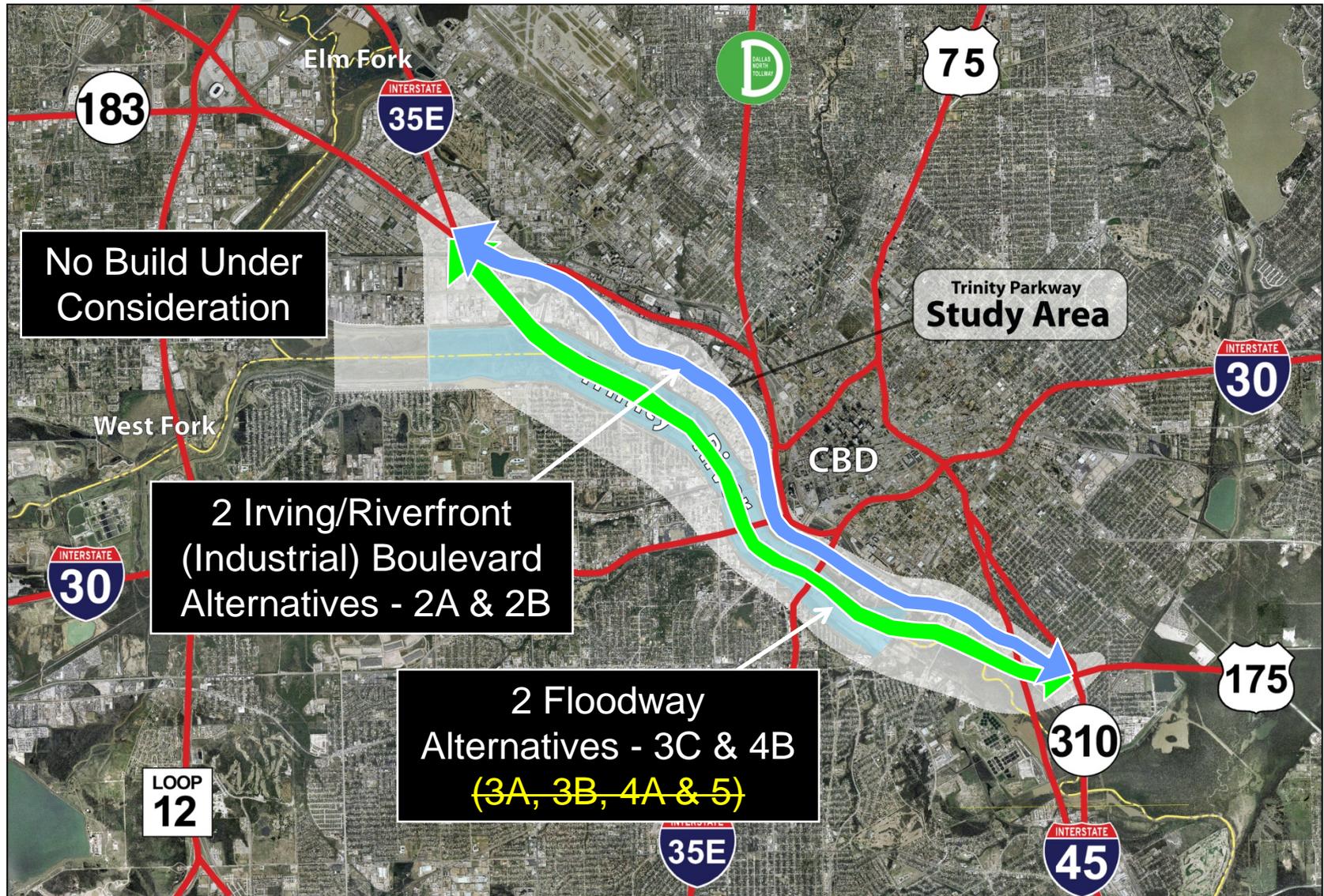
The Purposes of the Trinity Parkway are to:

- Improve mobility, manage congestion, increase safety, and accommodate future travel demands
- Minimize the physical, biological, and socio-economic effects on the human environment
- Provide compatibility with local development plans
- Provide enhancements of modal interrelationships



