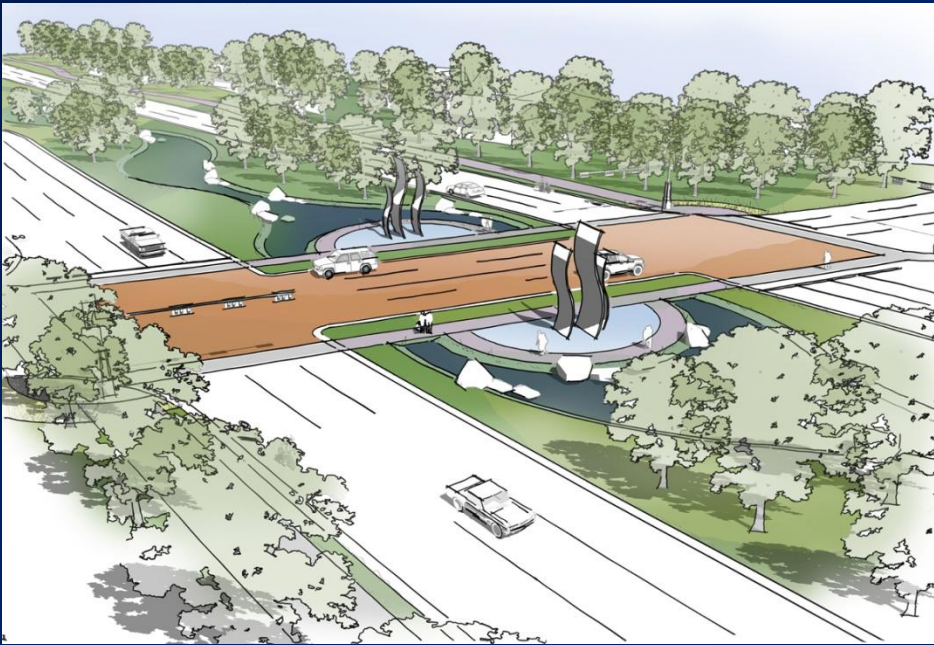


Proposed SM Wright Project on I-45 / US 175 / SH 310

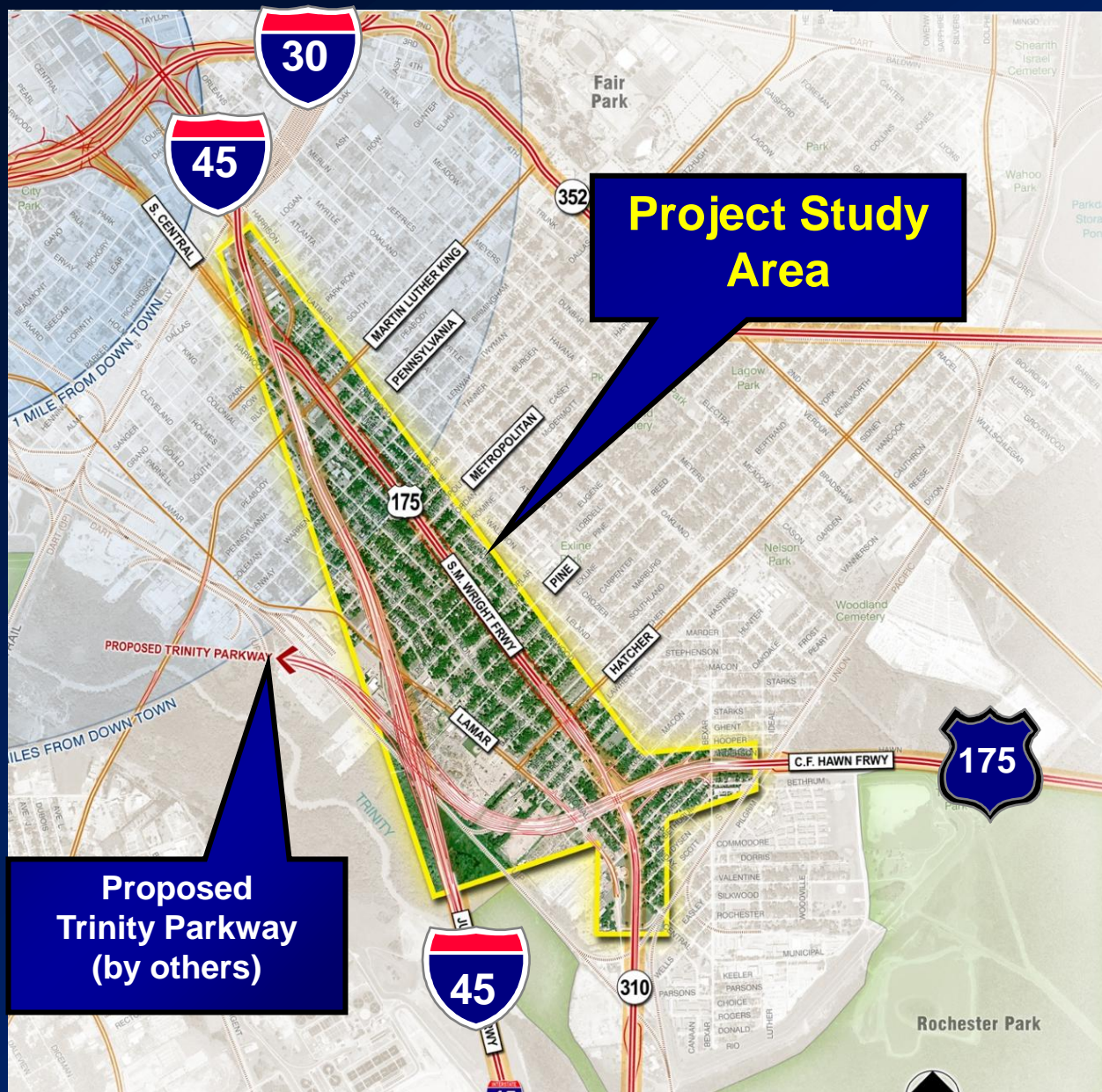
Senator Royce West Town Hall



*Bill Hale, P.E.
TxDOT Dallas District*

*Matt Craig, P.E.
Halff Associates, Inc.*

May 4, 2013



Focus on:

