



# Public Meeting Summary

---

## The Southern Gateway and Dallas Horseshoe Projects Dallas District

I-35E from I-20 to Eighth Street, US 67 from FM 1382 to I-35E, and  
I-35E from Eighth Street to I-30

CSJs: 0442-02-088, 0261-02-044, 0261-03-030, 0196-03-205,  
0442-02-118, 0442-02-132, 1068-04-099, 1068-04-116, and  
0009-11-226

Dallas County, Texas

June 2014

(Modified in January 2016 for the web posting)

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

## **CONTENTS**

1. PUBLIC MEETING SUMMARY AND ANALYSIS
2. PUBLIC MEETING COMMENT AND RESPONSE REPORT
3. COPY OF SIGN-IN SHEETS
4. COPY OF WRITTEN COMMENTS

## 1. PUBLIC MEETING SUMMARY AND ANALYSIS

FOR: The Southern Gateway and Dallas Horseshoe Projects Improvements

LIMITS: I-35E from I-20 to Eighth Street, U.S. 67 from FM 1382 to I-35E, and I-35E from 8th Street to I-30

COUNTY: Dallas

**Proposed Improvements:** The Texas Department of Transportation (TxDOT) proposes improvements to Interstate Highway 35 East (I-35E), from I-20 to Eighth Street (St.), and U.S. 67, from Farm to Market Road (FM) 1382 to I-35E within the cities of Dallas, Duncanville, De Soto and Cedar Hill, Dallas County, Texas, a distance of approximately 19 miles. The proposed project known as the Southern Gateway project would consist of widening and reconstructing the existing facility to include additional general purpose lanes, reconfigure ramping and convert the high vehicle occupancy (HOV) lanes to HOV/managed lanes.

The recommended facilities along I-35E are six main lanes from I-20 to U.S. 67 and ten main lanes from U.S. 67 to Eighth St. The recommended facility along U.S. 67 is six main lanes from FM 1382 to I-35E. In the center median, the proposed recommendations consist of one reversible HOV/managed lane on I-35E from I-20 to U.S. 67, and two reversible HOV/managed lanes from U.S. 67 to Eighth St. On U.S. 67, one reversible HOV/managed lane from FM 1382 to I-20 and two reversible HOV/managed lanes from I-20 to I-35E. Frontage road improvements would include discontinuous roads along I-35E from U.S. 67 and Twelfth St./Beckley Ave. (Ave.) and frontage roads to Eighth St. and along U.S. 67 from FM 1382 to I-35E. Improvements to ramps and cross-streets are proposed throughout the corridor.

The Southern Gateway project may be constructed in stages. The initial stage of the improvements would involve the implementation of the HOV/managed lanes along US 67 and I-35E to 8th Street as well as the implementation of HOV/managed lanes within the limits of the Dallas Horseshoe Project. The previously proposed improvements along I-35E for the Dallas Horseshoe Project consisted of two non-tolled reversible HOV lanes between Reunion Blvd. and Colorado Blvd and extended a distance of approximately 1.5 miles. The two reversible HOV/managed lanes proposed within the limits of the Dallas Horseshoe Project would provide managed lane continuity with the Southern Gateway Project.

**Need and Purpose:** An Environmental Assessment (EA) was previously prepared for the Southern Gateway project and a Finding of No Significant Impact (FONSI) was received on June 30, 2006. As described in the Final EA, the existing facility is insufficient to accommodate the increased demand. The following needs were also identified: increase capacity, reduce traffic congestion, improve mobility, improve design deficiencies and improve system linkages. The need and purpose remains

valid for this current proposed project. The purpose of the proposed project is to develop long-term transportation capacity and operational improvements for these corridors.

**Legal Notices:** The public meeting notice was published in the following newspapers on the following dates:

*The Dallas Morning News*

Legal Notice February 26, 2014 and March 17, 2014

*Dallas Weekly*

Legal Notice February 27, 2014 and March 20, 2014

*Al Día*

Legal Notice March 1, 2014 and March 15, 2014

Letters were mailed to adjacent property owners, elected officials and public officials on February 21, 2014.

