

Memorandum



CITY OF DALLAS

DATE **May 19, 2016**

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson,
Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT S.M. Wright Project (I-45, US 175, SH 310) and Road to Work Opportunity Program

On Monday, May 23, 2016, you will be briefed on the S.M. Wright Project (I-45, US 175, SH 310) and Road to Work Opportunity Program. The briefing materials are attached for your review.

Please do not hesitate to contact me if you have any questions or need additional information.

A handwritten signature in black ink, appearing to read 'Alan E. Sims'.

Alan E. Sims, Chief of Neighborhood Plus
Planning & Urban Design Department

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Christopher D. Bowers, Interim City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager

Eric D. Campbell, Assistant City Manager
Mark McDaniel, Assistant City Manager
Jill A. Jordan, P.E., Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council



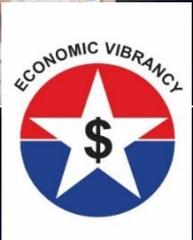
TEXAS DEPARTMENT OF TRANSPORTATION



S.M. Wright Project (I-45, US 175, SH 310) and Road to Work Opportunity Program

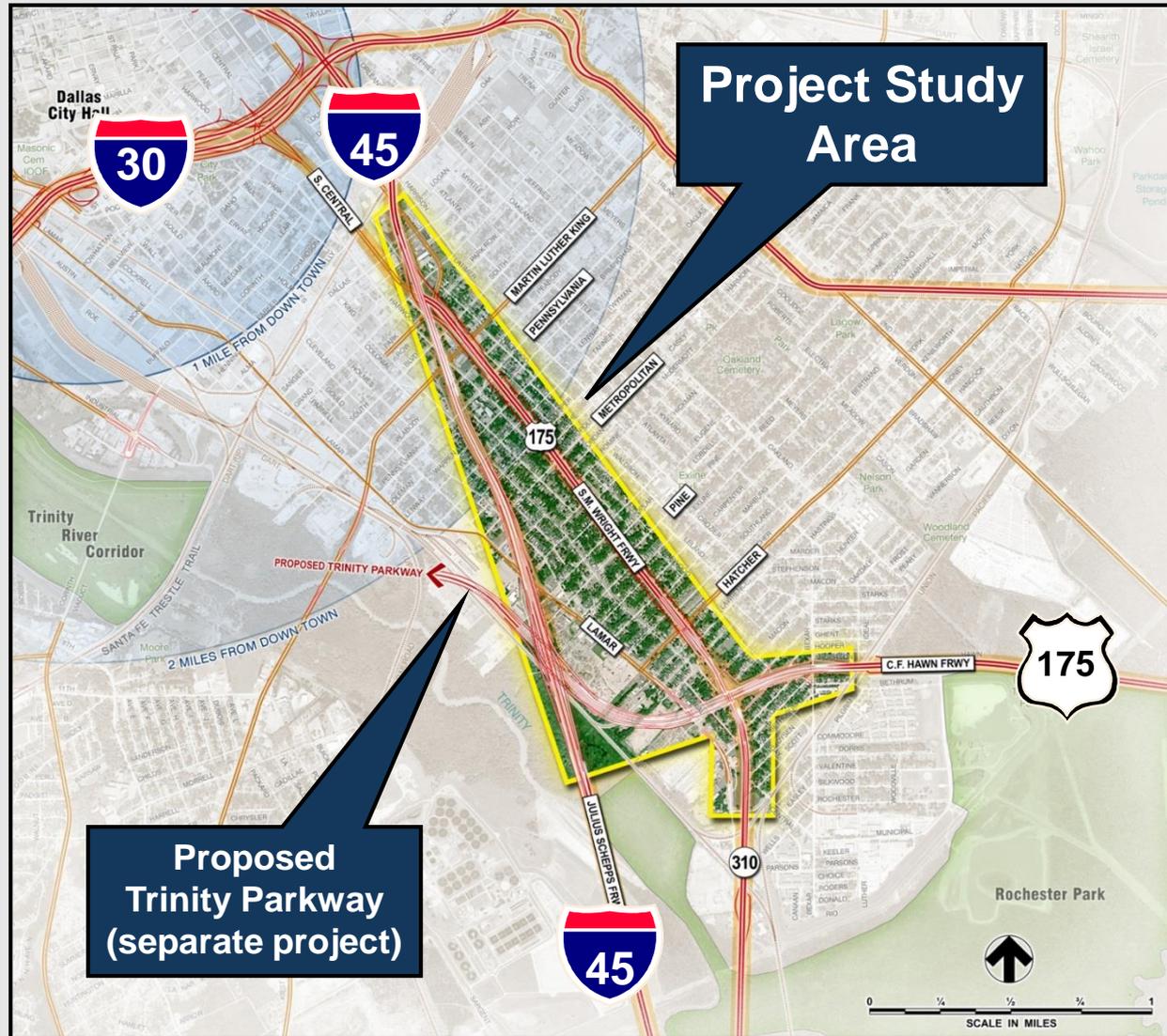
Transportation and Trinity River Project Committee

May 23, 2016



Project Scope

- Increase safety by removing the existing CF Hawn to S.M. Wright curve
- Improve mobility and efficiency
- Enhance community connectivity and aesthetics



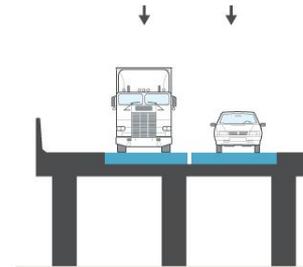
Project Phasing

Phase I (Under Construction)

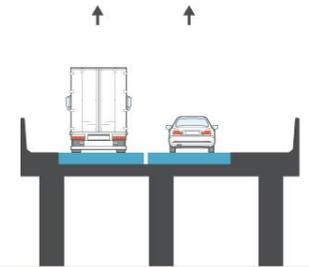
- New direct connecting ramps between US 175 CF Hawn Freeway and I-45
- Starting Construction

PROPOSED DIRECT CONNECTORS

NB Direct Connect Ramp

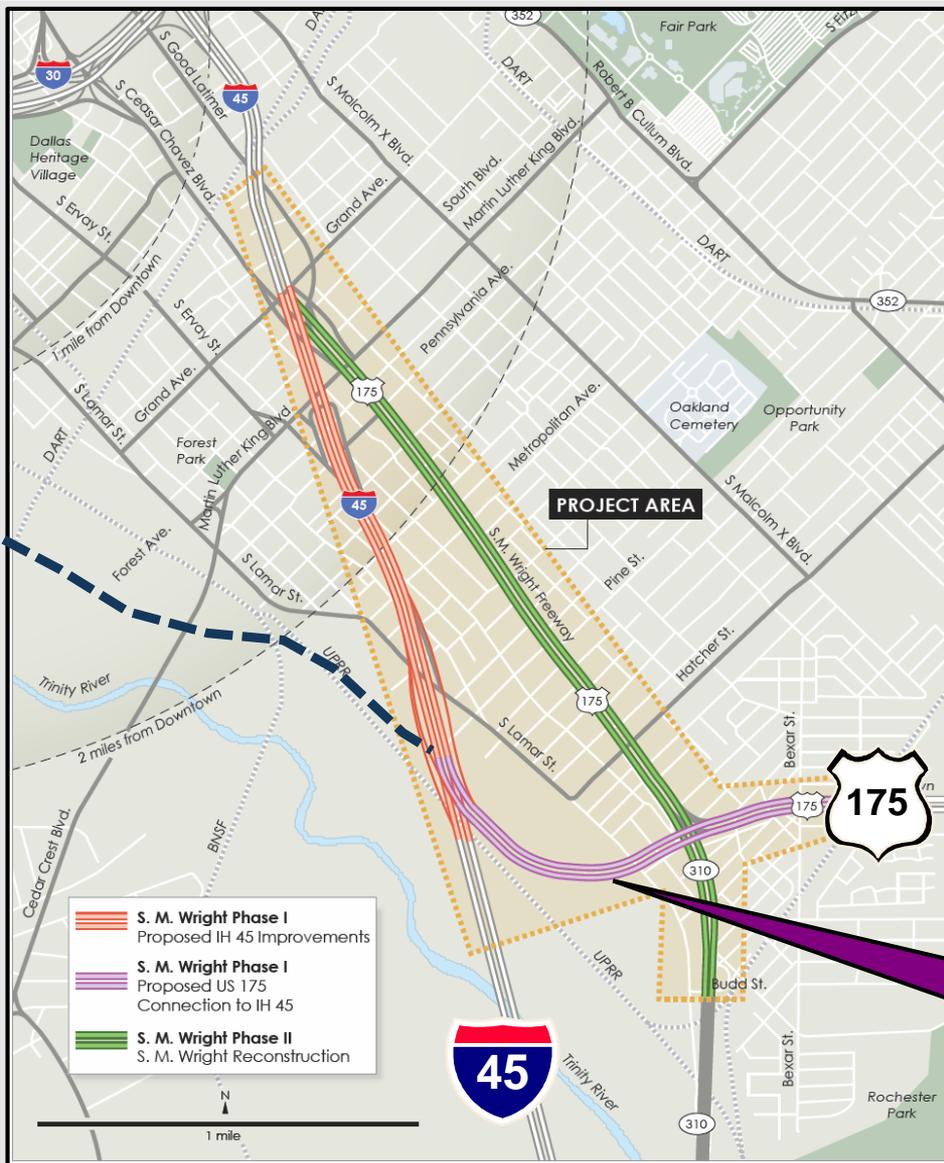


SB Direct Connect Ramp



TxDOT graphic

Phase I: US 175 to I-45 Connection



Project Phasing

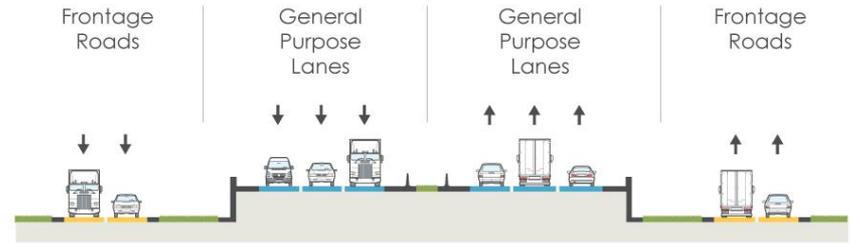
Phase I: I-45 Improvements



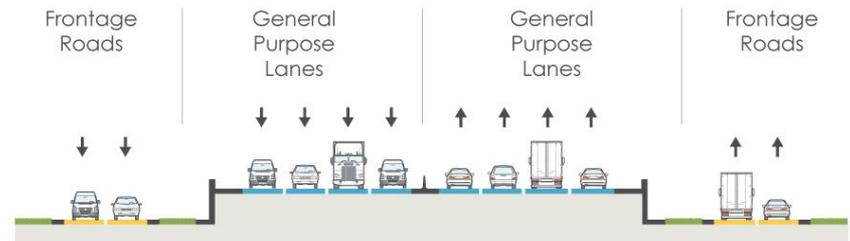
Phase I (Under Construction)

