

Memorandum



CITY OF DALLAS

DATE May 19, 2016

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson,
Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT Southern Gateway Project and Public Green

On Monday, May 23, 2016, you will be briefed on the Southern Gateway Project and Public Green. The briefing materials are attached for your review.

Please do not hesitate to contact me if you have any questions or need additional information.

A handwritten signature in blue ink, appearing to read 'Alan E. Sims'.

Alan E. Sims, Chief of Neighborhood Plus
Planning & Urban Design Department

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Christopher D. Bowers, Interim City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager

Eric D. Campbell, Assistant City Manager
Mark McDaniel, Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

Southern Gateway Project and Public Green

Transportation and Trinity River Project
Committee

May 23, 2016



Purpose of Presentation

- Provide the history and an overview of the Southern Gateway Project (SGP)
- Provide input on the selection of a preferred location for the Southern Gateway Public Green (deck)
- Provide a draft Council Resolution for consideration endorsing a preferred location in concept and committing to explore funding partnerships and opportunities

Project Location



Purpose and Need

- Congestion Relief
 - Increased Capacity
- Improve Safety
 - Address Existing Design Deficiencies
- Improve Area Mobility
- Improve System Linkage



Purpose and Need – Existing Design Deficiencies

- IH 35E was designed and built in the late 1950s and early 1960s
 - Design elements that need to be updated to current design standards to improve safety and freeway operations include:
 - Undesirable Shoulder Widths



Purpose and Need – Existing Design Deficiencies



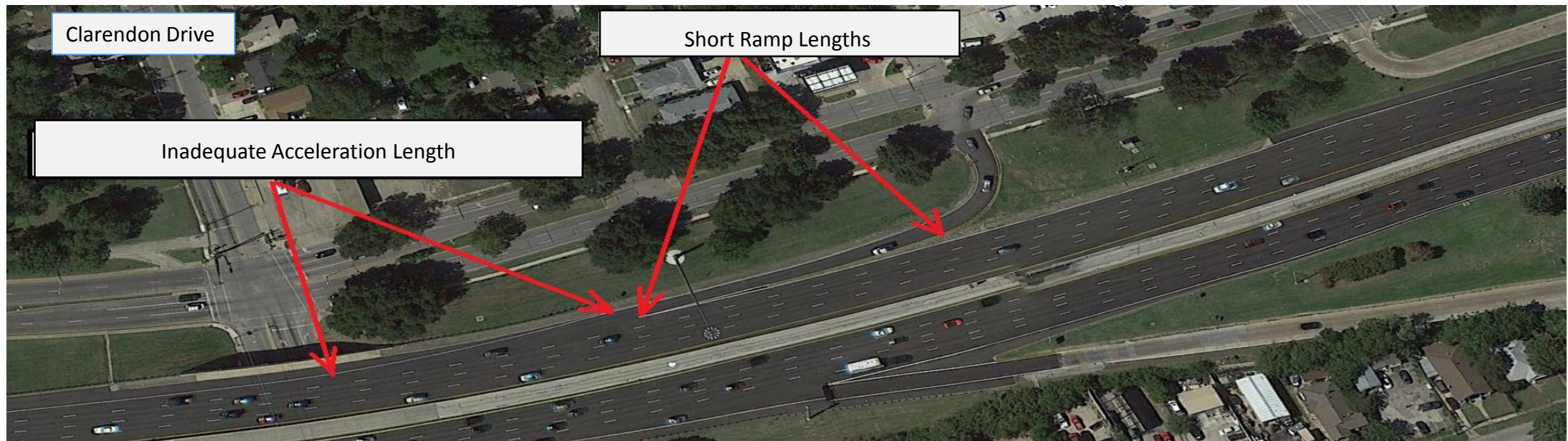
- IH 35E was designed and built in the late 1950s and early 1960s
 - Design elements that need to be updated to current design standards to improve safety and freeway operations include:
 - Undesirable Shoulder Widths
 - Horizontal Curvature



