

# Proposed SM Wright Project IH 45/SM WRIGHT

Texas Department of Transportation



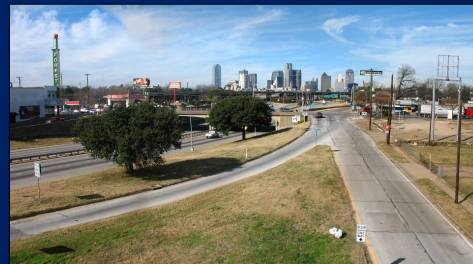
**Dallas District**

Halff Associates  
Baker Consulting Associates

March 30, 2010



- Why is this project needed?
- What is the process?
- How has the community been involved?
- What is being studied?
- Next Steps



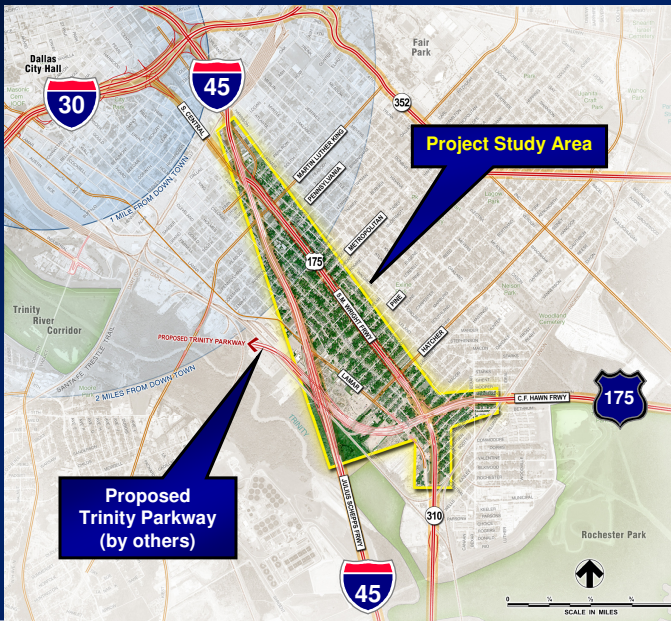
## Agenda



# Project Need & Overview



To develop concepts for the SM Wright Project with a focus on increased safety through removing the CF Hawn to SM Wright bend, improved mobility and efficiency, while enhancing community connectivity and aesthetics.




# SM Wright Project Scope

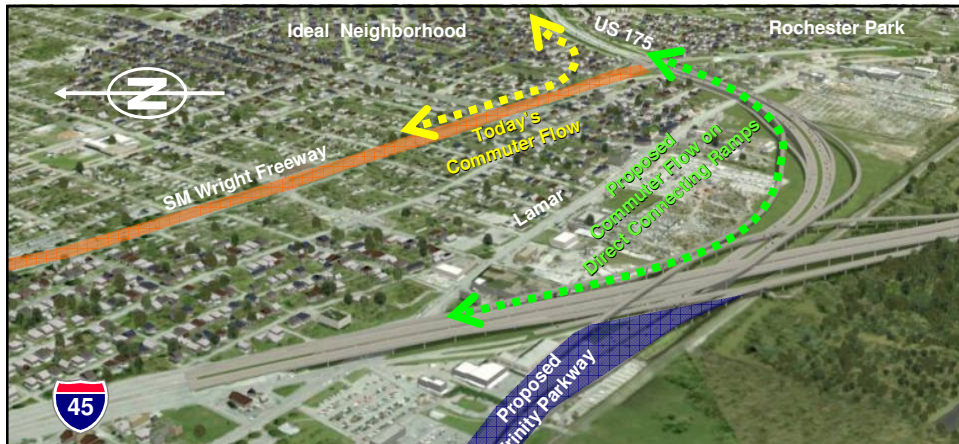




- Current 6-Lane freeway & frontage roads serve over 110,000 vehicles per day (vpd).
- Diversion to I-45 and Trinity Parkway reduces SM Wright traffic to about 40,000 vpd.
- Traffic reduction no longer needs freeway or bridges on SM Wright.
- Remaining local & through traffic volume requires only 6-lane signalized arterial.
- No added (new) right-of-way is anticipated for SM Wright. ROW is anticipated for US 175 connection to IH 45.
- Design of SM Wright interchange at SH 310 is part of this project.

