

S.M. WRIGHT PROJECT



THE PROJECT

The Texas Department of Transportation (TxDOT) is undertaking design plans and environmental studies for improvements to US 175 / SM Wright Freeway. The study area is shown below and includes improvements to IH 45 from SM Wright Freeway (US 175) to south of Lamar Street (1.7 miles); SM Wright Freeway from IH 45 to SH 310 near Budd Street (2.5 miles); and providing direct connecting (DC) ramps between CF Hawn Freeway (US 175) and IH 45 (1.5 miles).

THE BENEFITS

The planned ramps connecting CF Hawn to IH-45 would divert commuter traffic off SM Wright and reduce its 107,000 daily vehicles to about 40,000: a reduction that allows TxDOT to convert the elevated, 10-lane high-speed SM Wright Freeway to a 6-lane low-speed, signalized, at-grade arterial without bridges. No purchase of right-of-way (ROW) would be required along SM Wright. In fact, TxDOT's proposed design could create surplus ROW that in turn could buffer the road from adjacent neighborhoods, allow installation of pedestrian trails, gateway monuments and landscape features, increase the size of Kimble Park, and add needed parking space at an adjacent retirement home. Foremost, this freeway-to-arterial transformation could be a transportation catalyst for community rejuvenation. Note that in order to connect CF Hawn Freeway to IH 45, ROW would be required to construct the direct-connecting ramps. ROW may be required along IH 45 as well.

The proposed SM Wright Project would allow room for the future Trinity Parkway improvements. TxDOT continues to work alongside the NTTA, City of Dallas, the U.S. Army Corps of Engineers, NCTCOG, FHWA and USEPA on many improvements in the area. For Trinity Parkway information, visit www.ntta.org. For other related Trinity corridor projects, visit the City of Dallas' web site www.trinityrivercorridor.org.

THE PROCESS

The alternatives analysis, schematic design and environmental study for the SM Wright transformation are ongoing. The study's public involvement process has included public officials' briefings, 4 community stakeholder meetings, and 2 Public Meetings conducted in October 2008 and April 2009. A third public meeting occurs in March 2010.

THE SOLUTION

The public involvement & design exploration process has pioneered a low-speed, landscaped arterial design for SM Wright. Alternatives for the

ramps connecting to IH 45 are being presented at the March 2010 public meeting. The proposed "Build" design option, versus a "No-Build" / do nothing option, would both be presented for final public comment at a Public Hearing in the summer of 2011. The "Build" option would eliminate the accident-prone CF Hawn Freeway to SM Wright Freeway curve.



PROJECT SUMMARY

Status:	City and Regional officials are prioritizing the CF Hawn-to-IH 45 ramps in order to accelerate the SM Wright construction.
Estimated Start of Construction: *	2012 (IH 45 ramp installation) 2015 (SM Wright)

* Subject to funding availability

MORE INFORMATION

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

