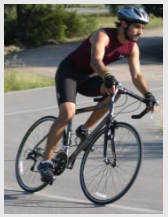
TEXAS DEPARTMENT OF TRANSPORTATION



STATE HIGHWAY (SH) 34 FEASIBILITY STUDY PUBLIC MEETING

From FM 2578 in Terrell to SH 243 in Kaufman

CSJ: 0173-04-056

June 28, 2018

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

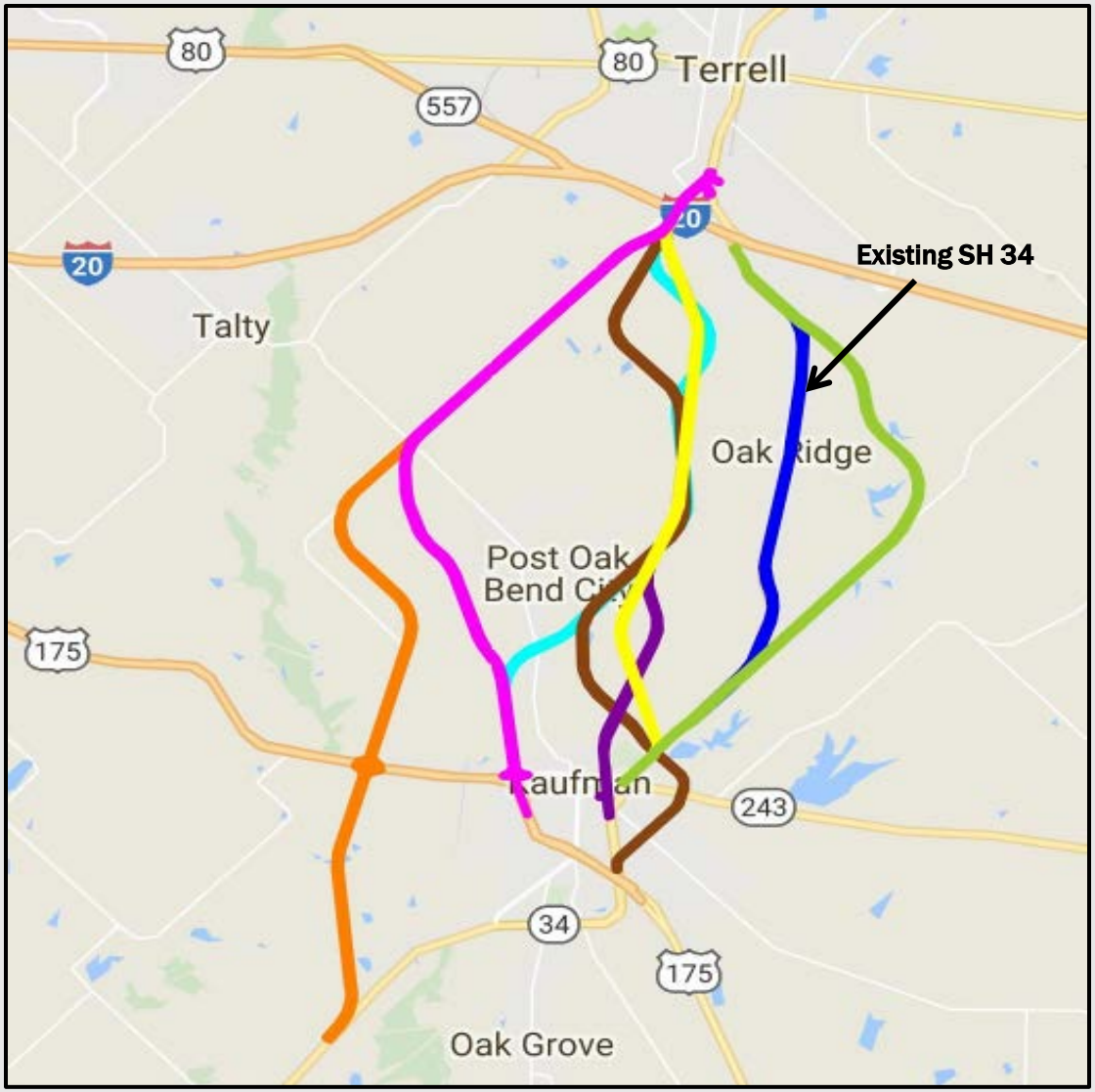
Study Limits:

From FM 2578 in Terrell

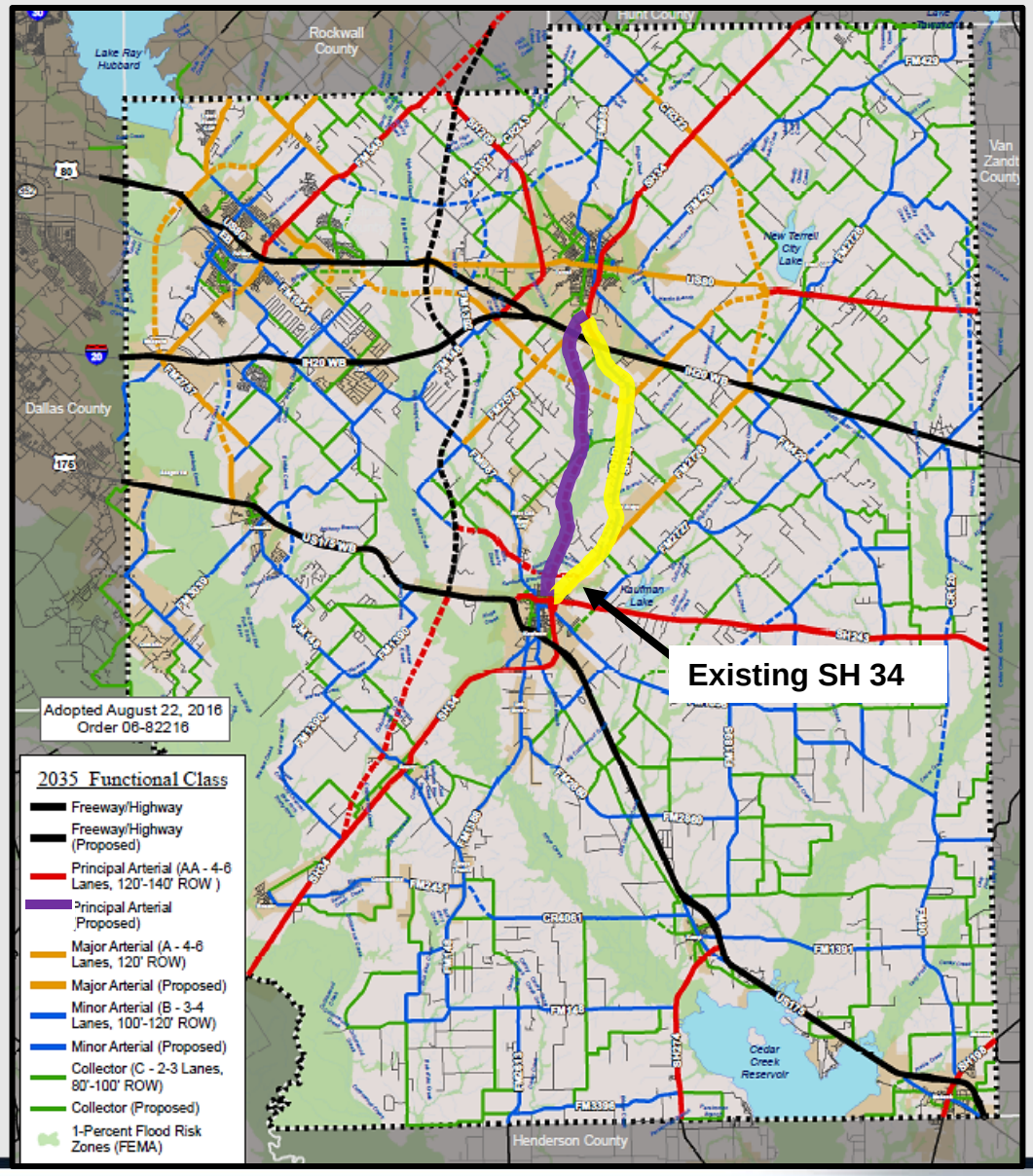
To SH 243 in Kaufman (approx. 10 miles)