## SM Wright Fundamentals







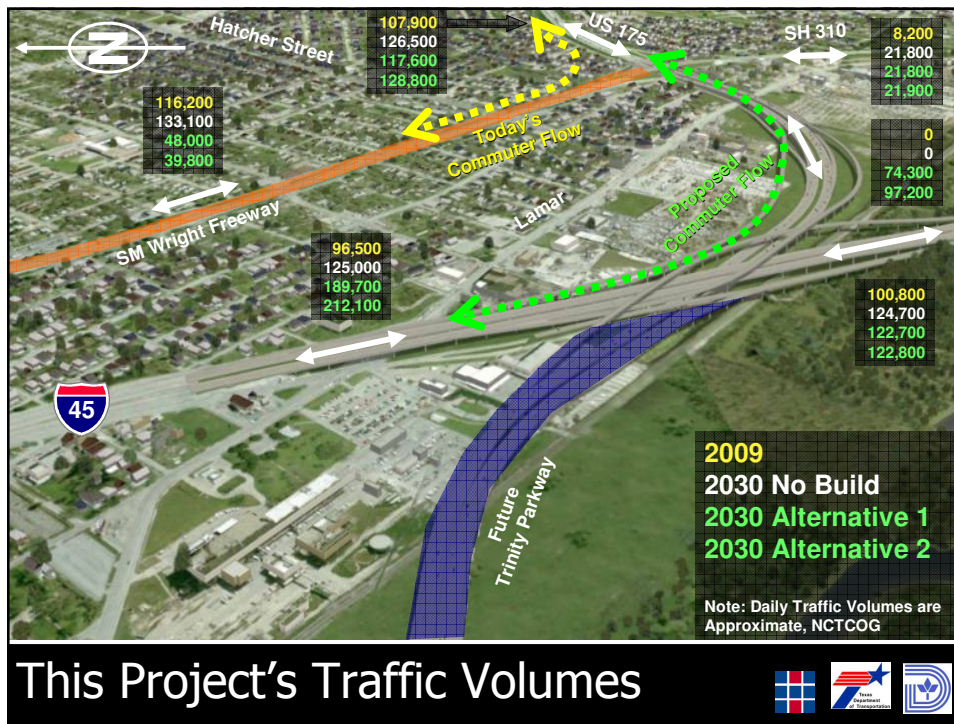



**Proposed Project Concept**

- Add direct connecting ramps between US 175 CF Hawn Freeway & IH 45
- Improve IH 45 capacity to facilitate new direct connecting CF Hawn ramps
- Provide access between CF Hawn & SM Wright through a grade separated interchange
- Convert SM Wright to a low speed, signalized, pedestrian-friendly, landscaped arterial
- Spacing provided to allow proposed Trinity Parkway connection and extension