# Project Alternatives

# Project Alternatives



# Build Alternatives



Ideal  
Neighborhood

Cadillac  
Heights

Downtown  
Dallas

The  
Cedars

The  
Bottoms

Oak  
Cliff

Methodist  
Hospital

Design  
District

La  
Bajada

West Dallas

Parkland  
Hospital

Stemmons  
Industrial  
District

# Build Alternatives



US 75

SM Wright

IH 45

MLK Jr Blvd

Corinth St

Woodall Rodgers

Jefferson St  
Houston St

IH 35E

Dallas North Tollway

Commerce St

Continental Ave

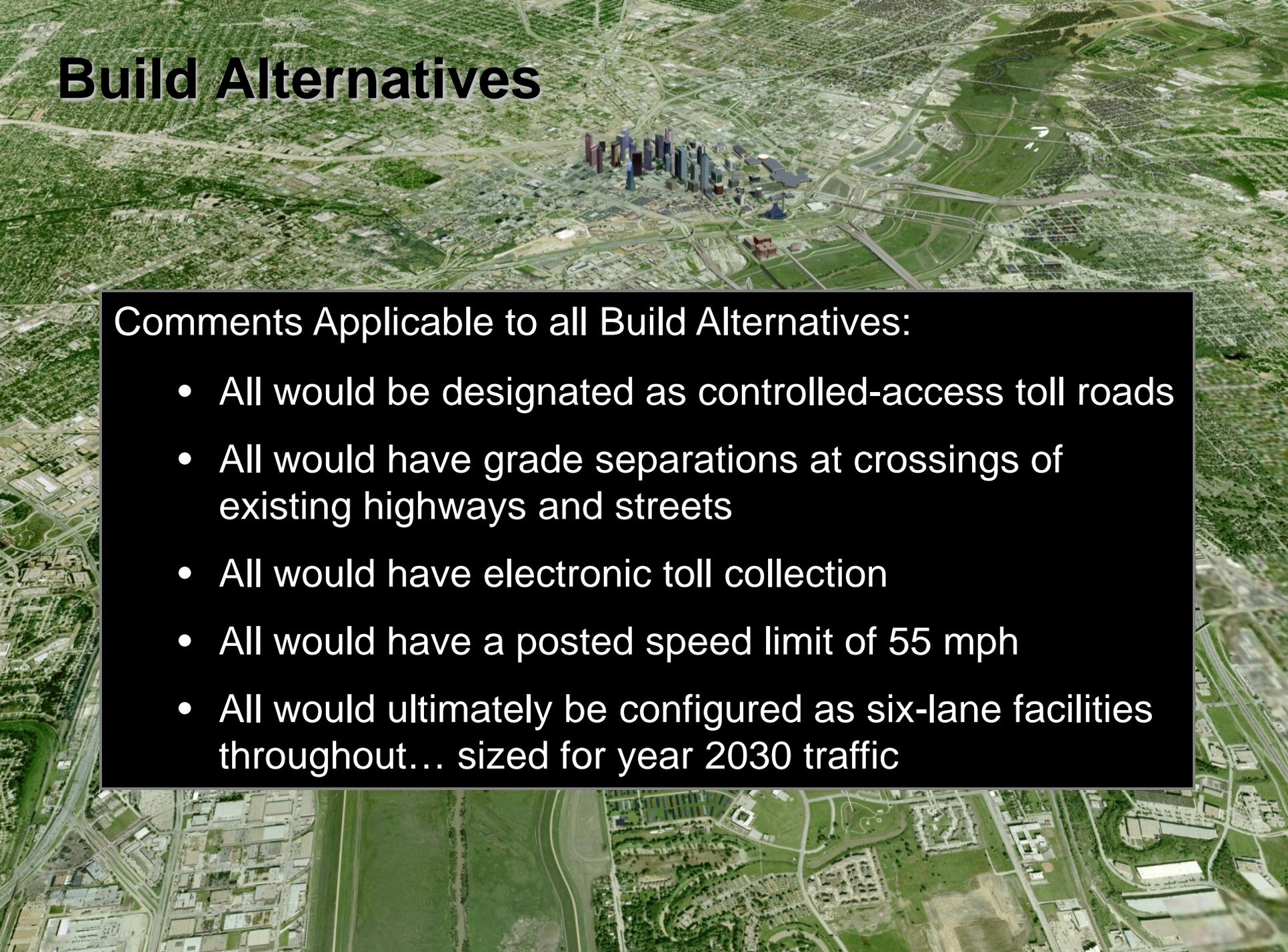
IH 30

IH 35E

Sylvan Ave

Hampton Rd

# Build Alternatives

An aerial photograph of a city, likely Denver, showing a dense urban area with a grid of streets and several large green parks. Overlaid on the city is a 3D architectural rendering of a highway interchange or toll road project, featuring multiple elevated ramps and structures in various colors like blue, purple, and red.

## Comments Applicable to all Build Alternatives:

- All would be designated as controlled-access toll roads
- All would have grade separations at crossings of existing highways and streets
- All would have electronic toll collection
- All would have a posted speed limit of 55 mph
- All would ultimately be configured as six-lane facilities throughout... sized for year 2030 traffic

# Alternative 2A



2A – Irving/Riverfront (Industrial) Elevated

# Alternative 2B



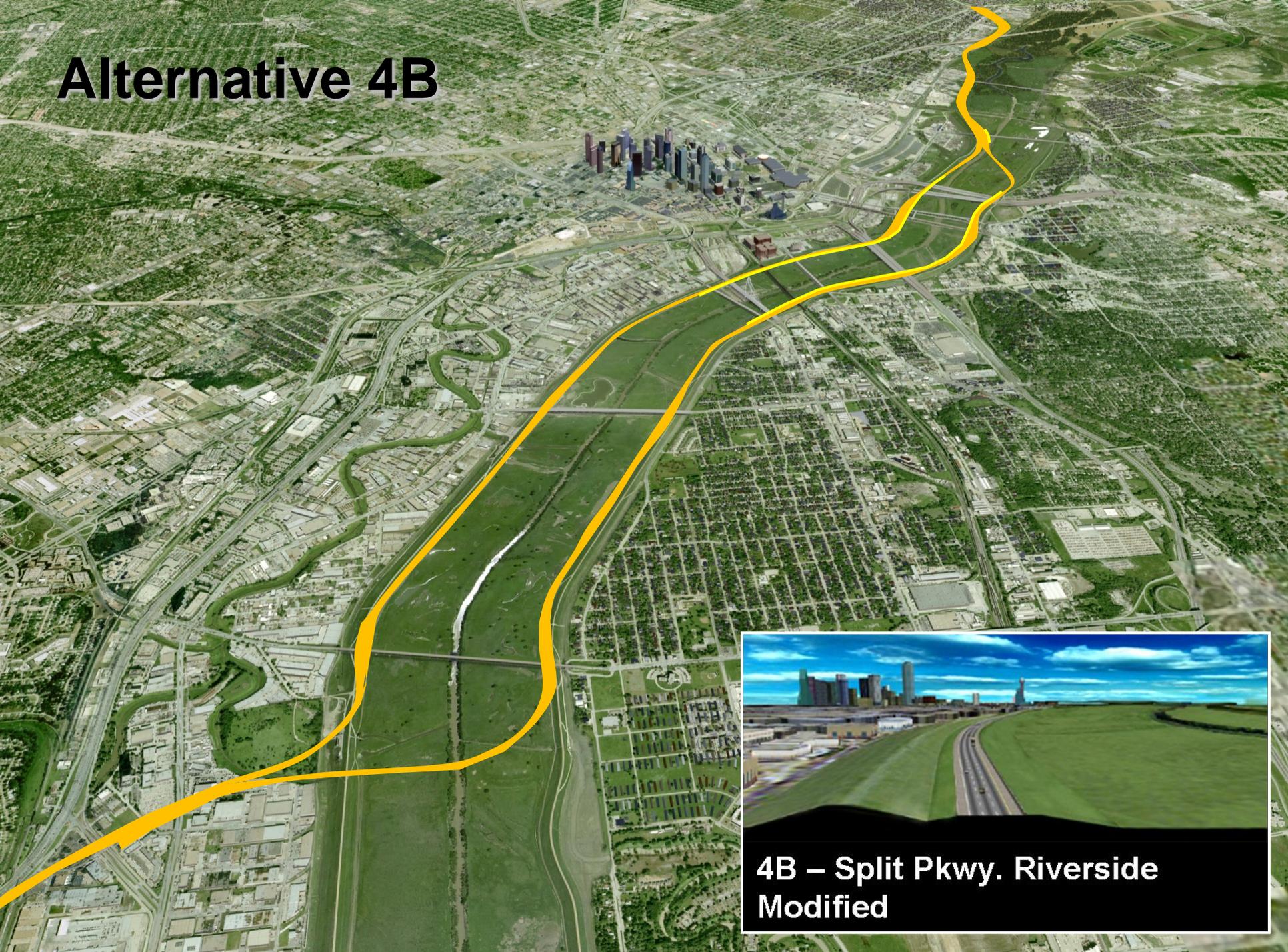
2B – Irving/Riverfront (Industrial) At - Grade

# Alternative 3C



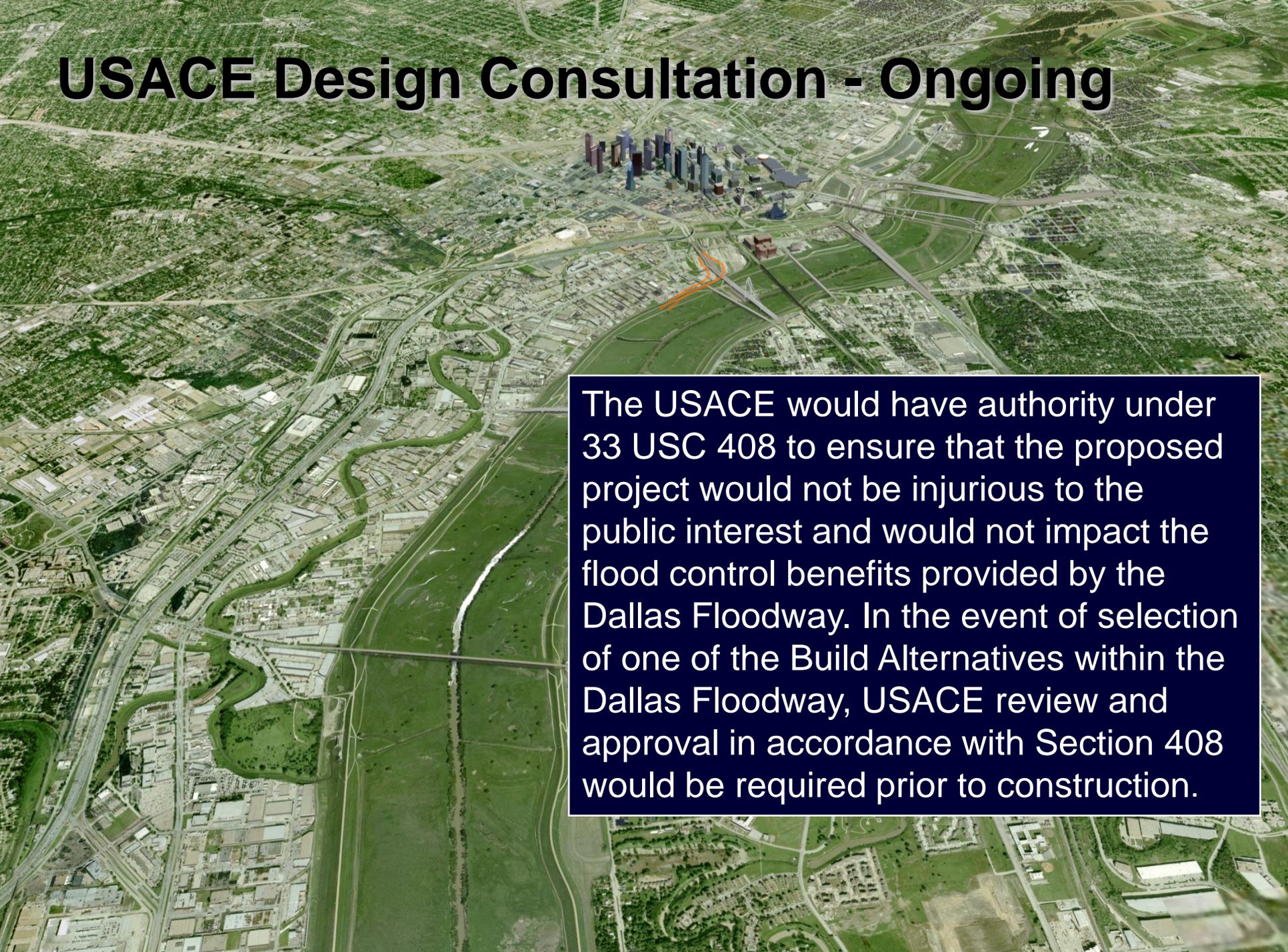
**3C – Combined Pkwy. Further Modified**

