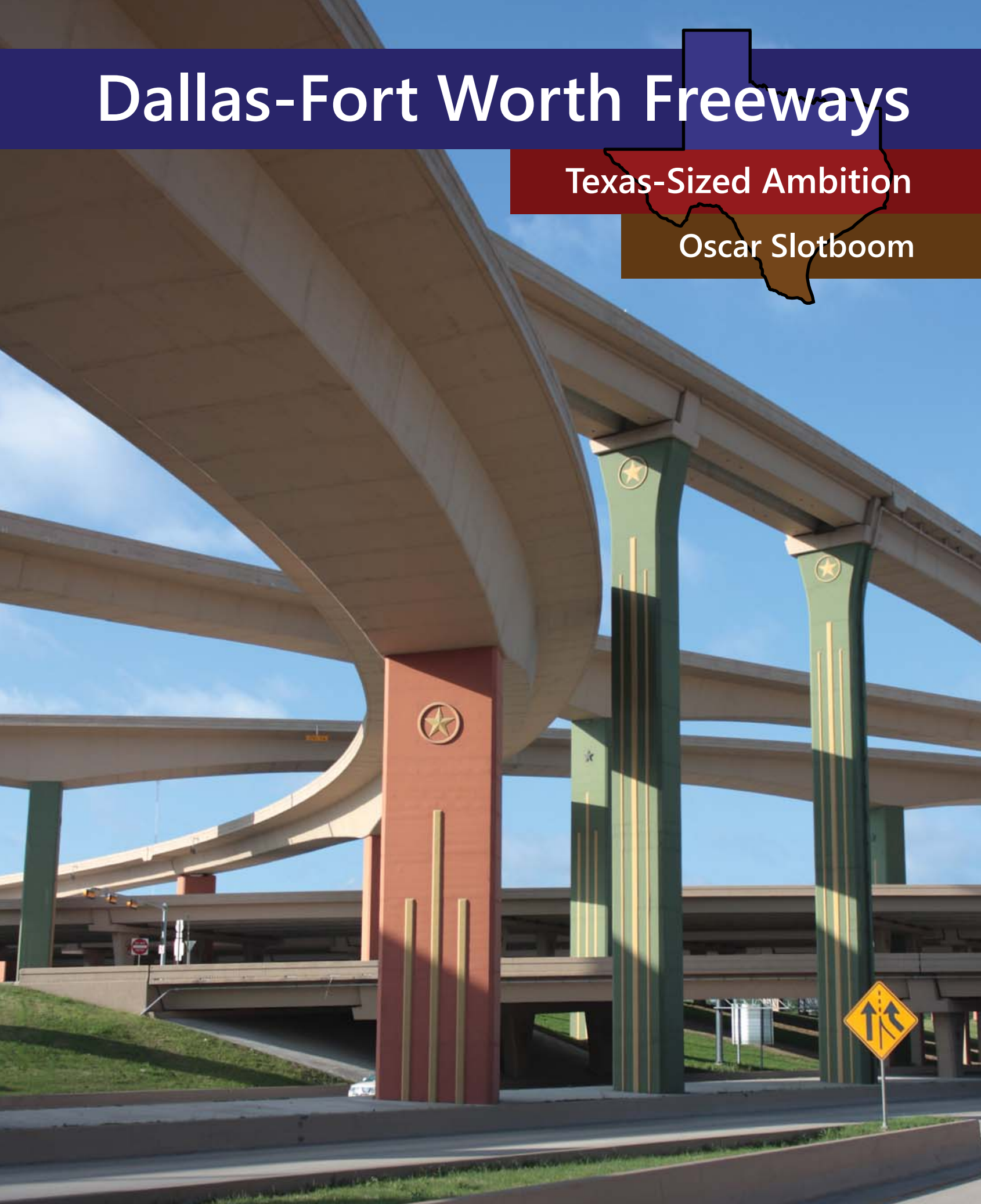
Dallas-Fort Worth Freeways

Texas-Sized Ambition

Oscar Slotboom



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Cover image: the High Five Interchange, US 75 Central Expressway and Interstate 635 Lyndon B. Johnson Freeway, photographed by the author in June 2009
Back cover image: the Fort Worth downtown Mixmaster interchange, Interstate 30 and Interstate 35W, photographed by the author in September 2009

Contents

Foreword

When I began writing *Houston Freeways, A Historical and Visual Journey* in 2002, I originally envisioned writing the Dallas-Fort Worth freeway history book as a companion to the Houston book. But when I completed *Houston Freeways* in 2003, it was not possible to immediately replicate the time, effort and expense to produce another book. So it became a project for my spare time, and in 2004 I relocated to North Texas to begin slowly working toward my goal of the North Texas book.

North Texas freeways turned out to be more interesting, expansive and influential than I had anticipated, resulting in a much longer research effort and larger final product. I broadened the scope of the book to include events and landmarks which are closely associated with the freeways, such as the John F. Kennedy assassination, the Telecom Corridor, the Delta 191 airline crash and Texas Stadium. When I completed the book at the end of 2013 it came in at a whopping 530 pages of main text—far exceeding the 380 pages of main text in the Houston book. With its emphasis on photographs, *Dallas-Fort Worth Freeways* is intended to be fun and entertaining.

The book's subtitle—Texas-Sized Ambition—pays tribute to the North Texas political leadership and business community which had the ambition, foresight and perseverance to build one of the world's most extensive freeway networks. But even more influential was the ambition that the freeways empowered and enabled. This includes: the entrepreneurs and engineers who built the Telecom Corridor along Central Expressway; the real estate developers who built the signature communities and real estate developments along North Texas freeways; the businesses and industries which have made North Texas a perennial economic growth leader; and the stadiums and entertainment venues along the freeways.

I would like to thank the people who provided key assistance for the book-writing effort over the years. Anne Cook at the TxDOT Travel Information Division in Austin was always available to find my photo requests year after year. Cathy Spitzenberger at the University of Texas at Arlington Library Special Collections gathered thousands of negatives for my review and searched the collections for my obscure requests. Jerome Sims at the *Dallas Morning News* made the newspaper's images available, providing photos which greatly enhance the freeway history. Chapter 7, "Freeway Adventures in the Big City", was made possible by City of Dallas archivist John Slate who made the film available for high-definition scanning. The staff at the Dallas Central Library Texas/Dallas History & Archives Division provided assistance in my photo searches. Justin Cozart and Johanna Dowdle-Gratama assisted with the proofreading and fact checking.

Dallas-Fort Worth has been one of the most successful regions in the United States in the post-World War II era. Freeways have been one of the leading contributors to that success. *Dallas-Fort Worth Freeways, Texas-Sized Ambition* documents the story of North Texas freeways, and hopefully serves as inspiration to current and future leaders to make North Texas freeways the best they can possibly be.

Oscar Slotboom, February 2014

Definitions and Explanatory Notes

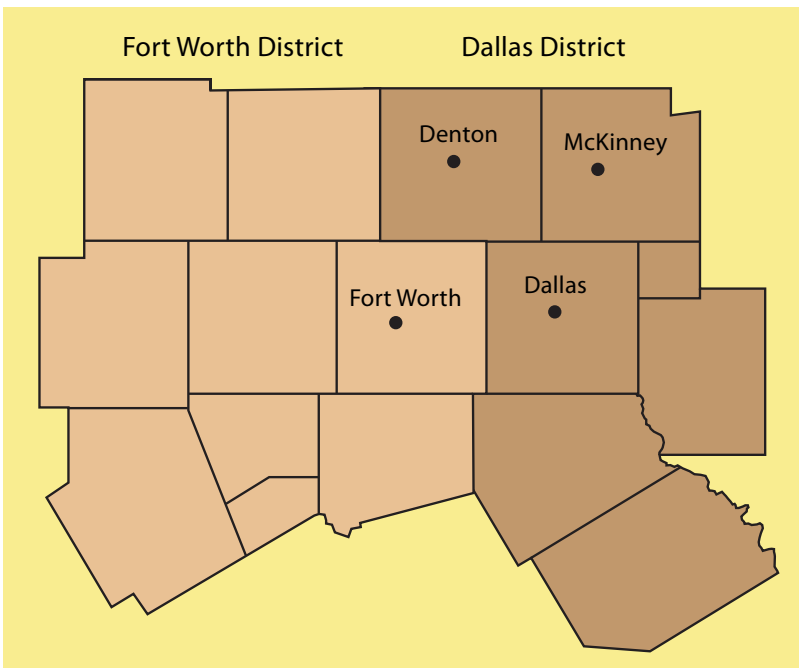
Map Legend

- Freeway
- Toll Road
- Major highway (not limited access)
- Street
- 30 — Interstate Highway, prefix IH
- 75 — US Highway, prefix US
- 183 — State Highway, including Loop and Spur routes, prefixes SH, Loop and Spur
- Location and direction of view

The Texas Department of Transportation (TxDOT) and the Texas Transportation Commission

The terms "TxDOT" and the "Texas Transportation Commission" are used to refer to the present-day entities and historical predecessors which used different names. The current and previous names for these entities are listed in the table. The term TxDOT is used for all organizations and decision-making authorities within the department, including the Texas Transportation Commission, policy-making authorities at the Austin headquarters, the Dallas District Office, the Fort Worth District Office and private firms acting on behalf of TxDOT.