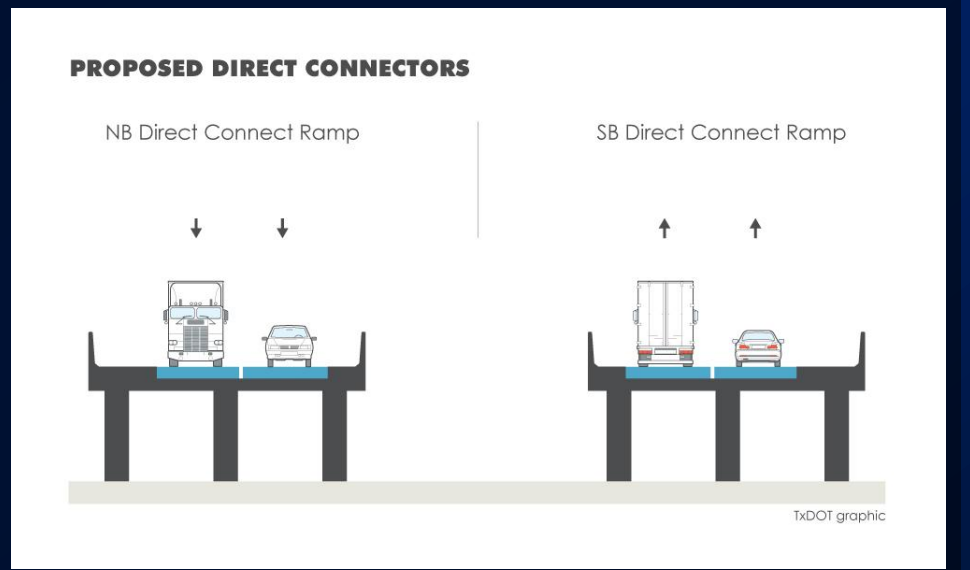
- Increased Safety through Removing the CF Hawn to SM Wright Bend
- Improved Mobility and Efficiency
- Enhancing Community Connectivity and Aesthetics.

SM Wright Project Scope



Phase I

➤ Adds direct connecting ramps between US 175 CF Hawn Freeway & I-45



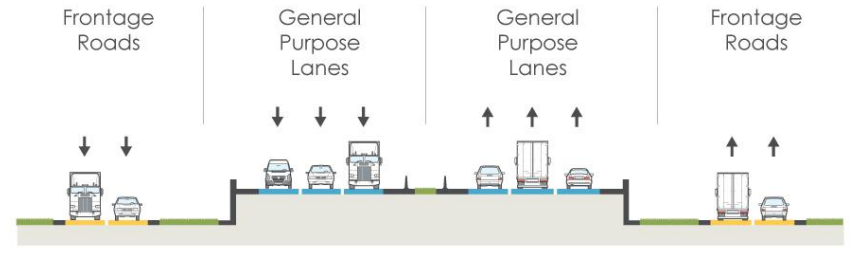
Phase I: US 175 to I-45 Connection



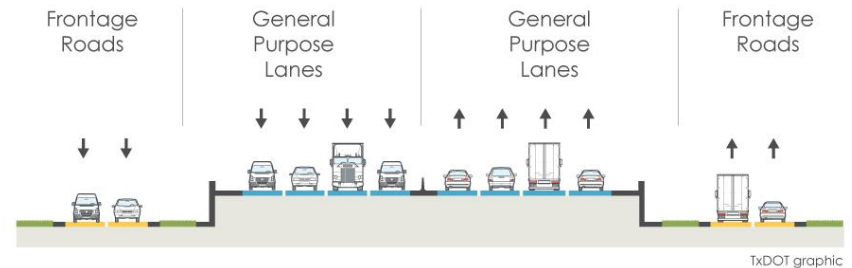
Phase I

➤ Provides lane balance on I-45 to facilitate new direct connecting CF Hawn ramps

EXISTING TYPICAL



PROPOSED TYPICAL



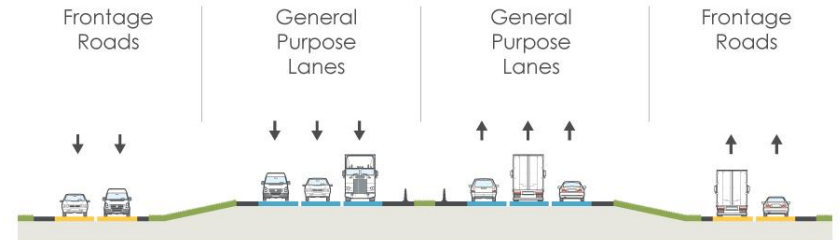
Phase II: SM Wright Redevelopment

Phase II

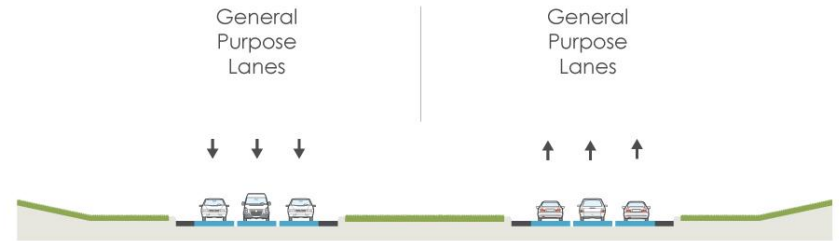
➤ Converts SM Wright to a low speed, signalized, pedestrian-friendly, landscaped arterial