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

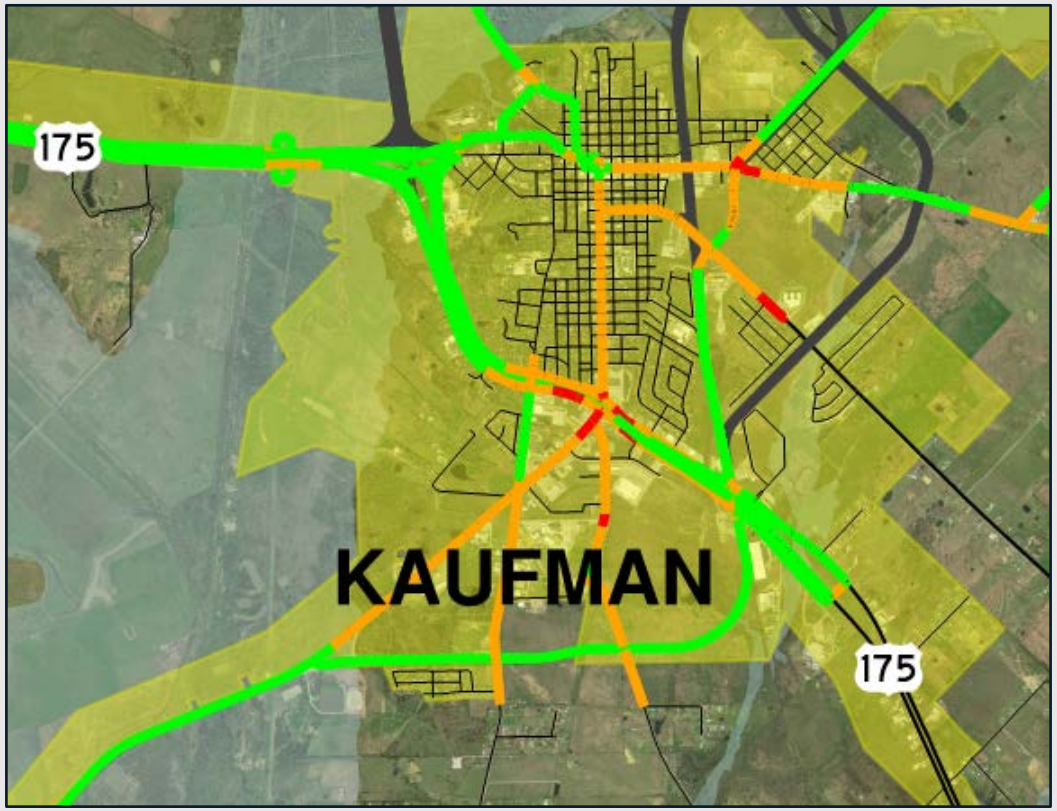


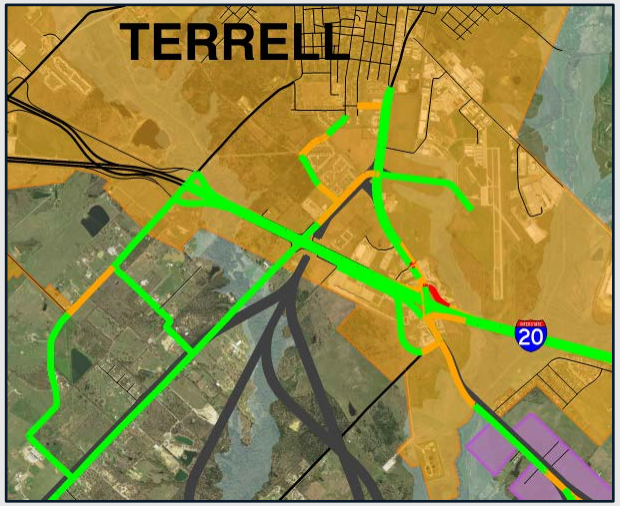
Kaufman County 2035 Thoroughfare Plan