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

EXISTING TYPICAL



PROPOSED TYPICAL



TxDOT graphic

Project Phasing

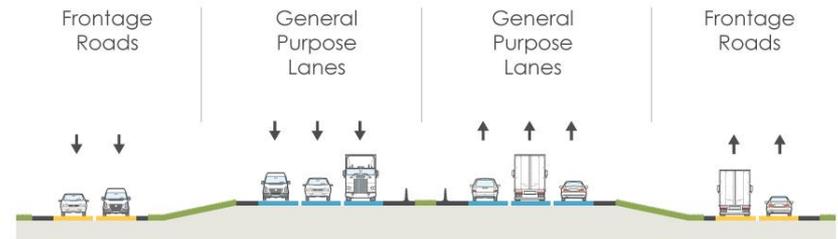
Phase II: SM Wright Redevelopment



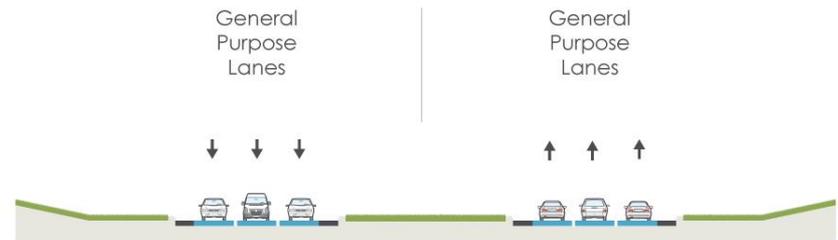
Phase II

- Converts S.M. Wright to a low speed, signalized, pedestrian friendly landscaped arterial
- Construction 2019 - 2021

EXISTING TYPICAL



PROPOSED TYPICAL



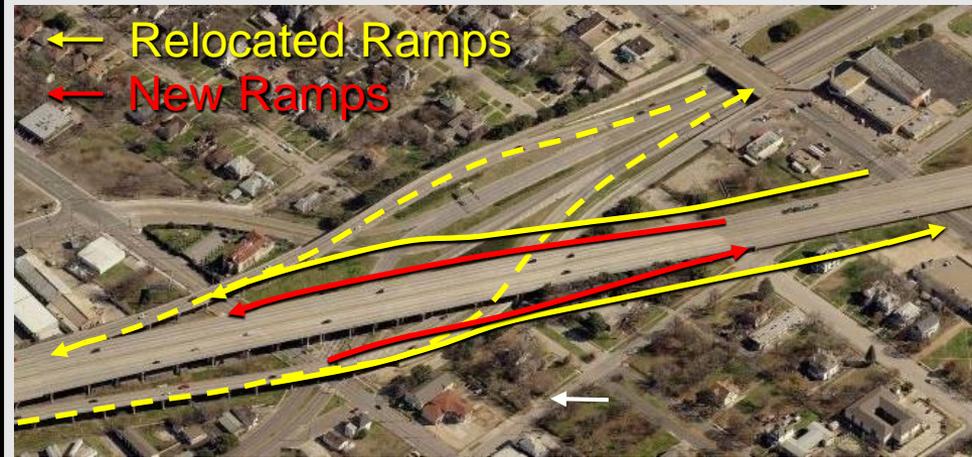
TXDOT graphic

Project Phasing

Phase II-B: New Access

Phase II-B

- Reconfigures the existing I-45 and S.M. Wright Interchange
- New SB entrance ramp and NB exit ramp at Al Lipscomb Way
- Relocates existing I-45 ramps from S.M. Wright to MLK
- Construction 2019 - 2021

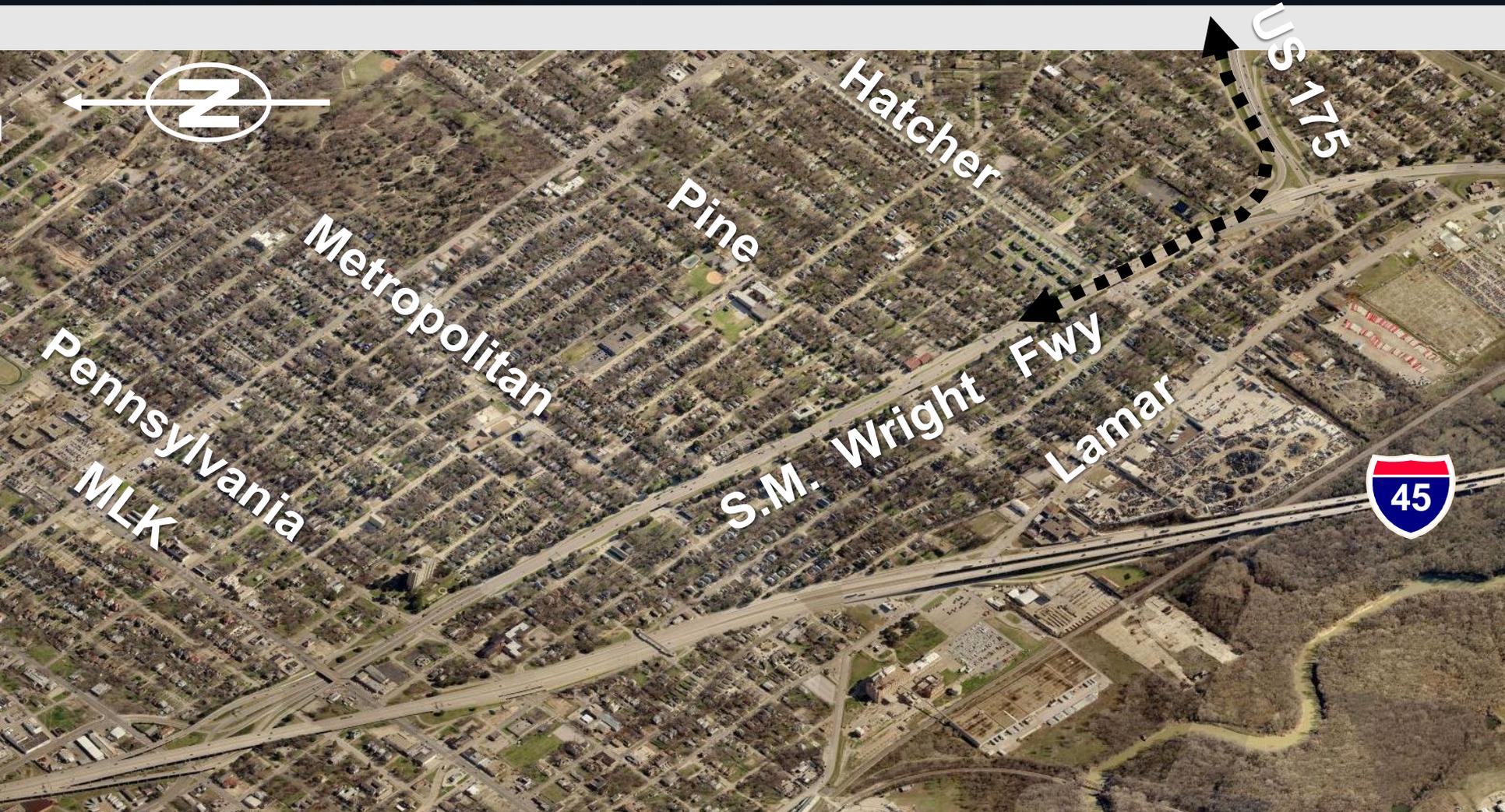


SM Wright Fundamentals



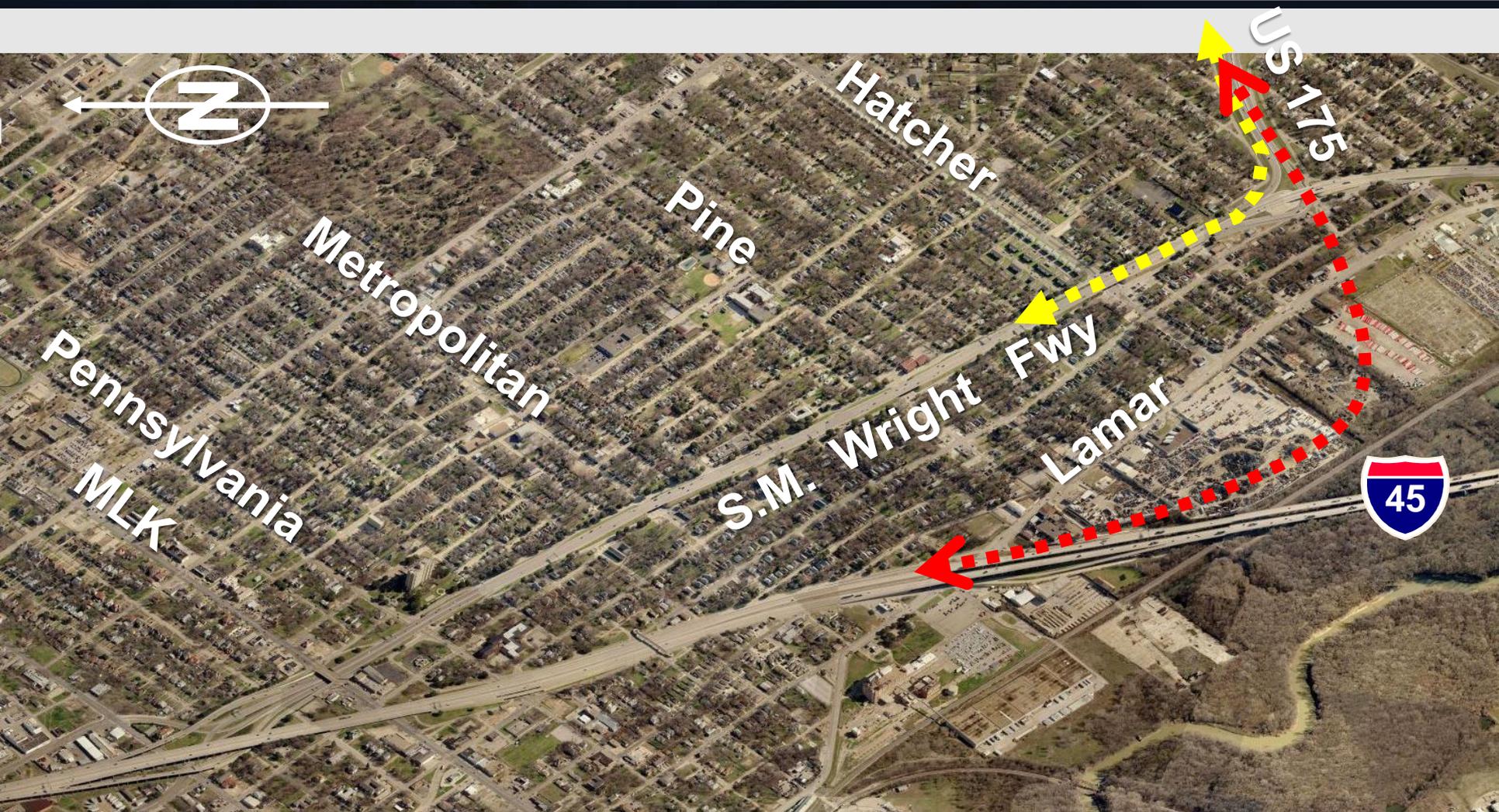
- Current 6-Lane freeway & frontage roads serve over 82,000 vehicles per day (vpd)
- Diversion to I-45 and Trinity Parkway reduces S.M. Wright traffic to about 50,000 vpd
- No longer needs freeway or bridges on S.M. Wright with reduction in traffic
- Remaining local and through traffic volume requires only 6-lane signalized arterial

