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February 8, 2013

TxDOT Public Hearing, Dallas County
SM Wright Project (US 175, SH 310
and I-45)

Dear Mr. Craig:

Enclosed please find the original and one copy of the transcript of the TxDOT Public Hearing in the above-styled case taken on January 31, 2013.

If I can be of further assistance, please advise.

Sincerely,



Carmel Martinez
Certified Court Reporter

Delivery: Courier

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TEXAS DEPARTMENT OF TRANSPORTATION

PUBLIC HEARING

SM WRIGHT PROJECT (US 175, SH 310 and I-45)

DALLAS COUNTY

CSJ NOS: 0092-01-052, 0092-14-081, 0197-02-108

THURSDAY, JANUARY 31, 2013

6:30 PM

Park South YMCA

2500 Romine Avenue

Dallas, Texas 75215

BE IT REMEMBERED THAT on Thursday, the 31st day of
January, 2013, the above entitled came on for public
hearing at Park South YMCA, 2500 Romine Avenue, Dallas
Texas, and the following public hearing was had, to wit:

A P P E A R A N C E S

PUBLIC OFFICIALS:

Carolyn Davis, Dallas City Council

Brad Adams, Mayor Pro-Tem, City of Crandall

Rod Givens for Congresswoman Eddie Bernice Johnson

Kerry Goodwin for State Rep. Eric Johnson, District 100

Leo Chaney, Jr., former Dallas City Council, District 7

Tim Lott, Vice-President Dallas Housing Authority

John Wiley Price, Dallas County Commissioner

Diane Ragsdale, former Dallas Deputy Mayor Pro-Tem

Ann Bagley, Dallas Planning Commission, District 7

TxDOT STAFF:

Bill Hale, Stan Hall, Mark Pettit, Rakhshanda Mahar, Ron

Wang, Denise Precter, Jay Carston, Douglass Mack, George

Reeves, Tad Dellinger, Cindy Graves, Jessica Tijerina,

Stephen Endres

HALFF ASSOCIATES:

Matt Craig, Cara Marusak, Jason Diamond, Chris Moret,

Monica Huerta, Francois de Koek, Taylor Perrine, Rick

Thomas, Jeremy MaGahan, Jody Urbanovsky, Chad Gardiner

ALSO PRESENT: Anita Wilson, FHWA

Tom Benning, Dallas Morning News

Todd Wright, Keith Manoy, Tim Starr; City of Dallas

1 (January 31, 2013; 6:30 p.m.)

2 MR. SELMAN: Good evening, ladies and
3 gentlemen. It's now just a little bit past 6:30, so if
4 you'll please be seated we'll begin tonight's public
5 hearing. I'm Kelly Selman, Deputy District Engineer for
6 the Dallas District Office of the Texas Department of
7 Transportation. I'm here tonight representing our
8 Dallas District Engineer, Mr. Bill Hale. We appreciate
9 your interest in the SM Wright project and welcome each
10 of you here this evening.

11 Later this evening, you'll be invited to
12 directly participate in the opportunity for public
13 comment portion of this hearing. We want to express
14 appreciation to the Park South YMCA for the use of their
15 facility this evening.

16 The study area limits for the planned and
17 proposed improvements for the SM Wright project in
18 Dallas County include: SM Wright Freeway from I-45 to
19 State Highway 310 near Budd Street, a distance of
20 approximately 2.2 miles; CF Hawn Freeway east of Bexar
21 Street to I-45, a distance of approximately 1.5 miles;
22 and I-45 from SM Wright freeway to south of Lamar
23 Street, a distance of approximately 2.3 miles.

24 Before proceeding further, I would like to
25 introduce elected officials who are in attendance

1 tonight or were able to stop by during the open house.
 2 First, we have Rod Givens representing Congresswoman
 3 Eddie Bernice Johnson here tonight. Carolyn Davis,
 4 Dallas City Council, District 7 Representative. We have
 5 Brad Adams, Mayor Pro-Tem, City of Crandall with us
 6 tonight. Kerry Goodwin, representative for State
 7 Representative Eric Johnson, District 100. Tim Lott
 8 from the Dallas Housing Authority. Ann Bagley with the
 9 Dallas Planning Commission, District 7. We have Dallas
 10 County Commissioner John Wiley Price. Former Dallas
 11 Deputy Mayor Pro-Tem, Diane Ragsdale. And former Dallas
 12 City Council District 7 Representative, Leo Chaney.
 13 Have I overlooked anyone? Okay. We appreciate your
 14 attendance and thank you for your interest in this
 15 project.

16 Now, I'd like to introduce several members
 17 of the Texas Department of Transportation, the
 18 consultant team, the City of Dallas and Dallas County
 19 officials who are present tonight to assist you and
 20 answer questions. First, we have Bill Hale, Cecil
 21 Saldana, Stephen Endres, Stan Hall, Rakhshanda Mahar,
 22 Mark Pettit, Tad Dellinger, Ron Wang, Cindy Graves,
 23 Denise Precter, George Reeves, Doug Mack, Jessica
 24 Tijerina. Those are all TxDOT representatives.

25 And from the Federal Highway

1 Administration, we have Anita Wilson. And from the City
2 of Dallas, Keith Manoy and Tim Starr.

3 Our consultant study team representatives
4 are Mr. Matt Craig with Halff Associates and Ms. Alva
5 Baker with Baker Consulting Associates. These
6 individuals will be available during the recess to
7 answer your particular questions regarding the proposed
8 SM Wright project. We thank those of you who had the
9 opportunity to attend the open house earlier this
10 evening.

11 As you arrived, you were given the
12 opportunity to register your attendance for this
13 hearing. Our registration forms are the 8 1/2 by 11
14 sheets at the front sign-in table and provide you the
15 opportunity to express your interest in this project and
16 indicate whether you would like to make a verbal
17 statement during tonight's opportunity for public
18 comments portion of this hearing. In the event that you
19 did not register and would like to, please do so during
20 our upcoming recess.

21 Many of you have attended previous public
22 hearings conducted by the Texas Department of
23 Transportation. However, for the benefit of those of
24 you who have not ever attended one, I would like to
25 explain how the Department conducts a public hearing.

1 Following my initial comments, Mr. Matt Craig will give
2 a detailed presentation concerning the location and
3 design features and also a presentation concerning the
4 environmental effects of the proposed SM Wright project.

5 Following Mr. Craig, Ms. Alva Baker will
6 summarize the public involvement effort for this project
7 and will also provide information about outreach to
8 displaced businesses and prospective job opportunities.

9 Following Ms. Baker, Mr. Cecil Saldana of our Dallas
10 District Right-of-Way Office will explain TxDOT's
11 right-of-way acquisition procedures and the relocation
12 assistance program for displaced persons and businesses.

13 At that time we will recess the hearing for
14 20 minutes and allow you the opportunity to view the
15 project design currently on display here tonight.

16 During the recess you're encouraged to ask any questions
17 which the Department representatives will address and
18 answer. Following the recess, we'll reconvene the
19 hearing and ask those persons, who indicated on the
20 registration form that they would like to make a
21 statement, to come forward to our floor microphone,
22 state your name and address for the record, and provide
23 any comments concerning the project. Following the
24 registered speakers anyone else who did not register
25 will also be given the opportunity for comment.

1 You might be asking; what is the purpose of
2 a public hearing? The four essential purposes of a
3 public hearing are to; One, inform the public of the
4 status of planning on the project and present the
5 recommendations based on studies performed to date.

6 Two, describe the recommended location and
7 design so those attending can determine the project's
8 potential to affect their lives and property.

9 Three, provide the public an opportunity to
10 present information and their views at the stage in the
11 planning process when flexibility to respond to comments
12 still exists and before location and design decisions
13 are finalized.

14 Four, and finally, to develop a record of
15 public views and participation to accompany
16 recommendations for subsequent decisions.

17 This public hearing is being held in
18 compliance with both federal and state laws. The State
19 is required to certify that a public hearing was held
20 concerning the SM Wright project. For the official
21 record, a transcript of this hearing will be made. For
22 this reason, we ask that all comments be made from the
23 floor microphone.

24 Following this hearing, the Department will
25 proceed with the preparation of the final environmental

1 documentation. Your statements and comments will be
2 addressed in this documentation and will be given full
3 consideration in the preparation of the final
4 recommendation and design for the SM Wright project.

5 This public hearing is being convened to
6 discuss the design features and environmental effects of
7 the proposed SM Wright project. A design schematic has
8 been developed showing typical cross-sections, roadway
9 profiles and proposed right-of-way boundaries.

10 Additionally, an environmental assessment document has
11 also been prepared which analyzed the social, economic
12 and environmental effects of the proposed project.

13 The design schematic and environmental
14 assessment for the proposed SM Wright project are
15 available for inspection and reproduction at the Texas
16 Department of Transportation, Dallas District Office
17 located at 4777 East U.S. Highway 80 in Mesquite, Texas
18 75150. Also, the design schematic and environmental
19 assessment are available for inspection at the Dallas
20 City Hall located at 1500 Marilla Street, Room 6BS,
21 Dallas, Texas 75201; and at the Martin Luther King
22 Branch Library, address is 2922 Martin Luther King, Jr.
23 Boulevard, Dallas, Texas 75215. In addition, the design
24 schematic and environmental assessment may be viewed on
25 the Internet at www.keepitmovingDallas.com under

1 upcoming public hearings.

2 Highway planning and construction requires
3 close cooperation among all levels of government. The
4 design of the SM Wright project is being developed
5 cooperatively by the Texas Department of Transportation,
6 Dallas County, the City of Dallas, the Metropolitan
7 Planning Organization of the North Central Texas Council
8 of Governments and the Federal Highway Administration.

9 TxDOT has worked closely with local
10 governments and has previously received input through
11 public involvement regarding the proposed project. The
12 public involvement process has included public official
13 briefings, community stakeholder meetings, and public
14 meetings held in April 2009, March of 2010 and August of
15 2012. At this time, Mr. Matt Craig will discuss the
16 geometric design features and cost estimates and the
17 environmental effects of the proposed project.