- **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**

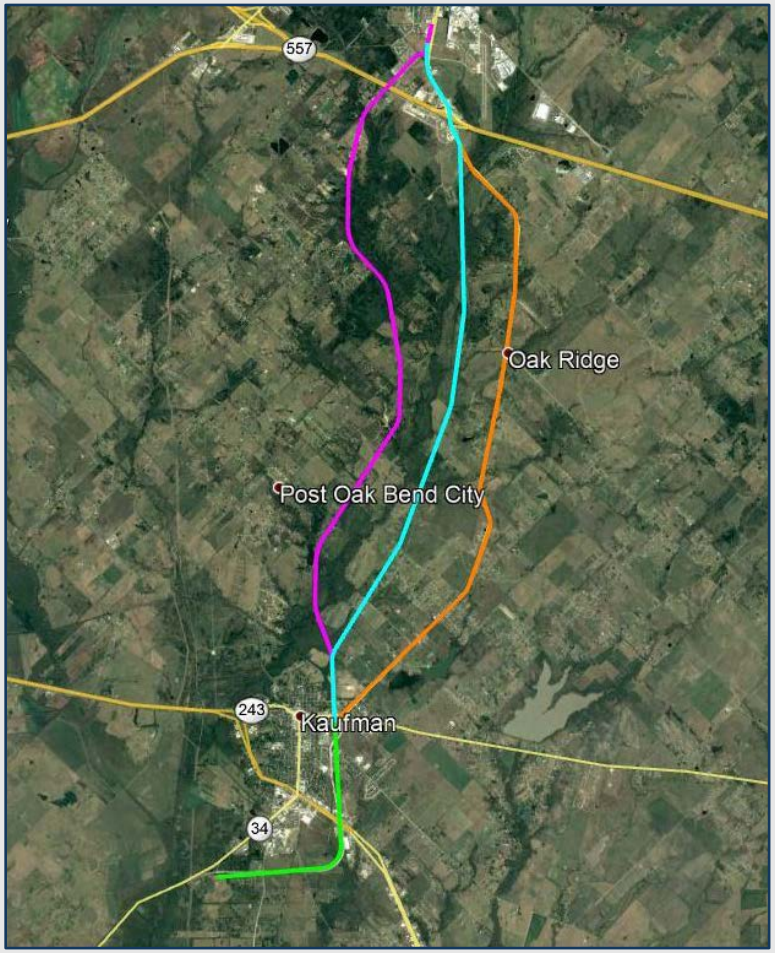




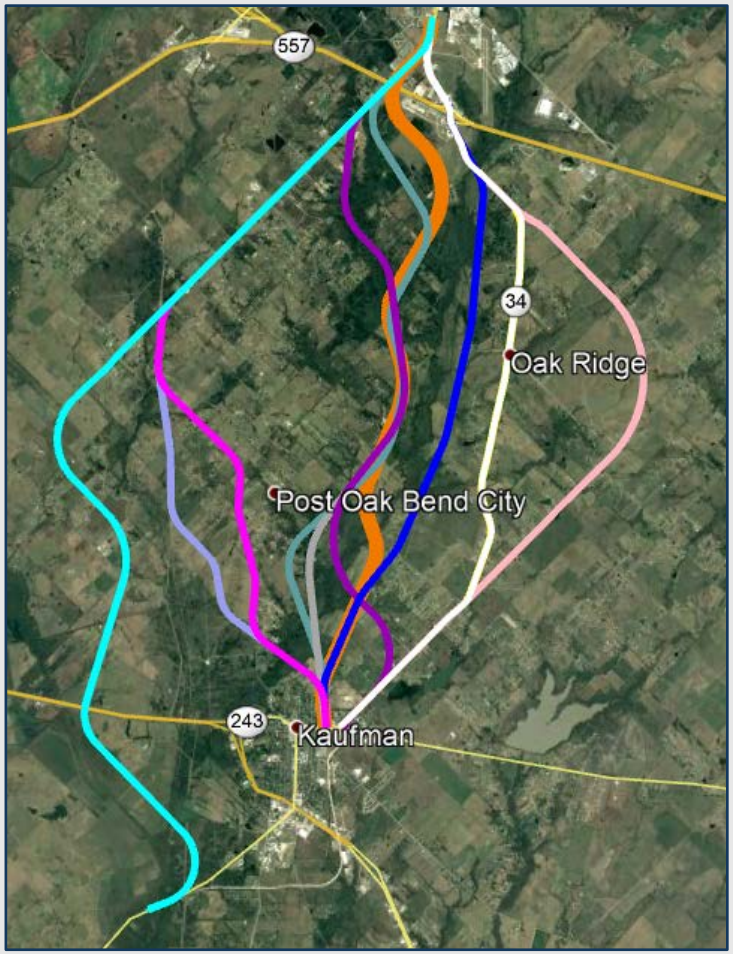
Congestion along I-20 ramps.

