



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)



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- Provide background information on the purpose of the study
- Share analysis of different alignments considered
- Present the preferred alignment alternative
- Share next steps
- Collect, document, and analyze 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**

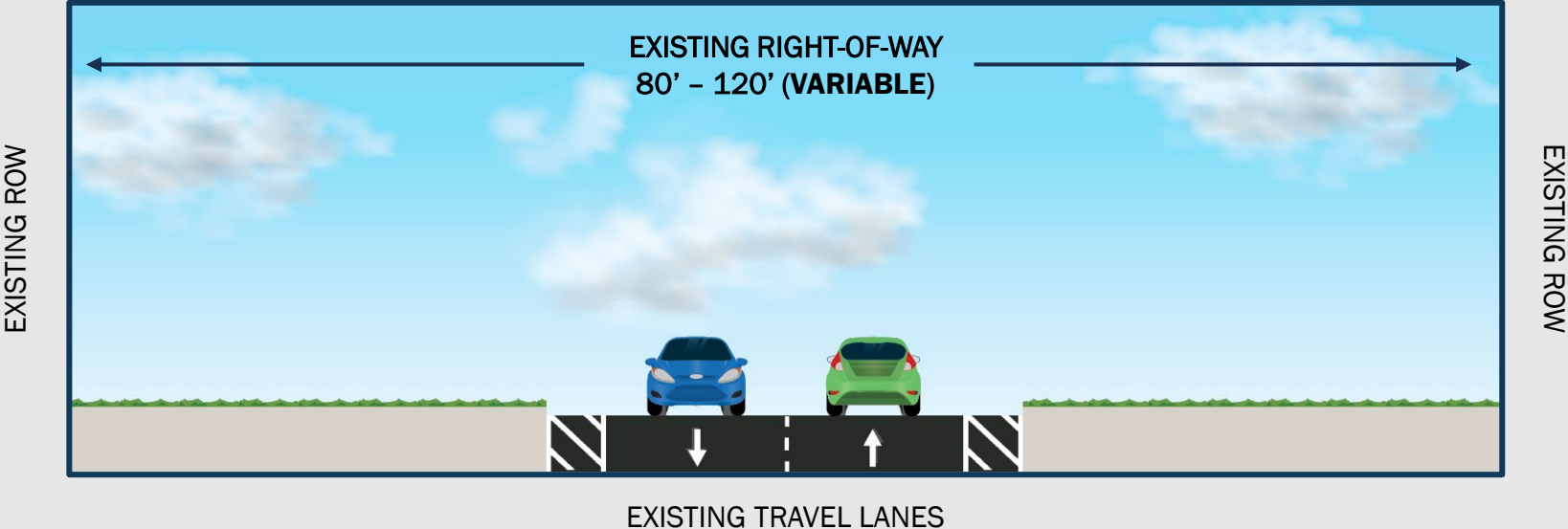


25,000

Vehicles per Day by 2045



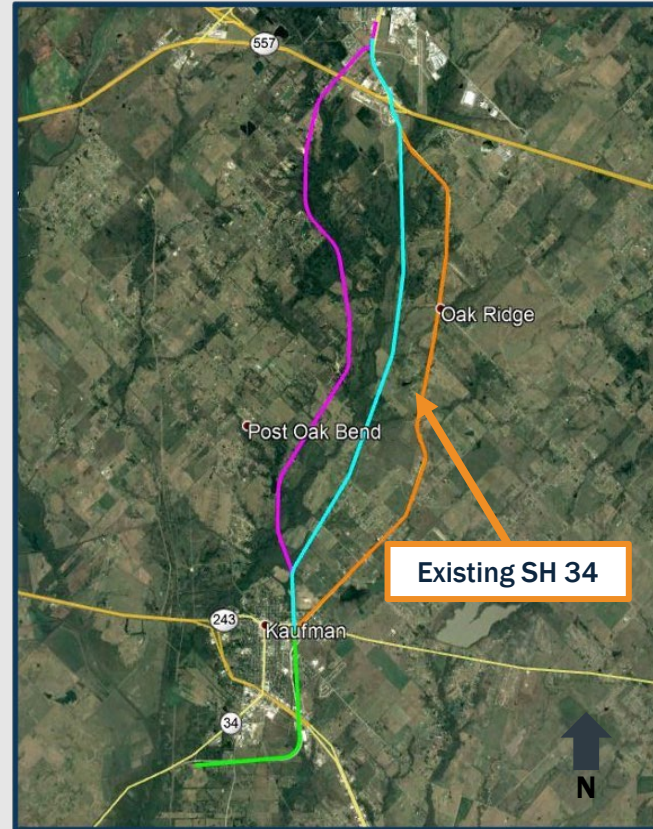
Existing SH 34 Roadway Configuration





1996

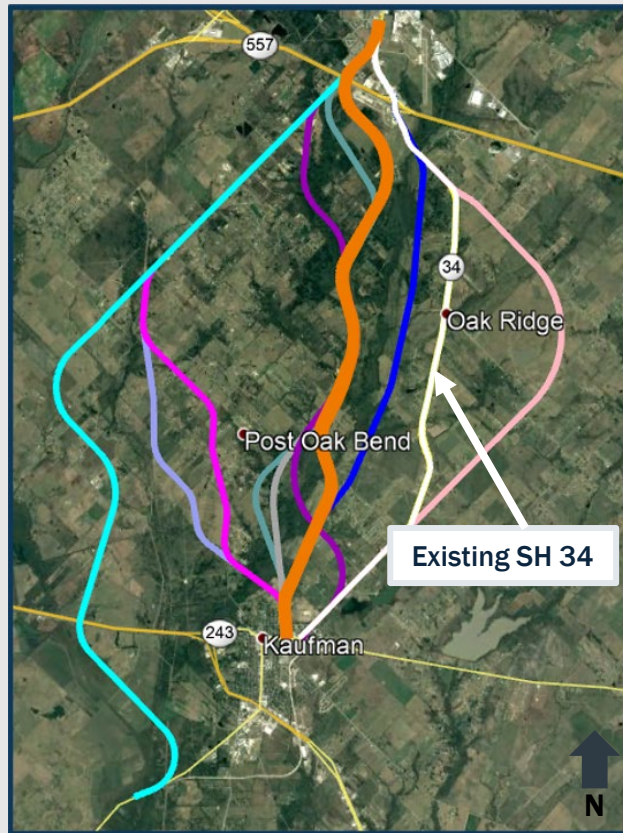
TxDOT Feasibility Study:
4 alternatives evaluated