18 MR. CRAIG: Thank you, Mr. Selman. The
19 Texas Department of Transportation is developing design
20 plans and an environmental assessment to improve the
21 safety and mobility along the US 175 corridor. The SM
22 Wright project includes improvements to SM Wright
23 Freeway, CF Hawn Freeway and I-45. For clarification
24 purposes, the portion of US 175 from the existing I-45
25 interchange to State Highway 310 is named the SM Wright

1 Freeway. Southeast of State Highway 310, US 175 is
2 named CF Hawn Freeway.

3 The proposed SM Wright project would be
4 constructed in two major phases. Phase I involves
5 construction improvements to CF Hawn Freeway and I-45 as
6 well as the construction of the direct connector ramps
7 between CF Hawn Freeway and I-45 shown in purple and
8 orange on the slide. In order to downsize and
9 reconstruct the SM Wright Freeway, traffic currently
10 utilizing SM Wright Freeway must first be reconnected to
11 I-45. The proposed project would do so by extending CF
12 Hawn Freeway westerly on new locations to connect to
13 I-45 via the construction of two high-speed direct
14 connecting ramps.

15 The direct connecting ramps to I-45 provide
16 enough space between them for a potential future
17 connection to the Proposed Trinity Parkway Project which
18 is currently under study by the North Texas Tollway
19 Authority. Information about the Trinity Parkway
20 Project may be found at the NTTA's Web site,
21 www.ntta.org.

22 CF Hawn Freeway would be reconstructed to
23 overpass the SM Wright Freeway and Lamar Street which
24 would allow for the removal of the sharp, crash-prone
25 curve along US 175. Improvements to CF Hawn Freeway

1 would extend easterly to Bexar Street.

2 In addition, Phase I includes the widening
3 of I-45 from south of Lamar to the SM Wright Freeway
4 shown in orange on this slide. I-45 would require
5 restriping and inside widening to accommodate the
6 proposed connections with the CF Hawn Freeway.

7 After Phase I is complete, traffic
8 traveling between CF Hawn Freeway and I-45 would be
9 allowed to utilize the newly constructed
10 direct-connector ramps. This diversion of traffic would
11 allow Phase II construction to begin. Phase II then
12 involves reconstructing the existing high-speed,
13 six-lane SM Wright Freeway with frontage roads into a
14 low-speed, signalized, six-lane urban arterial shown in
15 green on this slide.

16 The grade separated intersections at
17 Pennsylvania Avenue, Metropolitan Avenue, Pine Street
18 and Hatcher Street will be reconstructed as at-grade
19 intersections. Various landscape and hardscape features
20 are also included in the design to encourage
21 redevelopment and re-connectivity between the adjacent
22 neighborhoods. Four new median crossings will be added
23 at Lowery Street and Haven Street, at Marburg Street at
24 Hickman Street to Driskell Street and at Warren Avenue.
25 Multiple construction sub phases and steps would be

1 required during both major phases of construction.

2 The existing SM Wright Freeway is a
3 high-speed, six-lane urban freeway facility with
4 discontinuous frontage roads utilizing both one-way and
5 two-way operations. Depending on location, either a
6 concrete traffic barrier or a double-sided metal beam
7 guard fence separates the existing main lanes.

8 The proposed SM Wright project includes
9 reconstructing the existing SM Wright Freeway to a
10 35-mile-per-hour low-speed urban arterial. The proposed
11 facility would include two lanes in each direction on SM
12 Wright between the southern project limits and CF Hawn
13 Freeway. Three lanes would be provided in each
14 direction from CF Hawn Freeway to the northern project
15 limits. SM Wright would consist of one to two inside
16 11-foot-wide lanes and an outside 14-foot-wide lane,
17 excluding the gutter, for shared-use by bicycles and
18 vehicles. A 12-foot-wide shared-use path is also
19 provided to each side of SM Wright to accommodate
20 pedestrian and bicycle traffic.

21 The existing right-of-way along SM Wright
22 Freeway within the project limits varies from
23 approximately 175 to 467 feet, and the proposed
24 right-of-way for SM Wright varies from approximately
25 165 feet to 450 feet. The existing CF Hawn Freeway is a

1 high-speed, six-lane urban freeway with discontinuous
2 two-way frontage roads through the corridor. A concrete
3 traffic barrier currently separates the existing main
4 lanes. The proposed project would reconstruct the
5 existing CF Hawn Freeway from the southeastern project
6 limits near Bexar Street back to SM Wright. The
7 existing six-lane section of CF Hawn would be reduced to
8 four lanes with the westbound lane reduction to SM
9 Wright and the eastbound lane addition from SM Wright.

10 The proposed project would reconstruct the
11 existing frontage roads along CF Hawn Freeway as well
12 between Bexar Street and SM Wright, and extend them
13 westerly to connect to Lamar Street. The proposed
14 frontage roads would consist of one to two 11-foot-wide
15 lanes and an outside 14-foot-wide lane, excluding
16 gutter, for shared-use by bicycles and vehicles. In
17 addition, six-foot-wide sidewalks would be provided
18 adjacent to each frontage road to facilitate pedestrian
19 traffic.

20 A proposed four-lane section of CF Hawn
21 would extend westerly overpassing SM Wright and Lamar
22 Street. CF Hawn would then connect to I-45 through two
23 high-speed, direct-connecting ramps serving northbound
24 CF Hawn to northbound I-45 and southbound I-45 to go
25 southbound on CF Hawn in the traffic movements.

1 The existing right-of-way along CF Hawn
2 within the project limits varies from approximately 293
3 to 473 feet, and the proposed right-of-way for CF Hawn
4 varies from approximately 302 feet to 500 feet wide.

5 The existing I-45 is a six-lane urban
6 freeway from the Trinity River to south of the existing
7 interchange with SM Wright Freeway and a 10-lane urban
8 freeway north of existing interchange with SM Wright
9 Freeway. I-45 is on structure from the southern project
10 limits to Lamar Street and from Martin Luther King, Jr.
11 Boulevard to the northern project limits. The main
12 lanes consist of 12-foot-wide travel lanes with
13 10-foot-wide inside and outside shoulders. And existing
14 frontage roads are present between Lamar Street and
15 Pennsylvania Avenue.

16 The proposed project would require
17 restriping I-45 between the proposed CF Hawn Freeway
18 interchange and the existing SM Wright Freeway
19 interchange. This proposed restriping would reduce the
20 travel lanes from 12 feet wide to 11 feet wide and
21 reduce the inside shoulder from 10 feet wide to 2 feet
22 wide. The restriping would allow for an additional
23 transitional lane to serve the lane-balancing
24 requirements of the proposed CF Hawn interchange.

25 In addition, inside widening along I-45 is

1 proposed north of the proposed CF Hawn interchange in
2 order to regrade the existing inside shoulder to match
3 the main lane cross slope. Removal of the existing pair
4 of ramps north -- or excuse me -- the ramps southbound
5 serving Pennsylvania Avenue, would be required to make
6 room for the proposed connections with CF Hawn Freeway;
7 however, access to Pennsylvania Avenue would be
8 maintained through and combined with the existing ramps
9 south of Lamar Street.

10 The existing right-of-way along I-45,
11 within the project limits, varies from approximately 181
12 feet to 630 feet. The proposed right-of-way for I-45
13 varies from 181 feet to 658 feet.

14 Concerning right-of-way. The proposed
15 project would require approximately 30 acres of
16 additional right-of-way and would also require a
17 joint-use agreement with the Union Pacific Railroad for
18 approximately one acre. No additional right-of-way
19 would be required along SM Wright. A few small narrow
20 parcels of right-of-way would be required along existing
21 CF Hawn east of SM Wright. However, the majority of
22 right-of-way needs along CF Hawn occur at the western
23 extension of CF Hawn from SM Wright west to I-45. Also,
24 right-of-way would be required along I-45 south of Lamar
25 Street in the area where the direct connectors tie into

1 I-45.

2 Regarding utilities. Utilities such as
3 water lines, sewer lines, gas lines, telephone cables,
4 electrical lines and other underground and overhead
5 utilities would require adjustment. The adjustment
6 relocation of any utilities would be managed so no
7 substantial interruptions would occur while these
8 adjustments are being made.

9 Aesthetic design guidelines have been
10 developed based on coordination with various project
11 stakeholders which resulted in the proposed SM Wright
12 Project Landscape and Aesthetic Concept Plan, shown on
13 my left and at your right.

14 The plan includes enhanced landscape
15 plantings along the street and at key intersections
16 which would provide an inviting environment for
17 pedestrians and motorists. Aesthetically pleasing,
18 native and adaptive plants would be used to promote low
19 water requirements and minimal maintenance needs.
20 Visibility clearances would be maintained to meet both
21 TxDOT and City of Dallas standards.

22 Various sized gateway monuments would also
23 be included throughout the corridor. The largest type,
24 called corridor gateway monuments, would be located off
25 MLK Boulevard to the north and the connection to CF Hawn

1 Freeway to the south. These large monuments would range
2 in height from 40 to 60 feet and would create bookends
3 to the corridor.

4 Smaller neighborhood monuments would be
5 located at Hatcher Street, Pine Street, Metropolitan
6 Avenue and Pennsylvania Avenue. At 20 to 30 feet tall,
7 these would serve as iconic identity markers for each
8 neighborhood. The smallest monuments are trail gateway
9 monuments which are pedestrian scale and range in height
10 from 7 to 10 feet. The design of each monument would be
11 representative of the historic character of the adjacent
12 neighborhoods and would promote a sense of pride and
13 ownership to the community.

14 The proposed design would be consistent
15 with the City of Dallas' 2005 Trails Master Plan and the
16 2011 Dallas Bike Plan. The proposed project would
17 include multi-use pathways for both pedestrians and
18 bicyclists located on both sides of the roadway within
19 the landscaped parkway of SM Wright. All multi-use
20 pathways would be 12-foot wide, paved and designed to
21 meet current AASHTO trail design standards. Not only
22 will this serve pedestrians but it will also serve as a
23 subsidiary bike path to the shared bike way provided
24 within the outside lane of the roadway facility. The
25 design speed of SM Wright is 35 miles per hour to

1 promote low-speed vehicular operation and facility safe
2 bicycle and vehicular integration in the outside lane.

