



**SERVICE
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Dixon Branch Flood Relief Project Update

Community Meeting

March 5, 2026

Anshi (Jason) Jin, P.E., CFM

Technical Lead Engineering

City of Dallas | DWU – Stormwater Project Management

Tawnya Lane, P.E., CFM

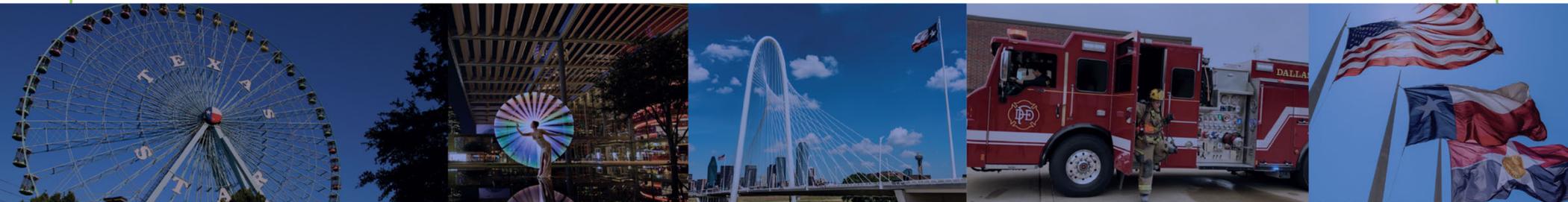
Engineering Program Administrator

City of Dallas | DWU – Stormwater Project Management

Todd Woodson, P.E., PMP, LEED AP BD+C

Vice President

Half Associates, Inc.



Agenda



- **Welcome**
- **Team Introductions and Meeting Format**
- **Background and Last Meeting Recap (June 16, 2022)**
- **Proposed Improvements/Solution Assessment**
- **Next Steps**
- **Questions and Answers**

Dallas Water Utilities Project Team

| Team Member / Contact Info | Role |
|--|--|
| Anshi (Jason) Jin, P.E., CFM 214-671-0492 anshi.jin@dallas.gov | Project Manager/Technical Lead Stormwater Project Management |
| Tawnya Lane, P.E., CFM 214-671-9526 tawnya.lane@dallas.gov | Engineering Program Administrator Stormwater Project Management |
| Estela Ornelas 214-671-9554 estela.ornelas@dallas.gov | Superintendent – Water Utility Administration, Communications/Outreach |
| Half Associates, Inc. Todd Woodson, P.E., PMP, LEED AP BD+C | Consultant Design Engineer |

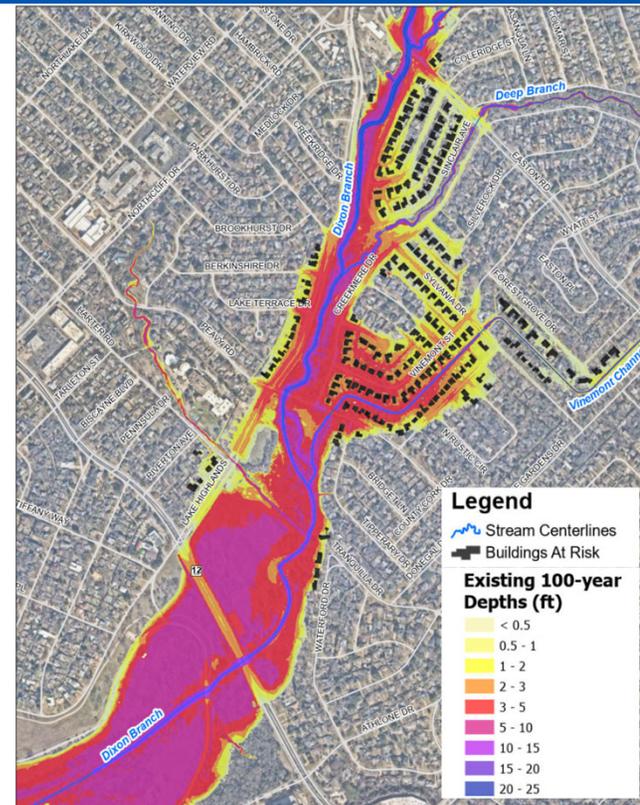
Meeting Format



- **Presentation (20 minutes)**
- **Questions & Answers**
- **Additional Questions and Responses**
 - Email to project manager at anshi.jin@dallas.gov