NOT DRAWN TO SCALE

Purpose and Need – Existing Design Deficiencies

- IH 35E was designed and built in the late 1950s and early 1960s
 - Design elements that need to be updated to current design standards to improve safety and freeway operations include:
 - Undesirable Shoulder Widths
 - Horizontal Curvature
 - Short Ramp and Acceleration/Deceleration Lane Lengths



Proposed Project

- Segment 1: IH 35E from Colorado Blvd to South of the IH 35E/US 67 interchange
 - 5.1 miles
 - Full reconstruction of the existing 8 general purpose lanes to 10 general purpose lanes, with auxiliary lanes at entrance and exit ramps
 - Reconstruction of the existing 1 reversible HOV lane to 2 reversible non-tolled managed express lanes
 - Full reconstruction of the discontinuous frontage roads and addition of new frontage roads
 - Incidental improvements extending 1.3 miles north of Colorado Blvd. to accommodate the conversion of the existing reversible HOV lane to a non-tolled reversible managed express lane



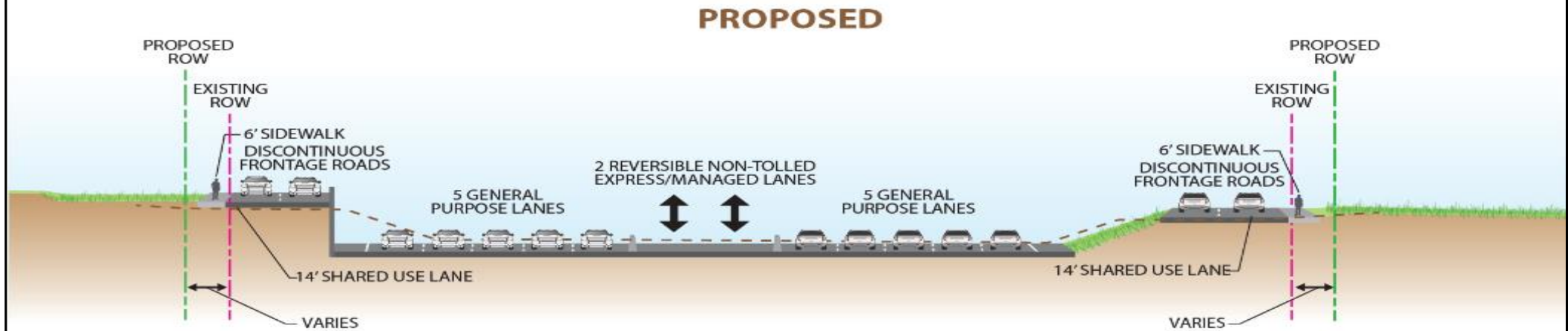
Proposed Project

- Segment 2A: US 67 from IH 35E/US 67 interchange to IH 20
 - 4.9 miles
 - Reconstruction of the existing 2 concurrent HOV lanes to 1 reversible non-tolled managed express lane
 - Widening of the existing pavement to accommodate an additional general purpose lane in each direction for a total of 6 general purpose lanes