3 Design schematics for the proposed project
4 have been prepared and are displayed along my right-hand
5 side of the room. The schematics depict the horizontal
6 and vertical alignments of the proposed improvements, as
7 previously mentioned, along with the existing and
8 proposed right-of-way lines.

9 The estimated construction cost of the
10 proposed project is \$119.7 million. The total estimated
11 cost, inclusive of construction, right-of-way,
12 engineering, utilities and environmental mitigation, is
13 \$151.6 million.

14 The total Phase I project cost is \$105.9
15 million, and the total Phase II project cost is
16 \$45.7 million.

17 Construction of SM Wright Phase I is
18 expected to begin in early 2014 and is anticipated to
19 open the traffic in 2017. It is anticipated that SM
20 Wright Phase II would begin construction after
21 completion of Phase I in 2017, and would be open to
22 traffic by 2019. And the project is fully funded.

23 I will now provide an overview of the
24 environmental evaluation conducted for this proposed
25 project. An environmental assessment has been prepared

1 for the proposed project to document the environmental
2 analyses performed in accordance with the National
3 Environmental Policy Act, also known as NEPA. The
4 environmental analyses are necessary to identify, avoid
5 and minimize effects to the human and natural
6 environments. The environmental assessment document
7 describes need and purpose for the project, the
8 description of the alternatives considered, the affected
9 environment and environmental consequences, as well as
10 the recommendation of the preferred alternative. The
11 environmental document covered the following topics:

- 12 Need and purpose
- 13 Proposed design and alternatives considered
- 14 Right-of-way and easements
- 15 Project cost and funding
- 16 Displacements and relocations
- 17 Waters of the U.S. and wetlands
- 18 Lakes, rivers and streams
- 19 Water quality
- 20 Floodplains
- 21 Regional and community growth
- 22 Socio-economic impacts
- 23 Community cohesion and environmental justice
- 24 Public facilities and services
- 25 Parkland/Section 4(f) properties

1 Threatened and endangered species and wildlife
2 habitat
3 Historical and archeological sites
4 Aesthetic considerations
5 Topography and soils
6 Prime, unique and special farmland impacts
7 Land use
8 Air quality assessment
9 Mobile source air toxics
10 Congestion management
11 Traffic noise
12 Hazardous materials
13 Construction impacts, and
14 Indirect and cumulative impacts

15
16 This document was approved for further
17 processing by the TxDOT's Environmental Affairs Division
18 in Austin and by the Federal Highway Administration, and
19 has been coordinated with other public agencies. The
20 environmental assessment for this proposed project is
21 available here tonight for your review at the
22 environmental table at the back of the room as well as
23 at the Web site mentioned earlier.

24 The proposed project would impact
25 approximately 3 acres of Federal Emergency Management

1 Agency 100-year floodplain. The hydraulic design for
2 the proposed improvements would be in accordance with
3 current TxDOT and Federal Highway Administration design
4 policies and procedures. The proposed project would
5 permit the conveyance of the design year flood, without
6 causing substantial damage to the roadway, stream or
7 other property. The project would not increase the base
8 flood elevation to a level that would violate applicable
9 floodplain regulations or ordinances.

10 No wetlands would be impacted by the
11 proposed project, therefore, a U.S. Army Corps of
12 Engineers Section 404 Permit and a Section 401
13 Certification would not be required. The project does
14 not involve work in or over a navigable water of the
15 U.S.

16 Because the project would disturb more than
17 5 acres, TxDOT would comply with the Texas Commission on
18 Environmental Quality Texas Pollutant Discharge
19 Elimination System General Permit for Construction
20 Activity, and a Notice of Intent would be filed stating
21 that TxDOT would have a Storm Water Pollution Prevention
22 Plan in place during the construction period.
23 Construction would also comply with best management
24 practices and other erosion, sedimentation and pollution
25 control practices.

1 The proposed project would impact
2 riparian/bottomland forest and upland forest. In
3 accordance with Texas Parks and Wildlife Department
4 requirements, mitigation was considered for impacts to
5 these areas. In response to the Texas Parks and
6 Wildlife recommendation, TxDOT will coordinate with
7 appropriate City of Dallas staff to determine if
8 mitigation for impacts to 1.25 acres of
9 riparian/bottomland habitat may be mitigated for within
10 the planned Great Trinity Forest area. During
11 construction, TxDOT would minimize the amount of
12 wildlife habitat disturbed. Existing vegetation,
13 especially native trees, would be preserved wherever
14 practicable.

15 The proposed project would have no effect
16 on the federally listed threatened or engaged species in
17 Dallas County. The proposed project would impact the
18 preferred habitat for the state-listed threatened
19 timber/canebrake rattlesnake and three state-listed
20 species of concern. Coordination with the Texas Parks
21 and Wildlife Department indicated that potential impacts
22 to habitat would be minor, and the potential for
23 encountering the species during construction was low.

24 The proposed project would not require the
25 use of nor substantially impair the purposes of any

1 publicly owned land from a public park, recreation area,
2 wildlife/waterfowl refuge, or any historic sites of
3 national, state or local significance.

4 An analysis of expected carbon monoxide
5 emissions indicated that the proposed project would not
6 cause or contribute to any new localized carbon monoxide
7 violations or increase the frequency and severity of any
8 existing carbon monoxide violations. A quantitative
9 mobile source air toxics analysis was performed which
10 indicated that Year 2035 mobile source air toxic
11 emissions related to the proposed project would
12 substantially decrease when compared to the year 2012.
13 A decrease in total mobile source air toxic emissions is
14 expected even with the projected increase in vehicle
15 miles traveled.

16 The proposed project would require
17 approximately 30 acres of additional right-of-way and
18 would also require a joint-use agreement with the Union
19 Pacific Railroad for approximately 1 acre of aerial
20 rights. Of the proposed right-of-way acquisition,
21 approximately 4.9 acres are undeveloped, 0.7 acres are
22 developed residential, and 24.4 acres are developed
23 commercial.

24 The proposed right-of-way acquisition would
25 involve the displacement of structures on 15 developed

1 properties. Of these 15 properties, six are residential
2 and nine are commercial. The nine commercial properties
3 contain two restaurants or bars, one automotive repair
4 garage, three metal recycling facilities and four
5 billboards. An estimated range of 18 to 33 employees
6 could be affected by the proposed project. TxDOT is
7 committed to utilizing Workforce Solutions to help
8 minimize or mitigate for the adverse impacts to
9 individual employees of the businesses as a result of
10 the project implementation. Ms. Baker will further
11 discuss Workforce Solutions' role later in our
12 presentation.

13 Four of the six displaced single-family
14 residences and four of the nine commercial properties
15 have been acquired early by the City of Dallas. All of
16 the early acquisition parcels were acquired in their
17 entirety by the City of Dallas. And the City of Dallas
18 compensated each landowner/displacee for the purchase of
19 their property in accordance with the Uniform Act, as
20 described in TxDOT's Real Estate Acquisition Guide For
21 Local Agencies.

22 A noise analysis was conducted in
23 accordance with TxDOT's (Federal Highway Administration
24 approved) April 2011 Guidelines for Analysis and
25 Abatement of Roadway Traffic Noise. Based on the

1 analysis, 16 traffic noise barriers were determined to
2 be both feasible and reasonable and are proposed for
3 incorporation into the proposed project. The majority
4 of the noise barriers are located along the main lanes
5 and frontage roads of I-45 and CF Hawn and are not
6 immediately adjacent to private properties. Because SM
7 Wright would be changed from a high-speed freeway with
8 frontage roads to a six-lane low-speed arterial with
9 signalized intersections, the predicted future noise
10 levels along SM Wright would be substantially lower than
11 existing levels. Based on the analysis, the predicted
12 future noise levels along SM Wright were lower than the
13 Federal Highway Noise Abatement Criteria for residential
14 neighborhoods.

15 For proposed noise barriers located
16 immediately adjacent to private property, a noise
17 workshop would be conducted to determine if the noise
18 barrier is desired by the adjacent property owners. The
19 final decision to construct a proposed noise barrier
20 would be made upon completion of the project design and
21 utility evaluation, as well as through public
22 involvement efforts such as noise workshops. The
23 proposed noise barriers are shown in the exhibit by the
24 Environmental Table in the back and also shown on the
25 schematics here tonight on my right. In conclusion, the

1 studies, analyses and evaluation performed thus far
2 indicate that the proposed improvements would cause no
3 significant environmental effects.

4 I will now turn the presentation over to
5 Ms. Alva Baker who will provide an overview of the
6 Public Involvement conducted for this proposed project
7 and also provide some information about business
8 employee displacement outreach and job training
9 opportunities.

10 MS. BAKER: Thank you, Matt. The public
11 involvement process is one of the most important aspects
12 of planning and implementation of any transportation
13 project. Over the past five years TxDOT has worked
14 closely with the City of Dallas on the SM Wright project
15 and has received considerable community input throughout
16 this planning phase. The public involvement process has
17 included briefings to local, state and federal elected
18 officials, small group meetings with community
19 stakeholders, small group presentations and public
20 meetings. In addition, the project has a comprehensive
21 Web site of its own, www.smwrightproject.org.

22 To gather valuable input from the
23 community, a stakeholder work group was formed in 2008.
24 As shown on this slide, the stakeholder work group
25 included representatives from the many neighborhoods

1 adjacent to SM Wright Freeway, community-based nonprofit
2 organizations, adjacent churches, schools and businesses
3 located in the study corridor. The stakeholder work
4 group met a total of five times hosted at Peoples
5 Missionary Baptist Church. During these work group
6 meetings, items such as community priorities for the SM
7 Wright corridor, potential alignment alternatives,
8 aesthetics, traffic demand, schematic design and
9 environmental concerns were discussed and evaluated.
10 Representatives from various public entities, including
11 DART, the Dallas Housing Authority, North Central Texas
12 Council of Governments, North Texas Tollway Authority
13 and key City of Dallas departments, as well as TxDOT,
14 participated in the stakeholder work group meetings.