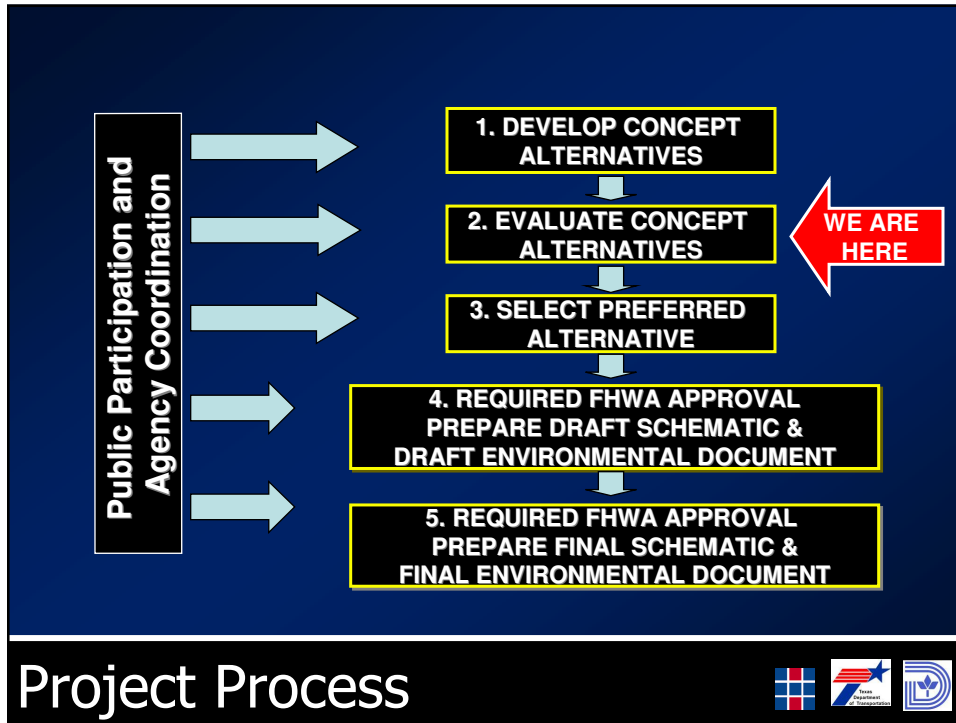
## This Project's Traffic Flow



## This Project's Traffic Volumes

# Project Process



# Community Involvement

**Adjacent Neighborhood Associations**

South Boulevard/Park Row Historic District	Queen City Neighborhood Association
Wendelkin/Driscoll Neighborhood Association	Forest Heights Neighborhood Association
Ideal Neighborhood Association	

**Nonprofit Organizations**

SouthFair Community Development Corporation	Forest Heights Neighborhood Development Corp.
Clean South Dallas	Dallas Black Chamber of Commerce
Innercity Community Development Corp.	T. R. Hoover CDC

**Other Key Stakeholders**



New Hope Baptist Church	Greater New Zion Baptist Church
Peoples Missionary Baptist Church	Grace & Mercy Missionary Baptist Church
South Dallas Baptist Church	St. Philip's School and Community Center
South Dallas Nursing Home	Major commercial property owners

**Public Agencies**

NTTA	DHA – Park Manor
DART	DHA – Turner Courts
City of Dallas (PW & T, PARD, DPD)	DHA – Rhoades Terrace
TxDOT	MLK, Jr. Elementary School (DISD)
NCTCOG	H.S. Thompson Elementary School (DISD)

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**Invited Community Participants**

- Dallas Council **Trinity River Committee Briefing** - February 5, 2008
- SM Wright **1<sup>st</sup> Stakeholder** Work Group Meeting – Mar. 31, 2008
- SM Wright **2<sup>nd</sup> Stakeholder** Work Group Meeting – Sept. 9, 2008
- City of **Dallas Public Meeting** hosted by Councilmember Davis – Oct. 14, 2008
- SM Wright **3<sup>rd</sup> Stakeholder** Work Group Meeting – Dec 9, 2008
- SM Wright **4<sup>th</sup> Stakeholder** Work Group Meeting – Jan. 13, 2009
- Dallas Council **Trinity River Committee Briefing** - April 21, 2009
- SM Wright **TxDOT Public Meeting** – April 28, 2009
- Trinity Pkwy **NTTA Public Hearing** – May 5, 2009
- SM Wright Project **Elected Officials Briefing** – March 8, 2010
- SM Wright Project **TxDOT Public Meeting** – March 30, 2010  
*Topic: SM Wright Final Design, US 175 and IH 45 Alternatives Analysis*