EXISTING TYPICAL



PROPOSED TYPICAL



TxDOT graphic

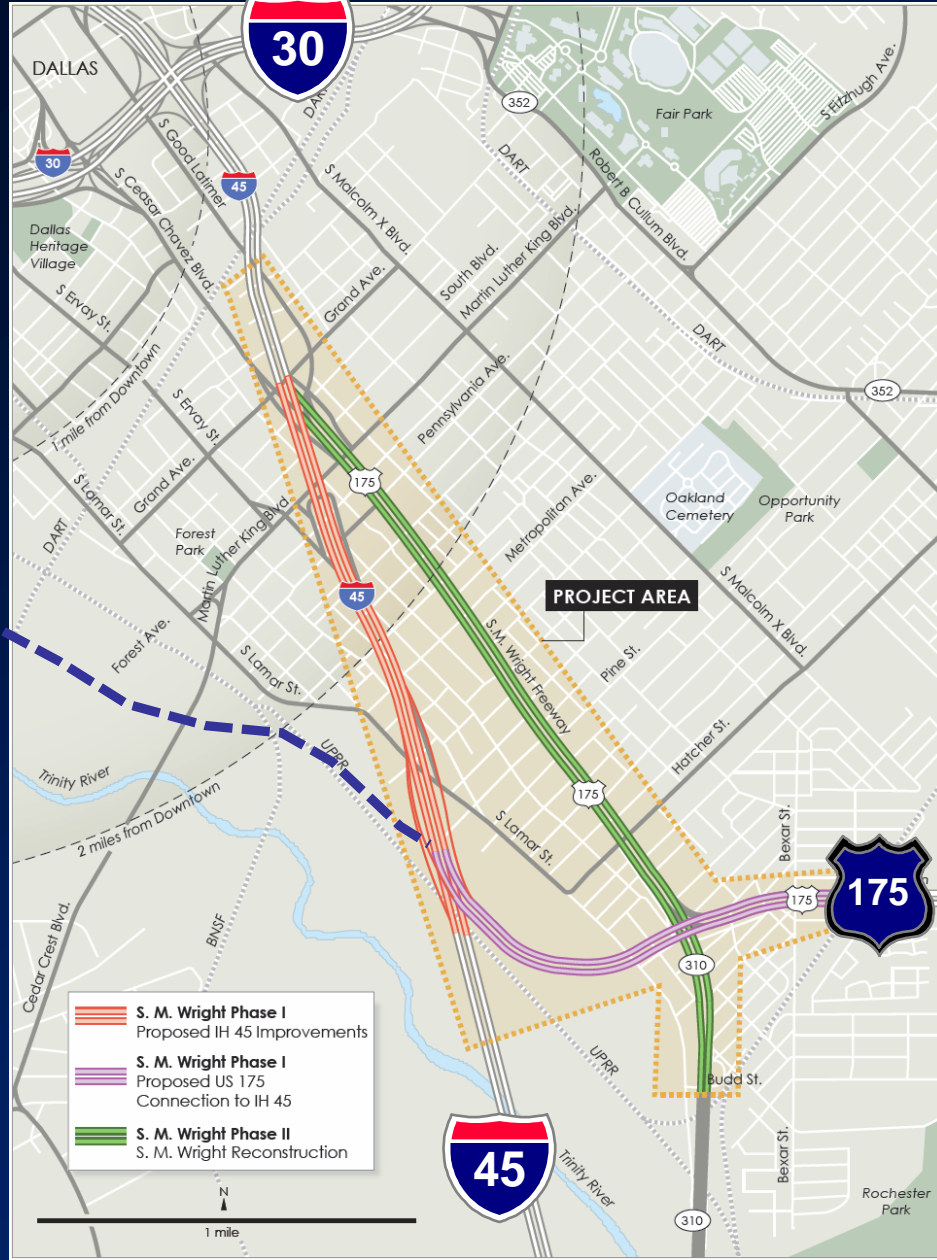
Project Segments & Phasing

Proposed Trinity Project

- Under study by NTTA
- Space for proposed Trinity Parkway provided within the direct connecting ramps from CF Hawn to I-45



Project Segments & Phasing



SM Wright Budget

(Based on Alt. 1 design at January 31, 2013 hearing)

Construction: \$119.7M

ROW/Enviro/
Utilities/Engineering:
\$31.9M

Total Project Cost:
\$151.6M

\$151.6M Funded

4 Years of Public Outreach

- 5 Stakeholder Work Group Meetings
- 1 City of Dallas Public Meeting
- 3 SM Wright Project TxDOT Public Meetings
- 1 SM Wright Project TxDOT Public Hearing
- 1 Trinity Pkwy NTTA Public Hearing
- 12 SM Wright Project Elected Officials Briefings
- 2 Dallas City Council Trinity River Committee Briefings and 1 with Full Council

S.M. Wright Public Hearing –

- Held January 31, 2013 at Park South YMCA
- Approximately 119 public attendees
- Received 16 verbal and 9 written comments
- Most common comments:
 - Concerned with Penn./MLK Blvd access on I-45
 - Considered a catalyst for economic development
 - Improves safety by removing CF Hawn curve
 - Maintain existing and future landscape/roadways