1917-1975	Texas Highway Department State Highway Commission
1975-1991	State Department of Highways and Public Transportation State Highway and Public Transportation Commission
1991-current	Texas Department of Transportation (TxDOT) Texas Transportation Commission



The Texas Transportation Commission is the governing body of TxDOT, responsible for establishing policy and determining project priority and funding. The Texas Transportation Commission consists of five members appointed by the governor with confirmation by the Texas Senate. Prior to 2003 the commission had three members. Commission members are appointed for six-year terms, but in recent years the length of member service has varied due to reappointments and early departures.

North Texas is served by two TxDOT district offices, the Dallas District which includes Dallas, Collin and Denton Counties, and the Fort Worth District which includes Tarrant County. District offices are generally responsible for maintenance, managing construction projects and the pre-construction planning for new projects.

Note on Grammar Standards

British standards are used for the placement of punctuation adjacent to quotations. When a comma or period is not part of the quoted expression, the punctuation is placed outside the quotation marks. Periods are omitted from common abbreviations including Mr, Mrs, and Blvd.

Dedicated to

Everyone who helped build North Texas Freeways


SOUTHWEST
NORTH TEXANS
LUV
FREEWAYS
FREEWAY GRAND OPENING

CHAPTER

1

Putting North Texas Style into Freeway Celebrations and Openings

On September 30, 1948, Houston observed the opening of the first freeway in Texas with a gathering of a few hundred people and a brief statement from the mayor. Minutes later, vehicles were driving on the Gulf Freeway. By North Texas standards, was Houston's observance worthy of something as important as a freeway opening? No way!

In North Texas and particularly Dallas, ordinary ribbon cuttings and speeches didn't do justice for an event of such importance. The freeway was something to be celebrated, and North Texans would open their freeways with huge celebrations, crazy stunts, high-tech gadgets and big-name politicians.

The standard was set with the opening celebration for the first freeway in North Texas, Central Expressway in Dallas, on August 19, 1949. Over 7000 gathered for the event which featured a band performance, aircraft flyover, official christening and dances which lasted late into the night. A month later Fort Worth officially dedicated its first freeway with an opening event attended by thousands. As freeway openings reached a peak in the 1960s the freeway-opening stunt moved to the forefront, allowing officials to distinguish openings which may otherwise have been routine.

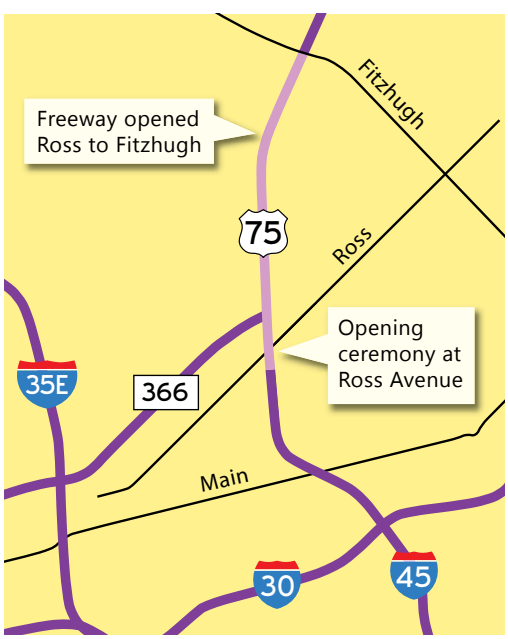
1949
Aug 19

The official ribbon cutting for the opening of Central Expressway took place on a scale model of the freeway positioned on the event stage. Mrs Edith Wemple, wife of Texas Transportation Commission Chairman Fred Wemple, cut the miniature ribbon to symbolically open the freeway. Shortly afterwards the freeway was officially christened by Dallas Mayor Wallace Savage's wife Dorothy who broke a bottle of cologne over the model.[1]

Dolph Briscoe Center for American History, the University of Texas at Austin[2]

first freeway opening DALLAS

Dolph Briscoe Center for American History, the University of Texas at Austin[4]



The new freeway was the product of decades of effort which began with the original proposal for Central Boulevard in 1911. The freeway had been the top civic priority in Dallas since the late 1930s and its realization called for a huge celebration—a party which set the standard for Dallas freeway openings in the following decades.

This view of the Central Expressway opening celebration at the Ross Avenue overpass shows the large crowd estimated at 7000 gathered around the event stage. The lit spire of the Mercantile Building in downtown Dallas is visible in the background. After the ceremonies there were two dances, a "mammoth" square dance for whites and an "old-fashioned street dance" for blacks sponsored by the Negro Chamber of Commerce. The freeway opened to traffic the following morning, August 20, at 7 AM.[3]

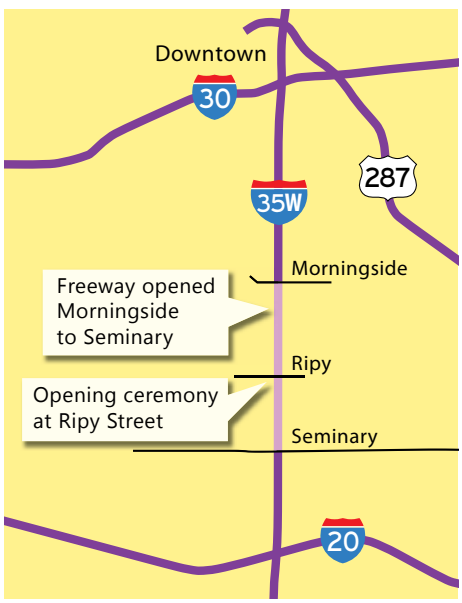
For additional coverage of the Central Expressway opening celebration, see pages 83 and 84.

first freeway opening Fort Worth

UT -Arlington Library Special Collections[6]

1949
Sept 14

Less than a month after the opening of Central Expressway in Dallas, Fort Worth officially dedicated its first section of freeway, present day Interstate 35W south of downtown from Seminary Drive (then signed as Kellis) to Morningside Drive, in an evening ceremony on September 14, 1949. Several thousand attended the ceremony which featured Fort Worth Mayor F. Edgar Deen cutting the ribbon, shown above. Traffic cruised on the freeway immediately after the ceremony. While Dallas would continue to observe its subsequent freeway openings with ceremonies and stunts, the original Fort Worth freeway opening in 1949 was the only large event in the entire history of Fort Worth freeways. Fort Worth was not nearly as excited about freeway openings as Dallas, and subsequent Fort Worth openings were marked with small, informal events or with no observance at all.[5]



the most celebrated freeway in North Texas
the Margaret Hunt Hill Bridge

It would seem reasonable to assume that the largest freeway celebration in North Texas took place in the freeway-crazed 1950s or 1960s. But it turns out that modern-day Dallas can get just as excited about a freeway as the first generation to see freeways, especially if the new freeway includes a stunning bridge designed by a renowned architect. The largest celebration for a North Texas freeway took place for the Margaret Hunt Hill bridge, culminating on March 2-4, 2012, with a three-day grand opening weekend of festivities. Organizers reported that over 40,000 people participated in events on the bridge during the weekend. Separate from the festivities on the bridge was the Bridge-O-Rama festival in west Dallas featuring

Superstar architect Santiago Calatrava, designer of the bridge, watches from the podium as children fire confetti at the end of the formal groundbreaking ceremony on December 9, 2005. The list of attendees at the frigid-temperature event included virtually all local political officials, Senator Kay Bailey Hutchison and the Spanish ambassador. Former Dallas mayor and U.S. Trade Representative 2009-2013 Ron Kirk is second from the left on the back row. A several-minute fireworks display ended the evening, which was preceded by a full day of events including a private lunch with project donors, a lecture by Calatrava and tribute to Calatrava.[39]

2005
Dec 9

Dallas Morning News

over 30 events with nine signature events. It was perhaps the ultimate opening extravaganza for a freeway, inspired of course by the bridge.