Significant congested areas will worsen with regional growth.

Background – History



1996 Feasibility Study:
4 alternatives evaluated



2006 Feasibility Study:
11 alternatives evaluated

Draft Alignment Evaluation

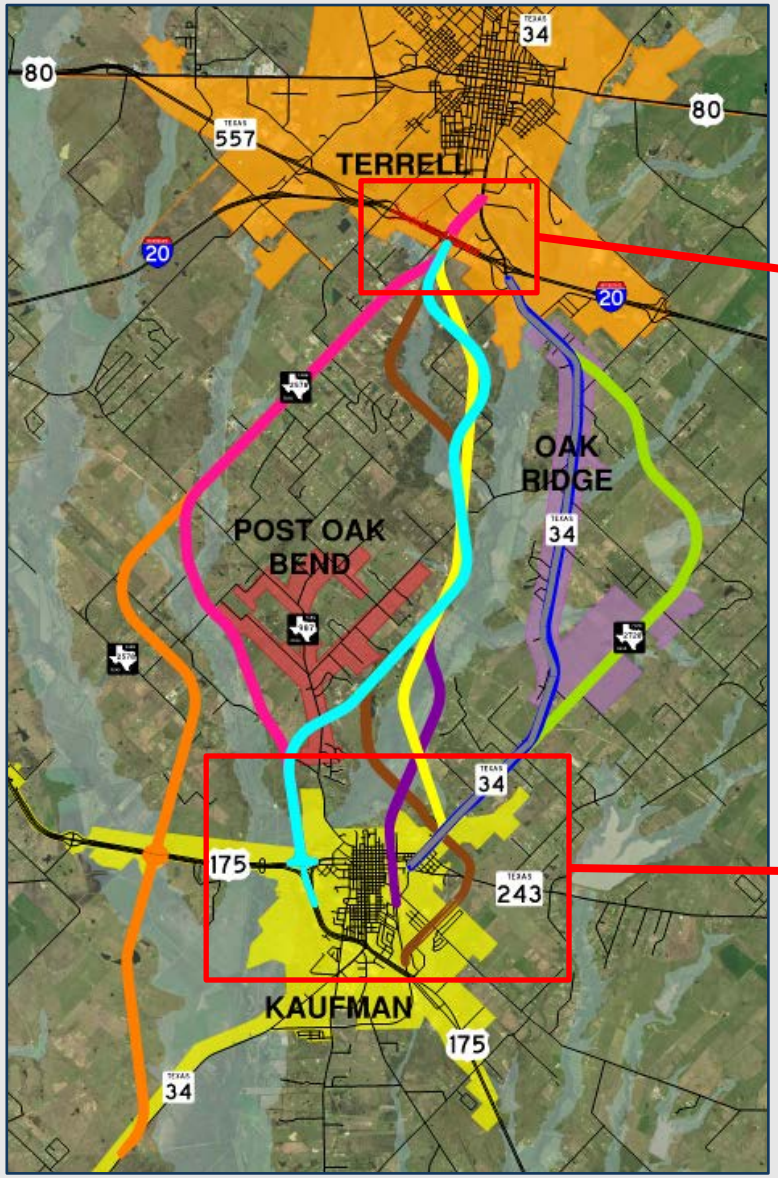
Not all of the eleven alignments evaluated in the ***2006 Feasibility Study*** were determined to be viable. The main reasons identified for lack of viability were:

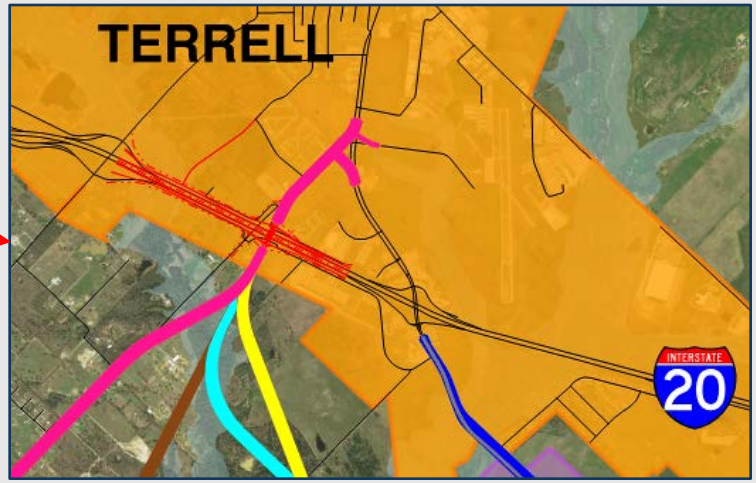
- Impact a significant number of homes and business
- Conflict with major future development plans
- Impact floodplains or floodway, parks, and/or federally protected lands
- Did not provide congestion relief
- Conflict with regional goals

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

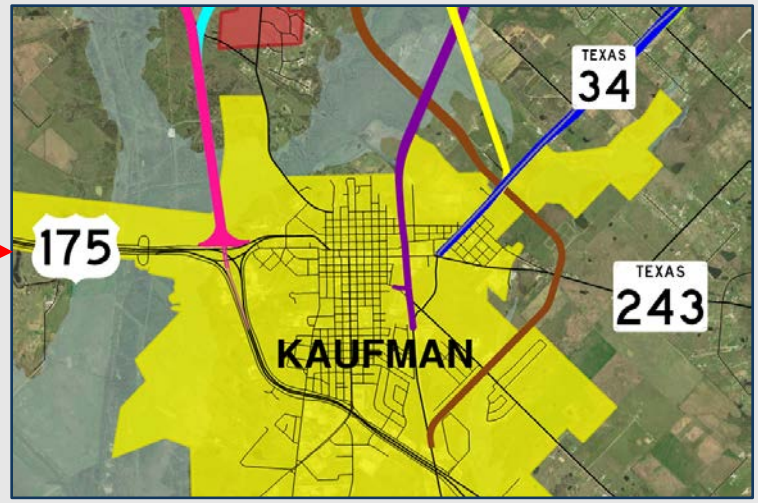
HOWEVER, THE EIGHT ALIGNMENTS PRESENTED AT THIS MEETING TONIGHT ARE THOSE THAT OUR STUDY TEAM FOUND TO BE THE MOST VIABLE TRANSPORTATION OPTIONS AND CORRIDOR ALIGNMENTS (AS SHOWN ON THE NEXT SLIDE).

Alignment Alternatives





Proposed tie-in alternatives in Terrell.