2006

TxDOT Feasibility Study:
11 alternatives evaluated

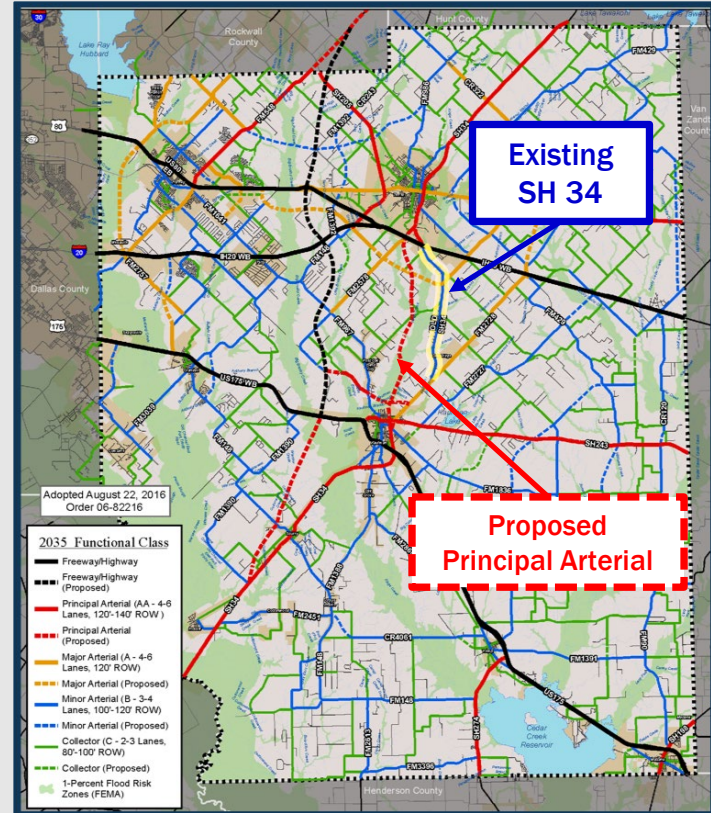




2016

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





8 Alternatives Studied

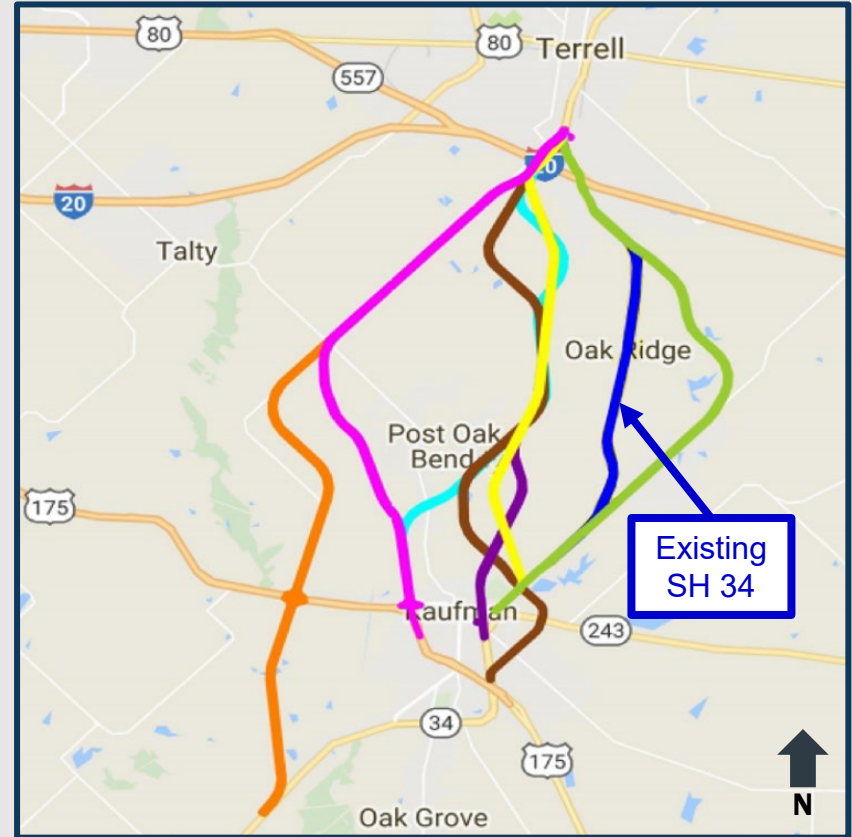
- 7 New location
- 1 Existing SH 34
- Rural high-speed configuration
 - Wide median with ditch
 - 70 mph design speed