# Alternative 4B



**4B – Split Pkwy. Riverside Modified**

# USACE Design Consultation - Ongoing

An aerial photograph of a city, likely Dallas, showing a river and a floodway. A 3D model of a city skyline is overlaid on the image, and an orange line indicates a path or route through the city.

The USACE would have authority under 33 USC 408 to ensure that the proposed project would not be injurious to the public interest and would not impact the flood control benefits provided by the Dallas Floodway. In the event of selection of one of the Build Alternatives within the Dallas Floodway, USACE review and approval in accordance with Section 408 would be required prior to construction.

# Comparison Table

<b>Trinity Parkway Alternative</b>	<b>Length (Miles)</b>	<b>Estimated Right-of-Way (Acres)</b>	<b>Estimated Right-of-Way and Utility Cost (\$)</b>	<b>Estimated Construction and Mitigation Cost (\$)</b>	<b>Total Estimated Cost (\$)</b>
<b>1 (No Build)</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>
<b>2A</b>	<b>8.83</b>	<b>264</b>	<b>\$601 M</b>	<b>\$1,758 M</b>	<b>\$2,359 M</b>
<b>2B</b>	<b>8.83</b>	<b>350</b>	<b>\$520 M</b>	<b>\$1,348 M</b>	<b>\$1,868 M</b>
<b>3C</b>	<b>8.67</b>	<b>379</b>	<b>\$142 M</b>	<b>\$1,274 M</b>	<b>\$1,416 M</b>
<b>4B</b>	<b>8.84</b>	<b>490</b>	<b>\$103 M</b>	<b>\$1,349 M</b>	<b>\$1,452 M</b>

Note: All costs shown in 2011 dollars, rounded to millions (M).  
Project costs are expected to increase in future years due to inflation.



# Design Refinements

## Alternative 2A:

- Alignment shifts to avoid the Colonial Hill Historic District, AT&SF Railroad Bridge, former Procter & Gamble plant (3701 S. Lamar), and three historic warehouse buildings
- Ramp modification at the Houston and Jefferson Street Bridges

## Alternative 2B:

- Alignment shifts to avoid the Colonial Hill Historic District, AT&SF Railroad Bridge, and the former Procter & Gamble plant

## Alternatives 3C and 4B:

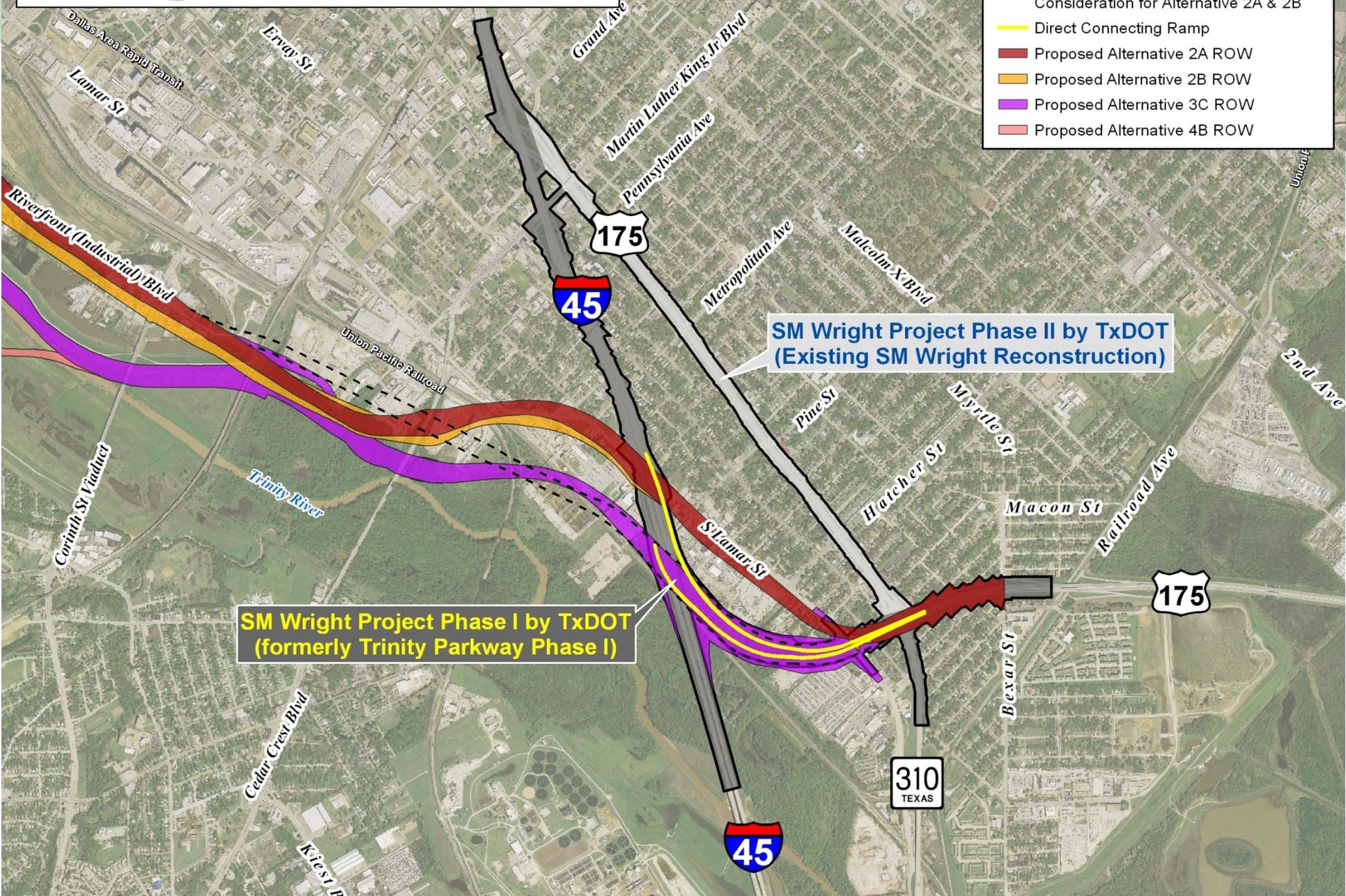
- Ramp modifications at the Houston Street, Jefferson Street, and Corinth Street Viaducts