15 Approximately 13 briefing meetings have
16 occurred since 2008, including several briefings to the
17 Dallas City Council and staff. In addition,
18 presentations were made upon request to various
19 community groups, including South Dallas Churches
20 United, the St. Philips School Board of Trustees as well
21 as their Parent-Teacher Student Association and New Hope
22 Missionary Baptist Church Board of Trustees to name a
23 few.

24 Three public meetings were held at the
25 Martin Luther King, Jr., Senior Center in 2009, 2010 and

1 2012. The purpose of these public meetings was to
2 present the public with project-specific information and
3 to gather public feedback. At the public meetings that
4 were conducted using a open-house format, attendees were
5 able to view project schematics, typical sections,
6 constraint maps and other exhibits. Project engineers
7 and other project specialists were available to answer
8 questions from the meeting attendees. Public notices
9 were sent to the adjacent property owners, local city
10 and state elected officials, agency staff and other
11 interested persons. Flyers announcing the public
12 meetings were distributed at recreation centers,
13 churches, community centers and small businesses in the
14 project area as well as here at Park South YMCA.
15 Notices for the public meetings were published in the
16 following newspapers; Dallas Morning News, Metro
17 Edition, Al Dia, The Dallas Examiner, and the Dallas
18 Weekly. A listing of the stakeholder meetings,
19 briefings and public meetings for this project is shown
20 on the exhibit near the Environmental Table at the back
21 of the room. It's the one with the very tiny print,
22 it's got a lot of stuff on it.

23 This extensive process has culminated in
24 the environmental assessment report. That document is
25 available online, and hard copies were made available

1 for public review 30 days prior to this meeting at the
2 Martin Luther King, Jr., Library, TxDOT Dallas District
3 Office and City of Dallas offices. At tonight's final
4 public hearing, we welcome your written and oral
5 comments.

6 As mentioned previously, nine commercial
7 properties would be displaced by the proposed project.
8 The commercial properties contain two restaurant/bars,
9 one automotive repair garage, portions of three scrap
10 metal recycling facilities, and four billboards. An
11 estimated 13 to 33 employees could be affected by the
12 proposed project; either by job relocation or job loss
13 associated with the anticipated business displacements.

14 Representatives from the Workforce
15 Solutions of Greater Dallas are here tonight, and the
16 agency will be proactive in assisting any employees that
17 would be affected as a result of the displacement
18 associated with the proposed SM Wright project.
19 Workforce Solutions of Greater Dallas can coordinate
20 with employers identified for relocation by TxDOT during
21 the right-of-way acquisition phase of project
22 development to provide one- to two-hour rapid response
23 workshops, if requested by the employers, regardless of
24 the number of employees anticipated to be impacted.
25 Efforts by Workforce Solution Services are targeted

1 toward assisting the individual employees and can help
2 prepare those employees to work in other occupations if
3 the employee is unable to find work in or chooses to
4 leave their current field of employment. Workforce
5 Solutions staff are also here tonight to provide
6 handouts and answer questions regarding their services.

7 In addition, in response to concerns raised
8 by the community about the critical need for more jobs
9 and economic development in the SM Wright corridor,
10 TxDOT is partnering with the City of Dallas, the North
11 Central Texas Council of Governments and community-based
12 service providers to launch a new jobs training and
13 contracting initiative.

14 This program is being designed to assist
15 community residents in obtaining jobs that pay a livable
16 wage in highway construction and minority-owned
17 businesses to gain a larger slice of the contracting
18 pie. Under the leadership of Councilmember Carolyn
19 Davis, the program specifics are being finalized and you
20 should be hearing much more in the coming weeks. TxDOT
21 is excited about this bold initiative and sees it as a
22 pilot program that could provide real tangible economic
23 impact in South Dallas, so please stay tuned.

24 And now I'm going to turn the hearing back
25 over to Mr. Selman.

1 MR. SELMAN: Thank you, Ms. Baker.
2 Following this hearing, documentation of this public
3 hearing will be forwarded to our Austin office for final
4 environmental clearance and design approval. Assuming
5 there are no major issues arising from this hearing that
6 cannot be addressed in a reasonable time frame, final
7 environmental clearance is expected by March 2013.

8 It is at this stage in project development
9 that we're able to proceed with detailed construction
10 plans and right-of-way acquisition. Subsequent to the
11 availability of funds and after approval of construction
12 plans, project letting for SM Wright Phase I is
13 scheduled for early 2014.

14 At this time, Mr. Cecil Saldana from our
15 District Right-of-Way Office will provide you an
16 overview of TxDOT's right-of-way acquisition procedures.

17 MR. SALDANA: Thank you, Mr. Selman. Good
18 evening, ladies and gentlemen. At this time I would
19 like to take a few minutes to present some information
20 about the right-of-way acquisition phase of this
21 project. This proposed project, as previously
22 described, will be the object of my remarks. The
23 proposed project would require approximately 30 acres of
24 additional right-of-way and would require a joint-use
25 agreement with the Union Pacific Railroad for

1 approximately 1 acre of aerial easement. The proposed
2 right-of-way acquisition would involve the displacement
3 of structures on 15 developed properties. Of the 15
4 properties, six are residential and nine are commercial.
5 No places or worship of cemeteries will be displaced.

6 The following describes our right-of-way
7 procedures. Two booklets are available for you at the
8 Right-of-Way Table in this cafeteria.

9 One is titled The Purchase of Right-of-Way,
10 and the other one is titled Relocation Assistance. If
11 there is a possibility that some of your property may be
12 acquired and you did not pick up the booklets, you may
13 secure copies at the right-of-way table during the
14 break. These booklets contain a significant amount of
15 information. Rather than trying to cover all of this
16 material in detail this evening, I would like to
17 acquaint you with the answers to the most commonly asked
18 questions.

19 Before the right-of-way acquisition process
20 may begin, TxDOT has to obtain environmental clearance,
21 local agency agreements, an approved right-of-way map,
22 and funding. With the route approved, maps will be
23 prepared by registered professional land surveyors to
24 show the exact amount of land to be acquired from each
25 affected property owner.

1 Standard procedure for many projects is
2 that the local governments will be responsible for land
3 acquisition and utility relocation; however, if
4 requested, it may be done by the State of Texas. Cost
5 associated with the purchase of real property will be
6 the responsibility of TxDOT. In some cases the adjacent
7 cities may be responsible for increased costs due to
8 more stringent zoning ordinances or building codes than
9 state law. All acquisitions must be conducted in
10 accordance with the Uniform Relocation Assistance and
11 Real Property Acquisition Policies Act of 1970, as
12 amended.

13 After the release is obtained from the
14 Austin Right-of-Way Division, TxDOT will order property
15 title information, five-year sales data, and preliminary
16 title commitments.

17 The acquiring agency, whether TxDOT or a
18 local government, in order to establish land values, may
19 employ independent real estate appraisers to determine
20 their opinions of the fair market value for the part of
21 each owner's property to be acquired. This procedure is
22 explained on Pages 3 and 4 of The Purchase of
23 Right-of-Way booklet.

24 The appraisers will contact each owner
25 before proceeding with appraising the properties. Each

1 of you as owners will be given the opportunity to
2 accompany the real estate appraiser on an inspection of
3 your property. Once the property is appraised and
4 submitted to TxDOT for review and approval, a written
5 offer will be made to you, the property owner.

6 TxDOT's acquisition agent presents the
7 offer to the property owner. This offer will be based
8 upon the amount of the approved appraised value with any
9 compensable damages to the remaining real property.
10 TxDOT will also provide relocation assistance to those
11 who are eligible.

12 The decision of whether the offer is
13 acceptable or not, of course, remains with each owner.
14 An owner may wish to donate land for the project for
15 various reasons. In these cases, the appraisal process
16 will not be necessary provided that the property owner
17 signs a waiver to waive their right to receive fair
18 market value and an appraisal of the property. This
19 does not include donations at less than fair market
20 value or partial donations which must be appraised.

21 If the property owner chooses to receive
22 compensation for the needed right-of-way, then the
23 following are the options available to the property
24 owner. The owner may accept the offer or submit a
25 counter offer, if appropriate. Also, as another option

1 the booklet further describes the procedure by which
2 right-of-way is acquired when the property owner does
3 not agree with the acquiring agency's determination of
4 fair market value. This procedure is known as eminent
5 domain and is described on Page 9.

6 When the owner accepts the approved value,
7 a deed and Memorandum of Agreement is prepared for the
8 owner's signature. TxDOT will issue a warrant made out
9 to the title company for the owner. The owner closes at
10 the title company and is then compensated for the newly
11 acquired right-of-way.

12 The owner may submit a counter offer if the
13 owner believes the offer does not represent fair market
14 value. TxDOT reviews the counter offer and either
15 accepts or rejects it. If rejected, the owner may still
16 accept the original offer or proceed to eminent domain.

17 In eminent domain, the Court appoints three
18 independent commissioners, who themselves are landowners
19 in the county, to hear the owner and TxDOT. Based on
20 the evidence presented, the Commissioners will decide
21 the award to the owner. TxDOT deposits the award, which
22 the owner may withdraw, in the registry of the Court,
23 and at that point, TxDOT will take possession of the
24 needed right-of-way. If desired, either the owner or
25 TxDOT shall have the right to appeal the award to a jury

1 trial.

2 The State's relocation program for personal
3 property, administered solely by the State with no local
4 government funding required, is available to those of
5 you who may qualify for certain benefits as the result
6 of acquisition of properties. Monetary payment for
7 incidental expenses, which are the owner's out-of-pocket
8 expenses to convey good title to the State, may be
9 eligible for reimbursement and are applicable whether or
10 not a displacement occurs.

11 These benefits are applicable to all
12 individuals, families, businesses, farmers, ranchers and
13 nonprofit organizations, without regard to race, color,
14 religion, sex, or national origin. This information is
15 contained in the Relocation Assistance booklet.