**Public Meeting Date and Place:** A public meeting was conducted in an open house format at the Hilton Garden Inn, 800 North Main Street, Duncanville, TX 75116 on Thursday, March 27, 2014, from 5:30 p.m. to 7:30 p.m.

**Attendance:** A total of 199 attendees registered at the sign-in table. From these, 156 of the attendees consisted of members of the general public (including adjacent property and business owners); 14 project team members from TxDOT, one project team member from the North Central Texas Council of Governments (NCTCOG), one team member from City of Dallas and sixteen project team consultants. Eleven elected officials also attended, including the Mayor of Duncanville, Deborah Hodge, Mayor of Cedar Hill, Rob Franke, State Representative Toni Rose, State Senator Royce West, city council members from the City of Duncanville and City of Cedar Hill as well as representatives from State Representative Yvonne Davis' office and Senator West's office. No media representatives attended the public meeting. The public meeting's sign-in sheets are included in **Section 3** for review.

A total of 27 written comments were submitted during this round of public involvement. Twenty-three of the written comments were submitted during the public meeting. Four additional comments were received after the public meeting and within the 10-day comment period which ended on April 7, 2014. Copies of the written comments can be found in **Section 4**.

**Public Meeting Format & Exhibits:** The public meeting was conducted in an open house format. Attendees were given the opportunity to view the various exhibits, discuss, and ask questions concerning the proposed improvements with project team members. There was no formal presentation. The public meeting convened at approximately 4:45 p.m. just after the arrival of the first attendee. Sign-in sheets and hand-out materials were available at the registration table located at the meeting

room entrance. As meeting attendees entered the room, they were requested to sign-in and encouraged to take a handout and comment form. The handout was available for pick up at the sign-in table and contained frequently asked questions (FAQ) pertaining to the project, a project area map and project timeline. A comment table was also available for attendees to sit and write down comments if desired.

Several display boards were presented at the public meeting. These included a project location map superimposed on aerial photography, environmental constraints map, corridor aesthetics exhibit, project timeline, and proposed typical sections. Several sets of the preliminary schematic rolls were also on display. The proposed concept schematic rolls included the existing and proposed plan views.

Representatives from the City of Dallas, TxDOT and project team consultants were available at each station to answer questions and assist the public with interpretation of the exhibits. Two project team members were available to accommodate the communication needs of individuals speaking Spanish.

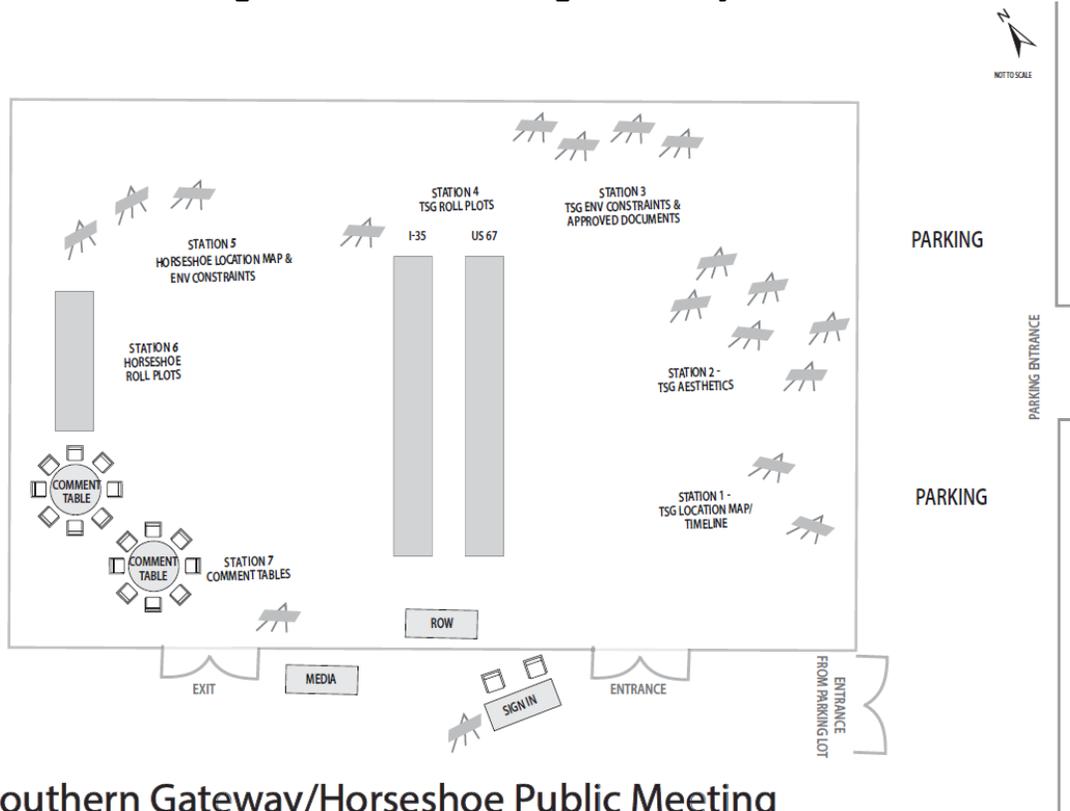
The meeting layout was designed to showcase seven distinct stations. The seven stations and additional informational tables are described in **Table 1**, in the order that they were intended to be viewed by the public. **Figure 1** shows the general layout for the public meeting. Team members were available to answer questions and assist the public at all stations.