Existing Traffic Configuration



Existing Commuter Flow

Phase I Proposed Traffic Configuration

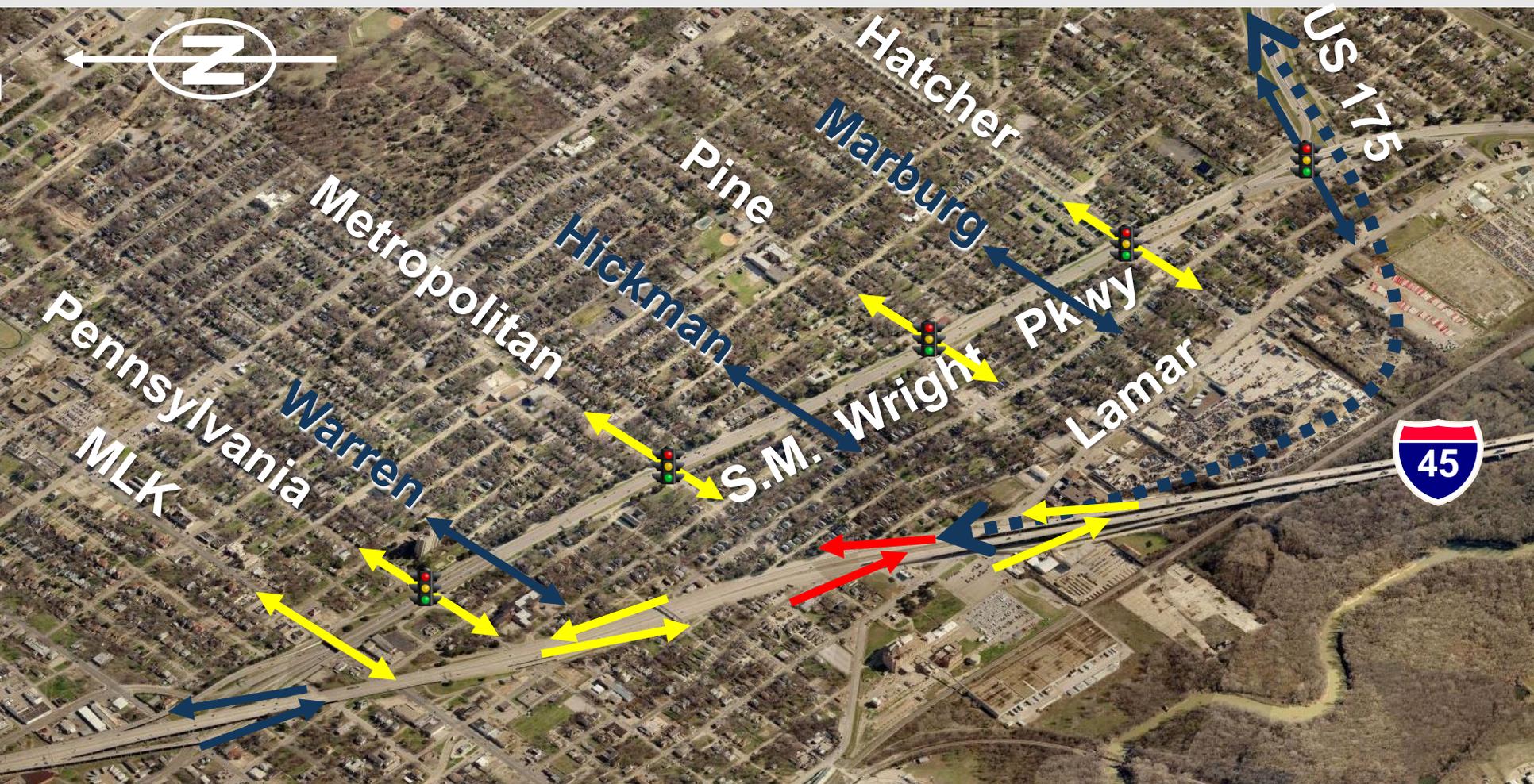


Existing Commuter Flow



Proposed Commuter Flow

Proposed Access Phase I and Phase II



← Existing Access
← Combined Access

← New Access

Anticipated ROW Impacts

Phase I (I-45 and US 175)

- Approximately 33 Acres of Additional ROW
- 22 Potential Displacements

Phase II (SM Wright)

- 0 Acres of Additional ROW
- 0 Potential Displacements

Phase II-B

- Approximately 2 Acres of Additional ROW
- 3 Potential Displacements

Project Estimated Costs

Phase I

- Construction Cost: \$103.9 Million
- ROW Cost: \$17.3 Million
- Total Cost: \$121.2 Million

Phase II

- Estimated Construction Cost: \$37.4 Million
- Estimated ROW Cost: \$0.0 Million
- Estimated Total Cost: \$37.4 Million

- Phase IIB (Funding Not Allocated)
- Estimated Construction Cost: \$31.4 Million
- Estimated ROW Cost: \$3.3 Million
- Estimated Total Cost: \$34.7 Million

Anticipated Project Schedule

Phase I

Environmental Clearance: September 2013

Letting: February 2016

Phase II

Environmental Clearance: September 2013

Letting: February 2019

Phase IIB

Public Hearing: Summer 2016

Environmental Clearance: Fall 2016

Letting: February 2019

Open to Traffic: February 2021

PHASE II-B PLANNING

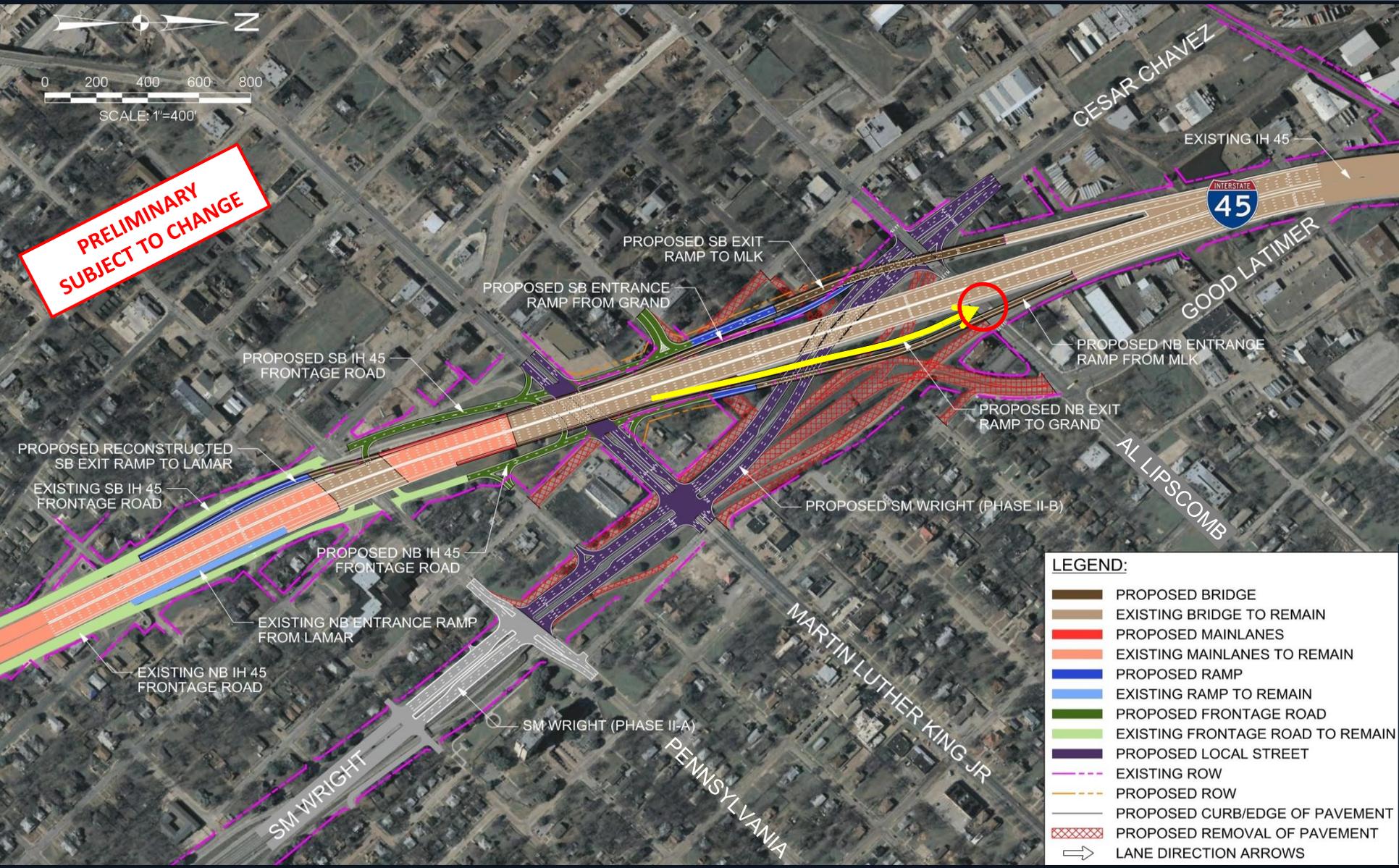
Proposed NB Exit to Al Lipscomb



0 200 400 600 800

SCALE: 1"=400'

**PRELIMINARY
SUBJECT TO CHANGE**



LEGEND:

	PROPOSED BRIDGE
	EXISTING BRIDGE TO REMAIN
	PROPOSED MAINLANES
	EXISTING MAINLANES TO REMAIN
	PROPOSED RAMP
	EXISTING RAMP TO REMAIN
	PROPOSED FRONTAGE ROAD
	EXISTING FRONTAGE ROAD TO REMAIN
	PROPOSED LOCAL STREET
	EXISTING ROW
	PROPOSED ROW
	PROPOSED CURB/EDGE OF PAVEMENT
	PROPOSED REMOVAL OF PAVEMENT
	LANE DIRECTION ARROWS