16 If you believe a move is to be necessitated
17 by the proposed project, the Department would caution
18 you not to move before negotiations have begun unless
19 you first secure a written Notice of Intent to Acquire
20 from the acquiring agency. This must be done so as to
21 avoid the possibility of your loss of personal property
22 relocation benefits to which you may otherwise be
23 eligible for reimbursement by the Department.

24 Should a displacee be dissatisfied with any
25 of the amounts offered for relocation reimbursement,

1 appeal procedures are available. These are discussed on
2 the last page of the Relocation Assistance booklet, Page
3 39. Additional information is available from TxDOT's
4 Dallas District Office should you have the need for
5 relocation assistance.

6 Lastly, regulations governing the
7 relocation of advertising signs, which are not purchased
8 by the acquiring agency as real property, are discussed
9 on Pages 31 and 32 of the Relocation Assistance booklet.

10 This concludes my presentation. Thank you
11 for your attention. Mr. Selman.

12 MR. SELMAN: Thank you, Mr. Saldana. I
13 would like to mention that we will not attempt to answer
14 your questions while you have the floor during the
15 opportunity for public comment. This procedure is
16 necessary so that everyone is given an opportunity to
17 speak and because your comments will be given due
18 consideration. We would be happy to answer your
19 questions during the recess or even after the hearing.

20 All substantive comments and questions will
21 be fully considered and responded to in the project
22 record made a part of the final environmental document
23 for this proposed project. This document will then be
24 made available for public review and copying at the
25 Dallas District Office located at 4777 East US Highway

1 80 in Mesquite, Texas 75150.

2 For the benefit of you that may have
3 arrived late, I would ask the members of the Department,
4 consultant team and local government staff to please
5 stand at this time. These folks are all available to
6 answer your questions and discuss your concerns
7 regarding the project. At this time, we'll take a
8 20-minute recess and reconvene at 7:45. Thank you.

9 (Break taken)

10 ***Walk-up comment taken at recess***

11 MR. DAVIS: My name is Leamon Davis, and my
12 address is 1603 Stoneman Street, 75215.

13 I think what I'm most concerned about is
14 that the -- actually, that the place will be used.
15 After everything is done as far as the road work on the
16 project, it will be utilitarian so that everybody can
17 get involved with it. It won't just be from the
18 aesthetics of looking, but it'll be the aesthetics of
19 doing. People can actually get involved as part of the
20 community and to be used, not just gawked at, but to be
21 used and hopefully will enhance the community and
22 enhance their sense of well-being, and also be an asset
23 for the community.

24 MR. SELMAN: We are now reconvening
25 tonight's public hearing. We've made our presentation

1 on the latest available information on the project, and
2 it's now time for us to listen to your comments. Again,
3 please be aware that we will not attempt to answer your
4 questions during the comment period. Some of you may
5 not wish to make a statement from the microphone. In
6 that event, your written statements will be equally
7 accepted both tonight and for the next 10 calendar days
8 following this hearing.

9 For those of you who wish to submit a
10 written comment tonight, a comment box is located right
11 there in the back of the room. Questions and comments
12 may also be mailed to the Texas Department of
13 Transportation, attention Mr. Robert Hall, 4777 East US
14 Highway 80, Mesquite, Texas 75150-6643. All of your
15 statements, comments and questions will be given careful
16 consideration before final design features are
17 determined.

18 Furthermore, all information developed in
19 regard to the proposed design is available for public
20 inspection and copying and is also posted at
21 www.keepitmovingDallas.com under upcoming public
22 hearings. The final deadline for our acceptance of
23 statements or comments is by a postmarked date of Monday
24 February 11, 2013.

25 We have a listing of 19 people registered

1 who would like a make statements. Please limit your
2 speaking time to 3 minutes so that everyone who wishes
3 to speak may have an opportunity to do so. For the
4 official transcript, please your name and address as you
5 take the floor before proceeding with your statements.

6 Our first speaker is William Gietema.

7 MR. GIETEMA: My name's William Gietema,
8 and I live on Garland Road. I've commuted on SM Wright
9 for the last 13 years, and every time I've done so, I've
10 really felt it was act of urban vandalism to the
11 neighborhoods that surrounded it. I think this is an
12 incredible initiative that the State has taken upon
13 themselves to try to heal that.

14 I do have several comments in terms of
15 economic impact. I noticed in the assessment that the
16 direct impacts of the road ties were actually not
17 considered. I would have suggested that the City of
18 Dallas take a page out of the book of City of Rowlett
19 that just had the George Bush Tollway move through their
20 city.

21 And they actually had an urban economist do
22 case studies for different scenarios of development
23 along the George Bush. In this case, what we've got is
24 a parkway. Parkway are designed to convey traffic from
25 one point -- one end to the other end. In this case, in

1 2035 there will be an estimated 40,000 wallets and
2 purses moving through this neighborhood without stopping
3 to spend money or to seek employment or housing.

4 A boulevard is different. A boulevard
5 actually conducts that traffic and gives them
6 opportunities to get out and spend money, to find
7 employment, to find housing. Boulevards are economic
8 generators. And according to studies that I've seen
9 along the George Bush that the City of Rowlett has done,
10 the difference in economic impact could be over
11 500 percent. In this case it could be hundreds of
12 millions of dollars and many thousands of jobs just by
13 looking at how the context works and how it relates to
14 those boulevards -- or to the parkway.

15 The State of Texas actually has adopted the
16 Context Sensitive Solutions Transportation Manual, and I
17 understand it was not used in this; it should be looked
18 at.

19 The next point that I would suggest is, I
20 understand that there's still an issue between four and
21 six lanes. Preston Road is six lanes north of LBJ, and
22 it has regular speeds in excess of 50 miles an hour. I
23 spoke with one of the voting members of ITE that voted
24 on the Texas Context Sensitive Manual for arterials.
25 And he thought this road was going to be in excess of 50

1 miles an hour of actual speed. So I think there's a
2 real issue there.

3 And then the last issue which I think is
4 one of these things where you always plan for success in
5 the future. We've seen how the new trolley line in West
6 Dallas is really gaining a lot of excitement, a lot of
7 value to the neighborhoods there. I would suggest that
8 we look at actually taking a median here and making it
9 large enough for a two-way trolley lane that would go
10 all the way from Lamar to downtown along Cesar Chavez,
11 which would be a delightful, inexpensive and accessible
12 form of transportation for job seekers, not only
13 downtown but also into this corridor. It would be
14 future-proofing this neighborhood for the next 100
15 years. Thank you.

16 ***Reporter's note: Address for William Gietema is 8142
17 Garland Road, Dallas, 75218.

18 MR. SELMAN: Thank you. Our next speaker
19 is the Reverend SM Wright, II.

20 REV. WRIGHT: I'm Reverend SM Wright,
21 pastor of the Peoples' Missionary Baptist Church;
22 Reverend SM Wright, Jr. And let me just share, I want
23 to thank TxDOT, the City of Dallas, and all of you for
24 this wonderful project in honor and memory of my late
25 father, Councilwoman Davis, and to this wonderful

1 improvement and upgrades to this wonderful project.

2 I am standing here and we are -- my family
3 and my church family is in support of the six lanes as
4 well as eliminating dead-man's curve. I think
5 dead-man's curve needs to be straightened out, and with
6 this wonderful project, we're able to do that as well as
7 to beautify our community. And I'm just very excited
8 about this wonderful project and all of the thought
9 process in this project. Thank you so very much.

10 ***Reporter's note: Address for Rev. S.M. Wright, II,
11 is 2218 Sutter Street, Dallas, 75216.

12 MR. SELMAN: Thank you. Reverend Kenneth
13 Coleman. Reverend Coleman here? Okay. Reverend Gerald
14 Britt.

15 REV. BRITT: Thank you very much. I'm
16 Gerald Britt. I'm Vice President of Public Policy at
17 City Square. And we've worked with both the South
18 Dallas Hope Initiative as well as Unify South Dallas,
19 actually, initially in opposition of this plan. We said
20 we believed that the four-lane option was actually a
21 better option. Our conversations with TxDOT, with
22 Council of Governments, with Congresswoman Eddie Bernice
23 Johnson showed us, first of all, the vulnerability of
24 the funding for this project. And also the importance
25 and the possibility and prospects for jobs for residents

1 and the like.

2 The compromise that we reached in order to
3 arrive at this point of support has to do with the
4 economic development along those nodes leading from
5 Hatcher going up to -- it'd be potentially to Martin
6 Luther King. And we stand in support of the project
7 under the caveat that the opportunities for economic
8 development, which again, leads to the opportunities for
9 increased jobs and increased businesses and increased
10 neighborhood redevelopment becoming part and process of
11 this.

12 South Dallas, without question, stands
13 badly in need of redevelopment. And this project really
14 becomes one of the last opportunities we have to make a
15 major difference in the lives of people who have
16 withstood a long night of blight and neglect in this
17 area. And what we want to see is not just a road
18 project, not just a beautification project, but a
19 stimulus for economic development that will not only
20 benefit South Dallas, but will benefit all of Dallas.
21 And as long as that's part of this project, we can be in
22 support of it.

23 ***Reporter's note: Address for Rev. Britt is 511
24 Akard, Dallas, 75201.

25 MR. SELMAN: Thank you. Ernest Goode, Jr.?

1 Okay. Robert Pitre? Is Robert here? Okay. Terry
2 Flowers.

3 DR. FLOWERS: My name is Terry Flowers. I
4 am the Executive Director of the St. Philip's School and
5 Community Center. And I'm standing before you to
6 express concerns about taking away exits off of I-45.
7 Currently, in South Dallas/Fair Park we have Lamar and
8 the Pennsylvania and MLK exits. Those two exits serve
9 three major thoroughfares in South Dallas/Fair Park.

10 Lamar as well as MLK and Pennsylvania
11 assist traffic in getting to downtown destinations.
12 Your proposal -- and I hope it is a proposal, because
13 you said that the -- it's fully funded. And when things
14 are fully funded, that means -- it gives the illusion
15 that they're final. But your proposal gives us one exit
16 for South Dallas/Fair Park to serve those people who are
17 going to Baylor, for those people who are going to MLK,
18 our major business thoroughfare, those people who are
19 trying to get downtown or the food processing center, or
20 south side on Lamar; one exit.