The official bridge opening party started on Friday night with 2000 attending a sold-out, $200-per-ticket gala on the bridge which featured Lyle Lovett and his Large Band as the headlining entertainment and a finishing fireworks show. Saturday began with a fun run across the bridge and was followed by a full day of entertainment and parades on the bridge, including the "Parade of Giants" of large puppets of historical west Dallas figures. The evening ended with another fireworks display. Sunday morning featured an official dedication with top local political officials and bridge architect Santiago Calatrava, concluding with a ribbon run of hundreds of local boy scouts and girl scouts. It was an amazing weekend of festivities, and even Calatrava was impressed.

The bridge opened to traffic on March 29, 2012.

Dallas Morning News

2010 June 9

In June 2010 Dallas Mayor Tom Leppert, the members of city council and other city officials held an informal steel-signing event for the placement of the final section of steel for the 400-foot-tall arch.[40]

the opening celebration March 2-4, 2012


New heights

On Sunday, February 26, the *Dallas Morning News* published an eight-page special section for the bridge opening.

Jay Barker

The weekend's festivities began with a $200-per-ticket, sold-out Friday night gala on the bridge. Dallas DJ Lucy Wrubel wore a fantastic hat with a model of the bridge. The evening's headline performer was Lyle Lovett and His Large Band, shown on the stage on the westbound lanes near the center of the bridge.

Jay Barker

Author, March 2012

Author, March 2012

Bridge architect Santiago Calatrava attended the main events of the weekend and is shown here during Saturday's parade of builders on the bridge.

Calatrava, born in 1951 in Valencia, Spain, is one of the world's most well-known figures in contemporary design. His architecture and engineering firm, headquartered in Zurich, Switzerland, with offices in Valencia and Paris, is known for its graceful bridge designs and buildings suggesting elaborate animal skeletons. The Margaret Hunt Hill bridge is Calatrava's first vehicular bridge in North America, giving the structure some extra cachet.

The project's financial backers, including Margaret Hunt Hill, paid most of the $6.3 million in design fees for the bridge.

Also see: Opening celebration photos page 254

Bridge-O-Rama

The Bridge-O-Rama celebration in west Dallas in conjunction with the bridge opening featured over 30 events, with everything from art exhibits to a lowrider rally. After the celebration was complete, the event organizers' web site thanked the community for the big success, "We want to thank the thousands and thousands of you, whose attendance at our events made this once-in-a-lifetime festival so special for us."

Saturday's events on the bridge included the Parade of Giants, a procession of fifteen large puppets representing historical figures who were influential in west Dallas. This puppet is Bonnie Parker of the notorious Bonnie and Clyde gangster duo who were actively involved in criminal activity in west Dallas in the 1930s. The puppets were sponsored by local organizations and built by artists at the La Reunion TX artist residency in Oak Cliff.

The dedication ceremony was held early Sunday morning on the bridge with Mayor Mike Rawlings hosting. Instead of a traditional ribbon-cutting, the dedication featured a ribbon running by hundreds of local scouts. The boy scouts lined up on the west side of the main span and the girl scouts assembled on the east end of the main span, running with ribbons to meet at the center of the bridge where the ceremony took place. Below, fireworks completed the day's events on Friday and Saturday.

Author, March 2012

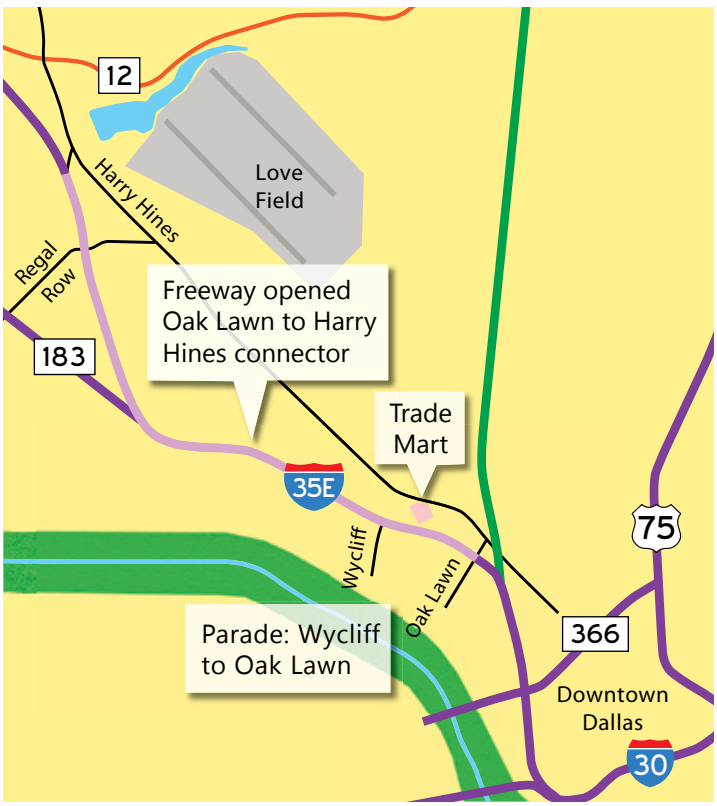
Author, March 2012

second largest freeway celebration Stemmons Freeway

1959 Dec 4-5

The opening of Stemmons Freeway on December 4 and 5, 1959, was the largest freeway opening celebration held in North Texas until it was eclipsed by the celebration for the Margaret Hunt Hill bridge in 2012. The Stemmons celebration began with a Friday night dinner and gala at the Trade Mart attended by 2400 including Hollywood celebrities. The main event was the parade on Stemmons Freeway which began when officials gathered in the bed of a pickup truck to smash through a ceremonial wood-beam barrier as fireworks popped and balloons were released. The following two-hour-long parade with 300 items on display was the longest and largest parade in Dallas up to that time, featuring the usual marching bands and just about everything that could be paraded including classic cars, military equipment, missiles and an airplane.[33]

Also see: Additional opening celebration photos page 190



Political and highway officials gathered in the bed of a pickup truck for the ceremonial barrier smashing to open Stemmons Freeway. With the freeway open, the parade could begin.

TxDOT Travel Information Division

UT-Arlington Library Special Collections[34]

The huge opening-day parade took place from Wycliff Avenue to Oak Lawn Avenue with the freeway west of Wycliff (in the far distance) used for staging. Here the parade passes in front of the Dallas Trade Mart, which was the scene of the opening gala the night before.

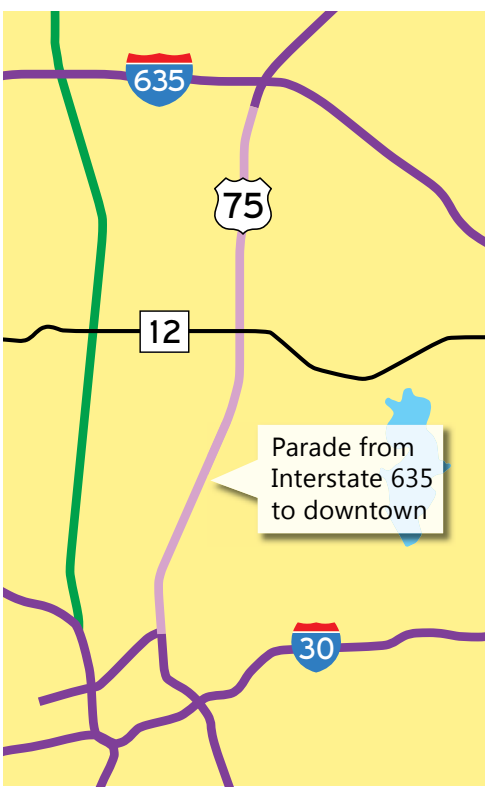
Three floats representing Interstate 35E, Mexico and Canada were specially built for the parade. Political officials from Ontario, Canada, and Nuevo Leon, Mexico, were in attendance in recognition that Interstate 35, when complete, would connect from the Mexican border to Duluth (Minn.), near the Canadian border. There are no surviving photographs of the Interstate 35E float, but the newspaper clipping at right and video frame capture provide us with a glimpse of this classic freeway opening prop. The newspaper clipping shows the float on display prior to the parade with its float queens Earline Brown (front), Janis Baker (left) and Lou Ann Holsomback.[32] The Mexico-themed float (lower left) featured a floral replica of a Spanish comb. The Canadian float, with its large snowflake and floral replica of a dog sled team, was deemed most appropriate for the day due to the 40-degree cold and strong north wind.