# Design Refinements

352  
TEXAS

**Legend**

- - Design Refinement under Consideration for Alternative 2A & 2B
- Direct Connecting Ramp
- Proposed Alternative 2A ROW
- Proposed Alternative 2B ROW
- Proposed Alternative 3C ROW
- Proposed Alternative 4B ROW



SM Wright Project Phase II by TxDOT  
(Existing SM Wright Reconstruction)

SM Wright Project Phase I by TxDOT  
(formerly Trinity Parkway Phase I)



**U. S. ARMY ENGINEER DISTRICT  
CORPS OF ENGINEERS  
FORT WORTH, TEXAS**

**PERIODIC INSPECTION REPORT  
DALLAS FLOODWAY  
TRINITY RIVER,  
DALLAS, DALLAS COUNTY, TEXAS**

**REPORT NO. 9  
3-5 DECEMBER 2007**



US Army Corps  
of Engineers  
Fort Worth District

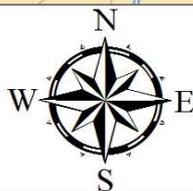
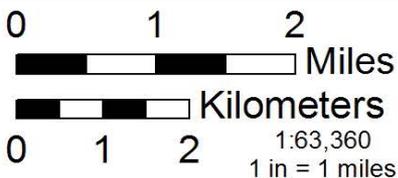
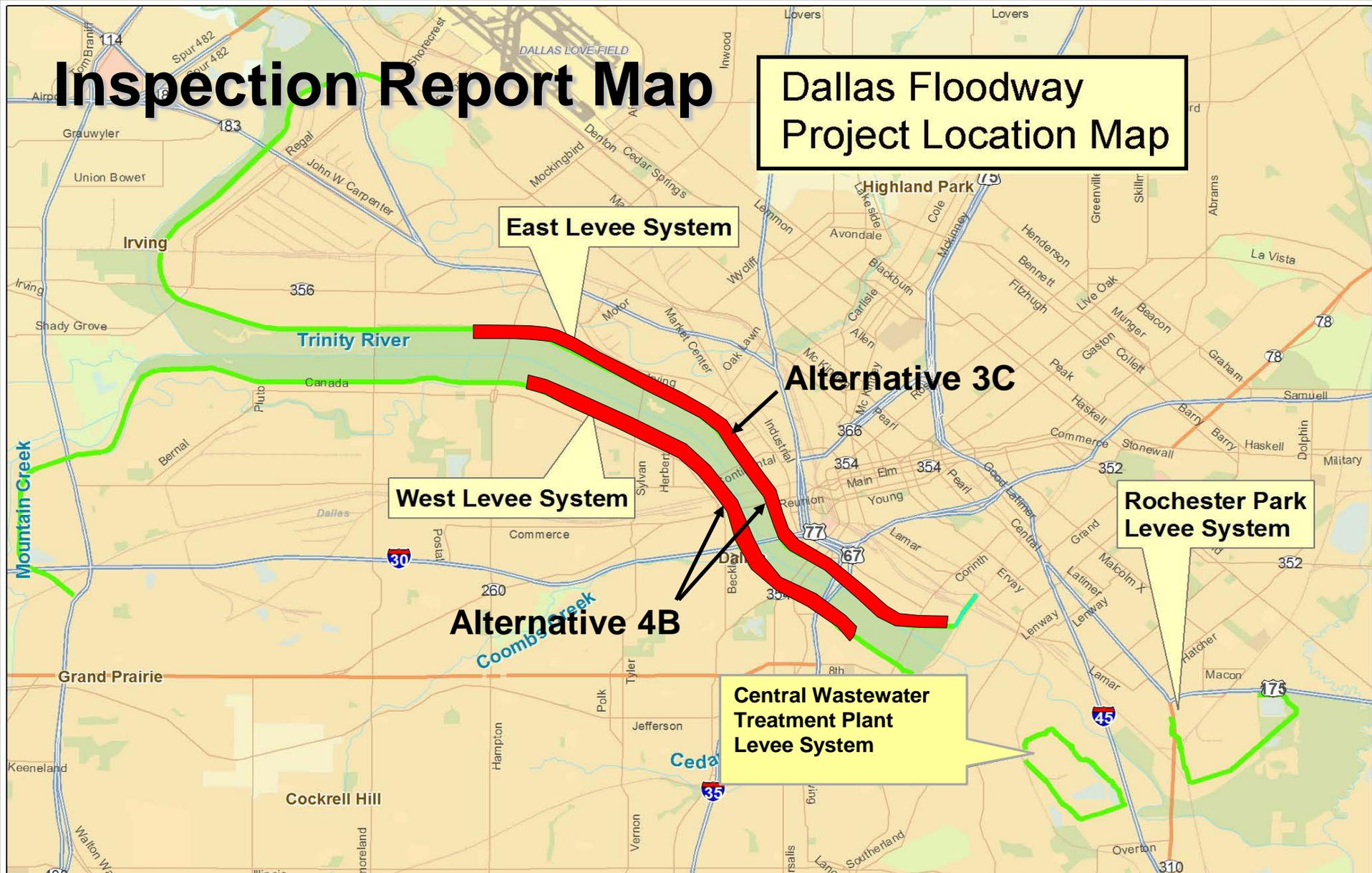
**Dallas Floodway Project Periodic  
Inspection Report No. 9 (FINAL)**

The City of Dallas announces Final Report Findings  
for Dallas Levee System in the Dallas Floodway  
Project Periodic Inspection Report No. 9).

More Information... [www.dallascityhall.com](http://www.dallascityhall.com)

# Inspection Report Map

## Dallas Floodway Project Location Map



The U.S. Army Corps of Engineers has depicted this spatial data as a representation of the various geographic information gathered from multiple sources. This data should be viewed only as a representation of the data and should not be used for any other purpose. No guarantee is made by the U.S. Army Corps of Engineers regarding the accuracy or completeness of the data or their suitability for a particular use.

CESWF-PER-PT GIS Haney \\swf-f66fw\regulatory\dets\k dmi\egisdata\Levee\DF\_2009037.mxd



**US Army Corps of Engineers**  
Fort Worth District



# **LSS Finding Regarding Levee Remediation Plans**

- Based on the best available information and the analyses performed to date, the proposed Trinity Parkway alternatives would be compatible with levee remediation plans
- Coordination with the City of Dallas and USACE will continue