21 Currently, when you drive down I-45 the
22 bottleneck occurs just before the Pennsylvania exit.
23 With one exit, this is going to increase the amount of
24 traffic and place us in a situation where to get to
25 Martin Luther King, Jr. Boulevard, you'll exit at Lamar

1 and have about a mile to get to the major business strip
2 of South Dallas/Fair Park.

3 So we are in opposition to that and believe
4 that it would adversely affect our ability to access
5 businesses and resources in the community as well as
6 those people who are traveling through to get to the
7 State Fair or other activities in the surrounding area.
8 Currently, those areas are used heavily by people who
9 are trying to get to destinations just north of South
10 Dallas/Fair Park in the downtown area.

11 Additionally, the plans don't seem to
12 address any major enhancements on the I-45 side of your
13 reconstruction as they do on the SM Wright side. So we
14 strongly encourage you to take a look at whether or not
15 there are ways in which the access roads and the area in
16 which the construction will be taking place could be
17 enhanced.

18 That's our major concern where they're
19 basically taking away our ability to exit in South
20 Dallas/Fair Park; the three major exits and turning that
21 into just one; Lamar. Now, people have to exit Lamar to
22 get to MLK as well as Pennsylvania Avenue.

23 Additionally, we notice that coming north
24 on I-45 there's no signage that directs people to the
25 Pennsylvania Avenue exit. So we'd like to have that

1 taken into consideration to be consistent with the
2 southbound traffic. It could also mirror what the
3 northbound signage should look like. Thank you.

4 ***Reporter's note: Address for Dr. Terry Flowers is
5 1600 Pennsylvania Avenue, Dallas, 75215.

6 MR. SELMAN: Thank you. I apologize if I
7 mispronounce this; Susan Cowan?

8 MS. COWAN: No comments, thank you.

9 MR. SELMAN: Thank you. Glen Bragg?

10 MR. BRAGG: Glen Bragg, 3307 Julius
11 Schepps. I'm at St. Philip's School and I have the same
12 comments Dr. Flowers had about the exits, because when
13 they first put 45 in there before the exits and
14 (unintelligible) hard to exit right there, period.
15 Because they didn't want anybody to come to South Dallas
16 unless they came up old 75. Now you want to take off
17 this other exit on up over like we're going like towards
18 the north from the Lamar exit, if you miss that exit,
19 you gonna have to end up going to town just to turn
20 around. And we want to know why we can't keep that
21 exit. Since TxDOT is in control of the lights, why come
22 we don't have any lights coming here to the south and
23 this overhead bridge is right there between Pennsylvania
24 and Lamar, it had lights years ago, but we don't have no
25 lights anymore over that bridge. Why they don't come

1 back there? Or where that bridge is this-away.
2 Straighten out this dead-man's curve thing more than 45.
3 Be smart enough. Thank you.

4 MR. SELMAN: Thank you. Peter Young?
5 Okay, thank you. Chartle Burns?

6 MR. BURNS: My concern is about that Martin
7 Luther King and Pennsylvania exits mislead. Y'all said
8 something earlier about safety and mobility. It's not
9 helping safety and mobility in that area. Those exits
10 serve this community, a large part of this community.
11 Y'all wiped out and took y'all time tonight doing all
12 that reading, telling us all this stuff about eminent
13 domain.

14 If you an African American from Texas, five
15 generations, we have experienced eminent domain. Y'all
16 done ran out of time. Y'all wiped out a generation back
17 there, and probably need to hear it since y'all taking
18 that exit out. A lot of people don't know. The only
19 reason I know and how I showed up tonight is because
20 they sent somebody else's mail to the wrong address.
21 But I showed up tonight and I overheard the conversation
22 about y'all taking out our exit over there. And y'all's
23 safety and mobility will be very well -- it would be
24 affected taking out that exit.

25 I wish they could have heard that, that

1 y'all taking that exit out. They don't know. They
2 don't know. A lot of people don't know. And I wish
3 y'all would leave the exit alone.

4 ***Reporter's note: Address for Mr. Chartle Burns is
5 3730 Spence, Dallas, 75215.

6 MR. SELMAN: Thank you. Linda Kirk? Okay.
7 Brenda Gray? All right. Ken Smith?

8 MR. SMITH: My name is Ken Smith. I just
9 wanted to make one comment. If I'm correct, I believe
10 there is eventually going to be an intersection where
11 the Cesar Chavez and Martin Luther King come together
12 after all of the construction, if I'm correct. If that
13 is correct, there's an opportunity to highlight the life
14 and legacy of two of America's greatest Civil Rights
15 leaders.

16 And if those two intersections do come
17 together, that would be a great opportunity for a
18 memorial, a park, a monument to really highlight just
19 what both of these gentlemen have meant to America.
20 Thank you.

21 ***Reporter's note: Address for Ken Smith is 4615
22 Bradshaw, Dallas, 75215.

23 MR. SELMAN: Thank you. Robert Foster?

24 MR. FOSTER: Robert Foster, 3011 Park Row
25 (#2130, Dallas, 75215). When Ms. Davis was making her

1 pre-comments to the meeting tonight, she talked about
2 going around to the neighborhoods and watching those
3 people who are gathered together. And certainly, many
4 of those who are outside of my apartment complex live at
5 my village. And the number one thing they said they
6 needed was jobs.

7 And we appreciate the fact that Texas
8 Workforce and TxDOT are working to bring jobs to the
9 community in terms of the development of the parkway.
10 But I, along with Gerald Britt, and others representing
11 the people in the community with both the South Dallas
12 Hope Initiative and Unify South Dallas, again, we had
13 preferred the four-lane proposal. When we heard from
14 TxDOT and Eddie Bernice Johnson's office and others,
15 that the six lanes is going to happen. We've been in
16 conversation since then with TxDOT and Eddie Bernice
17 Johnson's office, the City of Dallas and others, where
18 there's been this agreement that at these particular
19 nodes that there will be discussions with the City of
20 Dallas and with TxDOT, that there'll be appropriate
21 adjustments made to the design to maximize economic
22 development.

23 And I want to make sure that that's on the
24 record. I'm not as strong as Gerald is in saying that I
25 want to endorse this, because I want to make sure that

1 we have the agreement out in public that those sorts of
2 things are going to happen, because economic development
3 is what this community needs. And our people standing
4 outside of my apartment complex will need jobs after
5 2019. And so let's make sure we get that done. Thank
6 you.

7 MR. SELMAN: Thank you. Carl Davis? Earl
8 Davis? Okay. Gloria Walls?

9 MS. WALLS: Good evening. Gloria Walls,
10 1628 Panama Place; exactly behind the St. Philip's
11 School and Community Center. When they first started
12 this project, I've almost attended every meeting they've
13 had. I've watched the changes that they told us about
14 and didn't tell us about. My first concern was, when
15 they was going to close down 75 and make it the
16 beautification that they were doing, I asked the
17 engineers, I said, Does that mean all that traffic is
18 coming to 45? They said no.

19 Several meetings later, find out now all
20 the traffic is going to come to 45. We ask for sound
21 barriers. We've had to replace windows several times.
22 When Proctor & Gamble blew up, we had to redo all the
23 windows. So now with all this traffic coming, I ask our
24 County Commissioner -- I asked him, I said; I heard you
25 were putting a sound barrier over by Martin Luther King

1 School. I said, Why can't we have one on this side?

2 They have it in (unintelligible).

3 So finally, the engineers, the people call,
4 and now I see they're putting a sound barrier. And I
5 would love to see that sound barrier put up, because I
6 know that traffic is coming to 45. And also, like they
7 stated, the trees. When -- when they did this freeway,
8 they didn't want any exits in there anyway. Wasn't no
9 exits supposed to be on 45, but it happened that we did.
10 One coming south and two going -- two going north and
11 one going south.

12 Now, we might lose one. And it is very
13 convenient to get on and off the freeway right there
14 where we are. But I would hope they would put better
15 trees. Those trees they planted when they put in 45 has
16 gotten no larger than this, so you know that's no sound
17 -- helping. So I'm glad that they're letting us choose
18 these sound barriers in hopes that they do put them in
19 proper places. Thank you.

20 MR. SELMAN: Thank you. Calvin Thomas,
21 Sr.? Okay. Joe Patterson?

22 MR. PATTERSON: I just came in.

23 MR. SELMAN: Did you want to speak?

24 MR. PATTERSON: Not necessarily. I've been
25 here at almost every meeting we've had, and I still

1 don't know where we are and what we're doing. Only this
2 is what I see here. You know, so this is where we are?
3 We've had several meetings for three or four years --
4 four or five years. And I signed up to -- last time I
5 spoke at the Memorial Auditorium, I was supposed to have
6 been answered in writing. I have not received that. So
7 I'm just here to see what's going on.

8 ***Reporter's note: Address for Joe S. Patterson is
9 2210 Pine Street, Dallas, 75215.

10 MR. SELMAN: All right, thank you. Our
11 last speaker of the evening is Councilwoman Carolyn
12 Davis.

13 COUNCILWOMAN DAVIS: Thank you so much. I
14 just want this to be on the record. First of all, the
15 SM Wright job opportunities program, we will be working
16 with that. And we're going to make that work to make
17 sure that people are hired from this community and
18 trained on highway construction. But also, I want to
19 just add something to the record again, the conversation
20 of SM Wright from an expressway to an urban boulevard
21 has been the potential -- or has the potential to change
22 the South Dallas/Fair Park economic future.

23 This project would not only change the
24 physical landscaping, but it would also help change the
25 neighborhood and the community within itself. The

1 elevation of the freeway is the first step towards
2 reuniting the community that was seriously disconnected
3 from this community from many years of neglect. The
4 City of Dallas is committed to working with the
5 community on a comprehensive plan for transforming this
6 community by identifying and enhancing opportunity
7 through economic development and TxDOT's plan.