Stakeholder Meeting – Spring 2018

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

Public Meeting – Summer 2018

- 183 Attendees
- 57 Comments Received





Evaluation Matrix

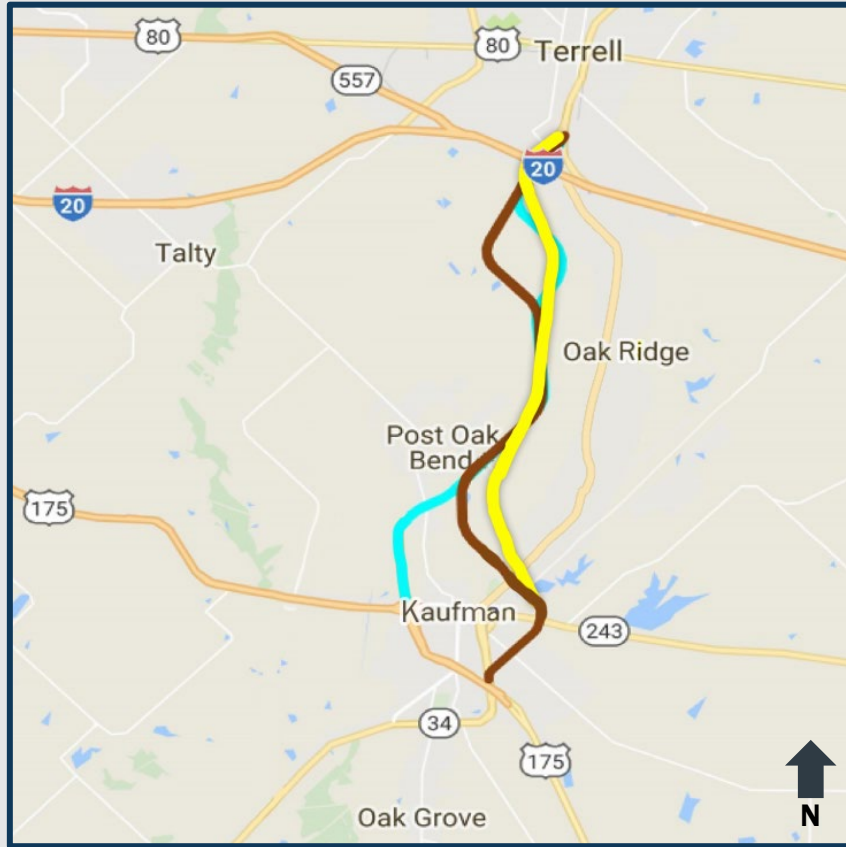
| Criteria | Orange | Pink | Light Blue | Brown | Purple | Yellow | Blue | Green |
|----------------------------------------|----------|---------|------------|----------|---------|---------|---------|----------|
| Alignment Length (miles) | 14.86 | 11.11 | 10.75 | 11.89 | 9.66 | 9.34 | 8.68 | 9.99 |
| 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 |



Evaluation Matrix

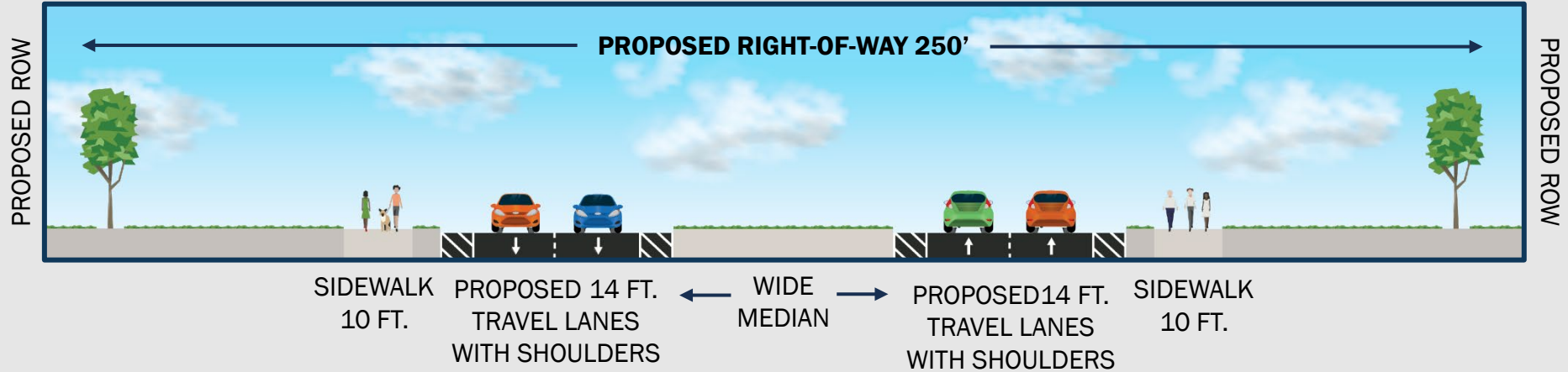
| Criteria | Light Blue | Brown | Yellow |
|----------------------------------------|------------|----------|---------|
| Alignment Length (miles) | 10.75 | 11.89 | 9.34 |
| Estimated ROW Acquisition (ac) | 292.48 | 308.98 | 233.26 |
| Total # of Parcels | 38 | 63 | 68 |
| Displaced Residential | 0 | 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