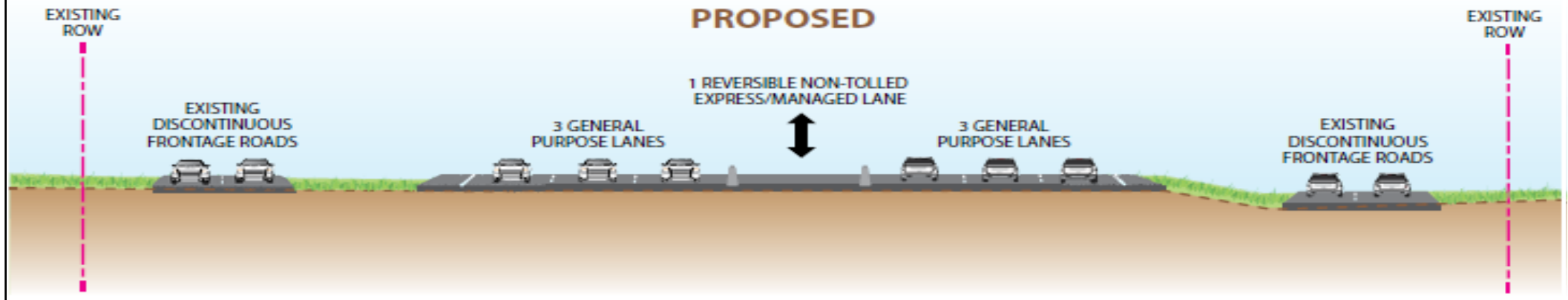


Proposed Project

Segment 1: I-35E between the I-35E/US 67 Split Interchange and Colorado Boulevard



Segment 2A: US 67 from I-20 to the I-35E/US 67 Split Interchange



TxDOT Public Meetings

Spring 2014

- May 27, 2014

Summer 2015

- June 23 and 25, 2015
- July 7 and 9, 2015

Winter 2015/2016

- January 26 and 28, 2016

Summer 2016

- Anticipate Public Hearing July/August 2016

Southern Gateway Project and Public Green Funding Commitment

IH 35E: SOUTHERN GATEWAY

Project scope includes¹:

- IH 35E from the Horseshoe to US 67, &
- US 67 from the IH 35E split to IH 20

Cost is \$655.54 million:

- Base construction - \$605.54 million
- Deck park and foundations - **\$50 million (\$40 million RTC and \$10 million local)**

Notes:

¹US 67 South of IH 20 will proceed as an independent project (\$50 million Prop 1)

²\$133 million from IH 345 savings and \$5.42 million from MPO Revolver

³IH 30 Pass-Through Finance

⁴\$23.58 million from LBJ backstop savings and \$20 million from Horseshoe savings

Timeline:

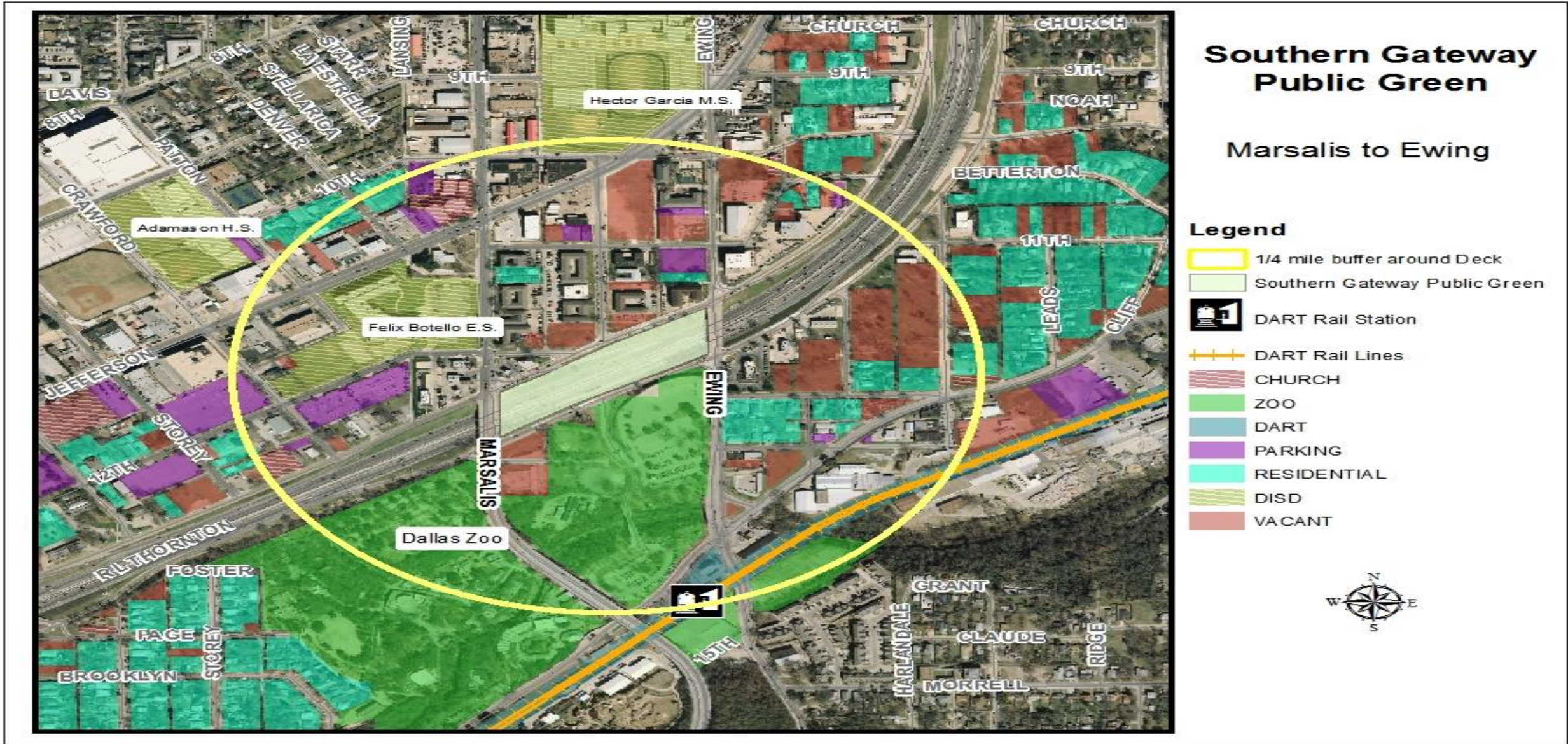
- Construction Let Date: Summer 2017
- Complete Construction: Summer 2021