Existing View Looking Northwest



Proposed View Looking Northwest



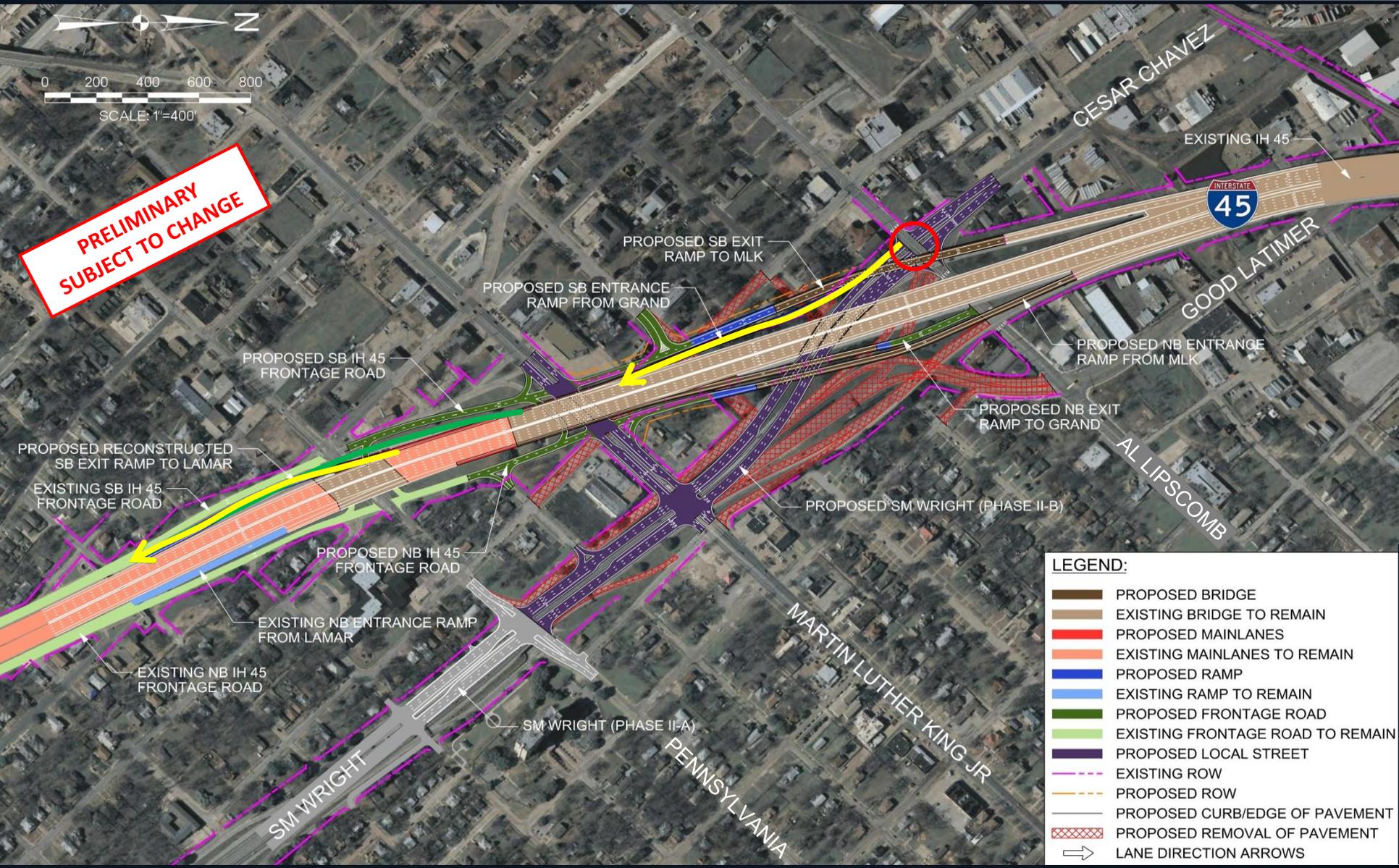
Proposed SB Entrance from Al Lipscomb



0 200 400 600 800

SCALE: 1"=400'

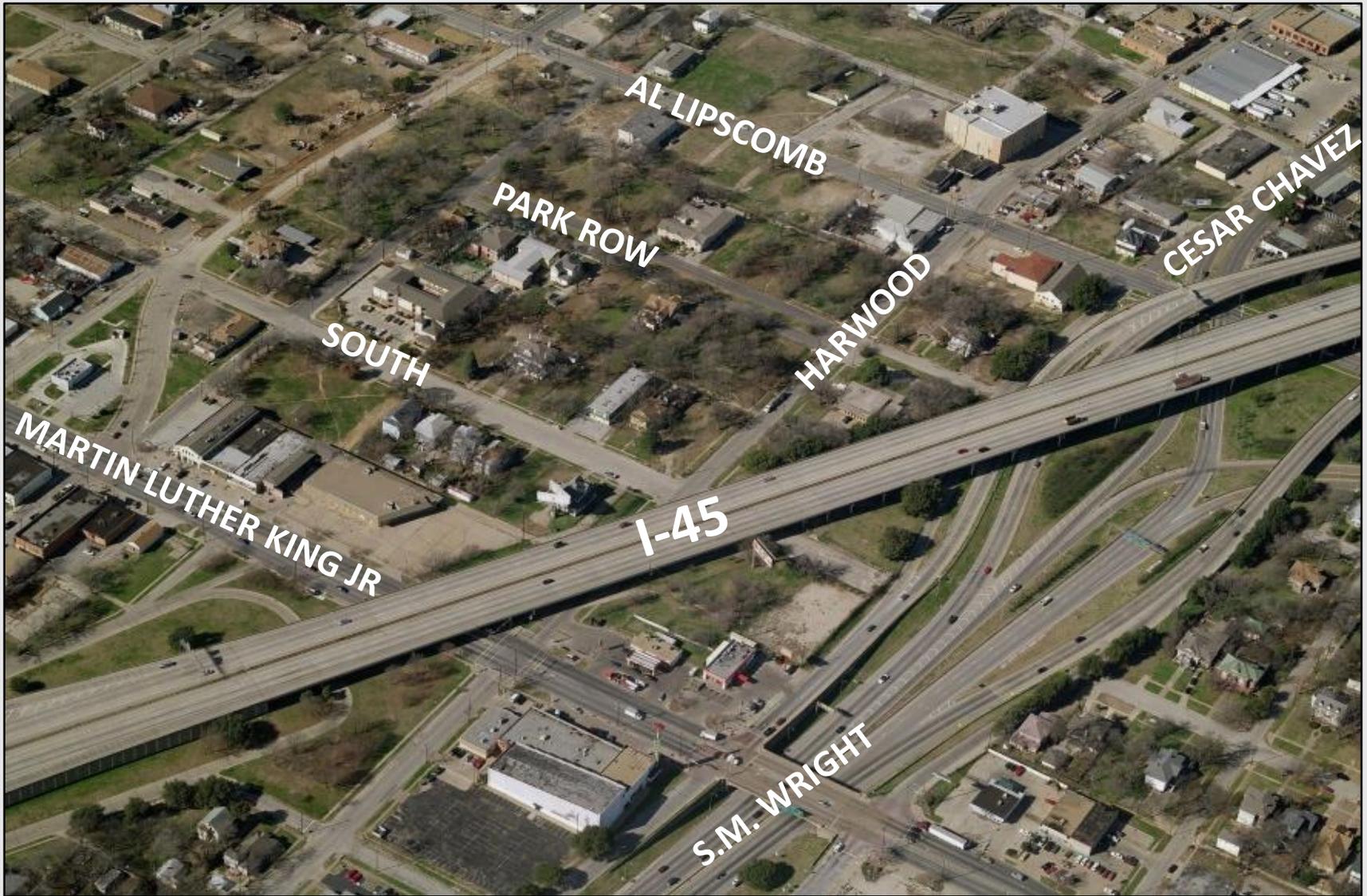
**PRELIMINARY
SUBJECT TO CHANGE**



LEGEND:

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	PROPOSED FRONTAGE ROAD
	EXISTING FRONTAGE ROAD TO REMAIN
	PROPOSED LOCAL STREET
	EXISTING ROW
	PROPOSED ROW
	PROPOSED CURB/EDGE OF PAVEMENT
	PROPOSED REMOVAL OF PAVEMENT
	LANE DIRECTION ARROWS

Existing View Looking Northwest



Proposed View Looking Northwest



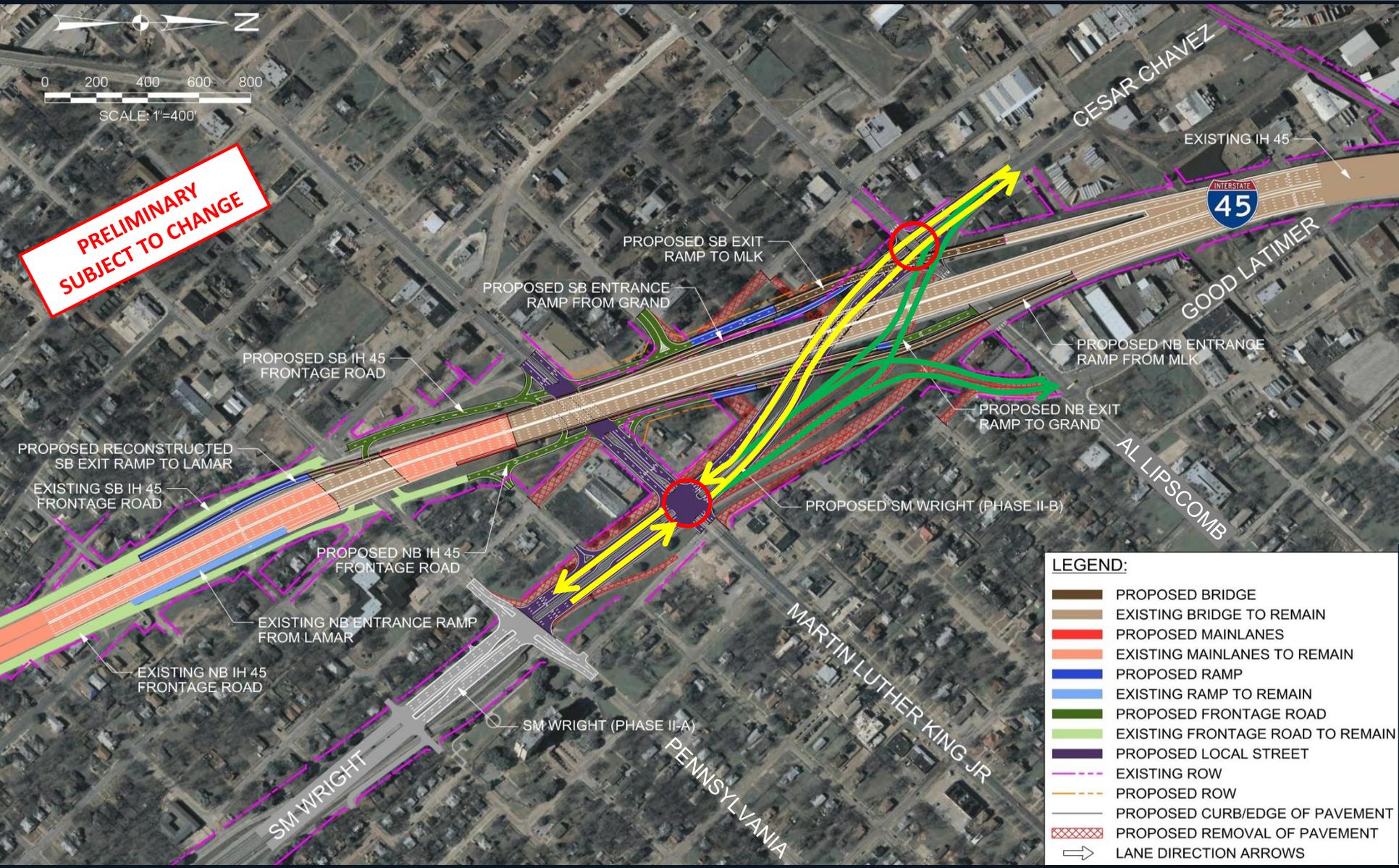
Reconfigure Existing Interchange



0 200 400 600 800

SCALE: 1"=400'