Dallas Morning News

Two celebrities in the parade were Kirby Grant and Yvonne de Carlo. Kirby Grant (1911-1985) was a television and B-movie actor best known for his lead role in the television series *Sky King* (1951-1959) in which the storylines featured Grant's character using an airplane to perform heroic deeds. The aircraft in the parade is the same model used in the television series, a Cessna 310B. De Carlo (1922-2007) was a film and television actress with a career spanning from 1941 to 1995. Her best-known roles were opposite Charlton Heston in *The Ten Commandments* (1956) and as Lily Munster in the television series *The Munsters* (1964-1966). Photos: Industrial Properties Corporation

freeway parades Central Expressway

Dallas Morning News



1999
Dec 5

The completion of the reconstruction and widening of Central Expressway between Interstate 635 (LBJ Freeway) and downtown was the culmination of twelve years of debate from 1974 to 1986 and 14 years of construction from 1985 to 1999. On December 5, 1999, the opening of the final section was celebrated with a vehicles-only parade in the southbound lanes featuring classic and custom cars. This was only the second freeway parade in the history of North Texas freeways, and coincidentally it was the fortieth anniversary of the first parade on Stemmons Freeway.[37]

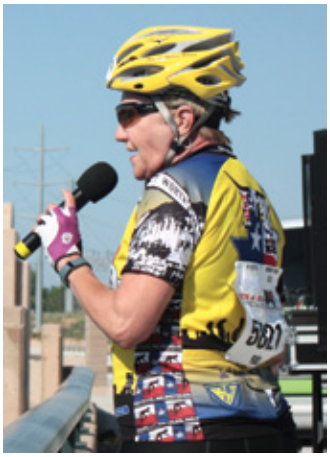
largest Fort Worth celebration Chisholm Trail Parkway

2014
May 10

After a 65-year hiatus from large freeway-opening events, Fort Worth returned to the big league on May 10, 2014, when it held its largest-ever freeway celebration for the opening of the Chisholm Trail Parkway toll road. It was a once-in-a-lifetime opportunity for the public to run, bicycle or walk on the tollway, and the event attracted a crowd of at least 5000 for the day's events.

The main celebration took place on a Saturday with beautiful weather at the Edwards Ranch real estate development near the north terminus of the parkway. The tollway main lanes served as the path for several running and bicycling events throughout the day, including a 5K run, half marathon, kids fun run and three bicycling distances. All events were at capacity, with the 5K run and bicycle rides each accommodating 2000 registered participants, and many more were in attendance for the kids events, half marathon and festivities. One day later the Chisholm Trail Parkway opened, and the only traffic from that point on was cars and trucks.

All opening photos by author, May 2014



Fort Worth Mayor Betsy Price, a participant in the bicycling event, welcomes the crowd and reminds everyone to ride safely.

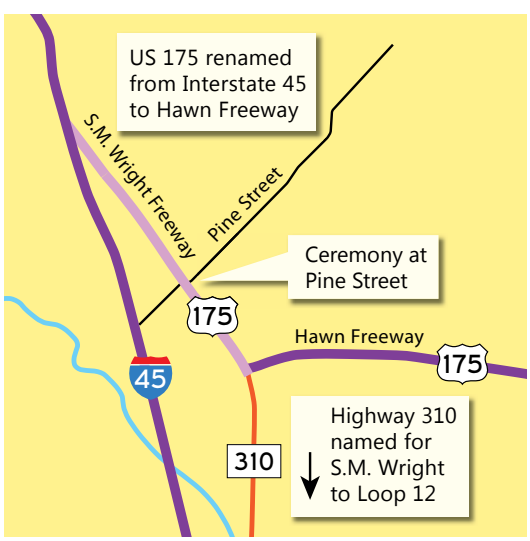
Below, participants in the 5K run headed southbound to the Arborlawn overpass turnaround point. At left, runners returning northbound cross the bridge at the Clear Fork Trinity River.

politicians and freeways George W. Bush

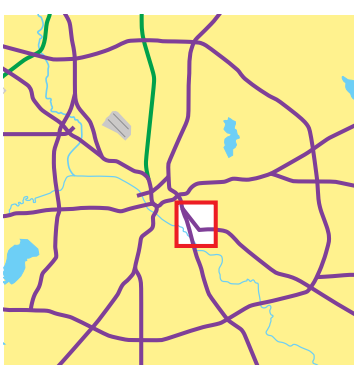
Local political leaders are virtually always in attendance at freeway ceremonies, and occasionally state- and national-level politicians make an appearance when it is politically advantageous. Some of the biggest names in national politics have been on hand for freeway events in North Texas, including the most influential politician associated with North Texas, George W. Bush.

Bush, a native of Midland, originally moved to Dallas shortly after his father's victory in the 1988 presidential election, purchasing a home in the Preston Hollow neighborhood of north Dallas. He first became the focus of local media attention when he led an investor group which purchased a controlling interest in the Texas Rangers baseball team in March 1989. Bush entered politics in 1994, winning the election for Texas governor and earning a second term in 1998 before winning the 2000 and 2004 presidential elections. Bush returned to reside in Preston Hollow after exiting the White House in January 2009.

Dallas Public Library[8]



1995 July 12



In 1995 the Texas Legislature designated the S.M. Wright Freeway in south Dallas in honor of the Dallas civil rights leader and longtime pastor of Peoples Baptist Church who died in November 1994. For complete information about S.M. Wright and the freeway, see page 295. The freeway was formerly South Central Expressway, which extended south from IH 45 and included the adjacent section of SH 310. Governor George W. Bush was the featured speaker at the July 12, 1995, dedication ceremony and is shown above as the official sign was unveiled. The S.M. Wright Freeway is scheduled to be demolished and converted into an arterial street prior to 2020.[7]

Dallas Morning News

1996
May 2

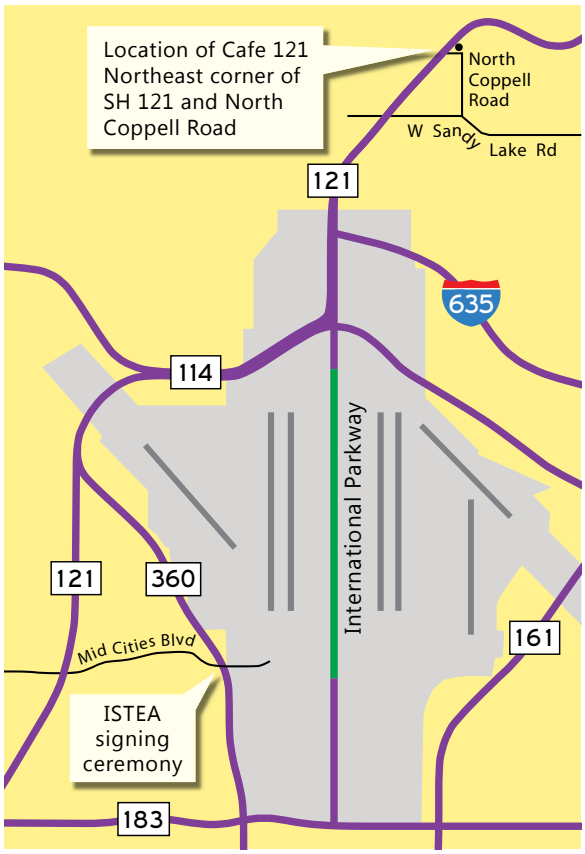
On May 2, 1996, Governor Bush attended the groundbreaking ceremony for the Bush Turnpike, named for his father. Bush praised the cooperative efforts of local and state governments which made the project happen and expressed support for toll roads in general. Tossing the first ceremonial shovels of dirt are, from left to right, Jere W. Thompson Jr, chairman of the Texas Turnpike Authority, Bush and Texas Transportation Commission Chairman David Laney.[9]

politicians and freeways George H.W. Bush

1991 Dec 18

President George H.W. Bush came to North Texas in December 1991 for an event of national significance—the signing of the $151 billion Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, federal legislation which extended federal highway and transit construction funding for the next six years. The bill's funding promised the creation of thousands of jobs in the recession-stricken economy, so the bill signing was a nice publicity opportunity. The Bush White House chose a construction site on SH 360 at Mid-Cities Boulevard just southwest of DFW Airport in Euless. The construction project was building the SH 360 frontage roads and the Mid-Cities Blvd overpass. Recent rains had turned the construction site into a muddy mess, but the crowd carefully dodged the mud for the ceremony which featured Bush and key congressional leaders who crafted the bill.