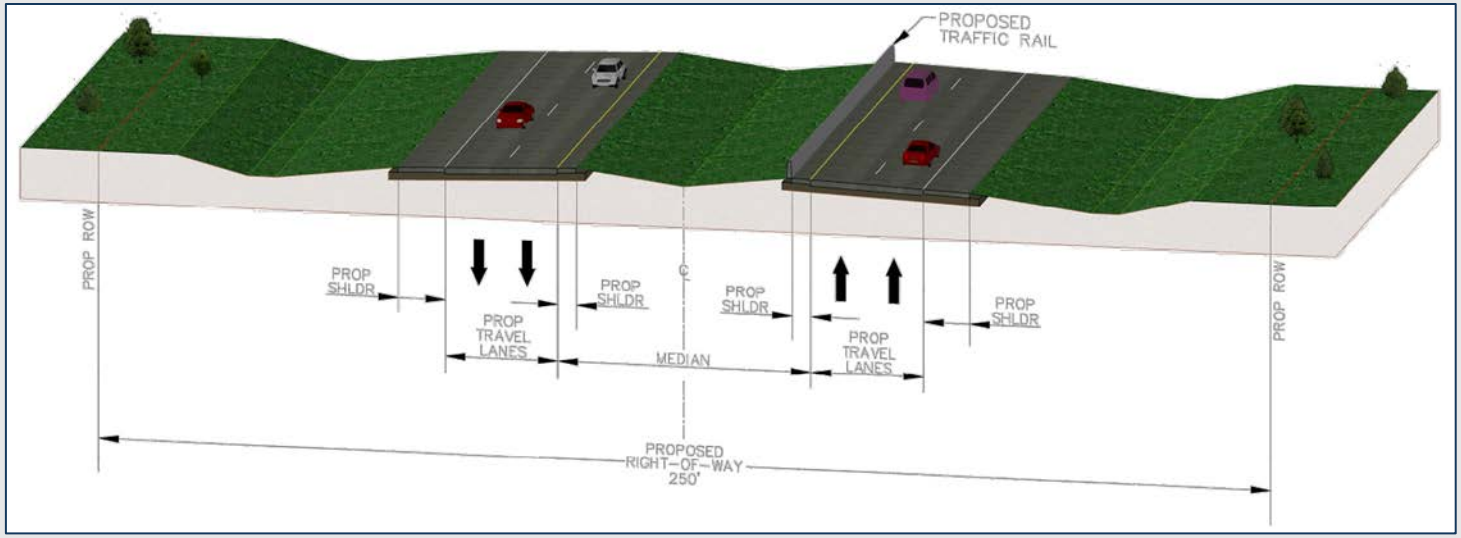


Proposed tie-in alternatives in Kaufman.

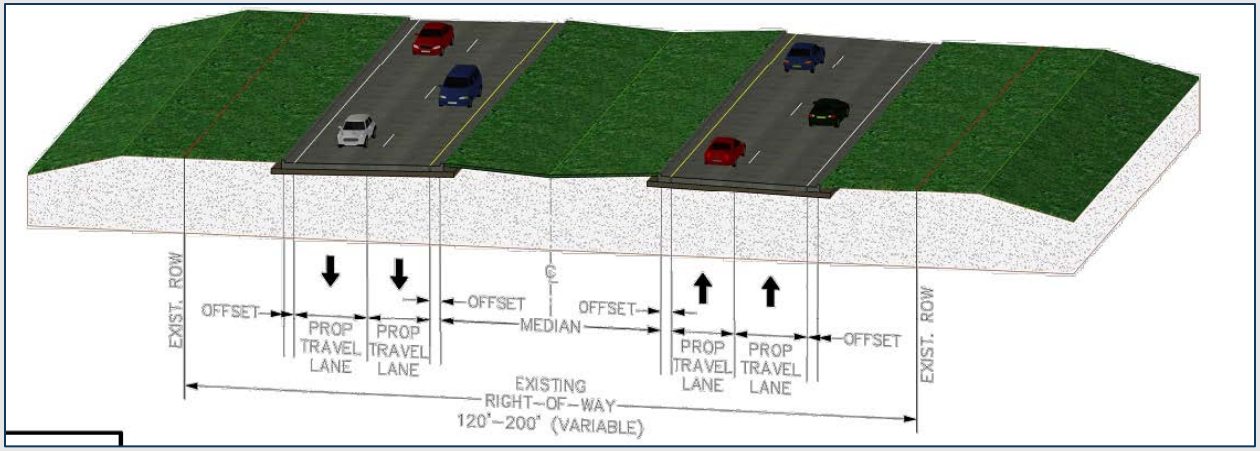
Proposed Roadway Configuration

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

Contingent on available funding

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

2020 - 2023
Right of way acquisition, utility adjustments, and final design

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

2025 - 2028
Construction

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.