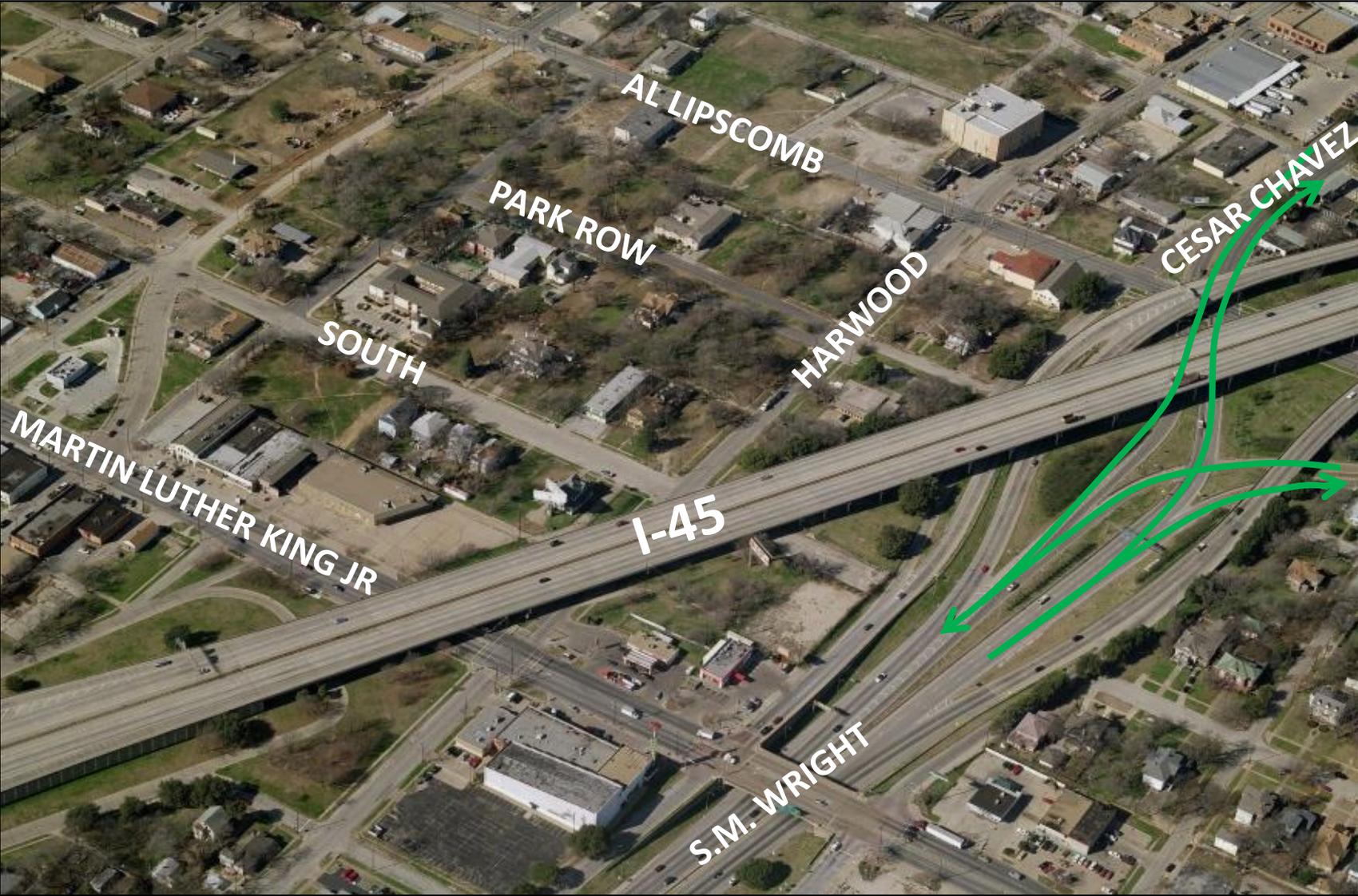
**PRELIMINARY
SUBJECT TO CHANGE**



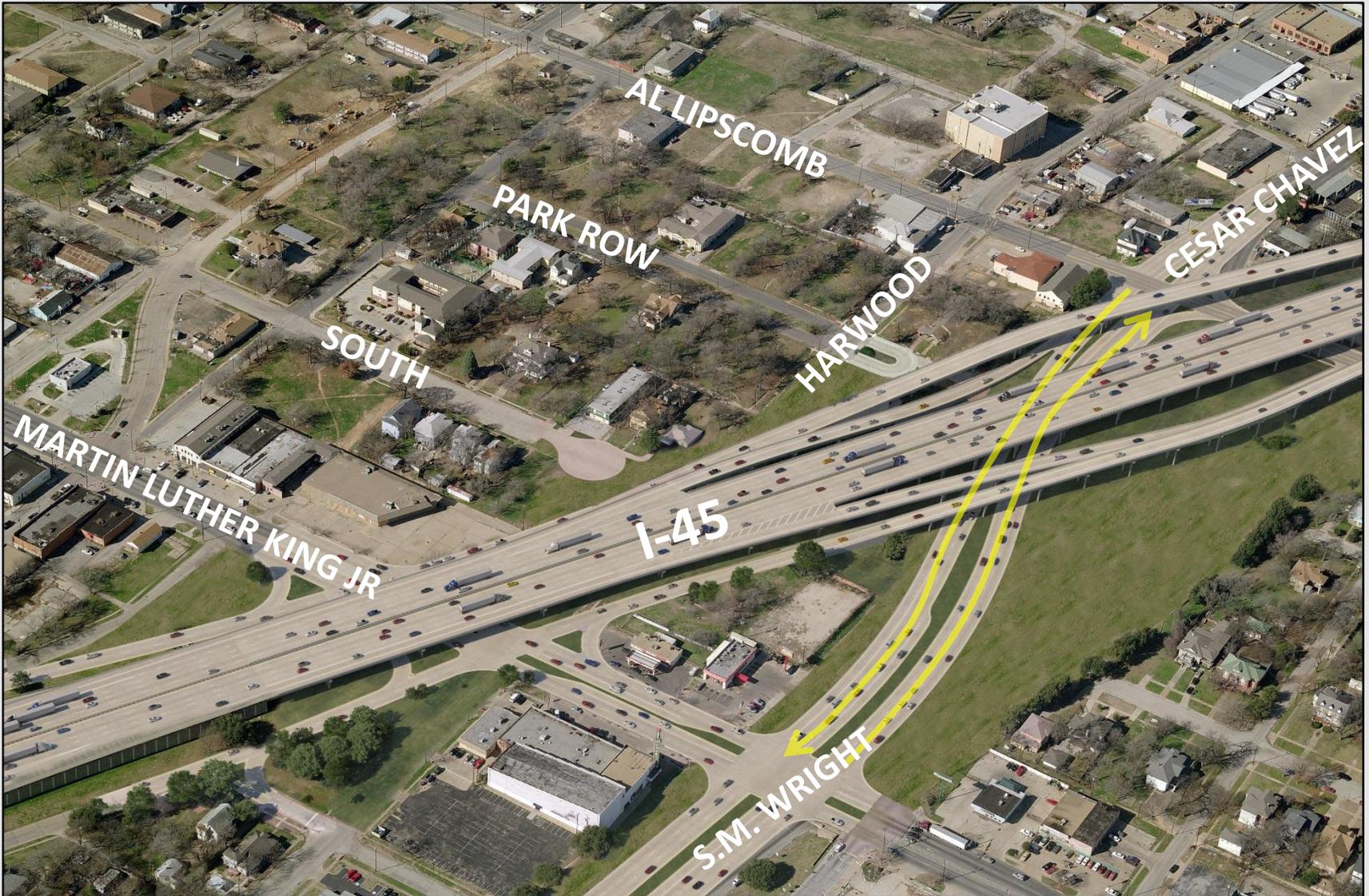
LEGEND:

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	PROPOSED MAINLANES
	EXISTING MAINLANES TO REMAIN
	PROPOSED RAMP
	EXISTING RAMP TO REMAIN
	PROPOSED FRONTAGE ROAD
	EXISTING FRONTAGE ROAD TO REMAIN
	PROPOSED LOCAL STREET
	EXISTING ROW
	PROPOSED ROW
	PROPOSED CURB/EDGE OF PAVEMENT
	PROPOSED REMOVAL OF PAVEMENT
	LANE DIRECTION ARROWS

Existing View Looking Northwest



Proposed View Looking Northwest



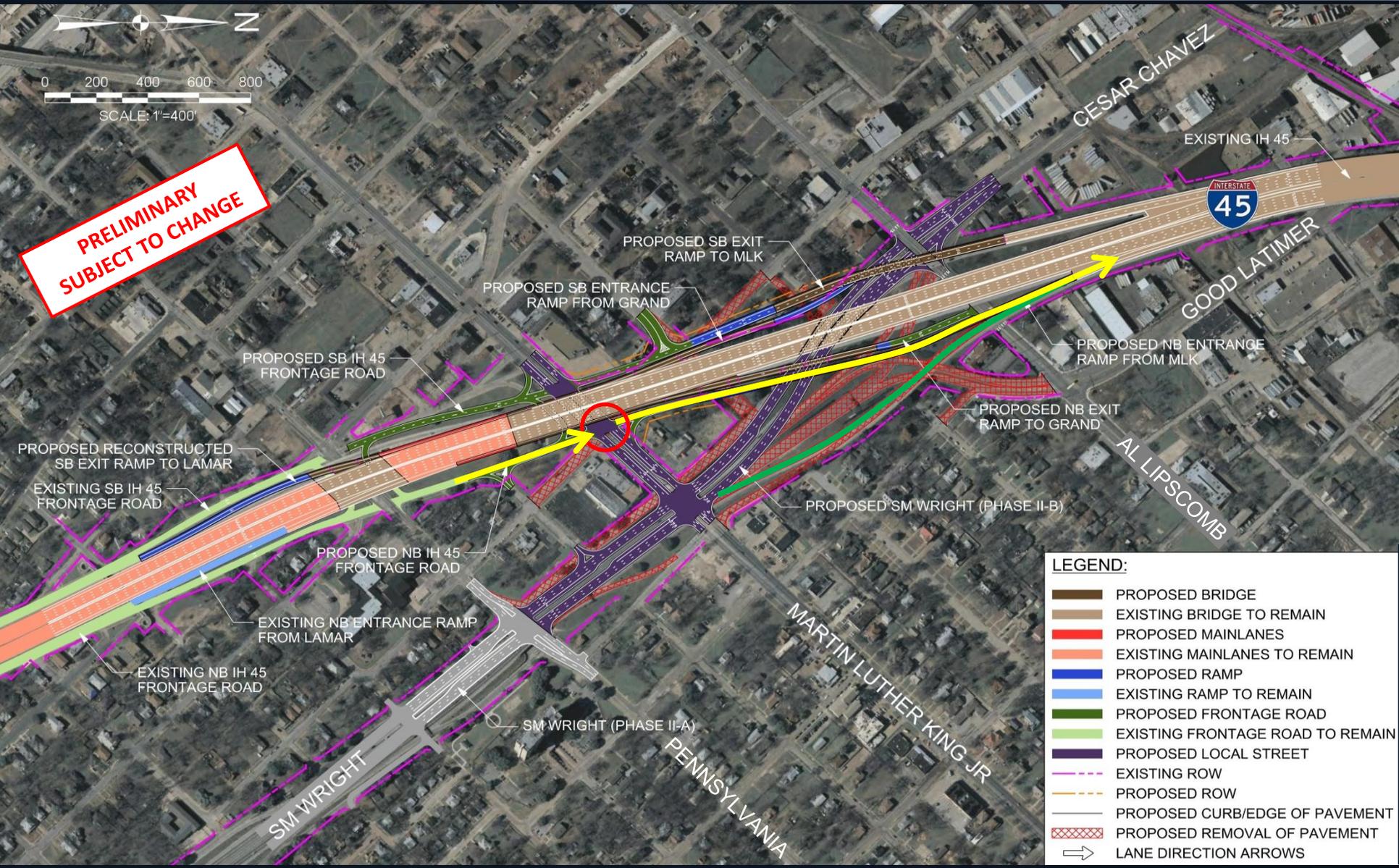
Relocate NB Entrance from MLK



0 200 400 600 800

SCALE: 1"=400'