Also see: Biographical profile of George H.W. Bush on page 262



President Bush inspects the message sign which greeted the delegation from Washington DC.

Bush Presidential Library[10]

Bush Presidential Library[12]

Bush signs the ISTEA legislation with the Mid-Cities Boulevard overpass as the backdrop. At left is construction worker Arnold Martinez, who introduced the president for the bill signing. The congressional leaders who crafted the bill also attended the ceremony and were featured on the platform for the signing. From left to right to the right of Martinez are Pennsylvania Congressman Bud Shuster, Bush, Senator Daniel Patrick Moynihan of New York (in back wearing a hat), Congressman John Paul Hammerschmidt of Arkansas (partially obscured), Congressman Robert Roe of New Jersey and California Congressman Norman Mineta, who later became Secretary of Transportation under the administration of George W. Bush. Senators Lloyd Bentsen of Texas and Harry Reid of Nevada were also influential in the bill and in attendance but are not visible in this photo.[11]

Bush chats with employees of Austin Bridge & Road Company, the contractor on the construction project. Austin Bridge is headquartered in North Texas.

Bush Presidential LIbrary[13]

Bush Presidential LIbrary[15]

After the bill signing the president made an unscheduled visit to the Cafe 121 diner at the northeast corner of SH 121 and North Coppell Road in Coppell. Cafe 121 was a blue-collar hangout with a trailer park immediately behind the restaurant, making it a good place for Bush to show his concern for ordinary Americans during the economic hard times. Construction workers from Austin Bridge & Road joined Bush at the table, and in the above photo Bush gives the pen used for the signing to Arnold Martinez as Donald Towles, center, looks on. The president ordered chicken-fried steak with mashed potatoes, french fries and corn as he listened to songs from his favorite country artist Randy Travis playing on the jukebox. Bush did most of the talking with the topics including hunting, fishing and football. After lunch Bush covered the tab, said goodbye to the table guests and then jumped in the limousine waiting to take him back to Air Force One for the return trip to Washington.[14]

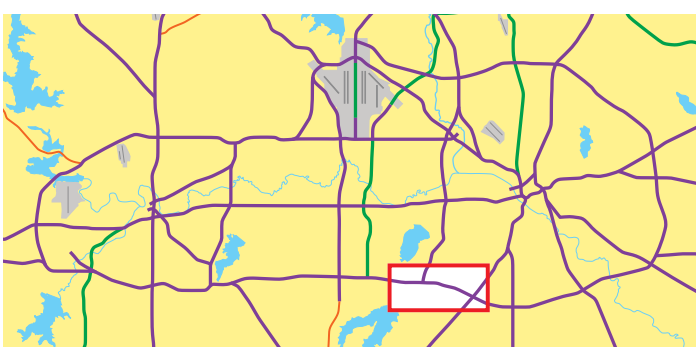
At the time of the presidential visit SH 121 had just been upgraded from a rural two-lane highway to a four-lane divided highway. There are no available records to pinpoint the closure date of Cafe 121, but it occurred sometime in the mid-to-late 1990s and by 2001 the entire property had been cleared, leaving no trace of the restaurant or trailer park. The property remained vacant until it was redeveloped with housing in 2012.

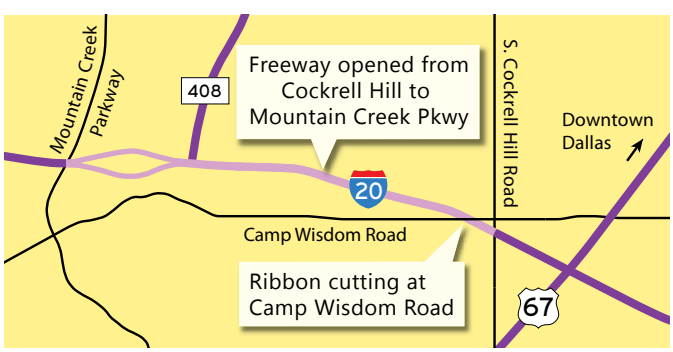
Bush Presidential LIbrary[16]

politicians and freeways Lloyd Bentsen

Senator Lloyd Bentsen and his wife Beryl attended the August 27, 1975, opening of the final section of Interstate 20 between Dallas and Fort Worth. The ceremony took place underneath the Camp Wisdom Road overpass with Mrs Bentsen having the honor of the ribbon cutting. Bentsen (1921-2006) was a prominent figure in Texas and national politics from 1970 to 1994 and the last Texas Democrat to have an impact at the federal level. Bentsen was first elected Senator in 1970, defeating George H.W. Bush, and went on to be reelected for three additional terms. Bentsen was the vice presidential candidate on the 1988 Democratic ticket with Michael Dukakis and is perhaps best known for his debate with Republican vice presidential candidate Dan Quayle. After the presidential election loss to Bush and Quayle, Bentsen returned to the U.S. Senate and was appointed Secretary of the Treasury by President Clinton in 1993, serving until his 1994 retirement from political life.[17]

UT-Arlington Library Special Collections[18]





politicians and freeways Jim Wright

Politicians often like to take credit for highway improvements even if they had little or nothing to do with the actual construction, but there is one politician who deserved all the credit he received: Jim Wright. In fact, Jim Wright has done more to promote highway projects in North Texas, and in particular Fort Worth, than any other politician. He began his advocacy in 1957 to help secure the designation of Interstate 20 between Dallas and Fort Worth. In the 1970s the completion of Interstate 820 became his personal crusade. First elected to the US Congress in 1954, Wright (born 1922) rose steadily up the Democratic party ranks and became Speaker of the House in 1987, where he remained until his resignation from Congress in 1989 amid controversy over business dealings relating to his book, *Reflections of a Public Man*.

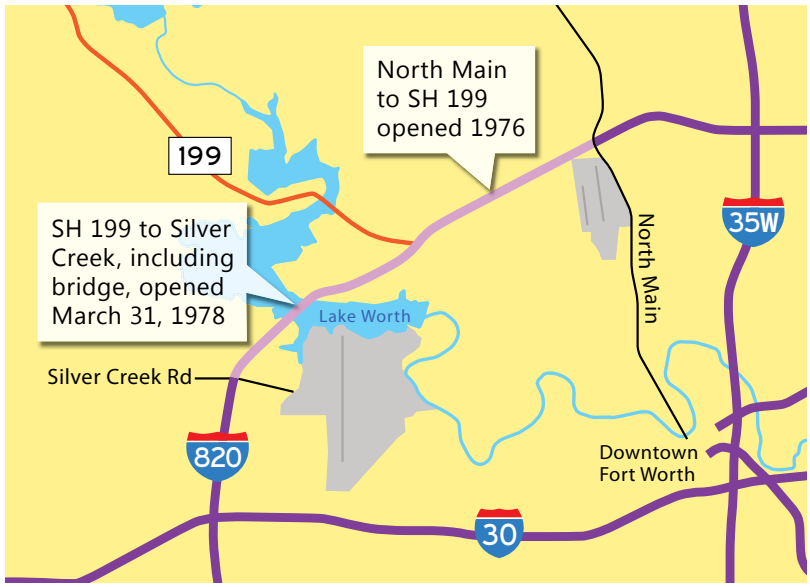
In the years after his retirement his name was heard most often in reference to the Wright Amendment, part of the Air Transportation Act of 1979. The amendment, sponsored and pushed to passage by Wright, originally limited flights at Dallas Love Field to adjacent states only in order to protect Dallas-Fort Worth International Airport, which is closer to Fort Worth and favored by Fort Worth interests. The amendment was the focus of ongoing ire from Dallas interests until it was repealed in 2006, with nonstop flight restrictions being lifted in 2014. However, a reduction in the number of gates at Love Field continued to provide protection for DFW Airport and its dominant airline, American Airlines.