# Environmental Impacts



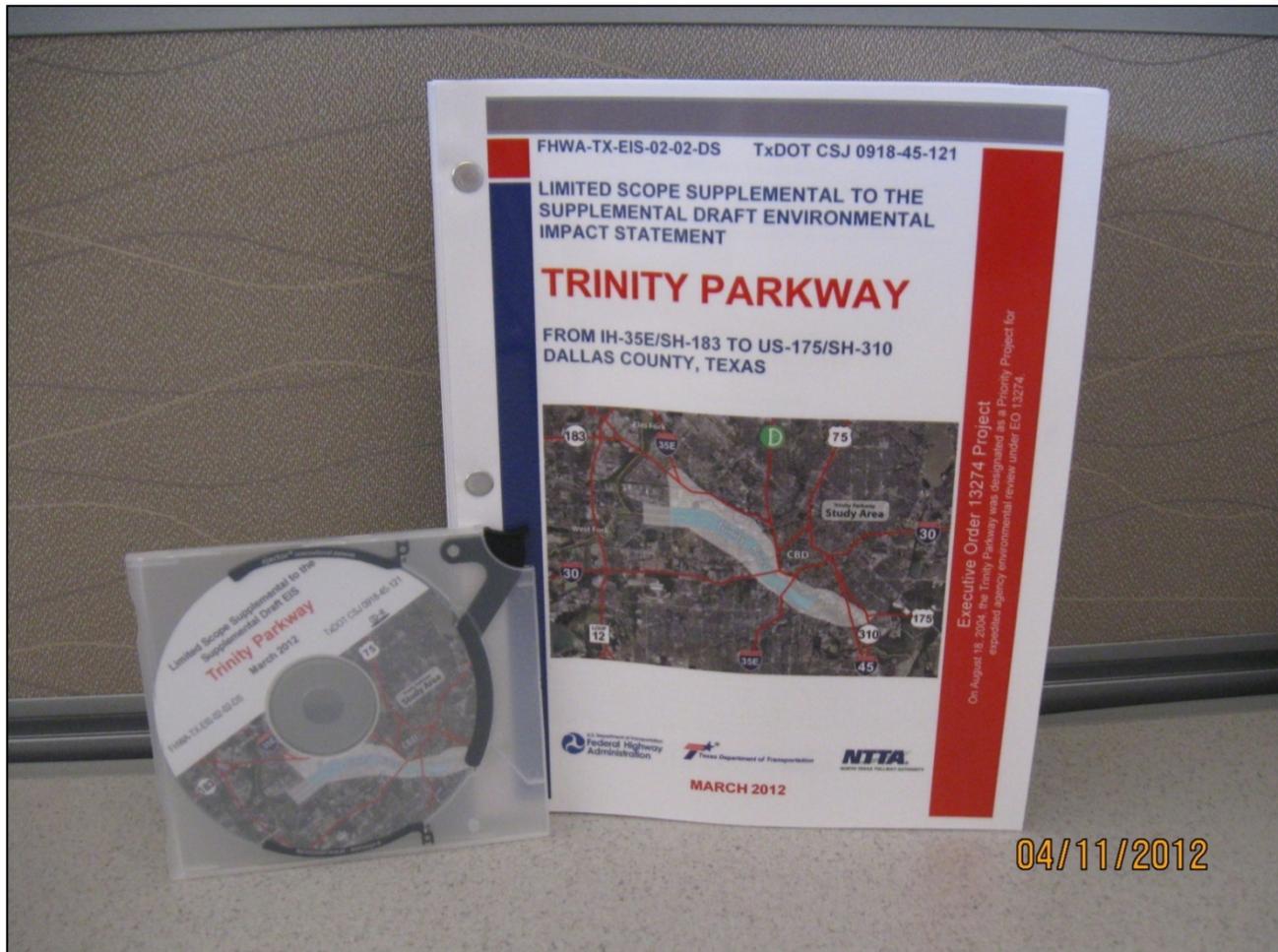
# National Environmental Policy Act (NEPA)

In order to meet NEPA process goals and comply with laws, regulations and policies, projects need to be carried out in such a way that they:

- Avoid adverse (negative) impacts
- Where adverse impacts cannot be avoided, impacts would be Minimized
- Unavoidable direct adverse impacts should be Mitigated
- Environmental Enhancements should be developed as appropriate
- Mitigation and enhancement measures are eligible for Federal funding

**“Avoid, Minimize, Mitigate, Enhance”**

# Environmental Document





## Limited Scope Supplemental to the SDEIS

- Evaluation of Trinity Parkway compatibility with levee remediation plans
- Analysis of **practicability** of Trinity Parkway alternatives pursuant to Executive Orders regarding floodplain management and protection of wetlands
- Update on historic resources

# Practicability Factors



## Cost Constraints

- 1) Economic impacts
- 2) Project costs

## Functional Constraints

- 3) Existing technology
- 4) Logistics
- 5) Locational advantages (or disadvantages)

## Natural Constraints

- 6) Natural and beneficial values served by floodplains
- 7) Waters of the U.S., including wetlands and water quality
- 8) Fish and wildlife habitat values
- 9) Conservation

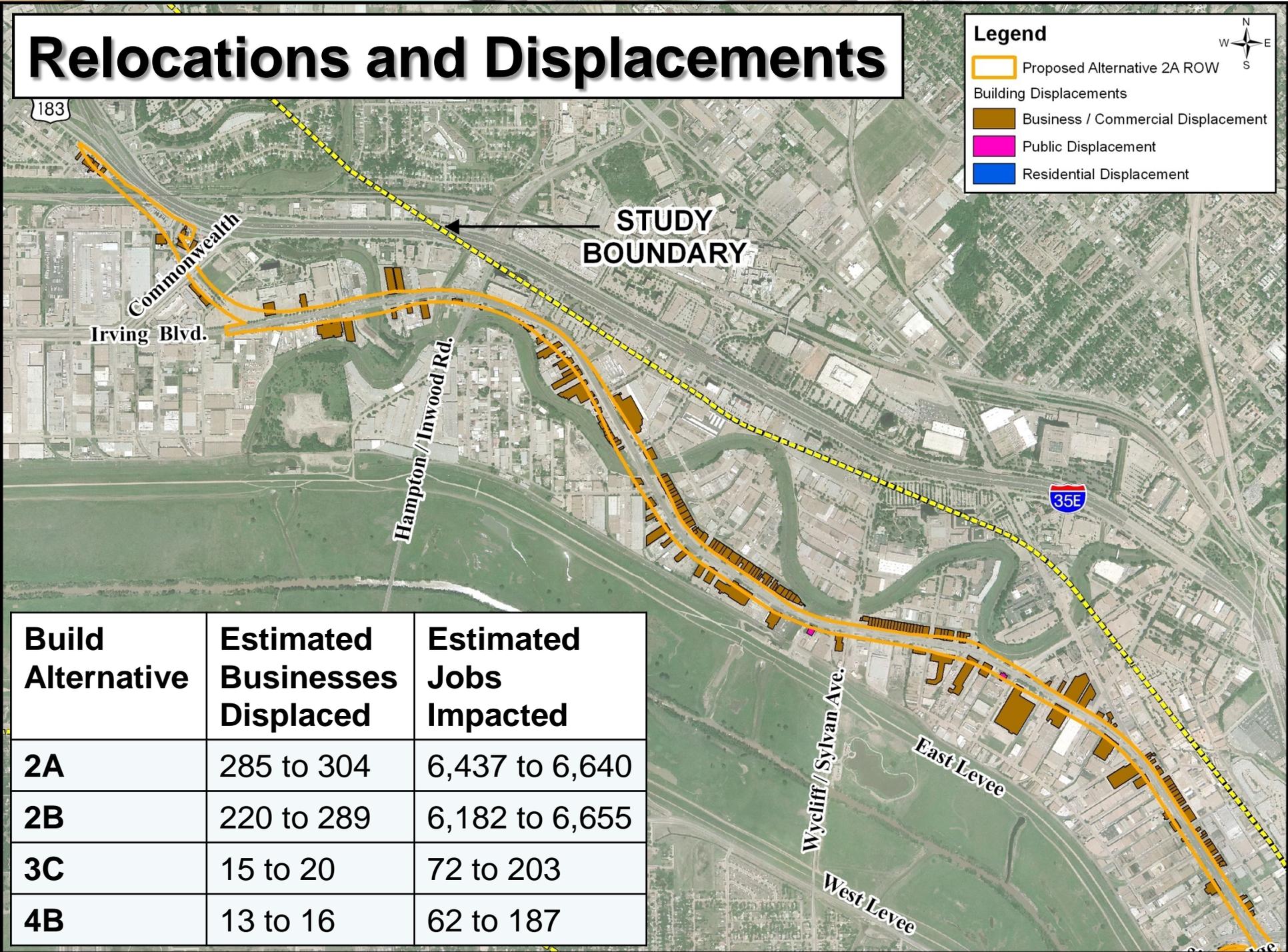
## Social Constraints

- 10) Needs and welfare of the people
- 11) Air quality impacts
- 12) Traffic noise impacts
- 13) Impact of floods on human safety
- 14) Risks associated with implementation
- 15) Incompatible development
- 16) Aesthetics
- 17) Historic values