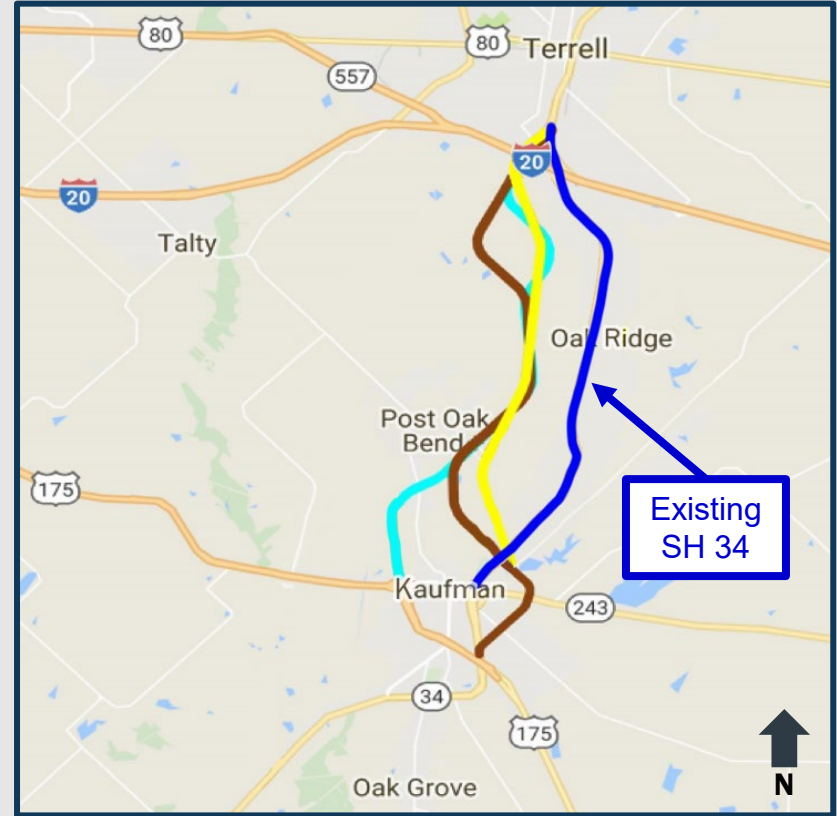
Proposed Rural Configuration on New Location