8 The focus of the City is to work with the
9 community representatives to maximize and to enhance
10 economic development, working together. We're going to
11 pull together a -- I will be pulling together a small
12 economic development committee to look at just that;
13 economic development down thoroughfares of our
14 community. I'm hoping that this will rebuild the
15 community that will have a lasting and sustainable
16 future for years to come. Thank you so much.

17 MR. SELMAN: Thank you very much.

18 UNIDENTIFIED SPEAKER: I was hoping I might
19 get to --

20 MR. SELMAN: Come forward to the mic,
21 please, and state your name and address for the record.

22 MS. WALKER: Good evening. My name is
23 LaSheryl Walker, my address is 3607 Hamburg Court. I
24 just wanted to say this is a wonderful project and a
25 much-needed project. I'm glad to see changes coming to

1 the South Dallas community. But I do have some concerns
2 about the closing of the Pennsylvania exit. Having only
3 one exit at Lamar would only further congest traffic
4 flow in that community, especially with the traffic
5 that's going to be redirected from SM Wright.

6 And I was hoping that we'd get some
7 beautification along the 45 and Pennsylvania between
8 Pennsylvania and Lamar areas as well to help enhance
9 that area. And as a resident of that community, I just
10 see that area being further congested just within the
11 streets within that community with all of that traffic
12 coming off at Lamar being in that neighborhood coming
13 down Holmes Street, coming down Cleveland, just coming
14 down some of those residential streets, I can see that
15 area being fully congested.

16 And with any type of disaster going on in
17 the community, I see that as a hazard; as a risk for the
18 people in that community. When people are trying to get
19 out quickly, a lot of people are trying to get on the
20 roadway at a certain time. I see that as a risk for
21 that community. And I would just hope in the future
22 that we could get to the meat to these type of meetings
23 early on in the meeting before we lose a lot of our
24 crowd. Thank you.

25 MR. SELMAN: Thank you.

1 MR. ANDERSON: Good evening. My name is
2 Christopher Anderson, 5409 Nueces Bay Drive, Rowlett.
3 I'm an employee for the North Central Texas Council of
4 Governments. And I wanted to read into the record this
5 statement of support on behalf of the Council of
6 Governments and the Regional Transportation Council.

7 The purpose of the proposed project is to
8 correct current design deficiencies to more safely and
9 efficiently accommodate current and future traffic
10 demands within the project's immediate area, as well as
11 regional trips. While recognizing the major growth in
12 population and employment southern Dallas County will
13 experience through 2035, these improvements were
14 developed to be compatible with local and regional
15 needs.

16 Specifically, by providing a new direct
17 connection between US 175 and I-45, this project is
18 anticipated to remove traffic from SM Wright and allow
19 it to be re-purposed from a six-lane freeway to a
20 six-lane arterial. The SM Wright project is a key
21 element in the management of congestion in southern
22 Dallas County and the continued enhancement to the
23 quality of life enjoyed by area residents.

24 The recommended improvements for these
25 sections of SM Wright/US 175, CF Hawn Freeway (US 175)

1 State Highway 310 and I-45 are consistent with Mobility
2 2035: The Metropolitan Plan for North Central Texas.
3 Because of the critical nature of this project, the
4 North Central Texas Council of Governments is willing to
5 provide any assistance in the planning, design and
6 implementation of the SM Wright project's proposed
7 improvements. Thank you.

8 ***Reporter's note: A copy of the Support Statement is
9 attached to the Record.

10 MR. SELMAN: Thank you. Okay.

11 MR. CLAYTON: Daniel Davis Clayton. I live
12 at 2853 Vacherie Lane, 75227. It appears here that
13 right now is we're saying that there's 82,000 daily
14 vehicles on SM Wright. And that is going to be reduced
15 to 50,000, even though the space is going to be
16 increased. The space is going to be expanded, but the
17 capacity is going to be reduced. And it doesn't look
18 like we're making 45 any larger. So with the -- the
19 concern is, with the removal of exits we're going to
20 further congest 45, we're only going to have one exit
21 into the neighborhood. And we're going to make SM
22 Wright much more difficult to travel with a
23 50-mile-per-hour speed limit. That is going to greatly
24 impact the ability for businesses to develop in the area
25 and for the residents there to take advantage of any

1 increased traffic through that area.

2 MR. SELMAN: Thank you. Is there anyone
3 else who'd like to come forward and make a statement?

4 DR. FLOWERS: Just one more comment. It
5 says here that TxDOT is going to be maintaining the SM
6 Wright. And there's been negotiations about perhaps the
7 City taking that over. Well, TxDOT currently does a
8 miserable job of maintaining service roads. If you look
9 on Pennsylvania and I-45 just all year long unless
10 Councilwoman Davis organizes a neighborhood clean-up, it
11 really doesn't get the attention that it should. I'd
12 like to record to show that in our community, at least
13 on an ongoing basis, that is a systemic problem; having
14 those service roads in that area maintained on a regular
15 basis.

16 MR. SELMAN: Thank you.

17 DR. FLOWERS: If SM Wright is going to be
18 maintained on an all-year basis, hopefully the City does
19 take over because TxDOT hasn't served us well.

20 COUNCILWOMAN BAKER: Let me say this. The
21 SM Wright will be taken over by the City once it is
22 constructed, okay? Because it is now considered a city
23 street, it won't be a highway anymore. That is why
24 TxDOT took over the highway. 45 will be a highway.
25 Now, the service roads I'd have to get with TxDOT and

1 find out when there's an exit.

2 Now, let me talk about 45 for a minute. I
3 just talked to Matt. Matt, raise your hand. This is
4 Matt. We're going to sit down and we're going to look
5 at the 45 exit. Because right now, there's two exits;
6 Lamar and Metropolitan and I guess Pennsylvania; that's
7 now. When you take that away, when you expand 45 where
8 dead-man's curve connects to 45, then the only exit
9 looking at this map would be Lamar.

10 And then you have to take the service road
11 all the way down to Pennsylvania. We're not going to
12 have that. So Matt and I are going to talk, and we're
13 going to fix that so we can get it right, okay. This is
14 what I feel. The neighborhood shouldn't have to be --
15 it shouldn't be an inconvenience to the neighborhood.
16 This is a major highway construction.

17 It should not and it will not be an
18 inconvenience to this neighborhood. There needs to be
19 an exit somewhere on 45. Now, my focus had been SM
20 Wright, but we going to start working -- now this is our
21 last meeting. So we're going to go back and we're gonna
22 -- Matt and his team is gonna give me something so we
23 can have an exit on 45.

24 Okay, Matt? We're going to talk. Don't be
25 bashful. I'm calling him out tonight. But we're going

1 to work and try to find an exit for 45 and so we'll --
2 we have to get together, but we're going to do that.
3 Now, when it comes to 45, you're right Dr. Flowers,
4 TxDOT's going to have to do a better job cleaning up 45.
5 Now -- but we're going to have to sit down and we're
6 going to have to -- I'm going to the transportation
7 seminar in Austin February the 17 and 18th.

8 I will be meeting some of these powers that
9 be, just to talk about how do we get them to clean up
10 the thoroughfare on I-45. So I know that we're gonna
11 continue to work on that. But now, my focus will be
12 working with them to try to find an exit for 45, because
13 looking at that now, it's just not fair that once they
14 cut out that Lamar exit, they gotta go all the way down
15 to Pennsylvania. Seems like there's going to be more
16 traffic on the service road, because that is the only
17 exit. So we need to work on that. Thank you so much.

18 MR. SELMAN: Thank you.

19 MR. WILLIAMS: My name is Floyd Williams.
20 I represent 1908 Warren. This residential area
21 comprises of many senior citizens on fixed incomes. And
22 are there any project fundings going to be provided in
23 order to ensure that they're able to keep up with the
24 beautifying of their area and allow them to also
25 beautify their properties, or are we going to see more

1 stricter city enforcements that will cause the
2 possession of their properties to be provided to others
3 than themselves who spent a lot of their lifetime
4 building and paying for these properties? Just wanted
5 to go on record for that.

6 MR. SELMAN: Thank you. Okay. Is there
7 anyone else who would like to come forward and make a
8 statement?

9 MS. HARDY: Good evening. My name is
10 Tarsha Hardy, 2853 Vacherie Lane. I am very new to the
11 City of Dallas. I am from the City of Houston, but I am
12 really concerned when I look at these plans, because
13 I've seen the same thing happen in my city. And I think
14 that this is a good pro-community type project that
15 you'd want to see the community grow and develop from,
16 but I'm concerned that if there's almost a hundred
17 thousand vehicles traveling this transportation facility
18 daily, and the end goal was to reduce that number to
19 50,000, then how on earth could economic development
20 coming to the area really thrive if the importance of
21 transportation planning is moving goods and people
22 efficiently.

23 And with this new facility, you're
24 ultimately proposing to stunt the growth of economic
25 development in this community. And if you consider the

1 economic and demographic makeup of this area, this
2 gentlemen just said there's a large amount of senior
3 citizens on fixed income. So how then do you provide
4 economic development that supports the needs and the
5 values and the interests in this community?

6 If you bring in big businesses that's fine,
7 but has there really been a discussion -- this is not
8 TxDOT's responsibility. But for everybody in the room,
9 I think you need to keep that in mind; the economic
10 development is a totally different piece. And while
11 you're talking about creating job opportunities for
12 people and building this facility, those are short-term
13 economic development solutions. Those are not long
14 term, so they don't guarantee anybody in this community
15 any job in excess of this road getting built.

16 So I think everybody in the room and TxDOT
17 needs to be mindful of these things. I think if this is
18 going to be a facility that works and it spurs the
19 economic development that it needs to, it needs to be in
20 keeping and in respect to those that are -- that these
21 communities are named after, and their ultimate mission
22 to serve the people and make sure that they thrive. And
23 having an economic development plan in tandem with the
24 transportation facility needs to foster that. Thank
25 you.

1 MR. SELMAN: Thank you. Okay. Is there
2 anyone else who would like to come forward and make a
3 statement?

4 MR. WILLIAMS: Albert Williams, 1802
5 Driskell Street. I'd like to say, I came here a little
6 late so I missed out on the presentation at the earlier
7 part of the program, but looking at the maps and
8 listening to the others speak, I've heard where the SM
9 Wright, once it's downgraded, I heard a few people say
10 that the speed limit's going to be 50 miles an hour,
11 which I think is pretty fast for a boulevard. And I
12 used to work in the North Dallas area many years ago
13 before the North Dallas Tollroad was north of 635, and
14 Dallas Parkway was 45 miles an hour.