**Table 1: Public Meeting Stations**

Station	Station Information
Sign-in Table	At this station, members of the public would sign-in, learn about the meeting format, and receive introductory handout materials. Materials included sign-in sheets, program guide, project map, fact sheet and a public comment form.
STATION 1: The Southern Gateway Project Location Map/Timeline	This station presented the proposed project location and timeline.
STATION 2: The Southern Gateway Aesthetics	This station presented proposed design plans for the landscaping and aesthetic elements for the project.
STATION 3: The Southern Gateway Environmental Constraints and Approved Documents	This station presented the proposed project area and environmental constraints that have been identified to-date. Additionally, the Southern Gateway 2006 Approved Environmental Assessment was available for public viewing.

<b>Station</b>	<b>Station Information</b>
STATION 4: The Southern Gateway Roll Plots	This station presented the concept schematic plans for The Southern Gateway Project. The I-35E and U.S. 67 sections of the project were displayed on two separate tables for public viewing.
STATION 5: Dallas Horseshoe Location Map and Constraints	This station presented the proposed project location and environmental constraints that have been identified for the Dallas Horseshoe Project.
STATION 6: Dallas Horseshoe Roll Plots	This station presented the 2012 approved schematic plans for the Dallas Horseshoe Project.
STATION 7: Comment Tables	This station provided information on how to provide written comments (e.g., by mail or by email), a sitting area, and comment boxes for meeting participants to complete and submit comment forms at the meeting. The study team collected all written comments from the comment boxes.
Right-of-Way (ROW) Table	This station provided materials and answered questions about the ROW acquisition process.

Figure 1: Public Meeting Room Layout



## The Southern Gateway/Horseshoe Public Meeting

March 27 2014, 5:30 p.m. - 7:30 p.m.  
Hilton Garden Inn, 800 N. Main St., Duncanville, Texas 75116  
Duncanville Rooms 1 & 2



**Comments from Elected / Local Officials:** One comment was received from a local elected official during the public meeting.

**Comments from the Public:** Twenty-six written comments from the general public were received. Individuals provided written comments either by completing a comment form during the public meeting or submitting a comment form or letter by regular mail.

**Summary of How Comments / Issues Were Addressed:** The majority of the comments submitted related to environmental (noise walls), design (HOV/managed lanes, frontage lanes, and number of proposed lanes), safety (concerns on number of accidents and emergency services), ROW (property acquisition), and the duration of construction. Miscellaneous comments included requests for project updates, tolling information, HOV hours of operation and funding concerns. Three comments expressed support for the proposed project and funding for the project construction. TxDOT has thoroughly analyzed the specific comments and concerns and a summary of the comments and responses are listed below.