**PRELIMINARY
SUBJECT TO CHANGE**



LEGEND:

	PROPOSED BRIDGE
	EXISTING BRIDGE TO REMAIN
	PROPOSED MAINLANES
	EXISTING MAINLANES TO REMAIN
	PROPOSED RAMP
	EXISTING RAMP TO REMAIN
	PROPOSED FRONTAGE ROAD
	EXISTING FRONTAGE ROAD TO REMAIN
	PROPOSED LOCAL STREET
	EXISTING ROW
	PROPOSED ROW
	PROPOSED CURB/EDGE OF PAVEMENT
	PROPOSED REMOVAL OF PAVEMENT
	LANE DIRECTION ARROWS

Existing View Looking Northwest



Proposed View Looking Northwest



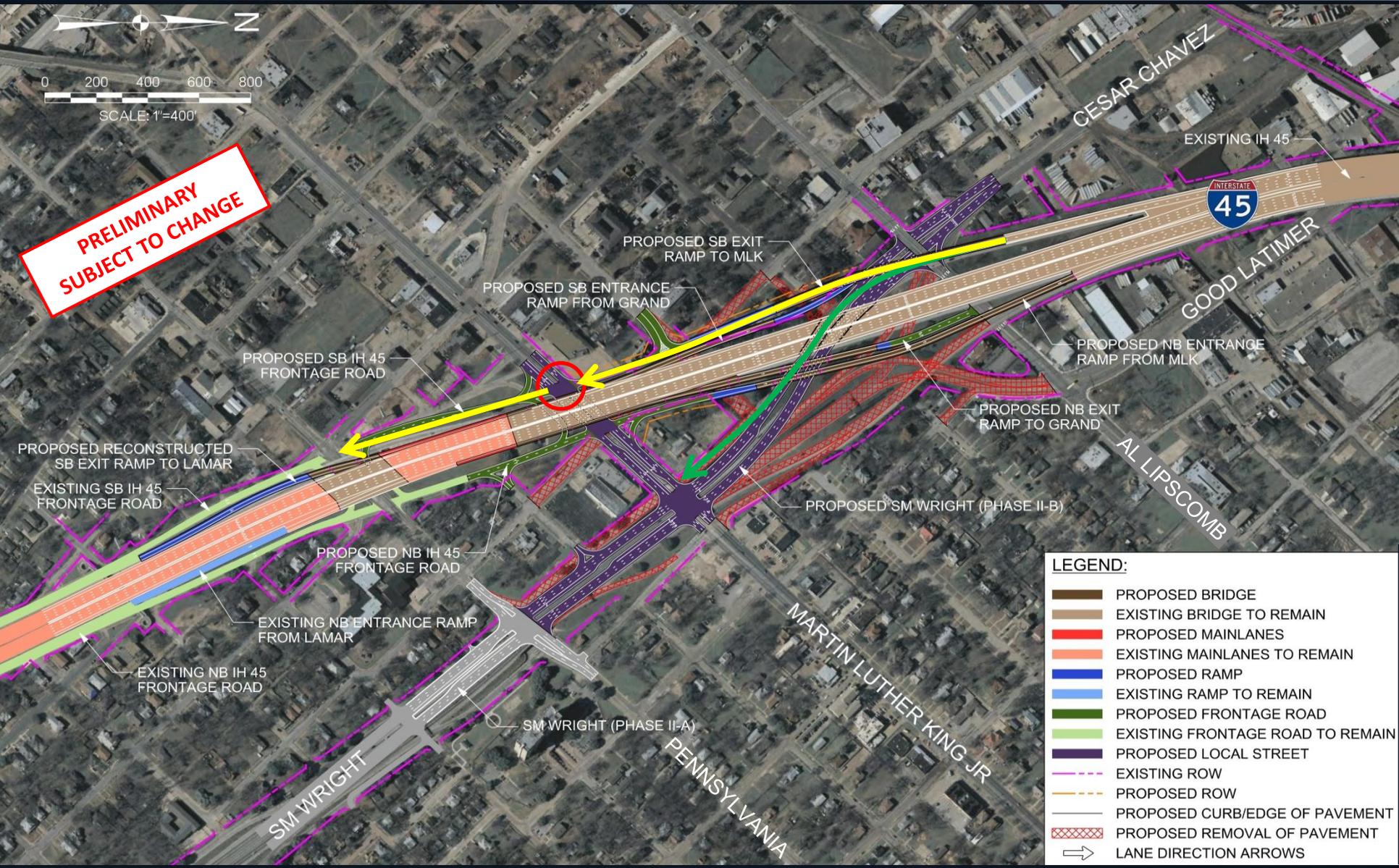
Relocate SB Exit to MLK



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SCALE: 1"=400'

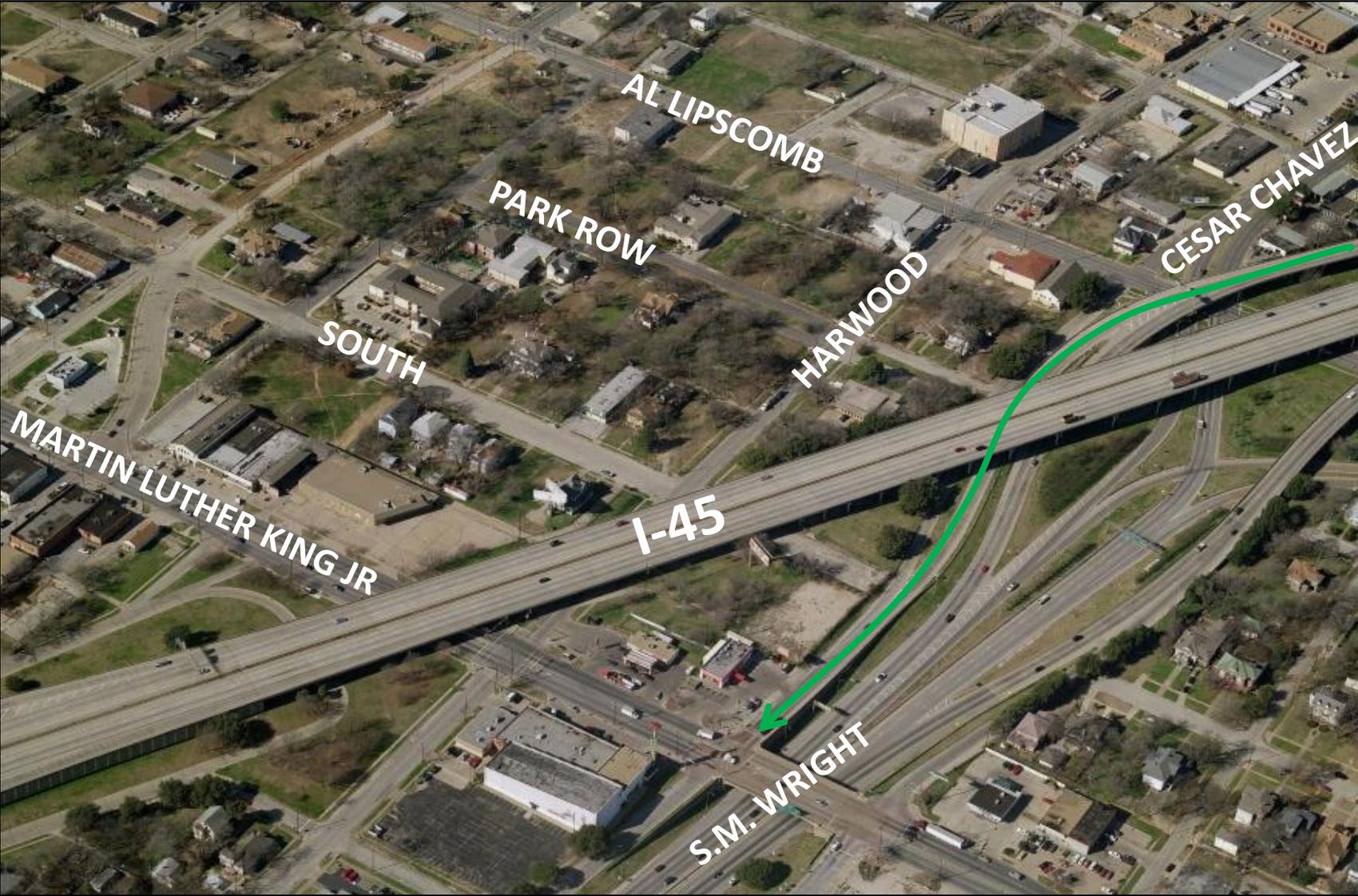
**PRELIMINARY
SUBJECT TO CHANGE**



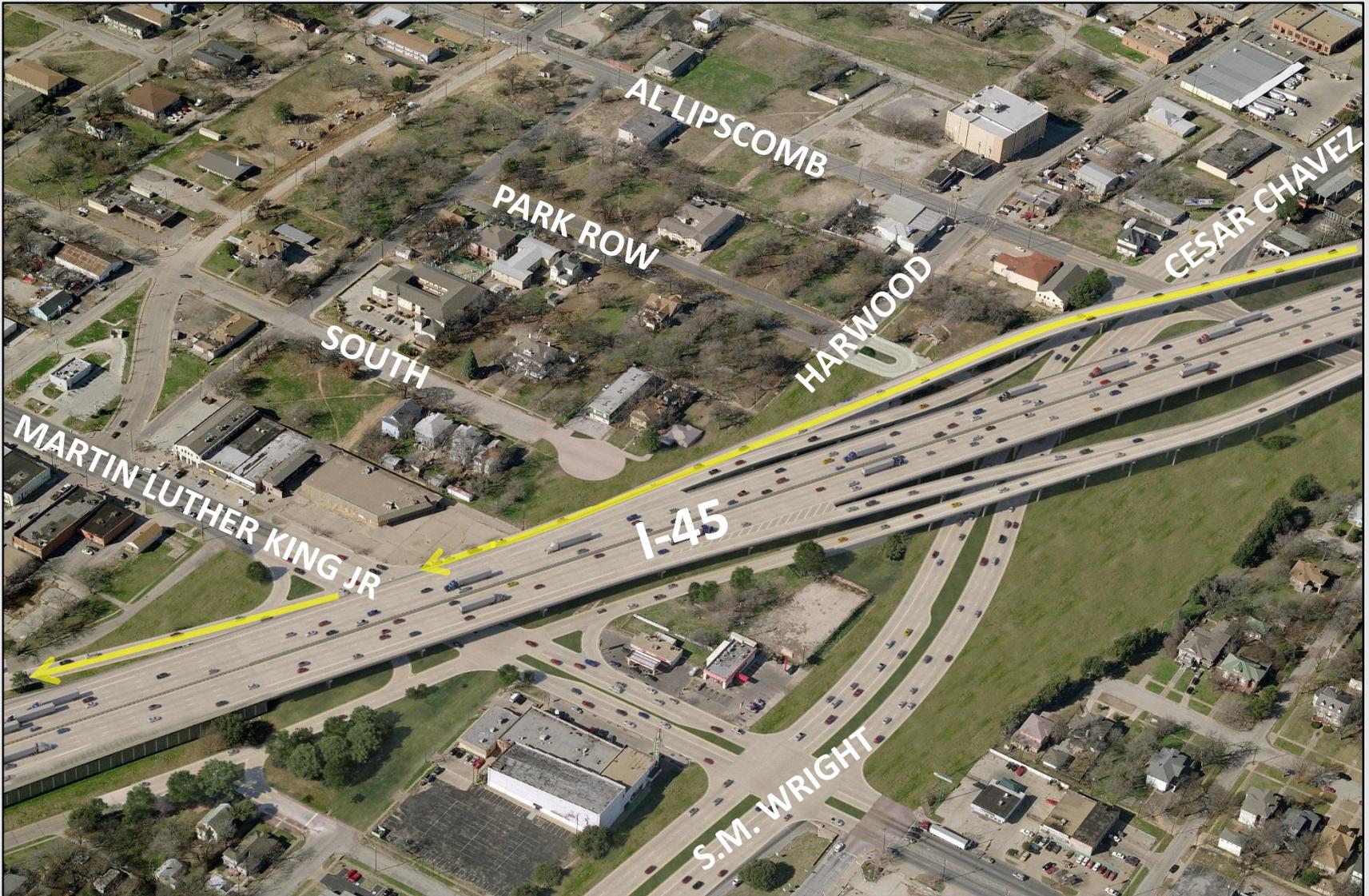
LEGEND:

- PROPOSED BRIDGE
- EXISTING BRIDGE TO REMAIN
- PROPOSED MAINLANES
- EXISTING MAINLANES TO REMAIN
- PROPOSED RAMP
- EXISTING RAMP TO REMAIN
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- EXISTING FRONTAGE ROAD TO REMAIN
- PROPOSED LOCAL STREET
- EXISTING ROW
- PROPOSED ROW
- PROPOSED CURB/EDGE OF PAVEMENT
- PROPOSED REMOVAL OF PAVEMENT
- LANE DIRECTION ARROWS

Existing View Looking Northwest



Proposed View Looking Northwest



View on SM Wright Looking North



View Looking Southwest



Phase II-B Contact Information

TxDOT Project Manager

Mr. Stephen Endres, P.E.

Texas Department of Transportation

4777 E Highway 80

Mesquite, Texas 75150

Phone: (214) 320-4469

Fax: (214) 320-4470

Email: stephen.endres@txdot.gov

Additional information

available at:

smwrightproject.org

PHASE I CONSTRUCTION

General Information

Project Information

US 175 From I-45 to East of Bexar Street

Project Scope

- Construction of freeway facility and direct connectors
- Roadway, Bridges, Traffic Control Plan, Retaining Walls, Drainage, Traffic, Etc.

Letting: February 2016

Construction Time: 819 Working Days

Contractor: Webber, LLC

Construction Cost: \$103,886,639.99

First 60 Days of Construction

First 60 Days of Construction Will Include The Following:

Bridge Construction

Drill Shafts, Footings, Columns at I-45

Roadway Construction

Pavement work along I-45, SH 310, US 175 and Lamar Street

Local Street Closures

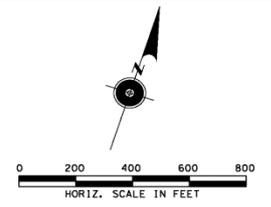
Frontage Road access to SH 310 will be closed at the following streets: Haven Street, Colonial Ave, Faye Street, Starks Ave.

Local Street Closures

PLOT DRIVER:VB*BAKERWIN*BW*PDF.d1.ctb
 PENTABLE:128912*SMW*Light+Phase*1.TD1

SCALE:1:1399.999
 USER:Gory.Coiley

FILE:..\\TCR\Baker\SMW\CL\CFH-1-0.dgn
 DATE:11/13/2015 TIME:16:32:39 PM



- LEGEND**
- WORK AREAS PREVIOUS PHASES
 - WORK AREAS THIS PHASE
 - TEMPORARY WORK AREAS THIS PHASE
 - TRAFFIC ON NEW PAVEMENT
 - TRAFFIC ON EXISTING PAVEMENT
- NOTES:**
1. MAINTAIN ALL DETOURS AS SHOWN ON DETOUR SHEETS 073, 075 & 076 THROUGHOUT THIS PHASE OF WORK.

F-2677

NO.	DATE	REVISION	APPROVED

Texas Department of Transportation
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Baker Michael Baker Jr., Inc.
 2221 East Lemor Blvd, Suite 600
 Arlington, TX 76006
 TBPE Registration No. F-2677

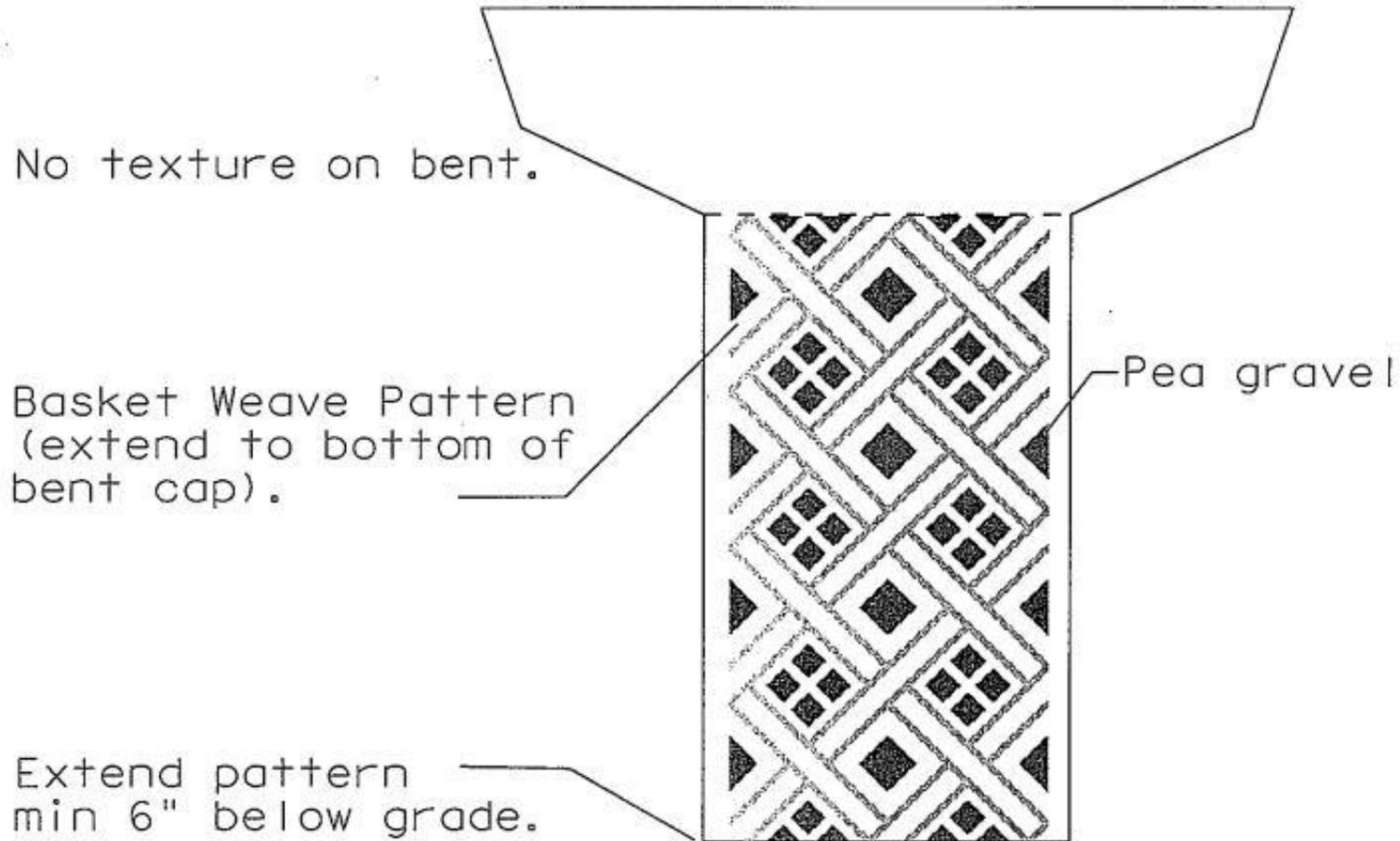
US 175

TRAFFIC CONTROL LAYOUT
 SM WRIGHT/CF HAWN
 PHASE 1 STAGES 1 & 2

SHEET 1 OF 1 SHEETS

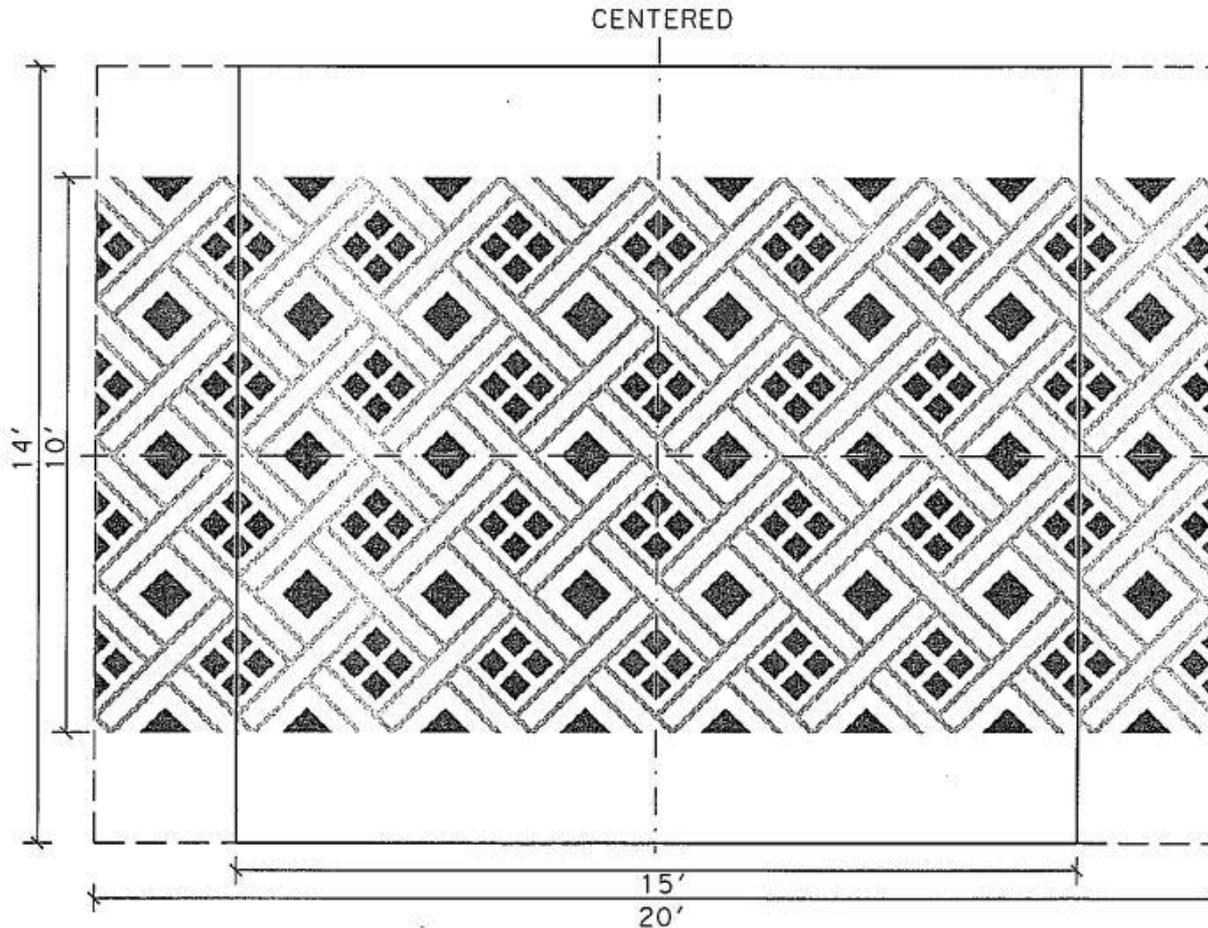
DESTROYED	REV. NO.	FEDERAL AID PROJECT NO.	HIGHWAY NO.
BAS	6	SEE TITLE SHEET	US 175
BAS	STATE	DIST.	COUNTY
CHECKED	TEXAS	DAL	DALLAS
CHECKED	CONTROL	SECTION	JOB
	0197	02	122, ETC.