15 And I've seen many an accident at Spring
16 Valley at Dallas Parkway before there was a light there,
17 because the speed was so high and people trying to pull
18 out, making a turn, where they're having to cross all
19 lanes of traffic. And with y'all adding more cross
20 streets here, if the speed is that high, that could be
21 fairly dangerous for people that's walking, trying to
22 cross the streets. So that needs to be taken into
23 consideration. I mean, they might as well be trying to
24 cross the freeway right now if the speed limit's going
25 to be that high. So I think at least 35, no higher than

1 40, but with the signal lights means there's a lot of
2 quick stop and go. So we always be concerned about the
3 fuel cost and the best way of driving to not keep
4 burning so much gas.

5 So we don't need to have that high speed,
6 and then you have to get to a red light and come and
7 stopping and speeding up again. So keep that in mind.
8 And also with the exit ramp off of 45, I use those ramps
9 on and off if I'm coming from the Oak Cliff area, I do
10 take the Lamar exit. A lot of times it's easier for me
11 getting to the neighborhood where I'm trying to go,
12 versus taking the Pennsylvania exit. And if you close
13 one exit that's actually going to make more cars have to
14 exit there which is going to make a backup towards the
15 freeway, because you don't have a very long ramp
16 already.

17 And also, with that closing of the one lane
18 during Fair time, everybody, even those trying to get to
19 their homes in the neighborhood, all have to take the
20 same exit. That makes it more difficult for the people
21 that live in the neighborhood just to get to their home
22 versus the traffic that's trying to get to the Fair
23 Park. And when you have only one exit to cover a whole
24 neighborhood and the whole South Dallas area, basically,
25 that's just going to cause a bottleneck in the traffic

1 on the freeway, which is going to make it difficult for
2 everyone trying to get in and out of the city. Thank
3 you.

4 MR. SELMAN: Thank you. Is there anyone
5 else?

6 MR. ROBERT FOSTER: Matt. Matt, can we
7 just clarify that it's 35 miles an hour, not 50?

8 MR. CRAIG: Yeah.

9 MR. ROBERT FOSTER: So in the record, it's
10 35 miles an hour, not 50. So that'll clarify for some
11 people.

12 MR. SELMAN: Okay, thank you. Is there
13 anyone else?

14 MR. GIETEMA: I brought up the 50 mile an
15 hour quote, and it's the difference between the design
16 speed and the geometric of the road, lane width, and the
17 distance between the intersections and also the visual
18 friction along the sides of the roads. 35 could be
19 posted; it's posted in several parts, just like
20 Hillcrest and whatnot, that have similar signs facility.
21 I spoke with an engineer that actually was a voting
22 member on the ITE that approved the CSS Manual that the
23 State uses. And he said the design geometrics would be
24 effectively in excess of 50 miles an hour, even if you
25 had it posted at 35. And he suggested if it had to be a

1 six-lane facility, he suggested that perhaps you'd have
2 the slip street where you'd have those fifth and sixth
3 lanes in the form of a browsing lane.

4 MR. SELMAN: Thank you. Is there anyone
5 else who'd like to make a comment?

6 DR. FLOWERS: Just one. I won't go to the
7 mic, but SM Wright is next to the Martin Luther King
8 School, and I'm concerned as to whether or not there's
9 been any focus on extra crossing guards and what the
10 kids are going to need on a daily basis with an excess
11 of 50,000 vehicles coming down that -- on the ground
12 level there.

13 ***Reporter's note: Please see walk-up comment taken at
14 recess on Page 38.***

15 MR. SELMAN: Okay. Thank you. Anyone
16 else? Okay, ladies and gentlemen, we sincerely
17 appreciate your attendance and interest concerning the
18 proposed design for the SM Wright project. All of your
19 questions, comments and concerns will receive careful
20 consideration subsequent to tonight's public hearing.
21 Thank you very much. This hearing is now adjourned.

22 (Hearing adjourned at 8:31 p.m.)
23
24
25

1 STATE OF TEXAS)

2 COUNTY OF DALLAS)

3

4 I, Carmel Martinez, Certified Shorthand Reporter in
5 and for the State of Texas, do hereby certify that the
6 facts as stated in the caption hereto are true and that
7 the foregoing 66 pages are a full, true, and correct and
8 complete transcript of the public hearing had on the
9 date and at the place set forth.

10

11

12 GIVEN UNDER MY HAND AND SEAL of office on this

13 the 9th day of February, 2013.

14

15

16

17

Carmel Martinez

Carmel Martinez

18

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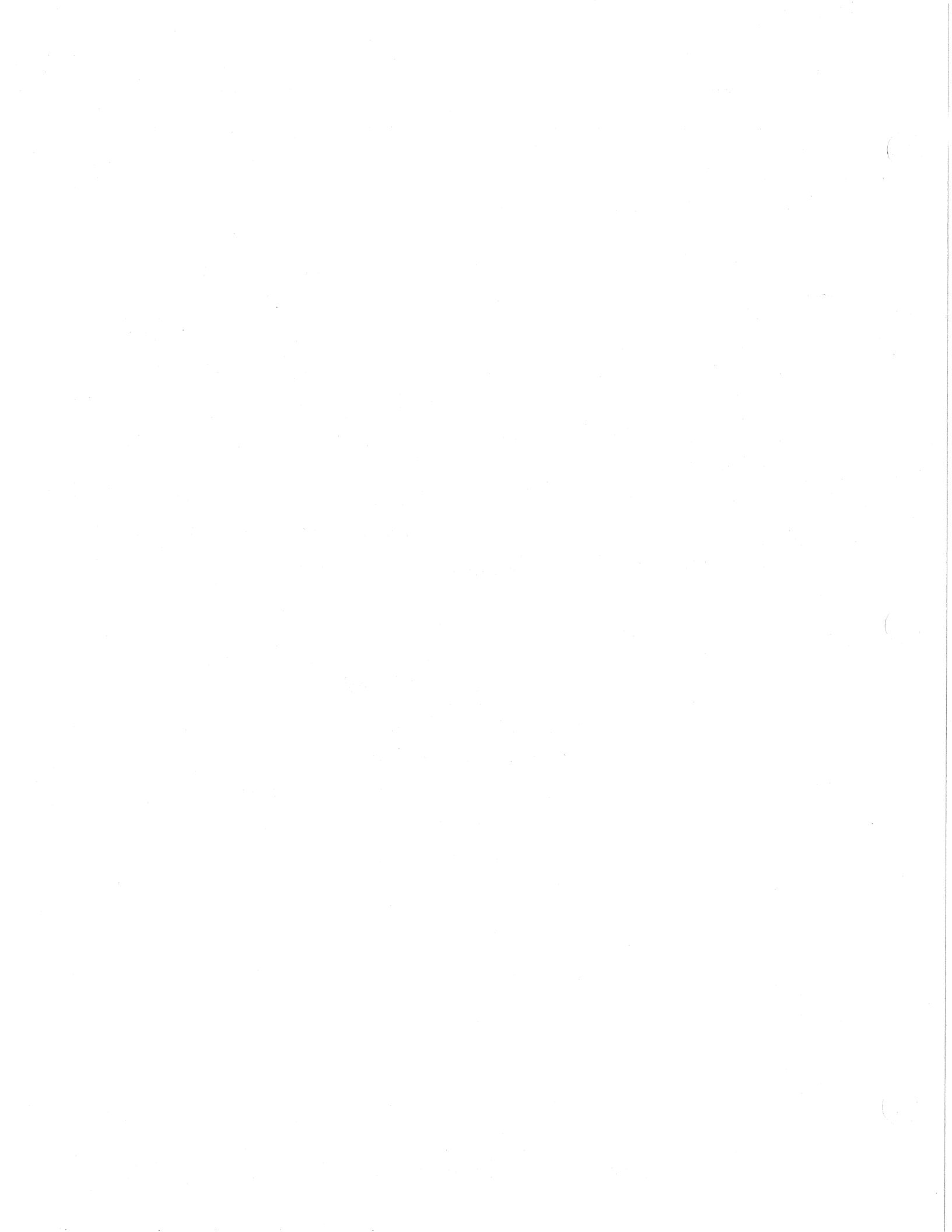
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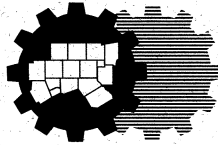
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North Central Texas Council Of Governments

Statement of Support

S.M. Wright Project (US 175, SH 310 and I-45) Proposed Improvements

Submitted to the Public Hearing Record on January 31, 2013, by Christopher Anderson, Program Manager, NCTCOG Transportation Department, on behalf of the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area.

The purpose of the proposed project is to correct current design deficiencies to more safely and efficiently accommodate current and future traffic demands, within the project's immediate area, as well as regional trips. While recognizing the major growth in population and employment southern Dallas County will experience through 2035, these improvements were developed to be compatible with local and regional needs. Specifically, by providing a new direct connection between US 175 and I-45, this project is anticipated to remove traffic from S.M. Wright and allow it to be re-purposed from a six-lane freeway to a six-lane arterial. The S.M. Wright project is a key element in the management of congestion in southern Dallas County and the continued enhancement to the quality of life enjoyed by area residents. The recommended improvements for these sections of S.M. Wright / US 175, CF Hawn Freeway (US 175), SH 310 and I-45 are consistent with Mobility 2035: The Metropolitan Transportation Plan for North Central Texas. Because of the critical nature of this project, the North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation of the S.M. Wright project's proposed improvements.

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About the Regional Transportation Council

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The 12-county Dallas-Fort Worth Metropolitan Planning Area includes Collin, Dallas, Denton, Ellis, Hunt, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 43 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

About the North Central Texas Council of Governments

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 240 member governments including 16 counties, 170 cities, 24 school districts, and 30 special districts.