- Project information would be posted and updates would be available through the following websites: [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com), [www.thesoutherngateway.org](http://www.thesoutherngateway.org) , and [www.dallashorseshoe.com](http://www.dallashorseshoe.com). In addition, materials from the public meeting are posted and available on the websites.
- TxDOT has taken into consideration the public's interests and concerns throughout the development process of the proposed project. In consideration of design and safety concerns near the Keist/I-35E intersection, roadways would be designed to current design standards to improve safety as well as provide additional capacity.
- An environmental analysis of potential impacts would be determined as part of the project development. A traffic noise analysis would be performed and noise walls would be determined at that time to address any potential noise impacts.
- All proposed ROW acquisition would be in accordance with TxDOT standards and procedures. Following the ROW acquisition process, property owners would be compensated at a determined fair market value for any property losses.

## 2. PUBLIC MEETING COMMENT AND RESPONSE REPORT

*Note: The comments that appear in this report may not be the precise words found in the commenter's written statements. Please refer to **Section 4** for the copy of the written comments. Only comments related to the subject project have been responded to in this report.*

### **WRITTEN COMMENT #1 – Rider Scott, Dallas Regional Mobility Coalition**

Horseshoe had innovative financing to allow this project to let. Dallas District should be commended for its efforts. Southern Gateway was first discussed in 1999 and CDA authority secured in 2013. Focus needs to be on funding options to get the project started.

#### **Response to Written Comment #1**

*TxDOT is currently evaluating alternative delivery financing options for implementation of the project.*

### **WRITTEN COMMENT #2 – Robert Brown**

I support this project. I believe that public safety would improve.

#### **Response to Written Comment #2**

*Comment noted. As the study progresses, updates will be posted on the Southern Gateway website at [www.thesoutherngateway.org](http://www.thesoutherngateway.org). Check this site regularly for information on the upcoming public hearing and other important activities related to the Southern Gateway project.*

### **WRITTEN COMMENT #3 – Jeff Mundy**

The Jefferson Memorial Connector (JMC) to the Trinity Parkway is an inferior choice compared to an alternate connector on the east side of I-35E for northbound traffic. The JMC incurs the cost of demolishing and reconstructing the Jefferson bridge and the new elevated highway connector ramps obliterates a large area of valuable land which is the visual "Gateway" to all of Oak Cliff for motorists going south on I-35E across the river. An alternate route east of I-35E has few, if any, impediments.

#### **Response to Written Comment #3**

*The Jefferson Memorial Connector is being assessed as a separate project by TxDOT. TxDOT will be evaluating alternatives and coordinating the project with the project stakeholders in the future. TxDOT has added your contact information to this project mailing list due to your interest in the project.*

### **WRITTEN COMMENT #4 – Ignacio Vital**

Is the wall going to affect the alley?

**Response to Written Comment #4**

*A traffic noise analysis was performed as part of the approved EA in 2006. Due to changes since 2006, an analysis based on updated traffic data and design would be performed. The potential noise impacts would be identified and the location of preliminary noise walls would be determined at that time. TxDOT's goal is not to change access to legally permitted adjacent alleys and driveways.*

**WRITTEN COMMENT #5 – Wayne Johnson, American Harbor Storage**

I own the American Harbor Storage Facility at 7227 South R.L. Thornton Freeway, just south of Camp Wisdom Rd. The new ROW purchase will take most all of the land I currently have for tenant parking (regular & handicap) required by code and significantly impact the setback requirements for the buildings, especially the leasing office and apartment, and will require me to eliminate rental units currently in place as the only solution. The value of the property will be reduced based on the loss of rents and there will be costs to demolish and rebuild the office and manager apartment.

**Response to Written Comment #5**

*All proposed ROW acquisitions will be in accordance with the TxDOT ROW Manual. Following the ROW acquisition process, the property owner will be compensated at a determined fair market value for damages to the property.*

**WRITTEN COMMENT #6 – David Dybala**

Horseshoe is going great. Hopefully, we can soon find funding to do the Southern Gateway.