Aesthetics - Bridges



Elevation View

Aesthetics - Noise walls



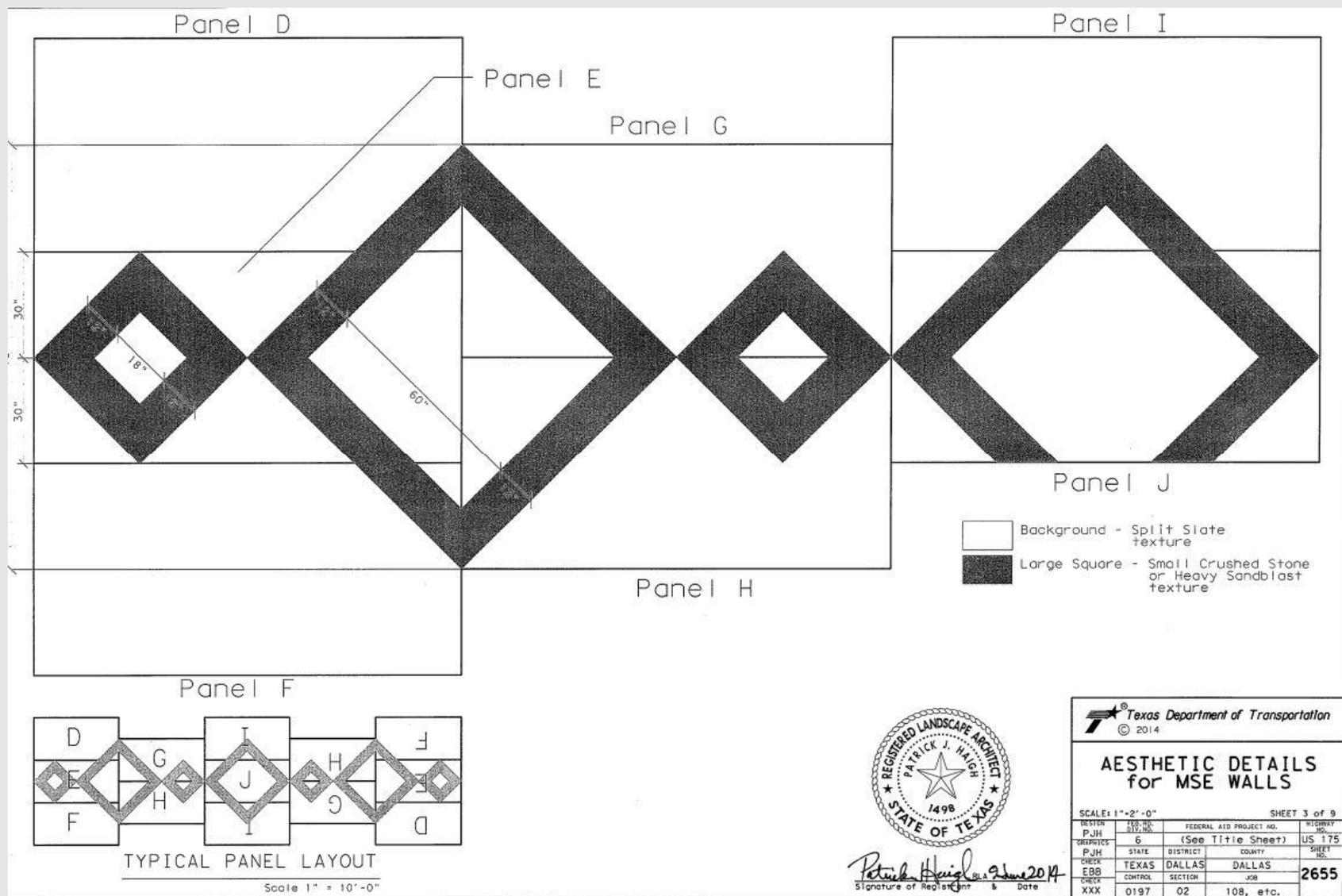
-  Background - Split Slate texture
-  Large Square - Pea Gravel texture
-  Reveals - used to create interior square; 1" width
-  Ceramic Tile - 15" square cobalt blue, epoxy or grout into indentation created in wall panel

— CENTERED

When using 20' wide panels, extend Basket weave pattern into area shown with dashed lines. (2.5' on each side for Panel C.)

Do not exceed 2' height of Split Slate texture below Basket weave pattern on Panel C.

Aesthetics - Retaining Walls

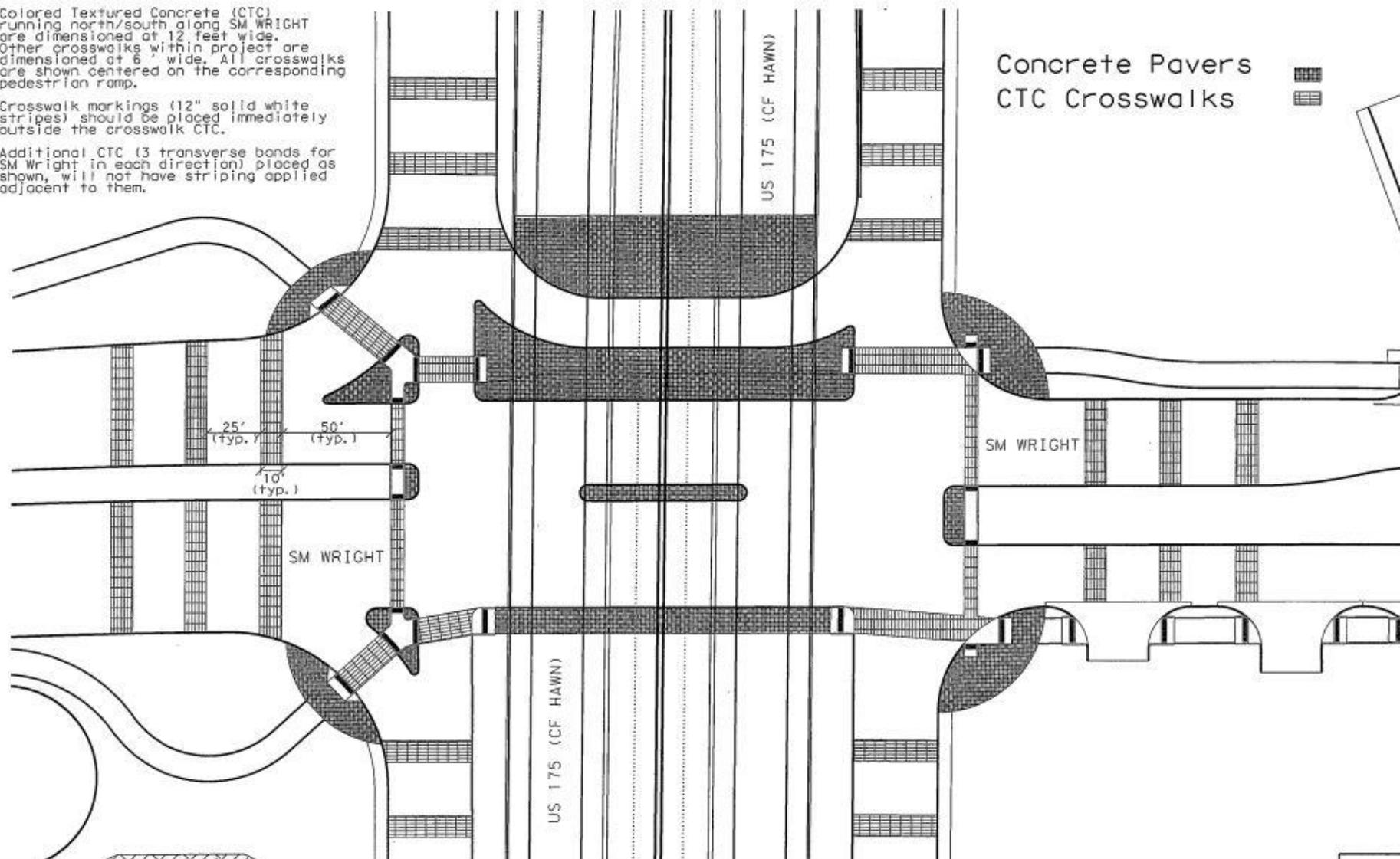


Aesthetics - Intersections

Colored Textured Concrete (CTC) running north/south along SM WRIGHT are dimensioned at 12 feet wide. Other crosswalks within project are dimensioned at 6' wide. All crosswalks are shown centered on the corresponding pedestrian ramp.

Crosswalk markings (12" solid white stripes) should be placed immediately outside the crosswalk CTC.

Additional CTC (3 transverse bands for SM Wright in each direction) placed as shown, will not have striping applied adjacent to them.



Phase I Contact Information

TxDOT Construction Project Manager

Mr. Jason Mashell, P.E.

Texas Department of Transportation

4777 E Highway 80

Mesquite, Texas 75150

Phone: (214) 320-4446

Email: jason.mashell@txdot.gov

Area Engineer: Noel Paramanantham, P.E.

Assistant Area Engineer: Elliott Stovall, P.E.

Public Information Officer: Michelle Raglon

Road-to-Work Opportunity Program



The Road-to-Work Opportunity Program is:

- A response to community's request for jobs and contracts associated with the S.M. Wright Parkway construction project
- A North Central Texas Council of Governments (NCTCOG) project, funded by the Federal Highway Administration (FHWA) and TxDOT
- Currently entering 3rd year of a four-year pilot program

Road-to-Work - Goals

- Increase workforce diversification of experienced workers, primarily those living within the target area of South Dallas/Fair Park
- Increase Disadvantaged Enterprise Program (DBE) firms' capacity to compete for transportation contracts
- Strengthen the economic viability of the community



Road-to-Work - Services

- Candidate recruitment and screening
 - Skills-matching
 - Drug Testing
- Participant coaching
 - Soft skills development
 - Problem resolution
- Training Partnerships
 - CitySquare
 - UTA
- Employer interview coordination

Road-to-Work – Current Status

- 300+ applicants to date
 - 69% with prior construction experience
 - 58% Southern Dallas; 16% from Fair Park area
 - Participants from 80 different zip codes
- 65 placements to date
 - 42% exceeded 90 days
- Challenges
 - Contractors want valid Texas License
 - S.M. Wright Parkway contract re-letting; Jobs further away

Questions?