Funding Source	(\$ in Millions)		
	TxDOT	RTC	Local
Category 12	138.72 ²	25.25 ³	
Category 2		50.00	
CMAQ		54.31	
STP-MM		54.11	
RTR		43.58 ⁴	
TxDOT Congestion Relief	264.00		
TAP/RTC Other		16.00	
Local/Private			10.00
Total	402.72	243.25	10.00

*Regional Transportation Council presentation slide, February 11, 2016

Southern Gateway Public Green Location Options and Analysis

Option A – Marsalis to Ewing, 5.5 acres



Option A – Marsalis to Ewing, 5.5 acres

PROS

- Creates a deck that is accessible on all sides and provides connectivity to neighborhoods and destinations;
- Provides enhanced pedestrian linkages to the Dallas Zoo;
- Larger size will accommodate more amenities;
- Provides economic development opportunities with vacant land adjacent to location;
- No freeway ramps, provides opportunity to create parallel parking along the frontage roads to calm traffic;
- Creates opportunities for pedestrian, vehicular and bicycle connectivity to existing development on Jefferson Boulevard, nearby schools and DART Transit Station.

CONS

- Recommends relocating Zoo entrance from frontage road to Ewing Boulevard;
- Most expensive option;
- Size of deck triggers a tunnel and increases capital, operational, and maintenance costs.