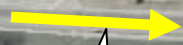
**Truck Traffic
11-15%**



4100



2500



Northbound
Exit to Lamar

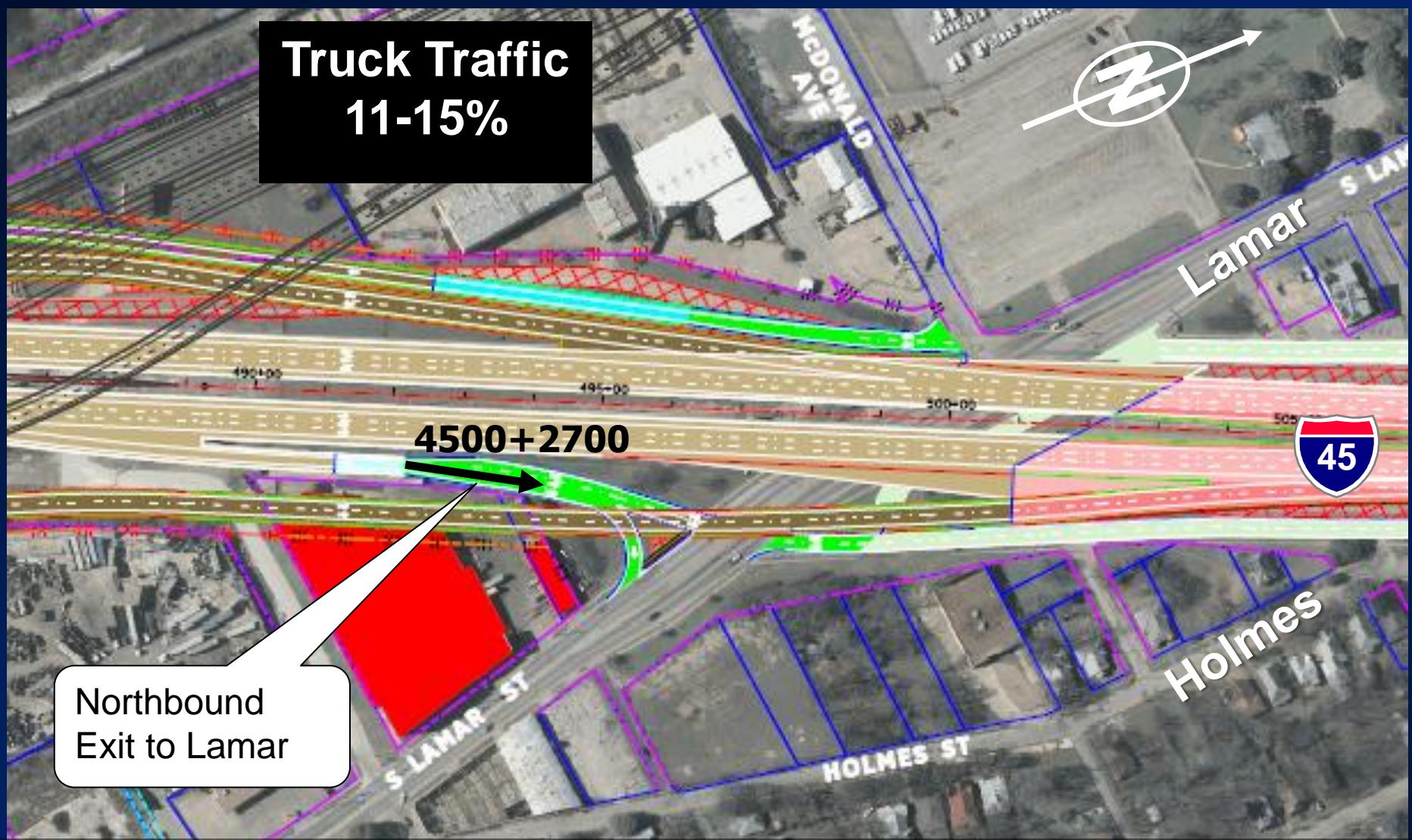
Northbound
Exit to Penn.

Existing Traffic (vehicles per day)

I-45 Frontage Road at Lamar



**Truck Traffic
11-15%**

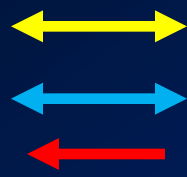


Northbound
Exit to Lamar

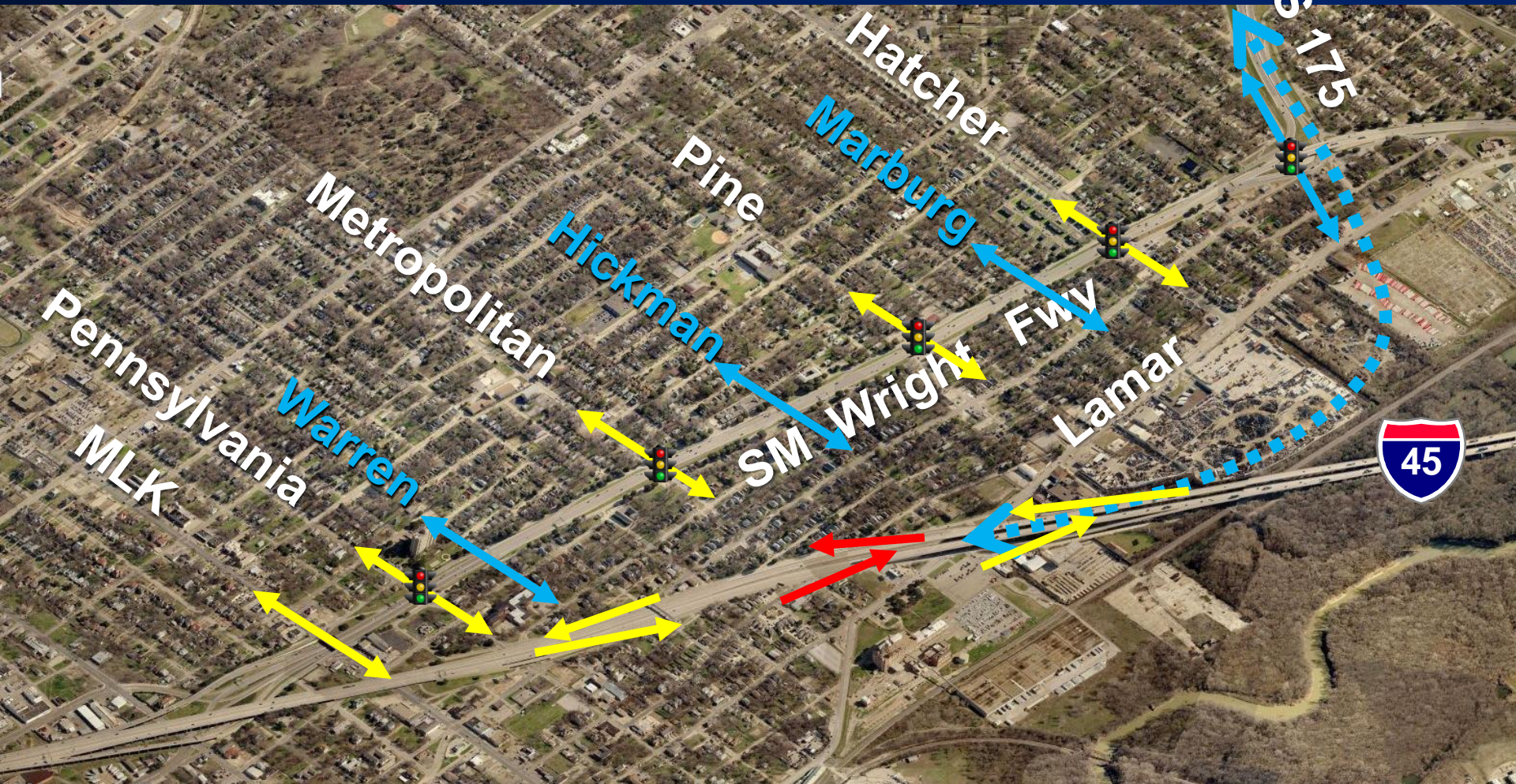
4500+2700

Future Traffic (vehicles per day in 2035)