# Relocations and Displacements

## Legend

-  Proposed Alternative 2A ROW
- Building Displacements**
-  Business / Commercial Displacement
-  Public Displacement
-  Residential Displacement



Build Alternative	Estimated Businesses Displaced	Estimated Jobs Impacted
2A	285 to 304	6,437 to 6,640
2B	220 to 289	6,182 to 6,655
3C	15 to 20	72 to 203
4B	13 to 16	62 to 187

# Relocations and Displacements

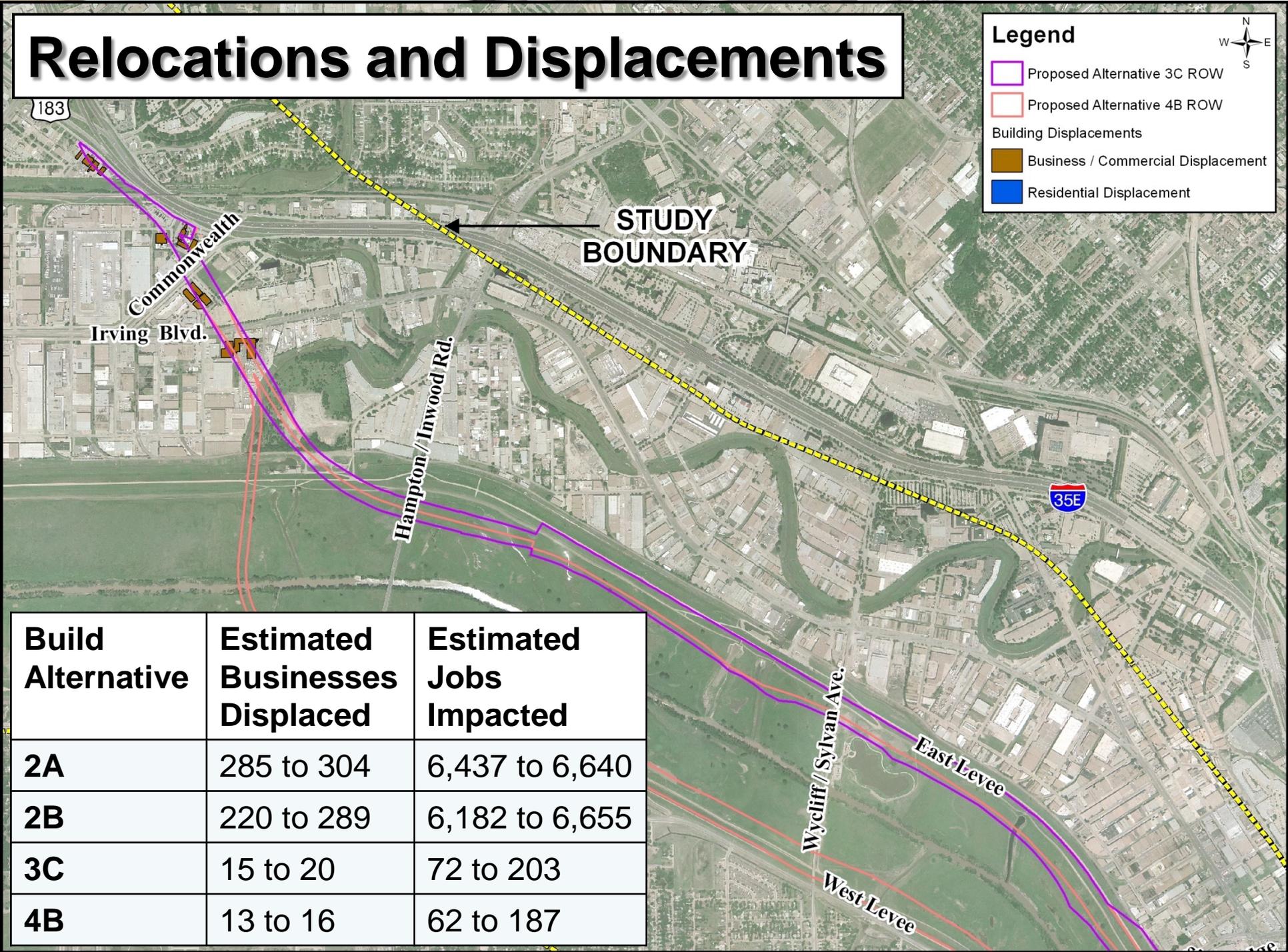
**Legend**



- Proposed Alternative 3C ROW
- Proposed Alternative 4B ROW

**Building Displacements**

- Business / Commercial Displacement
- Residential Displacement



Build Alternative	Estimated Businesses Displaced	Estimated Jobs Impacted
2A	285 to 304	6,437 to 6,640
2B	220 to 289	6,182 to 6,655
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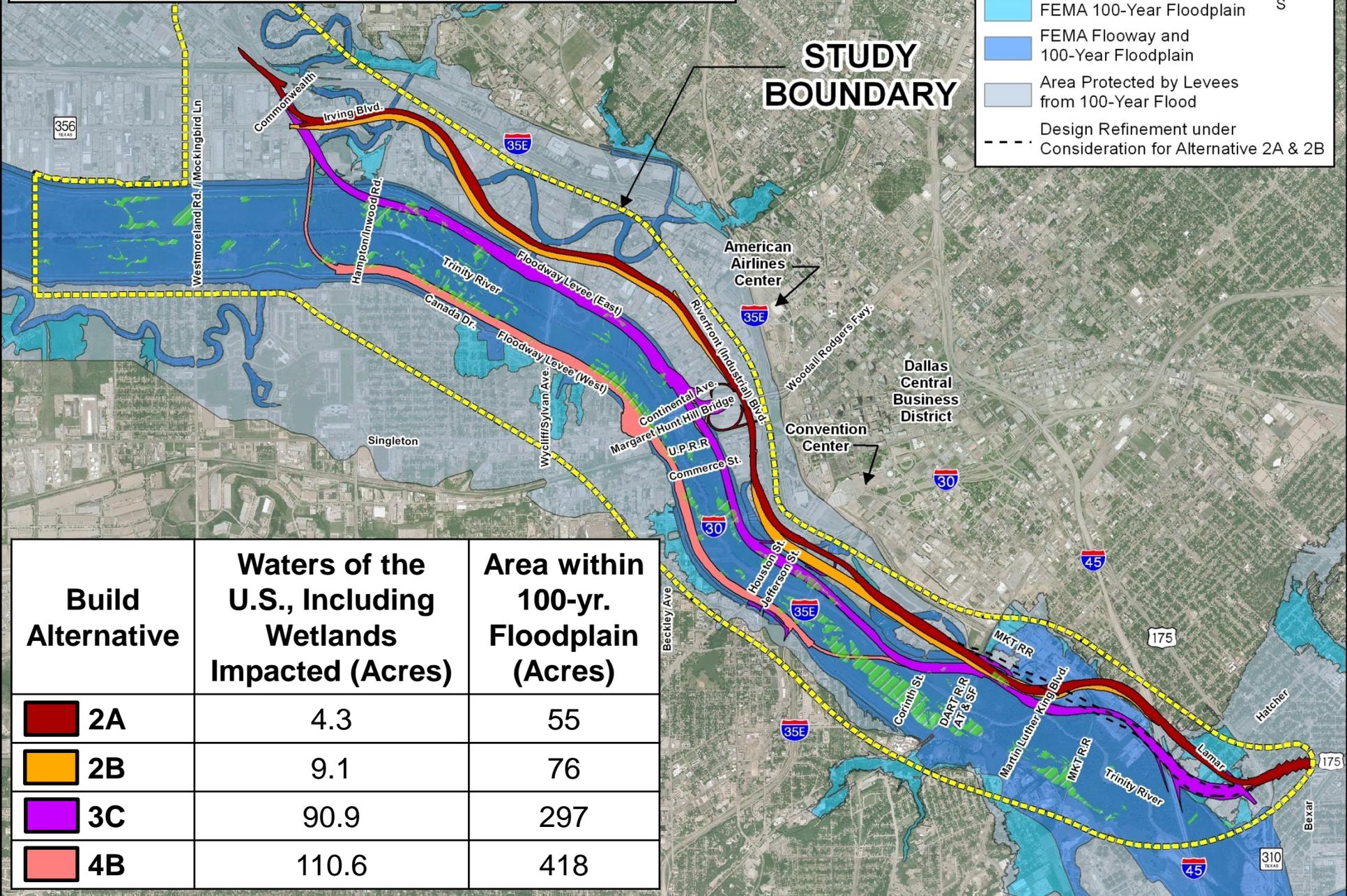
# Floodplains & Wetlands