Background: Dixon Branch Flooding History

- 190 structures are at risk of flooding during a 100-year event
- Dixon Branch is the primary source of flooding
- Other stream crossings are undersized and contribute to flooding

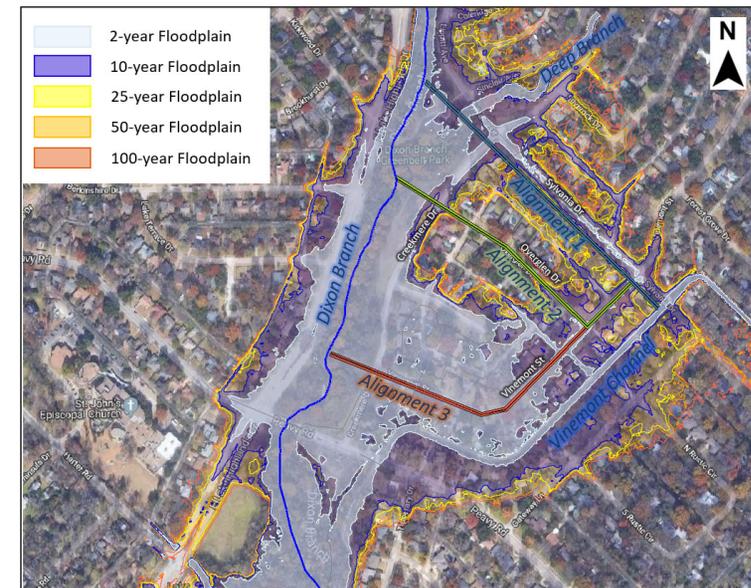


Background: Dixon Branch Flood Study

- Completed in May 2009
- Developed alternatives to provide 100-year flood protection
- Proposed alternatives included:
 - Tunnel Diversion
 - Underground Detention
 - Channel Improvements
 - Voluntary Buyout
- Vinemont Channel Diversion also identified as a necessary improvement to Dixon Branch
- Channel Improvements were ranked as least desirable by the community

Background: Vinemont Channel Diversion

- Vinemont diversion assessed as a standalone project in 2019
- Assessment confirmed Dixon Branch controls flooding in this area
- A Vinemont diversion provides no flood relief as a standalone project
- Vinemont Diversion benefits realized after Dixon Branch improvements
- City and Halff evaluated potential options