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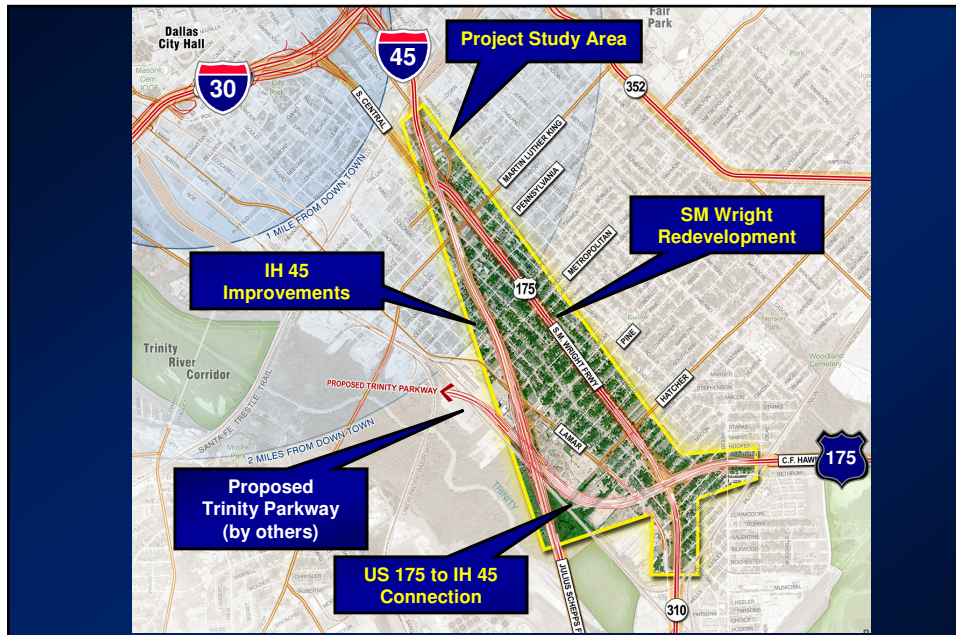
**Community Involvement**