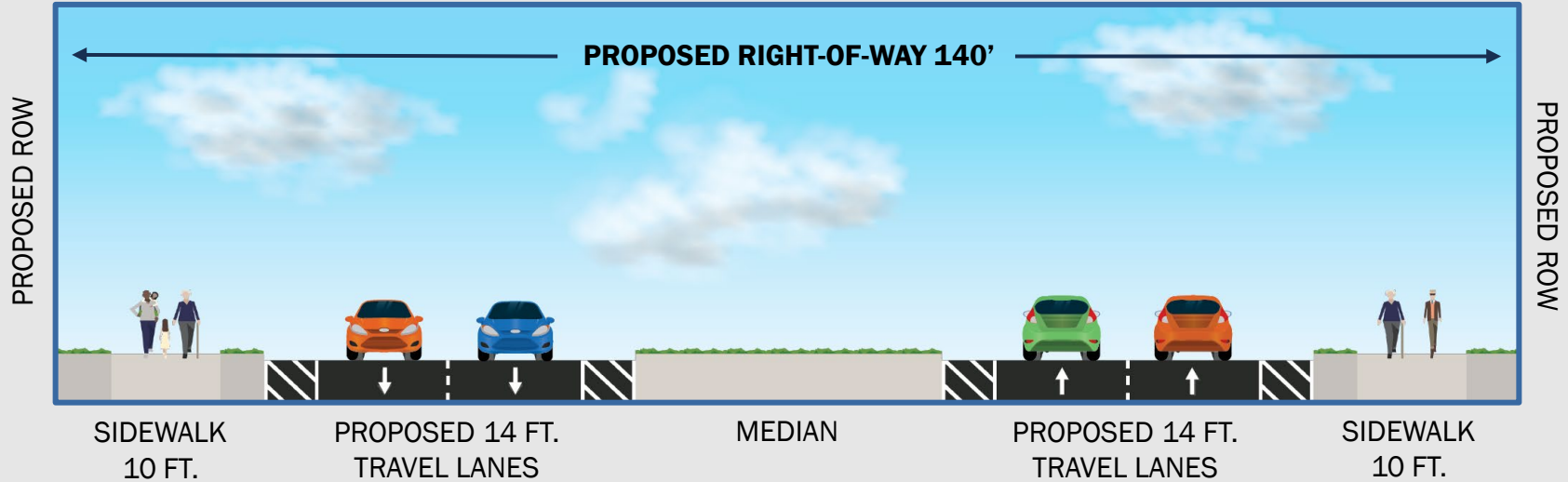
Existing SH 34 Re-evaluated

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





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





- 4 Alternatives**
- 3 New Location**
- 1 Improved Existing**

Additional evaluations & considerations include



Property



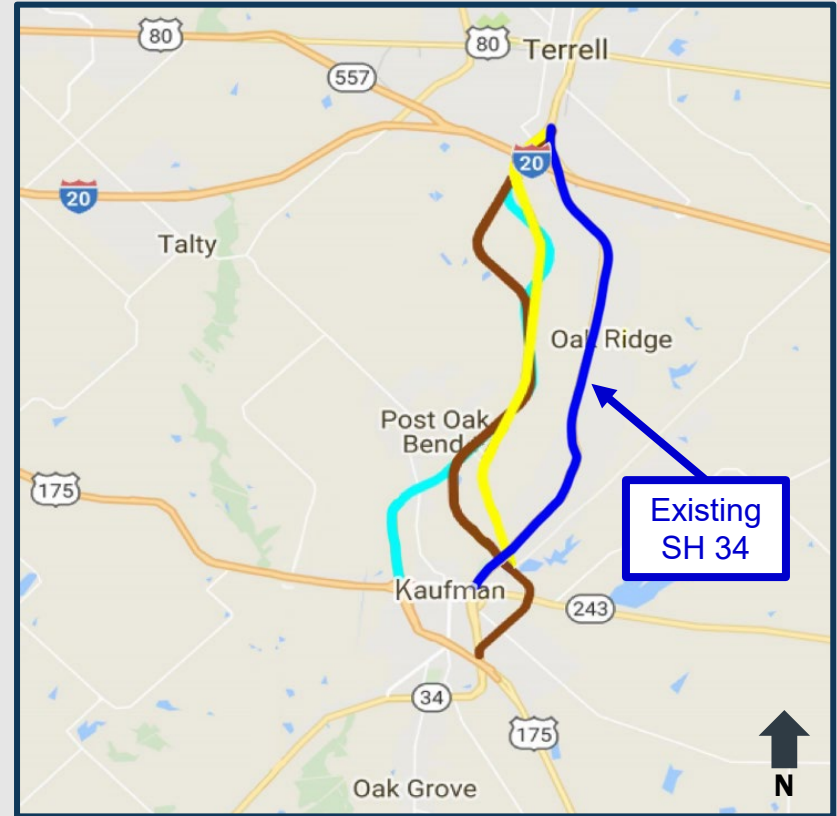
Environmental



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

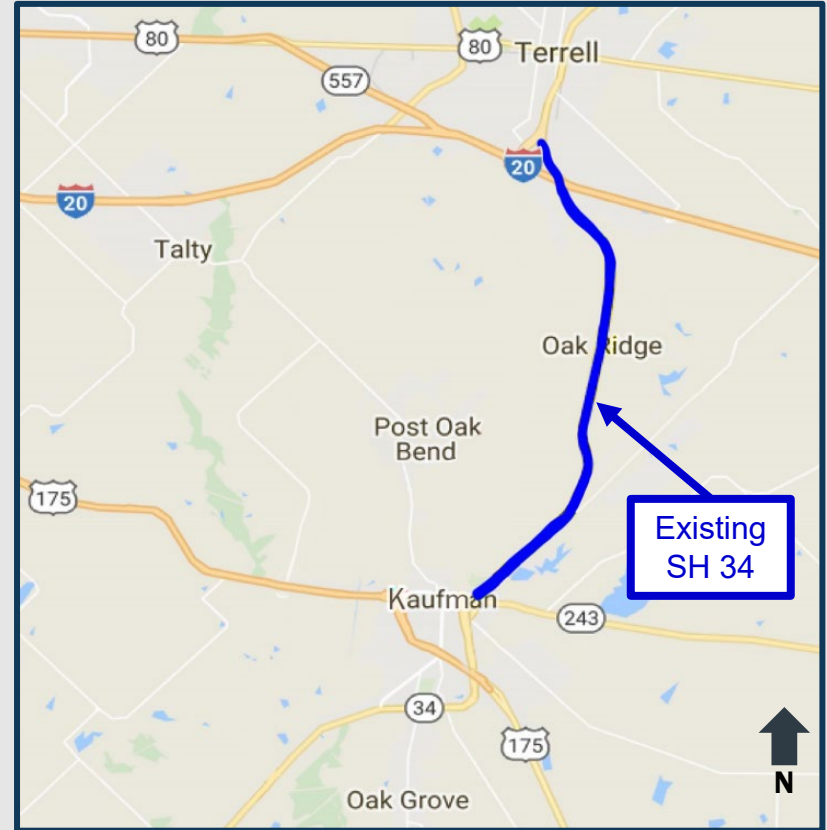


| Evaluation Criteria | No Build | Light Blue | Brown | Yellow | Existing SH 34 Blue |