Texas Christian University[19]

1976
July 2

Jim Wright poses with road signs displaying his name at the July 2, 1976, ceremony to name a section of Interstate 820 in his honor. The northwest section of Loop 820, between IH 35W and IH 30, is the Jim Wright Freeway.

Texas Christian University[19]



1978
Mar 31

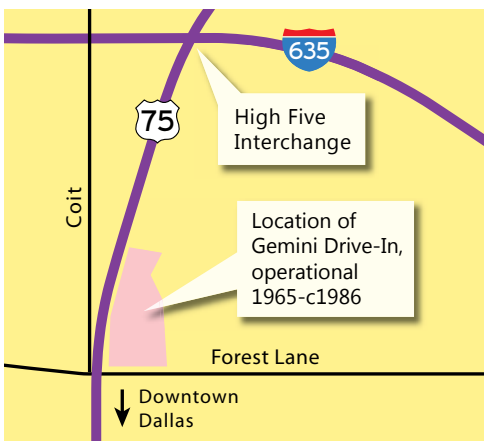
Jim Wright cuts the ribbon for the Interstate 820 Lake Worth bridge on March 31, 1978. Perhaps more than any other specific highway project in the history of North Texas freeways, the Lake Worth bridge was the focus of attention by a single politician who shepherded it to completion. The early-to-mid 1970s was a particularly turbulent and challenging period for highway construction in the United States as funding was in steep decline and new environmental rules made it very difficult to obtain approval for highway projects. In October 1973 TxDOT announced that the bridge was indefinitely delayed due to a federal court ruling requiring environmental impact statements for all new construction projects, and the federal approval process was expected to take years. To the rescue came Jim Wright. Wright was in regular communication with Transportation Secretary Claude Brinegar in 1974 to move the project quickly through the federal bureaucracy. On a Friday in October 1974 Wright was able to reach Brinegar at his residence and obtain final approval. Wright commented, "I have tried to stay on top of it up here and cut through miles of red tape so that, together, we could finally get this vital link finished."[20]

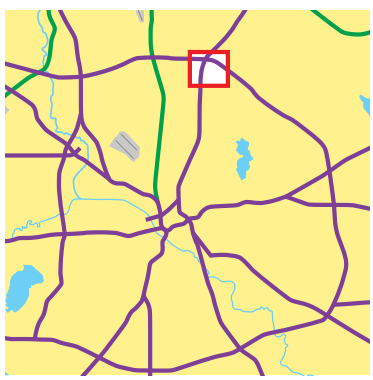
Texas Christian University[21]

politicians and freeways Dallas Mayor Annette Strauss

Dallas Morning News

Lynne's Lens





1988 Dec 22

A groundbreaking was held on a rainy December 22, 1988, when the final major parcel of property needed for the first Central Expressway reconstruction project in Dallas was acquired. The property was part of the former Gemini Drive-In cinema along Central just north of Forest Lane. Bart McLendon, representing the McLendon family which originally built the cinema and owned the property, shovels some dirt into a gift box for Dallas Mayor Annette Strauss, at center. Holding the box is North Central Task Force chairman Walt Humann. Strauss (1924-1998) served as Dallas mayor from 1987 to 1991.[22]

The Gemini Drive-In opened as a twin-screen drive-in on April 15, 1965, and a third screen was added in 1969. Movie operations were curtailed in 1984 to summertime only on two screens amid expectations that the land would be redeveloped into high-priced commercial real estate. In 1986 the parking lot for one of the screens was used for American Airlines Airlink, a shuttle service to DFW airport; the AA Airlink sign is attached to the lower part of the main sign in the photo above. It appears that 1986 was the last year of movie operations. The property was used mostly for automotive sales until a specialty hospital opened on the site in 2009.[23]

first lady landscaping Lady Bird Johnson

TxDOT Dallas District Office

1976 April 3

Lady Bird Johnson, first lady during the presidential administration of her husband Lyndon B. Johnson from 1963 to 1969, grabs a shovel and gets to work installing landscaping at the intersection of LBJ Freeway (IH 635) and Central Expressway (US 75) on April 3, 1976. The landscaping project at the freeway interchange was organized by A Beautiful Clean Dallas. Lady Bird Johnson (1912-2007), born Claudia Alta Taylor in Karnack in East Texas near the Louisiana border, is viewed as the second most influential first lady in the history of the United States in terms of public policy, after Eleanor Roosevelt. Working with Interior Secretary Steward Udall, Mrs Johnson pushed more than 200 environmental laws to congressional approval and ensured her husband signed them all. The Highway Beautification Act of 1965 was her most influential legislation relating to highways, and wildflowers along Texas highways are a legacy of Lady Bird's efforts.[24]

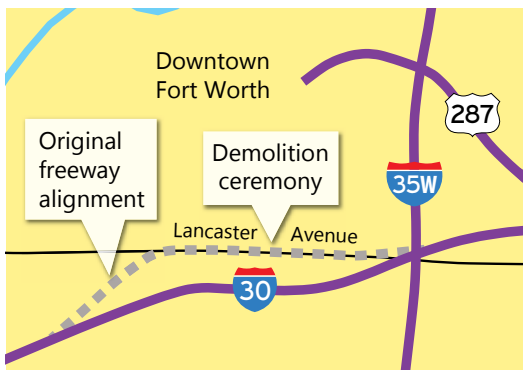
DEMOLITION PARTY

LANCASTER ELEVATED

2001
Aug 17

The Lancaster Elevated on Interstate 30 in Fort Worth was the subject of the most contentious controversy in the history of North Texas freeways and one of the most intense civic controversies to ever occur in Fort Worth. The controversy raged for all of the 1980s with a lawsuit and appeal, and was not resolved until the plan to demolish the Lancaster Elevated was approved in 1989. When the replacement freeway was complete and the Lancaster Elevated could be demolished, a special event featuring pyrotechnics was held on August 17, 2001, to celebrate the end of the long ordeal. The weather outside was stormy, but the pyrotechnics fired as planned when the the jackhammers started to demolish the freeway surface. A crowd of 350 attended a celebratory breakfast at the nearby Texas & Pacific Railroad terminal.[56]

Also see: complete history of the Lancaster Elevated pages 491-502; ranking of the top freeway controversies in North Texas page 65



TxDOT Travel Information Division

The pyrotechnics fire as the jackhammers begin demolition of the Lancaster Elevated.

Klyde Warren Park opening celebration

Dallas Morning News (all three photos)

2012 October 24-28

Klyde Warren Park on the deck above Woodall Rodgers Freeway opened with a weekend celebration on October 27 and 28, 2012. The above view shows fireworks on Friday night. Film actor and Dallas native Owen Wilson, shown at right with Channel 11 (CBS-KTVT) morning anchor Adrienne Bankert, was in attendance at the Saturday night Polyphonic Spree concert and at the "Evening Under the Stars" dinner on the park lawn on October 24. Dallas-based The Polyphonic Spree, led by frontman Tim DeLaughter in green, is known for wearing robes in concert. Also see photo page 259.[25]

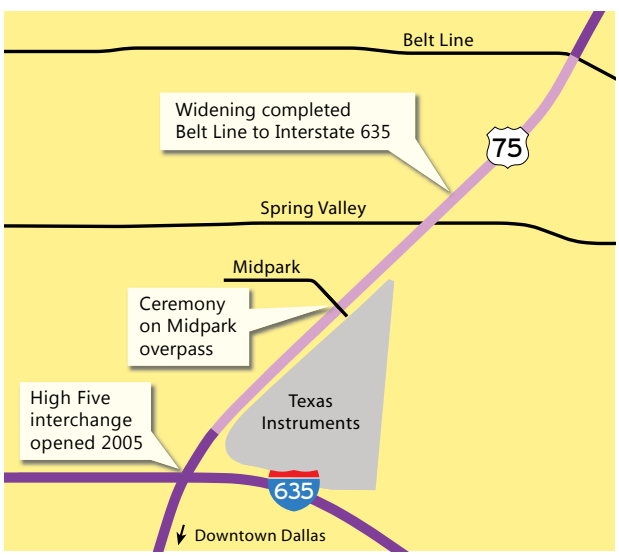
frustration relief

TxDOT Travel Information Division

1988 August

Officials relieved years of construction-detour frustration by using a sledge hammer to ceremonially destroy a barrel. Dallas billionaire philanthropist Robert Dedman was at the event and is on the right edge of this photo. The ceremony and barrel smashing took place on the Midpark overpass in August 1988. The widening of Central Expressway from Interstate 635 (LBJ Freeway) to Belt Line Road was the first major improvement project to be completed on Central Expressway. Below, officials cut the ribbon with Dedman second from the right.