## Legend

-  Wetland
-  FEMA 100-Year Floodplain
-  FEMA Flowway and 100-Year Floodplain
-  Area Protected by Levees from 100-Year Flood
-  Design Refinement under Consideration for Alternative 2A & 2B



**STUDY BOUNDARY**



Build Alternative	Waters of the U.S., Including Wetlands Impacted (Acres)	Area within 100-yr. Floodplain (Acres)
 2A	4.3	55
 2B	9.1	76
 3C	90.9	297
 4B	110.6	418

183 35

# Historic Properties

**Legend**

-  NRHP-Listed/-Eligible Property
-  NRHP-Listed Districts
-  Alternative 2A
-  Alternative 2B
-  Alternative 3C
-  Alternative 4B
-  Design Refinement Considered for Alternative 2A & 2B

NRHP = National Register of Historic Places



Westmoreland Rd/Mockingbird Ln

Hampton Rd/Inwood Rd

Trinity River

Sylvan Ave/Hyde Pk Ave

Continental Ave

Woodall Rodgers Fwy

Dallas Downtown

Margaret Hunt Hill Bridge  
U.P.R.R.  
Commerce St

Houston St  
Jefferson St

Corinth St  
DART RR  
41st & SF

Marion Luther King Blvd  
MKT RR

175

175

310 TEXAS



- A section of the Continental Avenue viaduct would be reconstructed for Alternative 3C (shown above)
- Alternatives 2A, 2B, and 4B would have no adverse effect on historic properties



# Possible Permits and Approvals Needed

- TPDES General Permit for Construction (TCEQ)
- Rivers and Harbors Act, § 10 (USACE)
- Clean Water Act, Section 404 (USACE)
- Municipal Separate Storm Sewer System (TCEQ)
- Clean Air Act Conformity Determination
- Section 401 Water Quality Certification (TCEQ)
- National Flood Insurance Program (FEMA)
- Trinity River Corridor Development Certificate (City of Dallas)
- NHPA Section 106 (FHWA, TxDOT, SHPO and ACHP)
- Interstate Access Agreement (FHWA, TxDOT and NTTA)
- Toll Agreement (FHWA, TxDOT and NTTA)
- FEIS and ROD approval (FHWA)
- 33 U.S.C. Section 408 (USACE)



## Mitigation & Monitoring may include...

- Relocation assistance
- Construction oversight and environmental monitoring
- Noise walls
- Mitigation for impacts to Waters of the U.S.
- Implementation of landscaping and revegetation
- Mitigation Agreement with Texas Historical Commission
- Sidewalks; neighborhood access

If a Build Alternative is recommended, final mitigation plans will be developed and refined during final design



# Right-of-Way Acquisition and Relocation

# Booklets Available



# Right-of-Way Acquisition Process

Conducted in accordance with the Federal  
Uniform Relocation Assistance and Real  
Property Acquisition Policies Act of 1970,  
as amended

## 1. The Acquiring Entity obtains:

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

Purchase  
of  
Right of Way  
by  
Counties  
and  
Cities



Right of Way Division

# Right-of-Way Acquisition Process

## 2. Acquiring Entity orders:

- Property title information
- Five-year sales data
- Preliminary title commitment

Purchase  
of  
Right of Way  
by  
Counties  
and  
Cities



Right of Way Division

# Right-of-Way Acquisition Process

## 3. Acquiring Entity assigns independent appraisers:

- Appraisers contact owners
- Appraisers submit appraisals
- Acquiring Entity reviews appraisals for approval

Purchase  
of  
Right of Way  
by  
Counties  
and  
Cities



Right of Way Division

# Right-of-Way Acquisition Process

## 4. Acquisition agent presents offer to property owner, including:

- Appraised value of property
- Compensable damages to remaining real property
- Relocation assistance

Purchase  
of  
Right of Way  
by  
Counties  
and  
Cities



Right of Way Division

# 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 an agreement on value is not reached

Purchase  
of  
Right of Way  
by  
Counties  
and  
Cities



Right of Way Division

# Right-of-Way Acquisition Process

## 5b. When owner accepts:

- Owner signs deed and Memorandum of Agreement
- The Acquiring Entity issues a warrant to owner and title company
- Owner closes at title company and is compensated for new right of way

Purchase  
of  
Right of Way  
by  
Counties  
and  
Cities



Right of Way Division

# Right-of-Way Acquisition Process

## 5c. Owner counter offers:

- Owner may submit counter offer if owner believes it does not represent fair market value
- Acquiring Entity reviews counter offer and either accepts or rejects it
- If rejected, owner may accept original offer or proceed to eminent domain

Purchase  
of  
Right of Way  
by  
Counties  
and  
Cities



Right of Way Division

# Right-of-Way Acquisition Process

## 5d. Eminent Domain:

- Court appoints three (3) commissioners to hear owner and Acquiring Entity
- Commissioners decide award
- Acquiring Entity deposits award in registry of court and takes possession
- Either owner or Acquiring Entity shall have the right to appeal to jury trial

Purchase  
of  
Right of Way  
by  
Counties  
and  
Cities



Right of Way Division

# Right-of-Way Acquisition Process

## 6. Relocation Assistance

- Administered by Acquiring Entity
- Available to those who qualify as a result of the acquisition of right of way

Relocation  
Assistance



RIGHT OF WAY DIVISION

# 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

Relocation  
Assistance



# 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 Entity

Relocation  
Assistance



# 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 “Relocation Assistance” booklet)

Relocation  
Assistance



# Right-of-Way Acquisition Process

## 6d. Relocation Assistance (cont.)

- See the “Relocation Assistance” booklet for regulations governing the relocation of advertising signs not purchased as real property