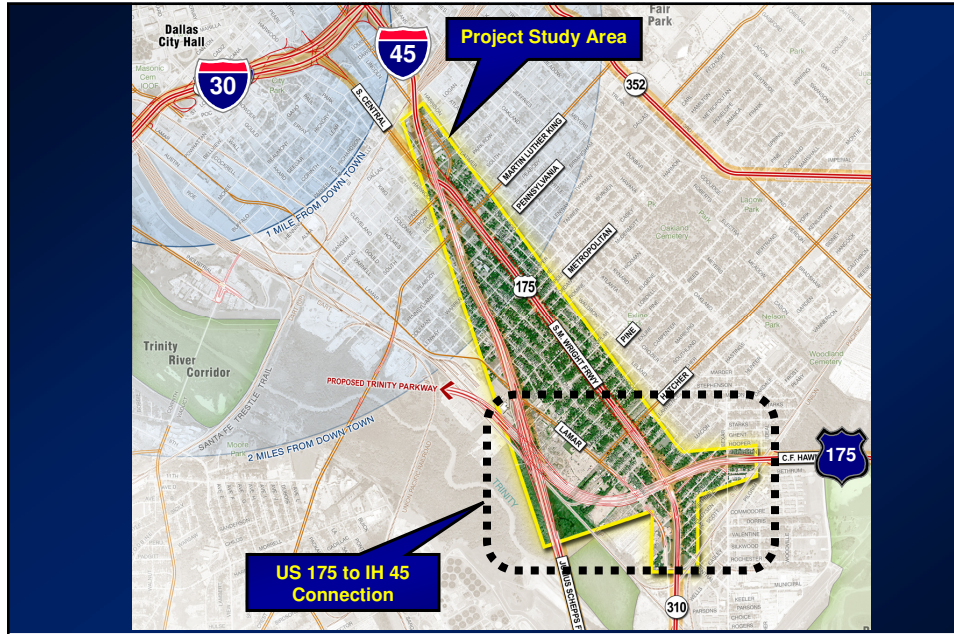


# What is Being Studied?

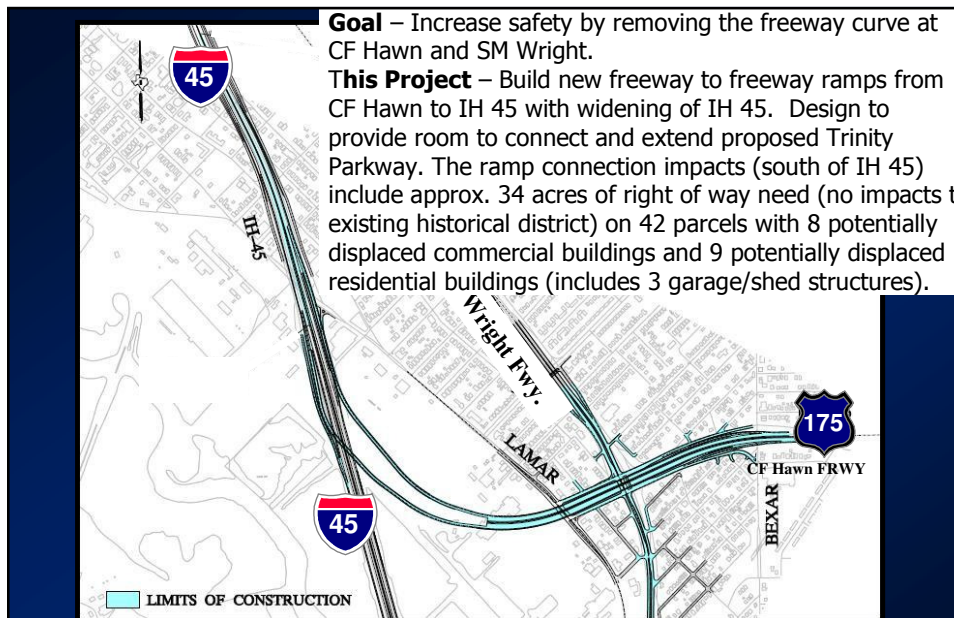


## Study Segments





# US 175 to IH 45 Connection



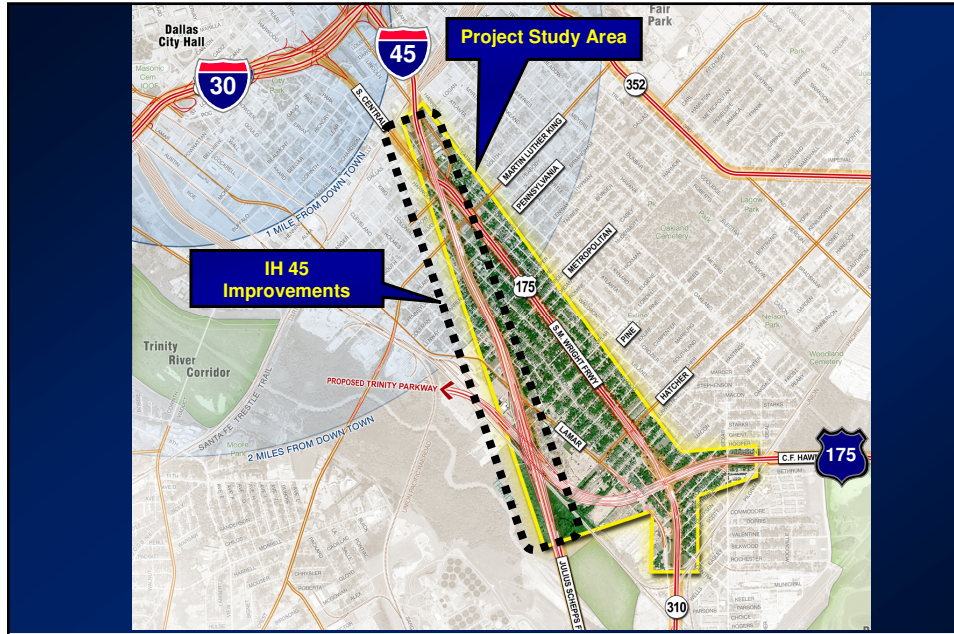
**Goal** – Increase safety by removing the freeway curve at CF Hwy and SM Wright.

**This Project** – Build new freeway to freeway ramps from CF Hwy to IH 45 with widening of IH 45. Design to provide room to connect and extend proposed Trinity Parkway. The ramp connection impacts (south of IH 45) include approx. 34 acres of right of way need (no impacts to existing historical district) on 42 parcels with 8 potentially displaced commercial buildings and 9 potentially displaced residential buildings (includes 3 garage/shed structures).