|-------------------------------------------|--------------|--------------------------|--------------------------|--------------------------|------------------------|
| | | Rural 250' ROW 70 MPH | Rural 250' ROW 70 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 |



Expand Existing SH 34

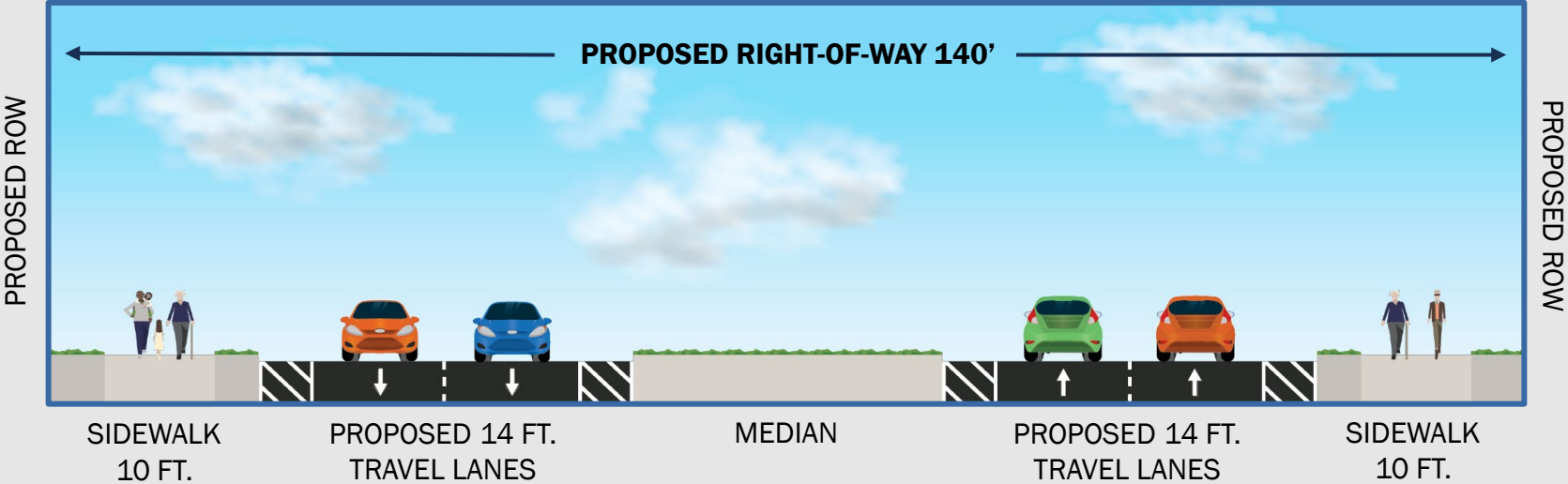
- Upgrade to Urban Arterial
- Widen to a four-lane divided facility
- Improve intersections and add deceleration lanes
- Add guard rails
- Least amount of additional total acreage to be acquired for right of way
- Low maintenance cost





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 the 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