TxDOT Travel Information Division

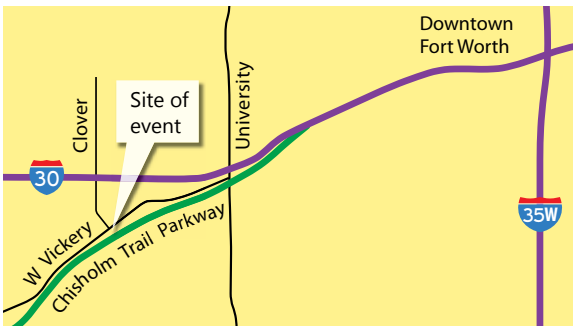


X Marks the Spot

City of Fort Worth

2006
Dec 7

Fort Worth Mayor Mike Moncrief, two city council members and other officials grabbed sledge hammers to take swings at the target to launch the demolition of the first building to be cleared on city-owned property for the Chisholm Trail Parkway, called the Southwest Parkway at the time of this event. Below, Mayor Mike Moncrief stands at the event podium and gives a high shake to Fort Worth Councilman Chuck Silcox (1943-2008) after breaking out a hole in the building wall. The Chisholm Trail Parkway toll road at this location opened in 2014.[26]



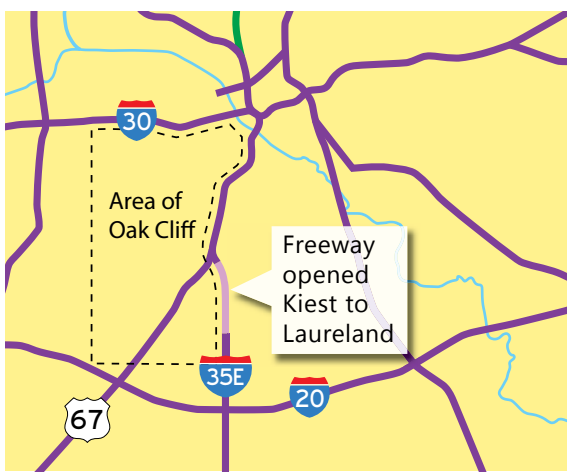
Beauty Queen Openings

When officials didn't plan a stunt or major celebration for a freeway opening, local beauty queens were always available for ribbon cuttings. In the 1960s every city and even neighborhoods like Oak Cliff had beauty queens, so there was an ample selection of local talent to please the opening crowds which tended to be male dominated.

TxDOT Travel Information Division

1965 Sept 21

Two "Oak Cliff beauties" in a convertible used cigarette lighters to burn through the ribbon for the opening of Interstate 35E south from Kiest Blvd to Laureland Drive on September 21, 1965. This was the final section of IH 35E in Dallas County to be completed. It was an occasion for big hair, and the beauty queens impressed with their huge beehive hair-dos. From left to right are Texas Highway Commission Chairman Herbert Petry, Judy Benson, Patsy Mays and police captain P. W. Lawrence.[27]

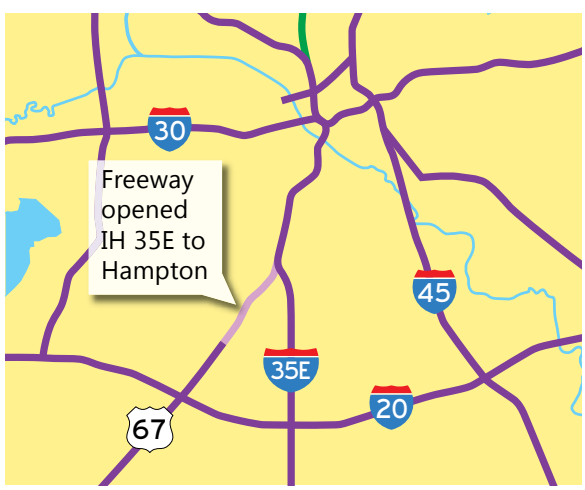


Dallas Public Library[29]

Dallas Public Library[30]

1969
July 29

The opening of the first section of main lanes of the US 67 Marvin Love Freeway from IH 35E to Hampton Road on July 29, 1969, attracted an all-star lineup of beauty queens and political officials. In the photo above the beauty queens are seated in Air Force weapon loaders from which they cut the ribbon. Governor Preston Smith spoke at the event and afterwards enjoyed one of the spoils of the office—a little attention from the beauty queens! Shown standing underneath the Ledbetter overpass from left to right are Miss Duncanville Charlotte Griffith, Governor Smith, Miss Dallas Jeanne Jones and Miss Oak Cliff Cindy Hodges.[28]



Beauty Queen Groundbreaking

Durline Dunham Melanson

1973 Mar 10

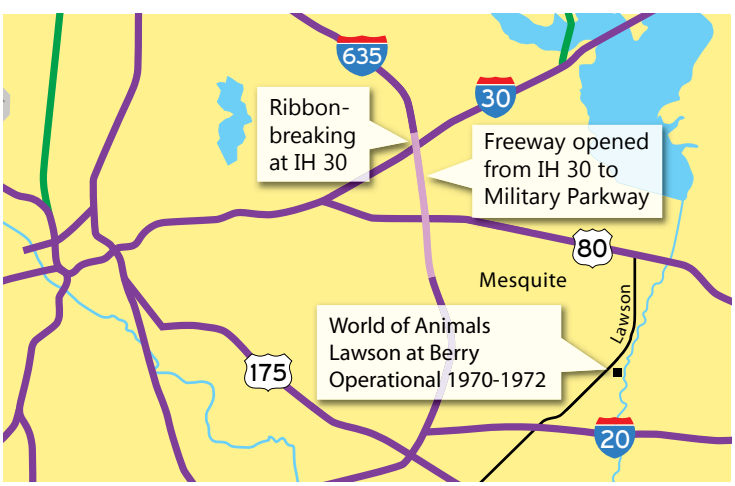
Miss Oak Cliff 1972-1973 Durline Dunham joined Dallas Mayor Wes Wise, left, and Irving Mayor Dan Matkin at the March 10, 1973, kick-off ceremony for the construction of the Loop 12 freeway bridge over the Trinity River. The original two-lane Loop 12 bridge was removed as part of the project, and the jackhammers were brought in to launch the destruction of the bridge. In the photos on the right, Mayor Wise assists Durline Dunham with the jackhammer and then activates it, startling her with a task that surely wasn't in the job description for Miss Oak Cliff. Dunham went on to become a local television personality, teaming with Don Hall to host the public affairs program *Reflect* on KXTX-TV channel 39 in Dallas in 1977.[31]

animal stunts

1970
Aug 4

The animal kingdom officially opened a section of Interstate 635 in Mesquite when Clyde the cheetah leaped through the ribbon to dedicate the freeway. Clyde was a resident of the World of Animals east of Mesquite, which was in operation from September 1970 to the end of summer 1972. The ceremony on August 4, 1970, opened the freeway from IH 30 to SH 352 (Military Parkway). The two four-level interchanges on this section, at IH 30 and US 80, were the first modern-design four-level interchanges in North Texas. Also shown in the photo, from left to right, are Dallas Mayor (1961-1964) and U.S. Congressman (1965-1973) Earle Cabell (1906-1975), World of Animals game warden Tex Chase, Miss Mesquite Karen Davis and Mesquite Mayor George Boyce.[32]