Option B – Beckley to 12th, 3.1 acres



Option B – Beckley to 12th, 3.1 acres

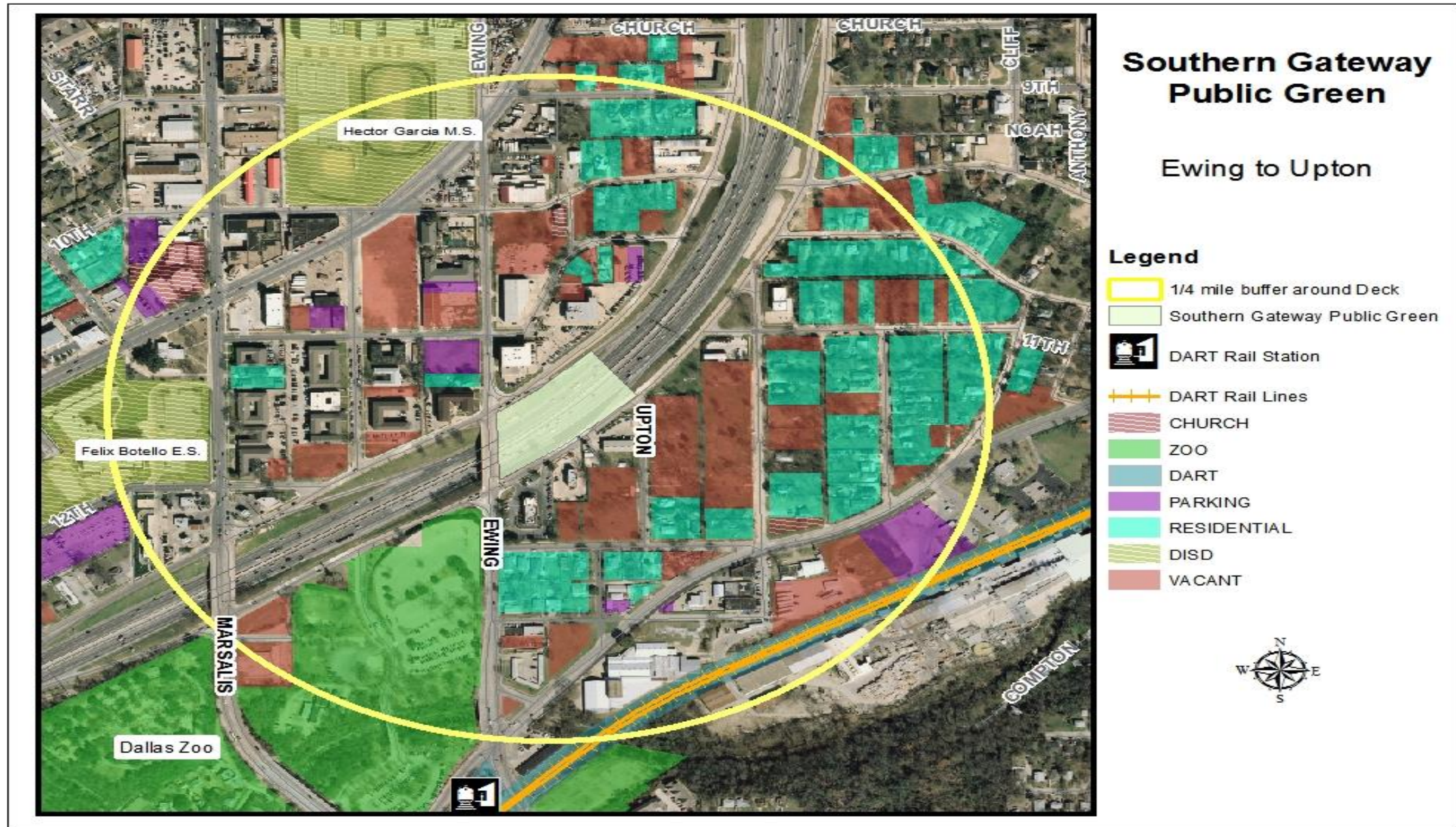
PROS

- Creates opportunities for pedestrian, vehicular and bicycle connectivity to existing development on Jefferson Boulevard and Bank of America;
- Provides economic development opportunities with vacant land adjacent;
- Size of deck does not trigger a tunnel, reduces capital, operational and maintenance costs;
- Less expensive than Option A.

CONS

- Limits pedestrian access on two sides;
- More than one mile from DART Transit Station;
- Access ramps create conflicts for pedestrians.