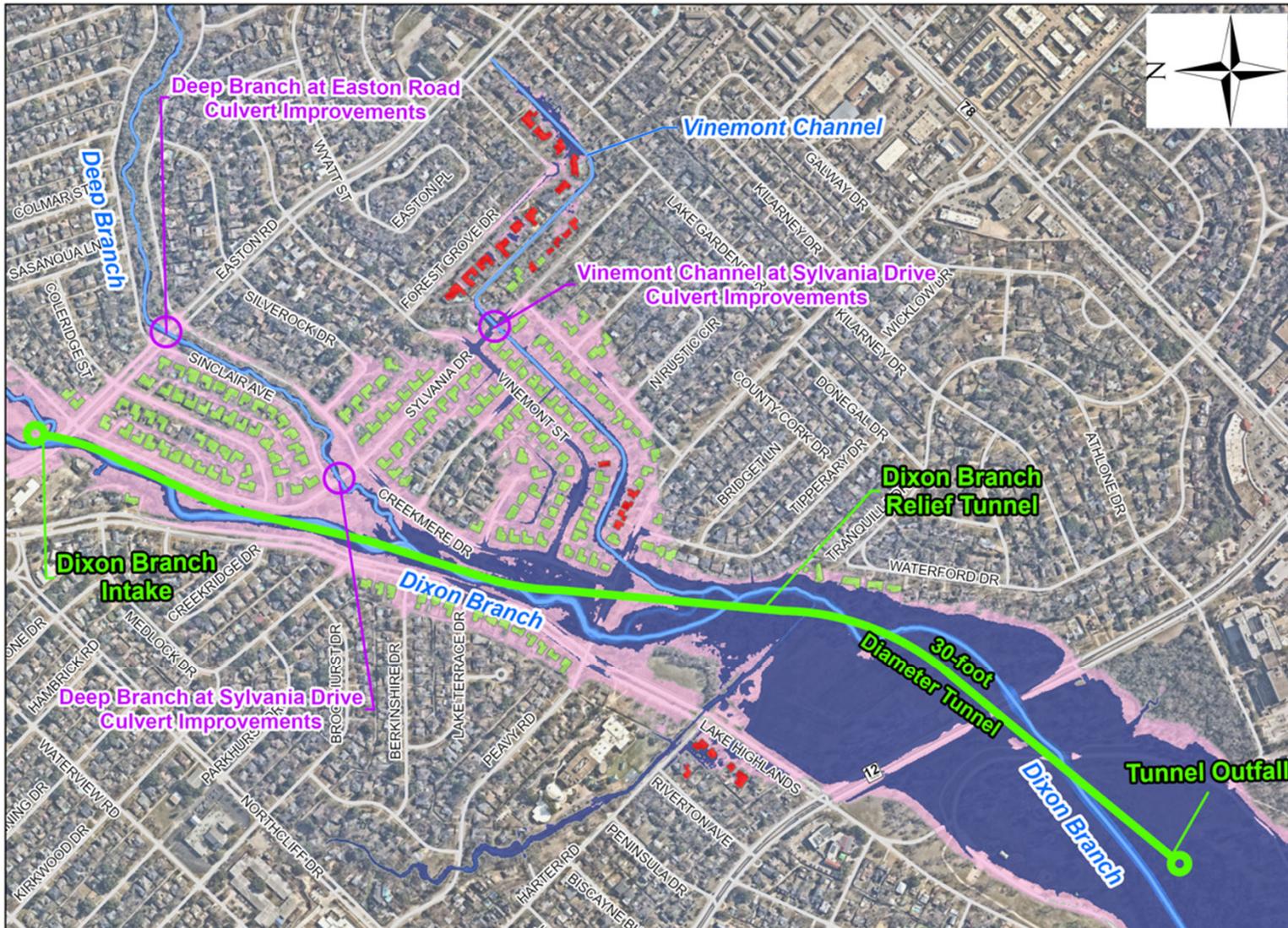


June 16, 2022, Meeting Recap and Following Actions

- Meeting discussion covered the following:
 - Discussed the potential standalone Vinemont Diversion project
 - Dixon Branch Tunnel Alternative from 2009 Study (28 to 30-foot diameter diversion tunnel) to convey runoff from Dixon Branch into White Rock Lake
 - Residents asked about other possible solutions such as detention
- Next Steps presented included assessing detention alternatives and a diversion tunnel
- On June 28, 2023, the City awarded supplemental agreement with Halff Associates to develop a Conceptual Design to provide drainage relief for Dixon Branch between Easton Road and Buckner Blvd
 - Alternatives included Tunnel Diversion, Underground, and Regional Detention
 - Conceptual design and cost estimates prepared for diversion tunnel and detention