**Response to Written Comment #6**

*Comment noted. As the study progresses, updates will be posted on the Southern Gateway website at [www.thesoutherngateway.org](http://www.thesoutherngateway.org). Check this site regularly for information on the upcoming public hearing and other important activities related to the Southern Gateway project.*

**WRITTEN COMMENT #7 – Paul W. Vollrath**

Please TxDOT, allow the reversible lanes you will create for Managed Lanes on these highway improvements to be open/accessible many more hours, including weekends than the HOV lanes are now. What a waste of highway money already spent to have many hours when no one can use them. I suggest 5 a.m. to 12 p.m. in bound to downtown Dallas, 2 p.m. to 12 a.m. outbound, 7 days a week. Please. The overall plans are needed to begin NOW. Have our city and state officials and politicians pushing all avenues for money to start.

**Response to Written Comment #7**

*TxDOT is currently evaluating extending the hours of operation during the AM and PM periods for the HOV/Managed Lanes during the week. Please contact the TxDOT HOV Operations Office at 214-320-6147 for additional information and to leave feedback.*

**WRITTEN COMMENT #8 – Ramon Martinez, Homeowner**

We are one of the properties that will be impacted. We are happy to see progress as safety is important. Too many accidents on the Zang Blvd. curve on I-35E. Property is at 907 S. Beckley Ave., Dallas, TX 75203.

**Response to Written Comment #8**

*Comment noted. As the study progresses, updates will be posted on the Southern Gateway website at [www.thesoutherngateway.org](http://www.thesoutherngateway.org). Check this site regularly for information on the upcoming public hearing and other important activities related to the Southern Gateway project.*

**WRITTEN COMMENT #9 – Chris Parvin, Mayor Pro Tem – Cedar Hill**

Please extend the southern limit of this project to terminate at Beltline Rd. in Cedar Hill. Beltline Rd. is the northern edge of where most development will occur in the City of Cedar Hill.

**Response to Written Comment #9**

*The functional classification limits for the ultimate TSG Re-evaluation project are based on the limits established in the approved 2006 schematic and environmental document. Along U.S. 67 the project limits are from FM 1382 to I-35E. However, transitional improvements can be evaluated based on traffic operations in terms of adding/dropping lanes adjacent to the functional limits.*

**WRITTEN COMMENT #10 – Cheryl Rischer**

Is there not a way to redesign the current closures to allow for partial use of the HOV lane north bound? Did you consider which option would be most desired for individuals who use the toll/HOV lanes daily? The short distance that the south bound HOV remains open is nice but makes no sense for individuals traveling to work/school in the mornings.

**Response to Written Comment #10**

*Please refer to the [www.dallashorseshoe.com](http://www.dallashorseshoe.com) website for lane closures. Alternatively, you can visit the Horseshoe Storefront Project Information Center located at 160 Continental Avenue, Dallas, TX 75207. The Storefront is open to the public and has maps and construction timelines, including information on traffic and lane closures.*

**WRITTEN COMMENT #11 – Cheryl Rischer**

Was there opportunity provided for citizens/communities south of I-20 to provide input? Were community leaders provided time to notify their residents or able to consider any impact such delays would have on the residents? As a DeSoto resident, the things that attracted us to the area are no longer valid due to the inconvenience we experience daily as a result of the closure of the HOV lane. To discover that if it does (HOV) reopen in 2017, it will be closed again to convert it to a managed lane. Families who relied on the HOV lane to commute to private schools north are now considering moving north.

**Response to Written Comment #11**

*Public notices were published in area newspapers in order to provide the public information and the opportunity to provide project feedback and input. Please refer to the [www.dallashorseshoe.com](http://www.dallashorseshoe.com) website for lane closures. Alternatively, you can visit the Horseshoe Storefront Project Information Center located at 160 Continental Avenue, Dallas, TX 75207. The Storefront is open to the public and has maps and construction timelines, including information on traffic and lane closures. (Also need to mention notices to elected officials and adjacent property owners)*

**WRITTEN COMMENT #12 – Evelton & Cuminechie Foster, Homeowners**

I was told that they will take 15-20 ft. from my yard. Kiest Blvd. and I-35E (on the corner of my house) is a very dangerous intersection with frequent accidents especially if you take all that frontage away. What could be done to protect my property? Currently there is a tree line that guards the fence line which cars have previously left Kiest Blvd., and the service road, and crashed into. If that tree line is taken away, what could/will replace it?