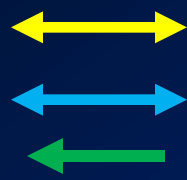
I-45 Frontage Road at Lamar



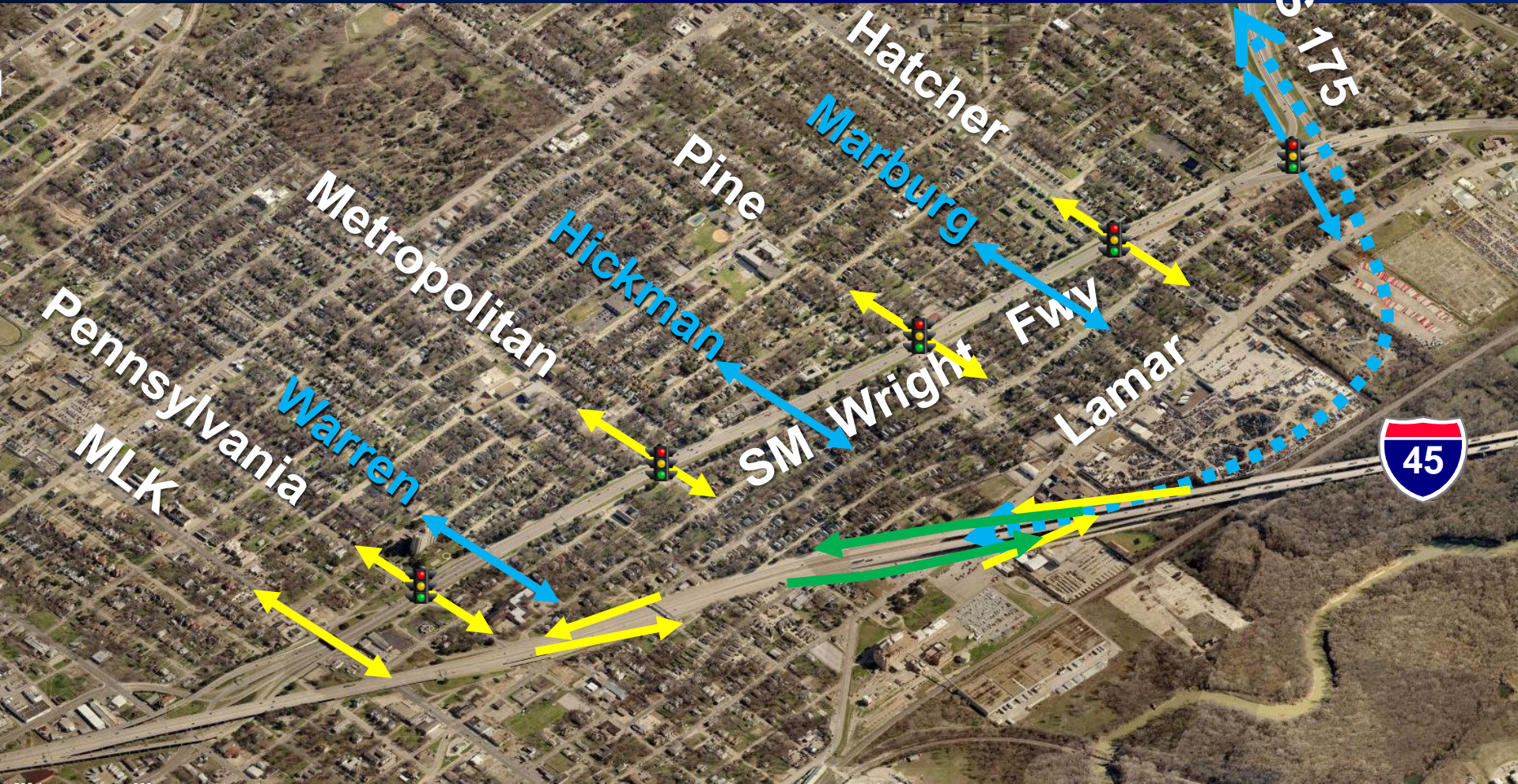
Today's Access
Added Access
1. Combined Access



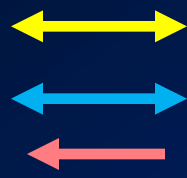
This Project's Access



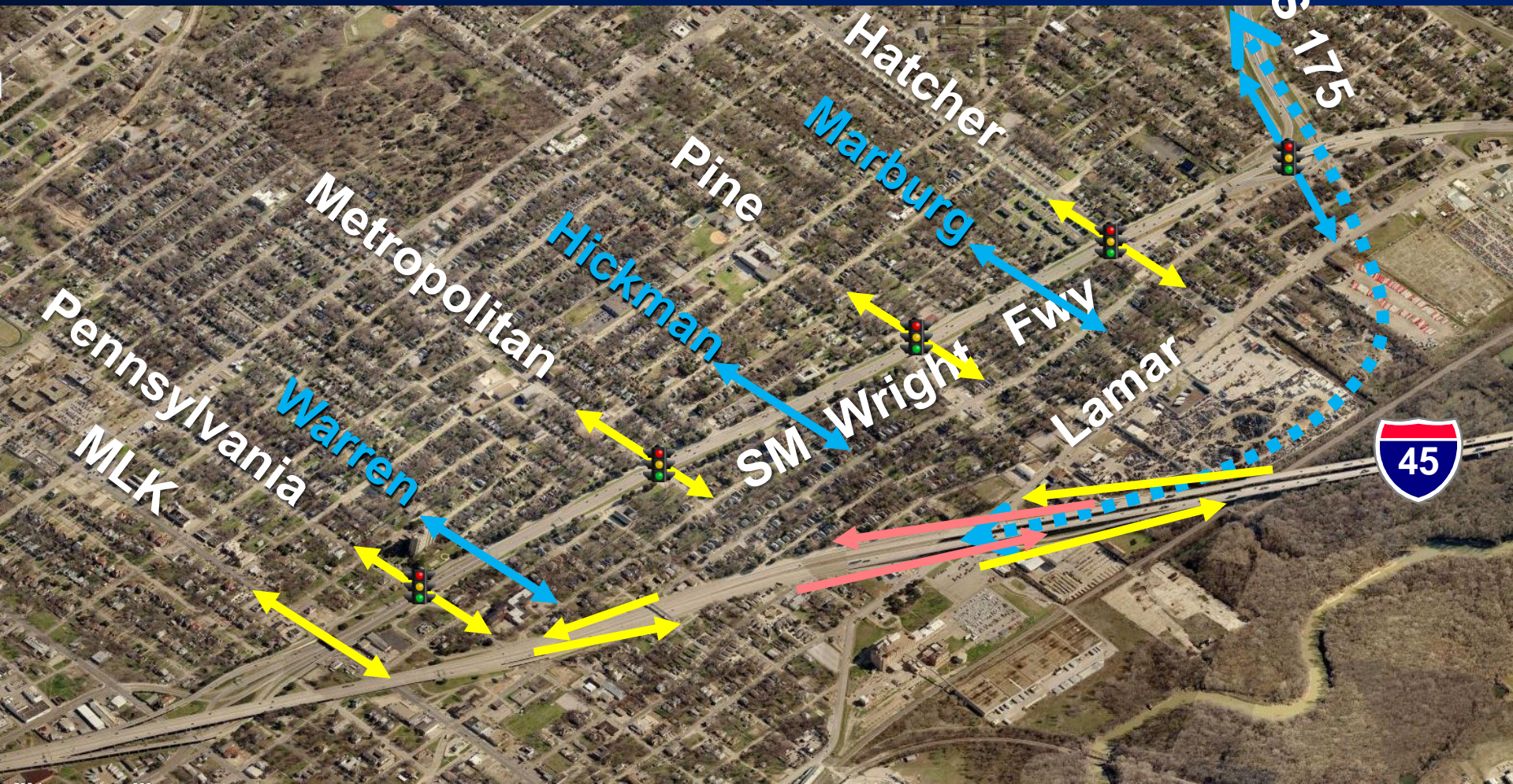
Today's Access
Added Access
2.Split Ramp Access