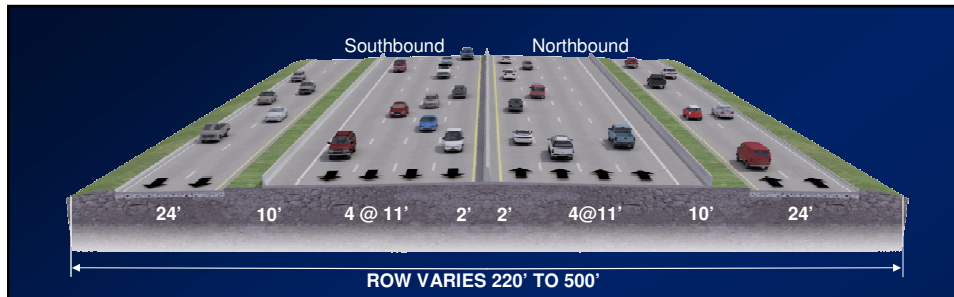
# US 175 to IH 45 Connection







# IH 45 Improvements



## IH 45 Alternative #1 Design

- Provide two-lane direct connecting ramps between CF Hawn and IH 45.
- Widen IH 45 from a total of six main lanes to eight main lanes.
- To minimize ROW impacts, the main lanes utilize 11' lanes and 2' inside shoulders. These widths do not meet TxDOT and FHWA design standards, which requires a design exception.
- Minimal ROW is needed along IH 45. ROW is required for the CF Hawn ramp connections.
- Based on NCTCOG 2030 traffic projections, Alternative #1 experiences significantly more congestion than Alternatives 2A & 2B. Inadequate capacity for Alternative #1 forces a breakdown in traffic (congestion) along IH 45, CF Hawn, and SM Wright within the project limits.

# IH 45 Alternative #1



**IH 45 Alternative #2A Design**

- Provide three-lane direct connecting ramps between CF Hawn and IH 45.
- Widen IH 45 from a total of six main lanes to ten main lanes.
- To minimize ROW impacts, the main lanes utilize 11' lanes and 4' inside shoulders. These widths do not meet TxDOT and FHWA design standards, which requires a design exception.
- Right Of Way (ROW) is needed along IH 45 and for the CF Hawn ramp connections.

IH 45 Alternative #2A

**IH 45 Alternative #2B Fact Sheet**

- Provide three-lane direct connecting ramps between CF Hawn and IH 45.
- Widen IH 45 from a total of six main lanes to ten main lanes.
- The main lanes utilize 12' lanes and 10' shoulders. These widths meet TxDOT and FHWA design standards and do not require a design exception.
- Right Of Way (ROW) is needed along IH 45 and for the CF Hawn ramp connections.