I want to meet the appraiser whenever they come out. What type of compensation will I receive or am I entitled to?

**Response to Written Comment #12**

*Currently the proposed design is in the preliminary stages of development and the final impacts have not been fully assessed. However, if there are proposed impacts to your property, all proposed ROW acquisitions will be in accordance with the TxDOT ROW Manual. Following the ROW acquisition process, the property owner will be compensated at a determined fair market value for damages to the property. Add something about safety to comment.*

**WRITTEN COMMENT #13 – Steve Miller, Director, Public Works - Duncanville**

Service road connections to 6-lane side streets should all have 4-lanes. (1-left, 2-thru, 1-right) Extend manage lanes to 2 lanes through Cedar Hill. Need 3-north bound/south bound free lanes under I-20.

**Response to Written Comment #13**

*Cross street tie-ins are still under evaluation and can be adjusted based on input. Traffic studies are underway to determine if additional lanes need to be added along the project corridor.*

**WRITTEN COMMENT #14 – Marva Gaston**

I live at Kiest Blvd. and Eisenhower Dr. I-35E Service Road from Kiest Blvd. I can step over my back yard fence into the service road of I-35E. I have seen many, many wrecks and have called out for people being in accidents to the police. I-35E and US 67 merge right at the back of the freeway. When icy, there are lots of accidents. I think this would really help to make it where US 67 traffic does not merge where I-35E has to get on the freeway all the way to Illinois Ave. because most wrecks are at US 67 and I-35E & Illinois Ave. by the bridge. I can explain it better by showing from the back of my house.

**Response to Written Comment #14**

*The proposed design will be based upon current design standards to provide operational, capacity, and safety improvements throughout the deficient corridor. In addition, the proposed design will reduce/improve merging movements and is expected to decrease crash rates in the area.*

**WRITTEN COMMENT #15 – Lulu Virginia Anderson**

I looked at the maps for the noise wall and people who live on Clubview Dr. 5100-5500 have no room for a noise wall and a noise wall will not help because we are too close to US 67. There have been too many accidents and to put a wall there will cause more deaths because cars will hit the brick wall now.

**Response to Written Comment #15**

*A traffic noise analysis was performed as part of the EA approved in 2006. Due to changes since 2006, a traffic noise analysis based on updated traffic data and design would be performed. The potential traffic noise impacts would be identified and the location of noise walls would be determined at that time. The proposed design will ensure that current design and safety standards are begin adhered to with respect to curb offsets, border width between the frontage road and ROW, concrete traffic safety barriers, and adequate sight distance.*

**WRITTEN COMMENT #16 – Kenneth Curlin, Homeowner**

Property line is on the proposed ROW and close to the house. I am concerned about the proximity of the proposed ROW line to my house. Please contact me about the value. Put in a new \$8,000 fence. I am concerned about the depreciation value of homes near Camp Wisdom Rd. (south).

**Response to Written Comment #16**

*Currently the proposed design is in the preliminary stages of development and the final impacts have not been fully assessed. However, if there are proposed impacts to your property, all proposed ROW acquisitions will be in accordance with the TxDOT ROW Manual. Following the ROW acquisition process, the property owner will be compensated at a determined fair market value for damages to the property.*

**WRITTEN COMMENT #17 – Diane Wagner, DVM, Love Freeway Animal Hospital**

I am pleased to see that there have been no changes since the last meeting that affect my property and the animal hospital. I have been as involved as I can throughout the process. I have attended the public meetings through the years to be sure that the engineers know that my property is so small that I am not able to lose any part of it and still provide parking for my clients. I deeply appreciate all possible future consideration to preserve my property. Thank you.

**Response to Written Comment #17**

*Comment Noted.*

**WRITTEN COMMENT #18 – Marilyn Cox**

My interest will be the wall for noise in our area. We are not getting input about Southern Gateway that will affect our neighborhood, the traffic and the noise. I like to know about all updates of the project.