Option C – Ewing to Upton, 2.2 acres



Option C – Ewing to Upton, 2.2 acres

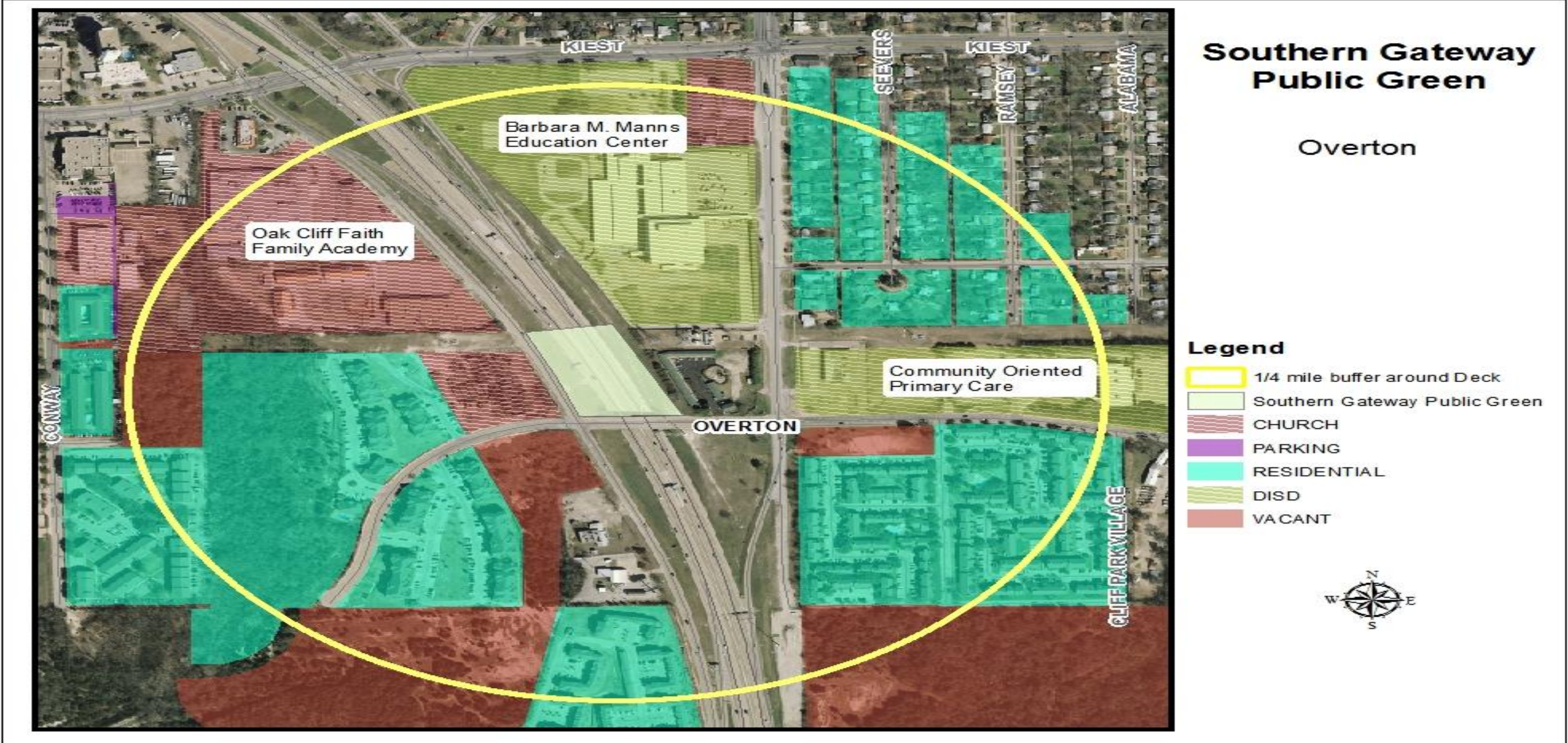
PROS

- Provides enhanced pedestrian linkages to the Dallas Zoo;
- Provides economic development opportunities with vacant land adjacent to location;
- Size of deck does not trigger a tunnel, reduces capital, operational and maintenance costs;
- Creates opportunities for pedestrian, vehicular and bicycle connectivity to existing development on Jefferson Boulevard, nearby schools and DART Transit Station.