Dixon Branch – Relief Tunnel Alternative

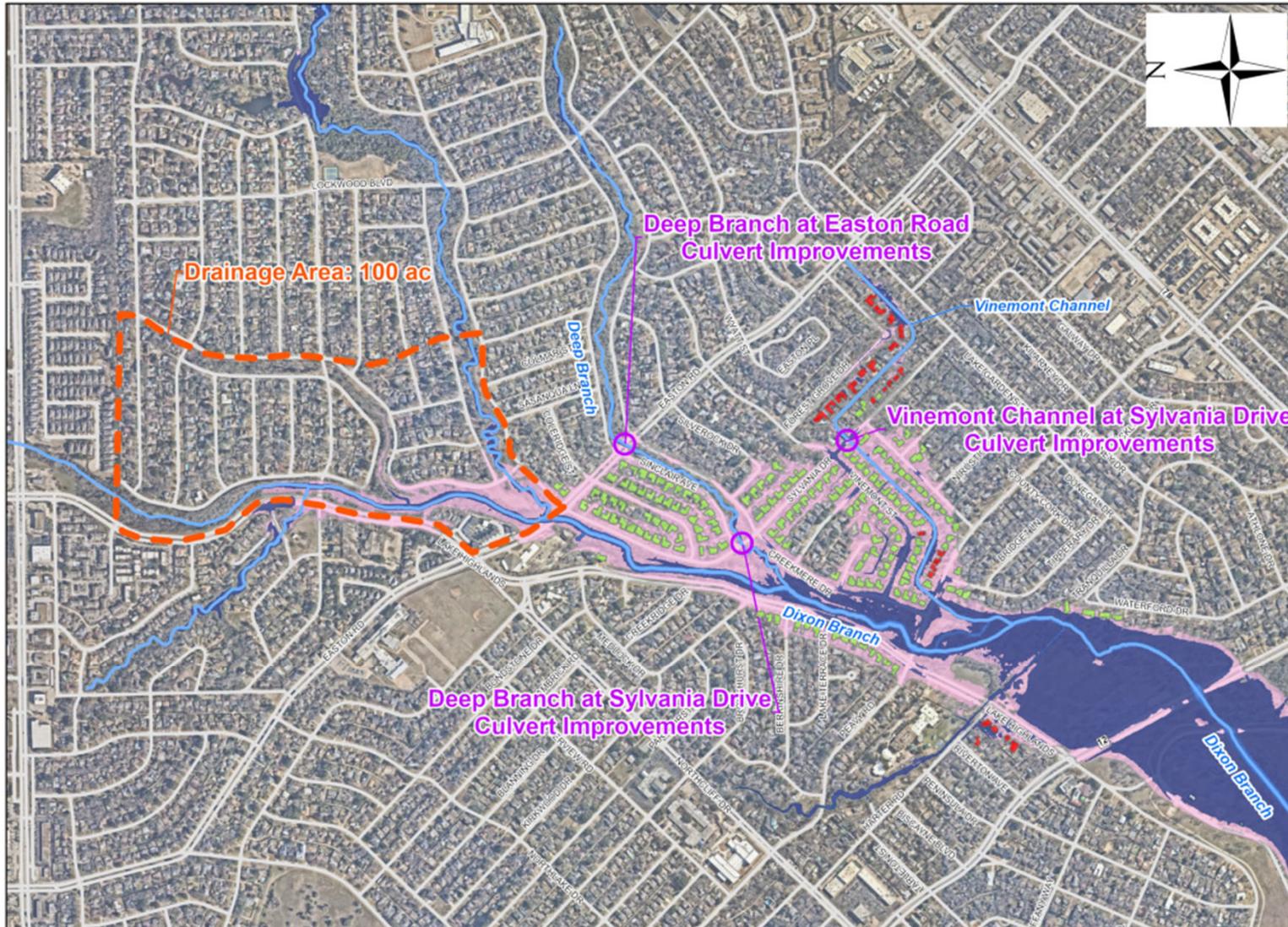
- Dixon Branch Relief Tunnel (Recommended)
 - Intake Structure at Dixon Branch upstream of Easton Road
 - Outfall Structure near White Rock Lake
 - 6,600 linear feet of 30-foot diameter tunnel
 - Upgrade culvert crossings at the following locations:
 - Deep Branch at Easton Road
 - Deep Branch at Sylvania Drive
 - Vinemont at Sylvania Drive
 - Estimated Project Cost = \$200M



Dixon Branch – Relief Tunnel Alternative

Dixon Branch – Regional Detention Alternative

- Dixon Branch Regional Detention
 - Facility must be sized to store approximately 1,000 acre-feet
 - Area required is approximately 100 acres in the fully-developed Dixon Branch watershed (property acquisition and relocations)
 - Upgrade culvert crossings at the following locations:
 - Deep Branch at Easton Road
 - Deep Branch at Sylvania Drive
 - Vinemont at Sylvania Drive
 - Estimated Project Cost = \$600M



Dixon Branch – Regional Detention Alternative



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Dixon Branch – Next Steps

- Next Steps:
 - 2026: Preliminary Design
 - 2030: Final Design and Permitting
 - 2032-2034: Anticipated Culvert Crossing Upgrade Construction
 - 2040 Timeframe: Tunnel Construction (depending on funding availability)
 - Pursue funding opportunities to expedite construction start



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