IH 45 Alternative #2B

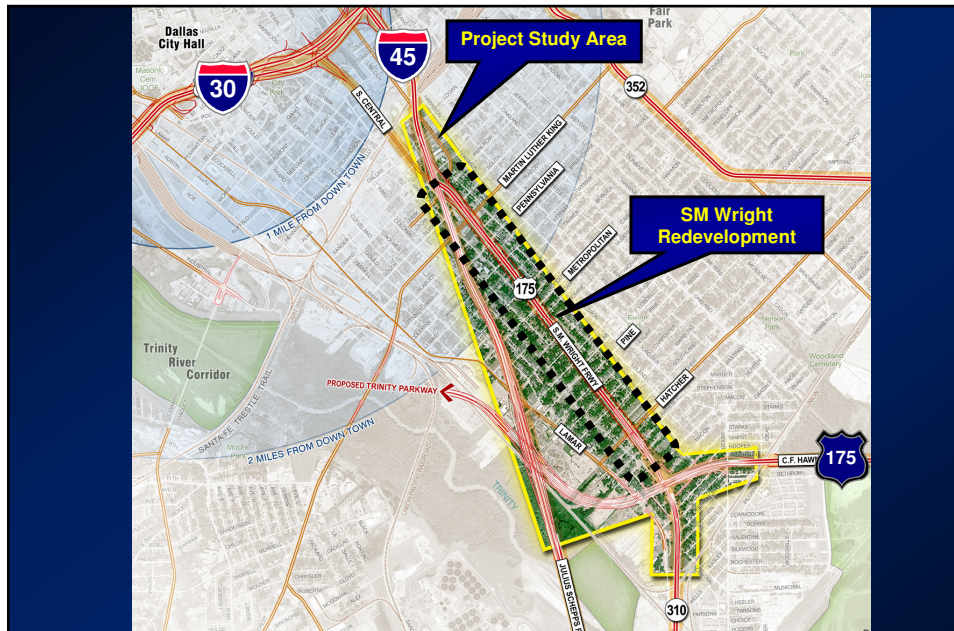
### IH 45 ALTERNATIVES – ROW IMPACT COMPARISON

IH 45 Alt. #	ROW Need along IH 45 (acres)	# of Parcels Impacted	Potentially Displaced Buildings	Historical District Impacts
1	0.6 acres	4 - parcels	0 displacements	No impact
2A	2.6 acres	31 – parcels	<ul style="list-style-type: none"> <li>•2 residential bldgs (includes 1 garage)</li> <li>•4 commercial bldgs</li> </ul>	No impact
2B	4.1 acres	39 – parcels	<ul style="list-style-type: none"> <li>•15 residential bldgs (includes 7 garages)</li> <li>•5 commercial bldgs</li> </ul>	No impact

The Right of Way (ROW) impacts for the ramp connections between IH 45 and CF Hawn are the same for all IH 45 alternatives. The ramp connection impacts include:

- Approx. 34 acres of ROW need (no impacts to existing historical districts)
- 42 parcels impacted
- 8 potentially displaced commercial buildings
- 9 potentially displaced residential buildings (includes 3 garage/shed structures)

## Comparison of Alternatives



## SM Wright Redevelopment



### SM WRIGHT REDEVELOPMENT OPTIONS PREVIOUSLY DISCUSSED:

- Roadway Alignment
  - Split Alignment
  - Single Alignment – one side
  - Single Alignment – meandering
- Connections & Access
  - Through Streets
  - Cul-de-Sacs
  - Tee Intersections
- Residual Land Use
  - Recreation/Park or Green Space
  - Parking
  - Redevelopment
  - No new right of way



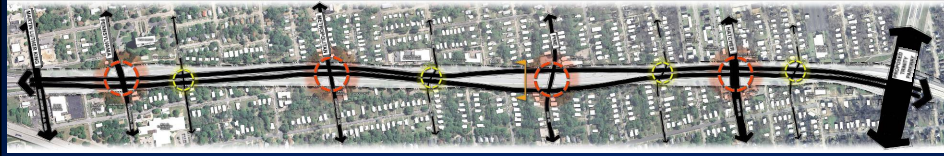
## Concept Development



## Existing Land Use and Crossings



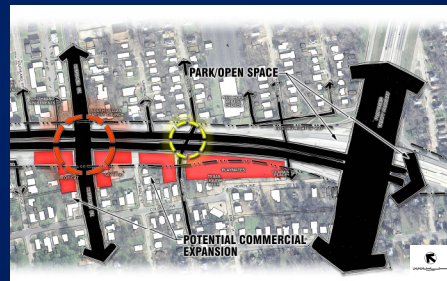
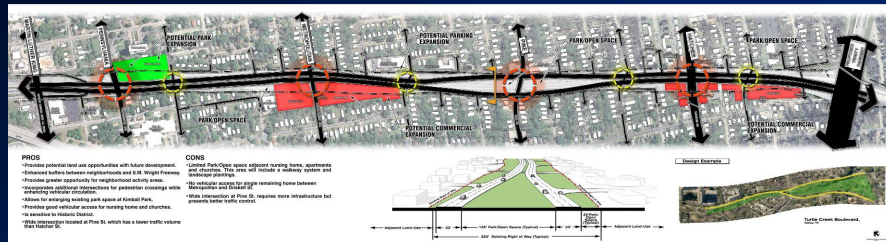
# Meandering Alignment