**Response to Written Comment #18**

*A traffic noise analysis was performed as part of the EA approved in 2006. Due to changes since 2006, a traffic noise analysis based on updated traffic data and design would be performed. The potential traffic noise impacts would be identified and the location of noise walls would be determined at that time. The following websites may be accessed for project updates: [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com), [www.thesoutherngateway.org](http://www.thesoutherngateway.org) and [www.dallashorseshoe.com](http://www.dallashorseshoe.com).*

**WRITTEN COMMENT #19 – Gwenda Suell Johnson, Homeowner**

Observing the project, I'm requesting a retaining wall at Illinois Ave. and I-35E and also being a resident at West Montana Ave. There have been no street improvements within 30 years. Also, there is no pavement in the alley or ramps at the corner. All the other streets have them. Please contact me ASAP of what decision you come up with and why hasn't it been done sooner.

**Response to Written Comment #19**

*Location of retaining walls would be determined during further evaluation of the proposed design. The City of Dallas is responsible for city street and alley improvements.*

**WRITTEN COMMENT #20 – Sterlen Kemp**

With the noise wall being built behind Huckleberry Circle, will there be access to the alley way along that wall? Also, will there be adequate drainage along the alley way of the noise wall behind Huckleberry Circle?

**Response to Written Comment #20**

*Generally, noise walls are placed along the TxDOT ROW to maximize the benefit to adjacent properties. Based on the current information it appears that the access road being utilized as an "alley" is located within the TxDOT ROW. Pending the final location of the noise wall, the "alley" may potentially become inaccessible. The drainage design for the entire corridor is currently under development and will address all drainage inside of the TxDOT ROW.*

**WRITTEN COMMENT #21 – Ethel Thomas**

Please inform me of the time construction will start on gateway project. My mother and family live in the 600 block of Ryan Rd. and the noise and traffic will bother her.

**Response to Written Comment #21**

*Currently there is not sufficient funding available to construct the entire proposed project. As part of design and environmental process, a construction schedule and traffic noise analysis would be performed. The following websites may be accessed*

for project updates: [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com), [www.thesoutherngateway.org](http://www.thesoutherngateway.org) and [www.dallashorseshoe.com](http://www.dallashorseshoe.com).

**WRITTEN COMMENT #22 – Annette Cullors**

I see that the city has funds for the Trinity Project. How long will it take TxDOT to collect funds from the tollway leading south before expansion of the multiple lanes on I-35E, US 67 and I-20 will begin? I'm sure TxDOT can estimate how much money will come from the tollway by calculating how many cars will travel the toll and the daily cost to ride on the tollway. Will there be one toll booth or multiple toll booths?

**Response to Written Comment #22**

*Currently, the Trinity Parkway River Project does not have full construction funding. However, monies from toll revenue exclusively does not equate to having the ability to fund the implementation of the proposed Southern Gateway Project. In order to construct stages of the expansion, TxDOT will need to utilize toll revenue as well as funding from the local, state and/or federal government before the initial stage of construction can occur. Currently, traffic and revenue forecasts are under development but have not been completed. There will be multiple toll booths/plazas located along the facility. Toll booths are no longer used. Toll gantries collect tolls using electronic equipment and toll tags. Vehicles are no longer required to stop at toll booths.*

**WRITTEN COMMENT #23 – Charlotte Mitchell**

Will the sound barrier walls construction happen first? What is the project start date?

**Response to Written Comment #23**

*Currently there is not sufficient funding available to construct the proposed project. As part of design and environmental process, a construction schedule and traffic noise analysis would be performed. TxDOT may look into building noise walls as first stage of construction. The following websites may be accessed for project updates: [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com), [www.thesoutherngateway.org](http://www.thesoutherngateway.org) and [www.dallashorseshoe.com](http://www.dallashorseshoe.com).*

**WRITTEN COMMENT #24 – Grady Smithey, Jr.**

We need three (3) through lanes on U.S. 67 both south and north bound under the I-20 overpass. This will ensure much smoother traffic flow through that intersection. There is room under the I-20 Bridge. This should be reevaluated.