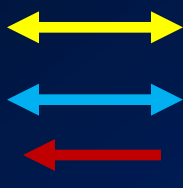
Split Ramp Alternative Access



Today's Access
Added Access
3. Separate Access



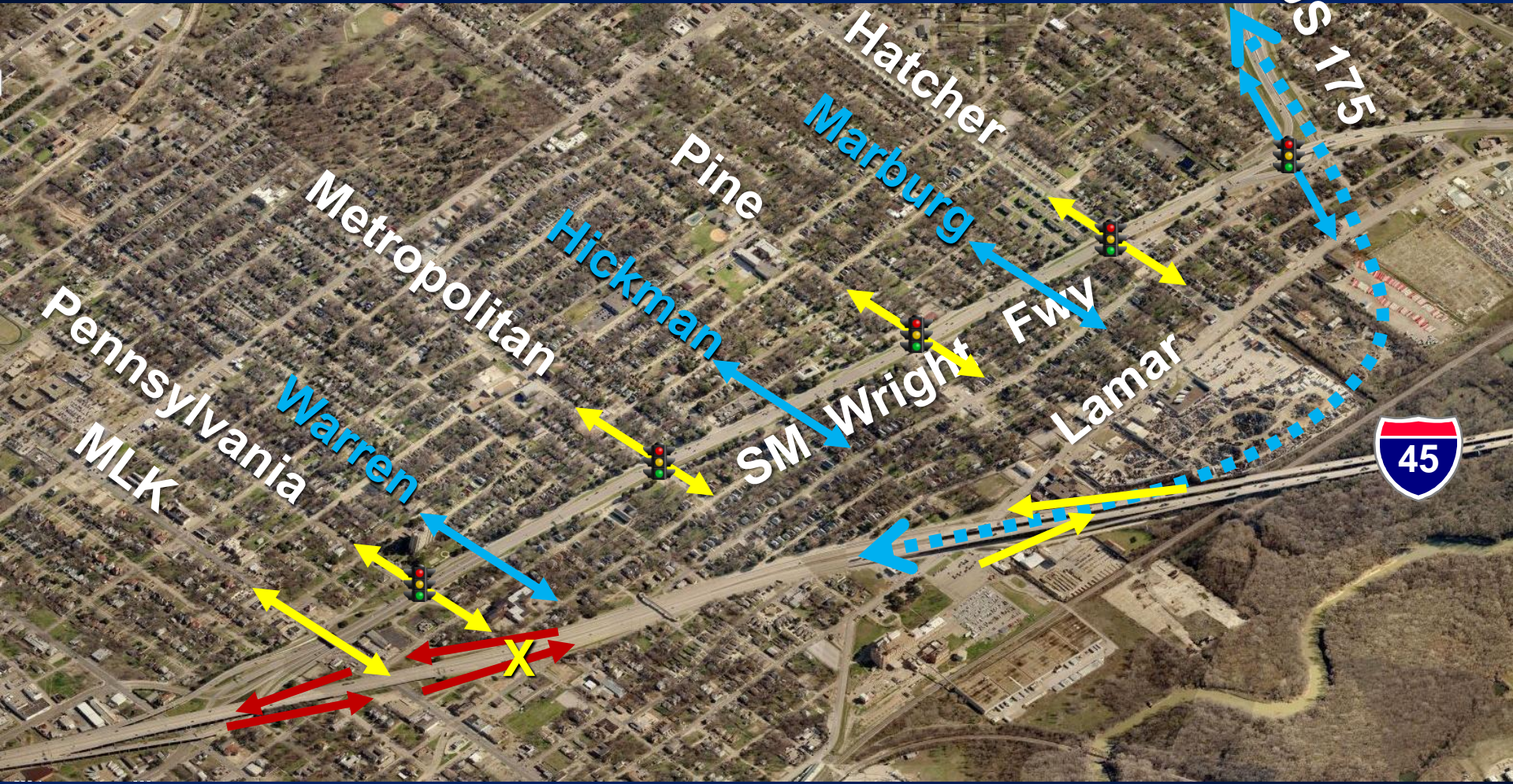
Separate Ramps Alt. Access



Today's Access

Added Access

4. Separate Access to MLK

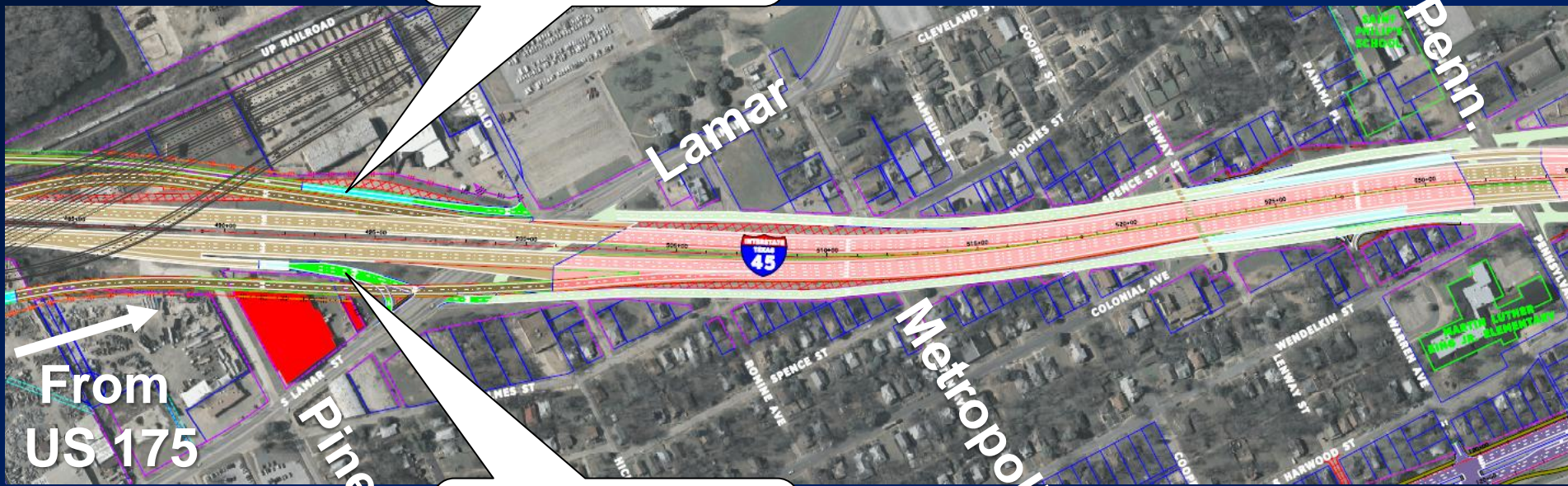


Separate Ramps to MLK Alt.