Turtle Creek Boulevard

SM WRIGHT REDEVELOPMENT

# Preferred Concept



SM WRIGHT REDEVELOPMENT

# Concept Access/Residual Land



**SM WRIGHT REDEVELOPMENT**

**Concept Enhancement Plan**

**SM Wright Freeway**  
Convert to Low-speed Arterial

**Existing**                      **Proposed**

**SM WRIGHT REDEVELOPMENT**                      North at Pennsylvania

**Concept Aesthetics**

# SM Wright Freeway

Convert to Low-speed Arterial



Existing

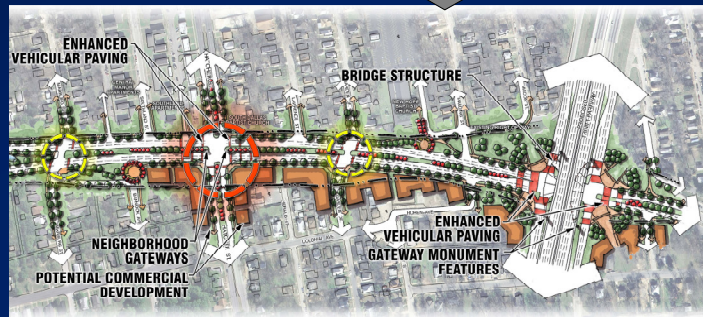


Proposed

SM WRIGHT REDEVELOPMENT

South at Metropolitan

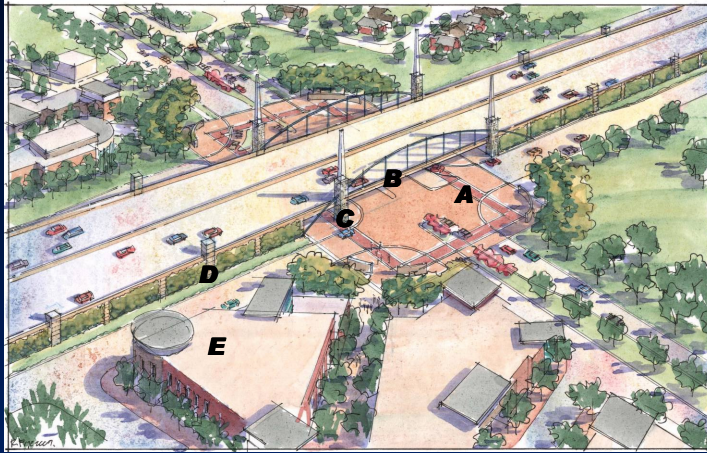
## Concept Aesthetics



SM WRIGHT REDEVELOPMENT

## Concept Enhancement Plan

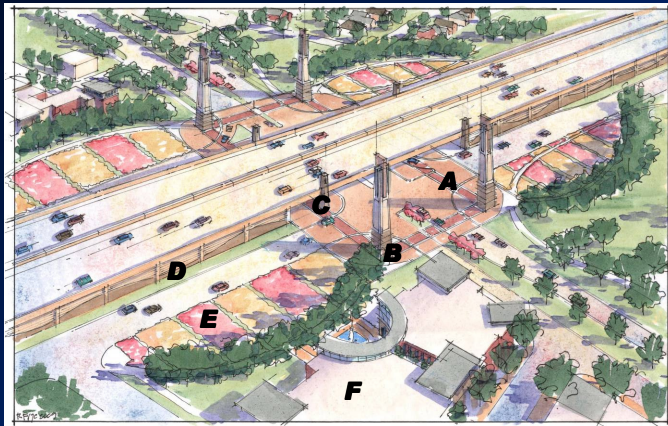




Option 1 Design Elements

- A) Enhanced Vehicular Paving
- B) Gateway Arch
- C) Major/Minor Decorative Gateway Monuments
- D) Vegetative Greenwall
- E) Potential Commercial Development

**SM Wright / CF Hawn Intersection**



Option 2 Design Elements

- A) Enhanced Vehicular Paving
- B) Iconic Gateway Entry Monuments
- C) Decorative Gateway Monuments
- D) Form Line Concrete
- E) Ornamental Grass Plantings
- F) Potential Commercial Development

**SM Wright / CF Hawn Intersection**









**Greenwalls**



**Enhanced Walls & Paving**



- S.M. Wright Project Schematic & Environmental Development – 4-6 month process
- S.M. Wright Project Schematic & Environmental Review & Approval – 10-12 month process
- S.M. Wright Public Hearing – Summer 2011
- FHWA Approval (anticipated) – Fall 2011
- S.M. Wright Project Construction – 2012-2014 (Dependent on Funding)
- Adjacent Corridor Redevelopment (City of Dallas) - Ongoing



## Next Steps



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Or visit the project web site at:  
[www.smwrightproject.org](http://www.smwrightproject.org)

## For More Information...