**Response to Written Comment #24**

*Traffic studies are being developed at this time to determine the need for additional lanes at this location.*

**WRITTEN COMMENT #25 – Howard C. Davis**

How will this benefit the community from U.S. 67 and from I-20 South? Need more updated info on your websites. How soon will construction start? Thank you.

**Response to Written Comment #25**

*The proposed project would benefit the community by increasing capacity, reducing traffic congestion and improving mobility. Currently, there is not sufficient funding to construct the proposed project. Project websites would be updated on a regular basis. The materials presented at the public meeting have been posted to the websites. The following websites may be accessed for project updates: [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com), [www.thesoutherngateway.org](http://www.thesoutherngateway.org) and [www.dallashorseshoe.com](http://www.dallashorseshoe.com).*

**WRITTEN COMMENT #26 – Jonathan S. Davis**

I appreciate TxDOT seeking comments on the Southern Gateway project and I am pleased to see this project moving forward. Combined with the Dallas Horseshoe, it will make a significant impact on the region. I would, however, like to encourage you to expand the scope of the Southern Gateway to extend the managed lanes south to U.S. 287. As the southern portions of Dallas County continue to add population, this would be a sound investment and alleviate future traffic issues. Both of these projects are vital to Methodist Charlton Medical Center, a teaching and full-service general acute care hospital. The hospital has served far southwest Dallas County since 1975. More importantly, the hospital is the only full-service hospital located within the Best Southwest Region with a service area that includes portions of the cities of Cedar Hill, Dallas, DeSoto, Duncanville, Glenn Heights, Grand Prairie and Lancaster providing emergency care for over 250 community members daily.

There is already substantial impact on traffic flow during the morning and evening rush hours. By 2025, it is projected that 200,000 cars will be traveling this corridor. On a good day, that is a traffic concern; in an emergency, when seconds count, it becomes a nightmare for those trying to transport emergency patients to and from Methodist Charlton.

I urge TxDOT to move this project forward as expediently as possible. I also encourage collaboration with Methodist Charlton and first responders to minimize the impact on traffic into and out of the hospital zone with specific consideration given to the need to support our abilities to provide emergency care to our community. I look forward to working with TxDOT as the study is completed and work begins. Please do not hesitate to contact me if I may be of assistance.

**Response to Written Comment #26**

*Improvements to U.S. 67 from U.S. 287 to FM 1382 were evaluated through the Gateway Horizon project that was placed on hold in 2010 and is currently not on the NCTCOG 2035 MTP 2013 Update due to the financially constrained model. Once the project is placed back on the plan, TxDOT will re-initiate further planning efforts.*

**WRITTEN COMMENT #27 – Gloria J. Carson**

I-35E is right behind my house, I-35E and U.S. 67 merge; there has been many accidents. People don't yield. I think the expanding of lanes will help a whole lot. I hope there will be a wall out there for the noise. The space from my backyard to the freeway is limited and if you all plan to do 6-lanes you all definitely will have to purchase the homeowner's house and land.

**Response to Written Comment #27**

*A traffic noise analysis was performed as part of the EA approved in 2006. Due to changes since 2006, a traffic noise analysis based on updated traffic data and design would be performed. The potential traffic noise impacts would be identified and the location of noise walls would be determined at that time. The following websites may be accessed for project updates: [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com), [www.thesoutherngateway.org](http://www.thesoutherngateway.org) and [www.dallashorseshoe.com](http://www.dallashorseshoe.com).*

### 3. COPY OF SIGN-IN SHEETS

Copies of the attendance sheets are included in the following pages.

***Note: In order to protect the privacy of meeting participants, copies of the sign-in sheets are not available online. This attachment is part of the public meeting summary and is available at the TxDOT-Dallas District office located at 4777 E. Highway 80, Mesquite, TX 75150-6643.***

#### 4. COPY OF WRITTEN COMMENTS

Copies of the written comments are included in the following pages.

***Note: In order to protect the privacy of meeting participants, copies of the written comments are not available online. This attachment is part of the public meeting summary and is available at the TxDOT-Dallas District office located at 4777 E. Highway 80, Mesquite, TX 75150-6643.***