Lamar/Penn/MLK
Entrance Ramp



Lamar/Penn/MLK
Exit Ramp

Shared Ramp presented at Jan. 31 Hearing

I-45 Access Alternative #1



Shared Ramp presented at Jan. 31 Hearing

I-45 Access Alternative #1

17





From
US 175

Pennsylvania/MLK
Entrance Ramp

Lamar
Entrance Ramp

Lamar
Exit Ramp

Pennsylvania/
MLK Exit Ramp

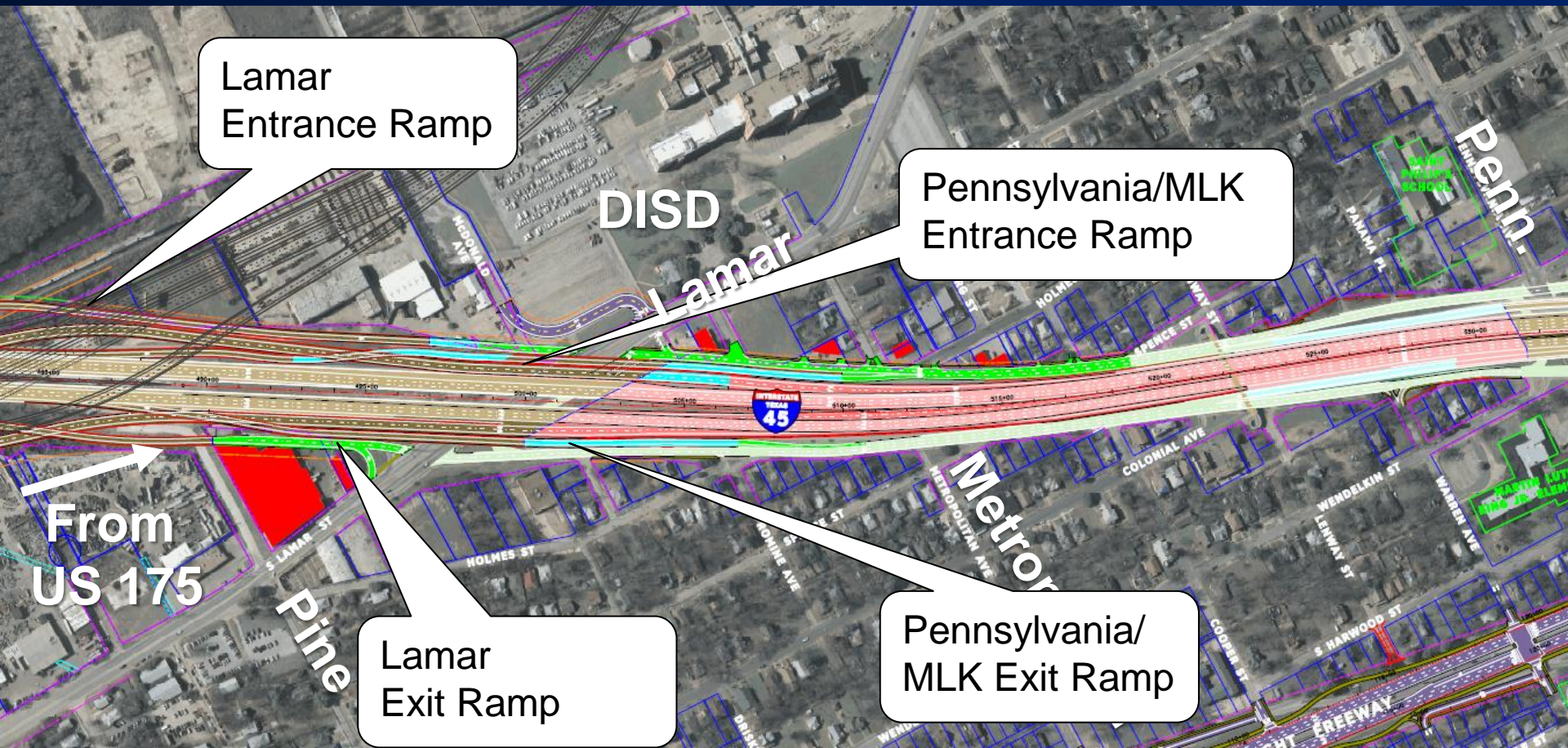
Split Ramp

I-45 Access Alternative #2

Split Ramp

I-45 Access Alternative #2





Two Separate Ramps

I-45 Access Alternative #3



Two Separate Ramps

I-45 Access Alternative #3





Two Separate Ramps, 1 Direct to MLK Blvd

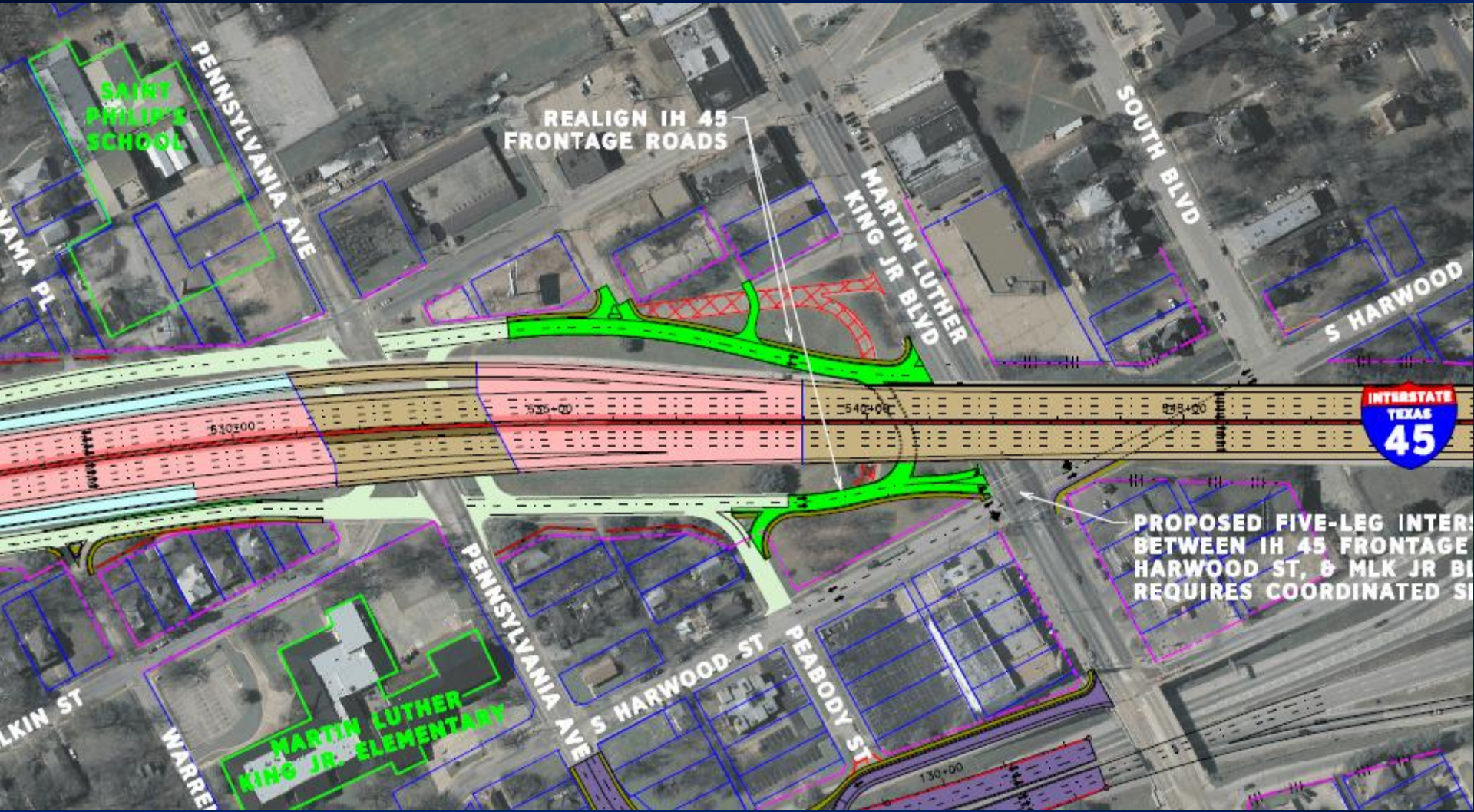
I-45 Access Alternative #4

Two Separate Ramps, 1 Direct to MLK Blvd

I-45 Access Alternative #4



	Alternative 1 Shared Ramp	Alternative 2 Split Ramp	Alternative 3 2 Separate Ramps	Alternative 4 2 Sep Ramps, 1 to MLK Blvd
Funding Impacts	None added	Adds \$23M	Adds \$59M	Adds \$48M
Land Impacts	None added	Adds 1.2 acres (mostly DISD)	Adds 1.7 acres (4 displaced)	Adds 0.4 acres (2 displaced)
Schedule Impacts	No added time, approved by FHWA	Adds 6 months for environ. process	Adds 24 mo. for environ. process	Adds 36 mo. for environ. process
	Let Jan. 2014	Let Aug. 2014	Let ~Aug. 2016	Let ~Aug. 2017
Traffic Impacts	Penn/MLK traffic through Lamar	Penn/MLK traffic bypasses Lamar	Penn/MLK traffic bypasses Lamar	Lamar traffic through MLK; Closes Penn.; Negative Impacts to I-45



For Ramp Alts. 1 & 2 as separate project, \$3M

Public Hearing –
January 31, 2013

Supplemental Public Meeting –
June 2013

FHWA Approval
(Anticipated) August 2013

City Council Resolution
(Anticipated) Fall 2013

ROW Acquisition
Fall 2013 – Spring 2014

ROW
Acquired

Phase I
I-45, US 175
Let 2014
Open 2017

Phase II
SM Wright
Let 2017
Open 2019

(Alt. 1 or 2)

Stephen Endres, P.E.
TxDOT Project Manager

Texas Department of Transportation
4777 E. Highway 80
Mesquite, Texas 75150
Phone: 214-320-6100
Fax: 214-320-4470

Or visit the project web site at:
www.smwrightproject.org