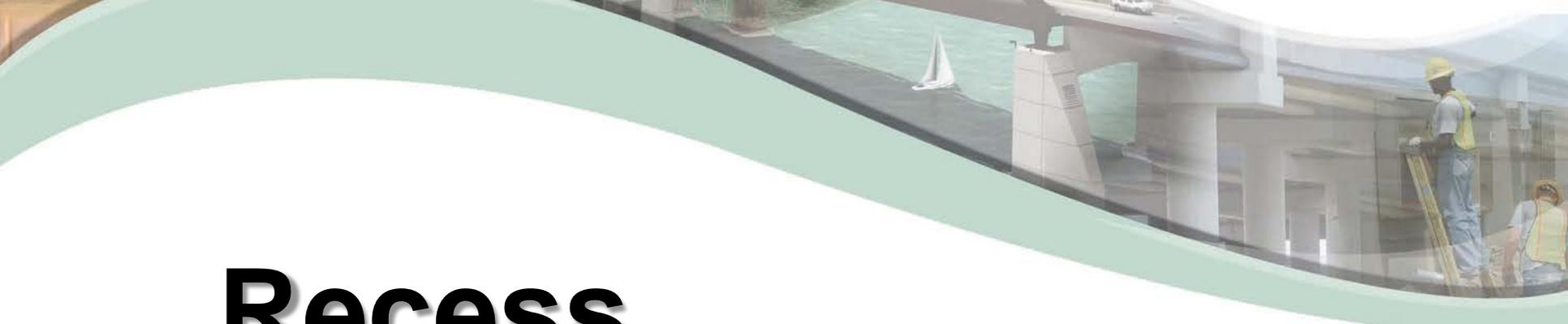
Relocation  
Assistance





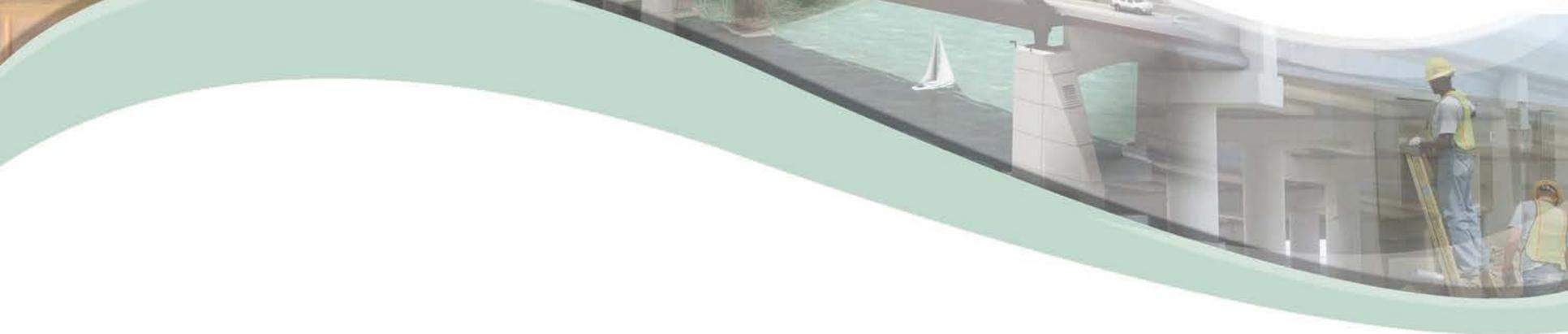
# Public Comment Process

- Elected officials or representatives from local governments will be allowed to provide a statement
- Speakers will be called based on returned speaker forms
- Following registered speakers, unregistered speakers will be allowed an opportunity to comment



# Recess

- 20 minute recess
- Comment period following recess



# **Public Comments**

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

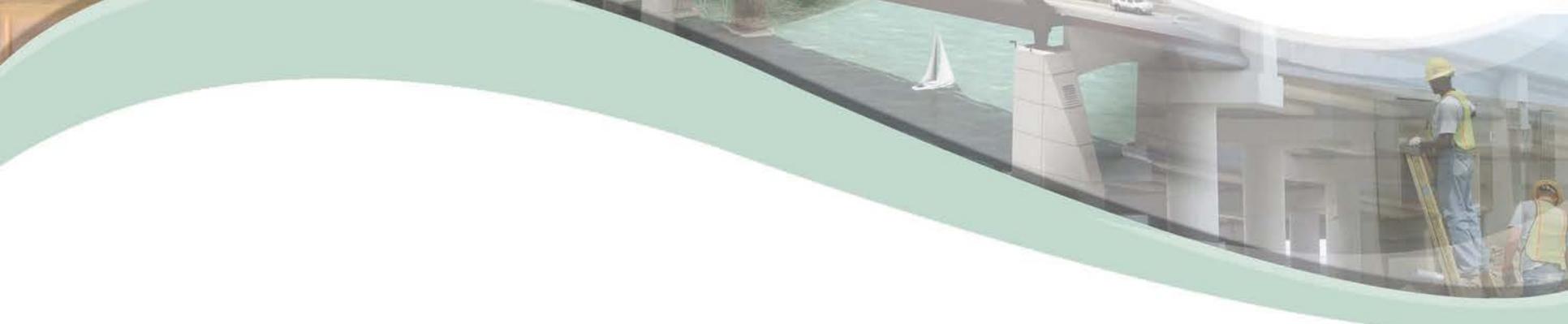
**Comments will be given full consideration and a written response will be provided for the project record as part of the FEIS**



# Submission of Comments

- Submit comment form or letter to:
  - Written comment table (tonight) or
  - Attn: Corridor Manager  
Re: Trinity Parkway Project  
NTTA  
P.O. Box 260729  
Plano, TX 75026
- Comments will also be accepted by email at [trinityparkway@ntta.org](mailto:trinityparkway@ntta.org)

**Comments must be postmarked or received by  
May 18, 2012**



# **Elected Officials Comments**

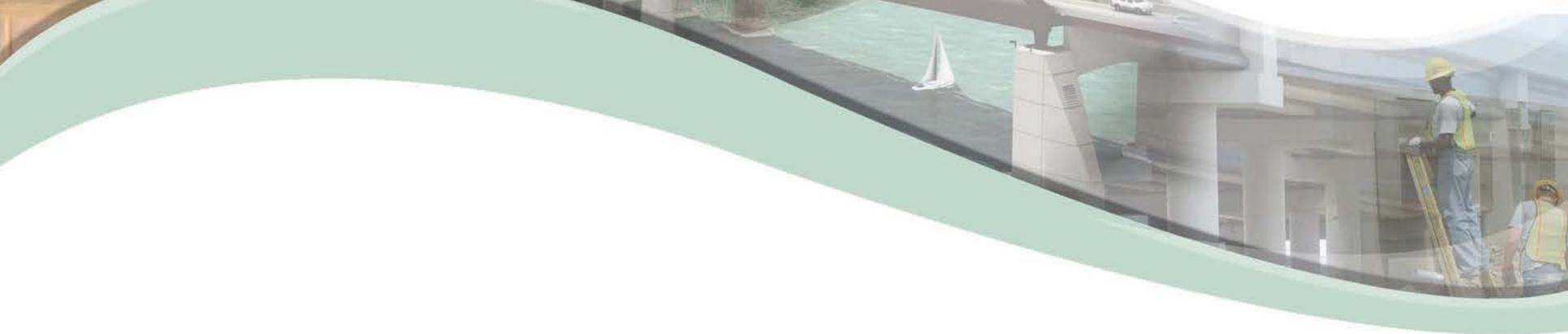
Please step to the microphone and state your name, title, and comment



# Public Comments

Please step to the microphone and state your name, address, and comment

**Please limit comments to 3 minutes**



**Speaker's Time Remaining:**

**0:00**



# Conclusion of the Public Hearing

**Thank you for your attendance & comments!**

Please visit [www.ntta.org](http://www.ntta.org)  
for future project updates