CONS

- Limits pedestrian access to one side;
- Access ramps create conflicts for pedestrians.

Option D – Overton, 1.7 acres



Option D – Overton, 1.7 acres

PROS

- Provides enhanced pedestrian linkages to the DISD Educational Complex;
- Provides economic development opportunities with vacant land adjacent;
- Least expensive option;
- Size of deck does not trigger a tunnel, reduces capital, operational and maintenance costs.

CONS

- Outside of the project scope;
- Limits pedestrian access to one side;
- Utility right-of-way adjacent to the location.

CONSIDERATIONS	OPTION A MARSALIS to EWING	OPTION B BECKLEY to 12TH	OPTION C EWING to UPTON	OPTION D OVERTON
Access on Multi-Sides	Marsalis; Ewing; NB Service Road; and SB Service Road	12 th Street; and Beckley	Ewing	Overton
Size of Deck	5.5 acres	3.1 acres	2.2 acres	1.7 acres
Adjacency to existing attraction	Dallas Zoo	Bank of America Tower	Dallas Zoo	Education Complex
Availability of Parking Adjacent to Deck (within 2 blocks)	Yes	No	Yes	No
Existing Density - Population within 1/4 mile, (local resident activity - walking dogs, etc.) (2010 Census Block population)	1,839	1,601	1,807	3,992
Proposed Density/Catalyst Opportunity - Vacant land and developable lots within 1/4 mile	Yes	Yes	Yes	Yes
Proximity to Public Transit/DART Station	0.3 miles	0	0.3 miles	0
	* Deck sizes above are estimates and could change once a site plan has been finalized.			

COSTS	OPTION A MARSALIS to EWING	OPITON B BECKLEY to 12TH	OPTION C EWING to UPTON	OPTION D OVERTON
Cost for Foundation and Deck Only	\$95,745,480.00	\$55,268,340.00	\$57,613,500.00	\$27,952,800.00
Cost for Amenities and Programming (\$75/square foot)	\$17,968,500.00	\$10,127,700.00	\$7,187,400.00	\$5,553,900.00
Tunnel Maintenance (Annual)	\$1,200,000.00	\$0.00	\$0.00	\$0.00
Cost for Operations & Maintenance (Annual estimate)	\$3,300,000.00	\$1,860,000.00	\$1,320,000.00	\$1,020,000.00
TOTAL COST	\$118,213,980.00	\$67,256,040.00	\$66,120,900.00	\$34,526,700.00
SOURCE OF FUNDING				
RTC Contribution	\$ 40,000,000.00	\$ 40,000,000.00	\$ 40,000,000.00	\$ 40,000,000.00
City/Private Cost Balance	\$78,213,980.00	\$27,256,040.00	\$26,120,900.00	(-\$5,473,300.00)

* Costs above are estimates and are subject to change.

United States Department of Transportation

“Every Place Counts Design Challenge”

- Technical Assistance Grant intended to address the impact of transportation infrastructure on communities
- Program purpose is to reconnect communities to job opportunities, healthcare, education, and other critical services by correcting existing infrastructure problems
- Recipients would receive a two-day design technical assistance workshop on transportation and conceptual design
- Workshop would be held in Dallas over 2 days between July 6 – 20, 2016
- Application Deadline: June 3, 2016



Resolution Key Considerations

- No Higher, No Wider – Reduced right-of-way impacts;
- Increase Capacity – Addition of travel lane in each direction and non-tolled Express Managed Lanes
- Provide access to Southwest Center Mall – Direct connector ramps from US 67 to Camp Wisdom Road
- Multi-modal bridge crossings consistent with the City’s Complete Streets Manual
- Enhanced landscaping and accommodations for a Southern Gateway Public Green

Next Steps - Timeline

- May 13, 2016 - TxDOT released Request For Qualifications; plan to short list by July 28, 2016;
- June - Resolution from City of Dallas identifying preferred location for Southern Gateway Public Green and funding commitment;
- July/August - TxDOT Public Hearing (to move project into Environmental Clearance);
- TxDOT plan to release draft Request For Proposals - August 2016
- TxDOT plan to release final Request For Proposals - October 2016
- Construction Start - Fall 2017
- Construction Ends - 2021

Appendix

- Draft Council Resolution

June 22, 2016

WHEREAS, Dallas traffic has consistently been ranked among the most congested in the nation; and

WHEREAS, the Texas Department of Transportation (TxDOT) has received Congestion Relief Funding and has been directed to accelerate projects in the state that will address gridlock on the most congested interstates; and

WHEREAS, the Southern Gateway Project is a proposed freeway improvement project that will provide congestion relief and widen IH-35E from the Horseshoe Project terminus (at Colorado) to U.S. 67 to ten main lanes and two reversible non-tolled managed express lanes, and to widen U.S. 67 from the IH-35E split to IH-20 to six main lanes and one reversible non-tolled managed express lane; and

WHEREAS, the Regional Transportation Council (RTC) included the Southern Gateway Project in the region's Metropolitan Transportation Plan, called the Mobility 2040 Plan, and has consistently identified the Southern Gateway Project as the highest priority project in the eastern side of the Dallas-Fort Worth region; and

WHEREAS, On March 10, 2016, the RTC approved a \$656 million package of state and regional funding to construct the Southern Gateway Project; and

WHEREAS, IH 35E was designed and built in the late 1950's and early 1960's with a horizontal curvature at Zang Boulevard that does not meet current design standards; and

WHEREAS, the existing highway ramp configurations do not provide direct access to the Southwest Center Mall area; and

WHEREAS, the Southern Gateway Project runs through and provides access to vital parts of the Southern Dallas community and offers an opportunity to include design elements that improve mobility and safety, enhance quality of life for the surrounding community, and encourage economic development; and

WHEREAS, the Green Ribbon Fund is a TxDOT program intended to provide a higher level of visual appeal to freeway projects through landscaping and other aesthetic enhancements.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That the City Council supports the Southern Gateway Project subject to the following conditions:

- (a) Improved access will be provided to the Southwest Center Mall via a new northbound US 67 exit ramp to Camp Wisdom Road
- (b) The IH-35E mainlane alignment from Colorado Boulevard to the US 67 split will be designed and constructed to meet a 60 mile per hour design speed

- (c) A deck will be constructed between _____ to _____, to support a future public open space (Southern Gateway Public Green) that connects the communities on both sides of the freeway
- (d) Noise walls will be built preferably during the first phase where required as a result of the finalized noise analysis and per FHWA guidelines to protect residential areas
- (e) New frontage roads will be included in the project to provide access to adjacent properties
- (f) Bridges crossing the freeway will be enhanced to accommodate multi-modal connectivity and designed to be consistent with the City's Complete Streets Design Manual
- (g) Opportunities to apply for Green Ribbon Funding for enhancements along the corridor can be pursued by the City of Dallas; TxDOT will give consideration to use of Green Ribbon Funds to address areas for landscaping enhancements along the corridor
- (h) Sound reducing pavement will be used on the main lanes and non-tolled managed express lanes
- (i) TxDOT will minimize the acquisition of property associated with this project
- (j) TxDOT will encourage participation of DBEs, historically underutilized businesses, women owned business enterprises and minority business enterprises in all facets of the business activities of TxDOT consistent with applicable laws and regulations.

SECTION 2. The City Council supports the construction of the Southern Gateway Public Green over the freeway lanes with the RTC \$40 million toward the construction and the City of Dallas commits to fund the remaining cost of construction, amenities and programming, and the ongoing operation and maintenance of the Southern Gateway Public Green through public/private partnerships.

SECTION 3. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.