TxDOT Travel Information Division

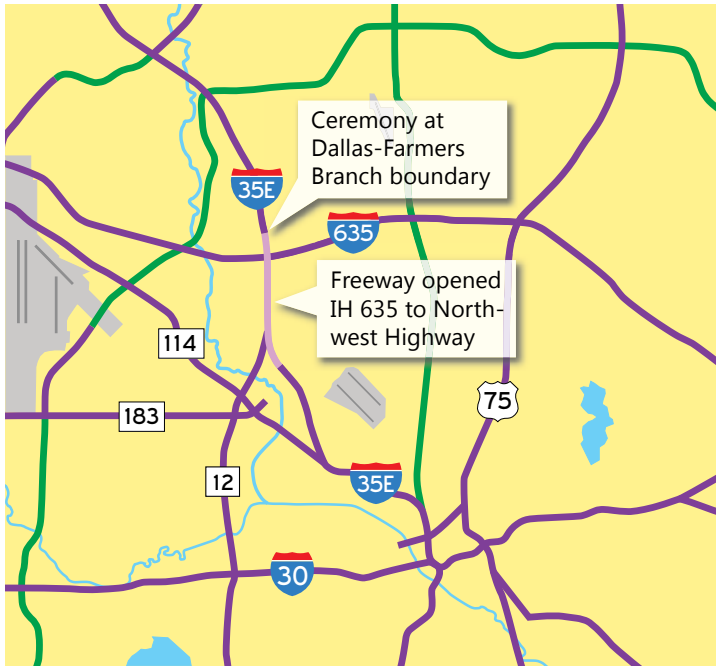


Stemmons Freeway final section opening

1963
Aug 15

The opening of the final section of Interstate 35E north Stemmons Freeway in northwest Dallas on August 15, 1963, featured a bizarre combination of nineteenth-century fashion and a high-tech stunt. The arriving public was greeted by women wearing prairie dresses performing a dance. This section of IH 35E was the final section to open between Dallas and the Oklahoma state line, and the prairie women apparently were celebrating the connection to Oklahoma and the prairie states to the north.

But the main event of the opening was high tech, featuring a ribbon cutting by electrical impulses sent from telegraph switches in Mexico and Canada, in recognition that IH 35, when complete, would stretch from Mexico to north Minnesota near Canada. At precisely 3:45 PM, Hector Livas, governor of Nuevo Leon, in Monterey and Fred Cass, attorney general of Ontario, in Toronto pressed telegraph buttons to initiate the ribbon cutting on Stemmons Freeway. After a few clicks, the ribbon was severed by an electrical current.[36]



Women in prairie dresses entertained the large crowd, estimated at 500, which gathered for the Thursday afternoon opening.

Industrial Properties Corporation

At precisely 3:45 PM electrical signals were sent from Monterey, Mexico, and Toronto, Canada, to activate the ribbon-cutting device at the opening celebration on Stemmons Freeway. At right, Nuevo Leon governor Hector Livas awaits the precise moment to depress the button of the switch to send the signal. The switches used in Mexico and Canada resembled nineteenth-century telegraph keys, the device a telegraph operator used to send the pulses. However, the signal was sent using modern Western Union teletype technology. Teletype machines were the standard devices used in 1963 to transmit messages over telephone wires with a typewriter device on the receiving end to print the text.

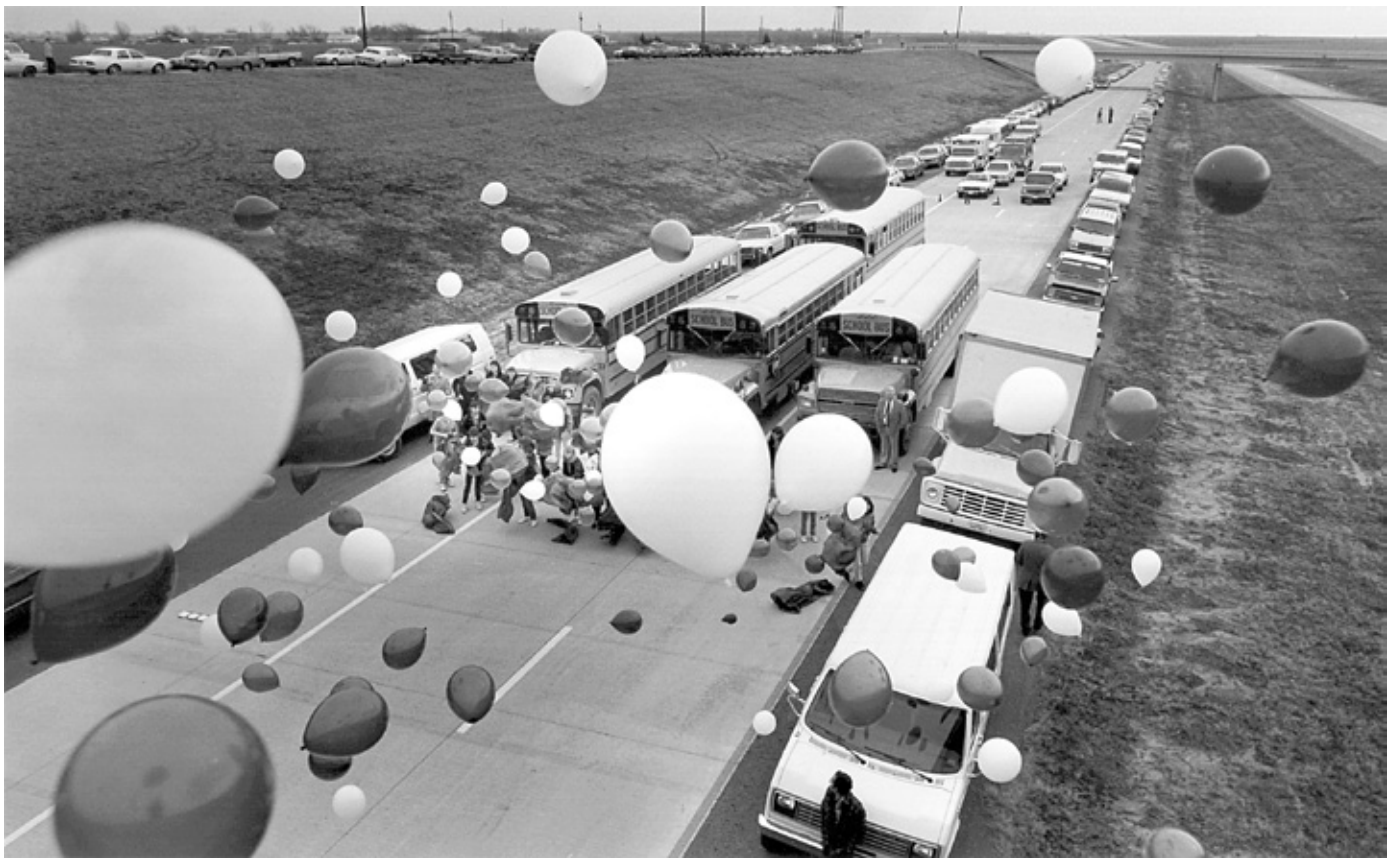
Also see: Additional opening photos on page 192

Industrial Properties Corporation

The ribbon cutting device is positioned on the table at the celebration on Stemmons Freeway.

TxDOT Travel Information Division

Freeways are cool if they get us out of school!



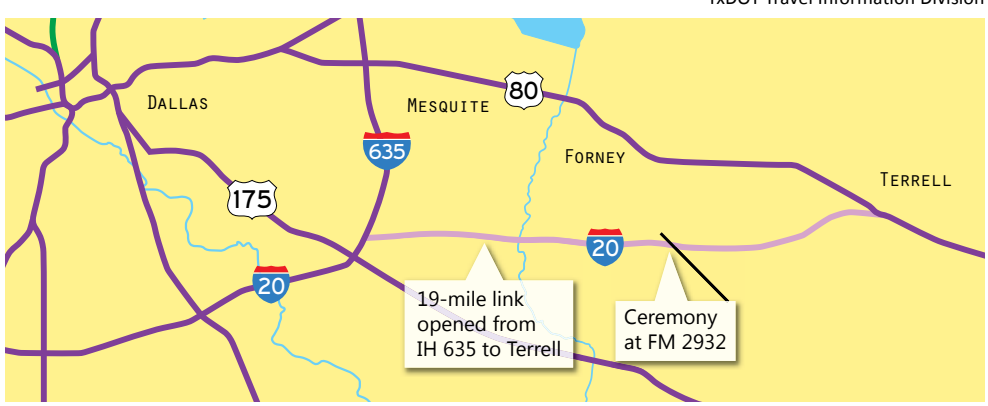
Dallas Morning News

1989
Jan 27

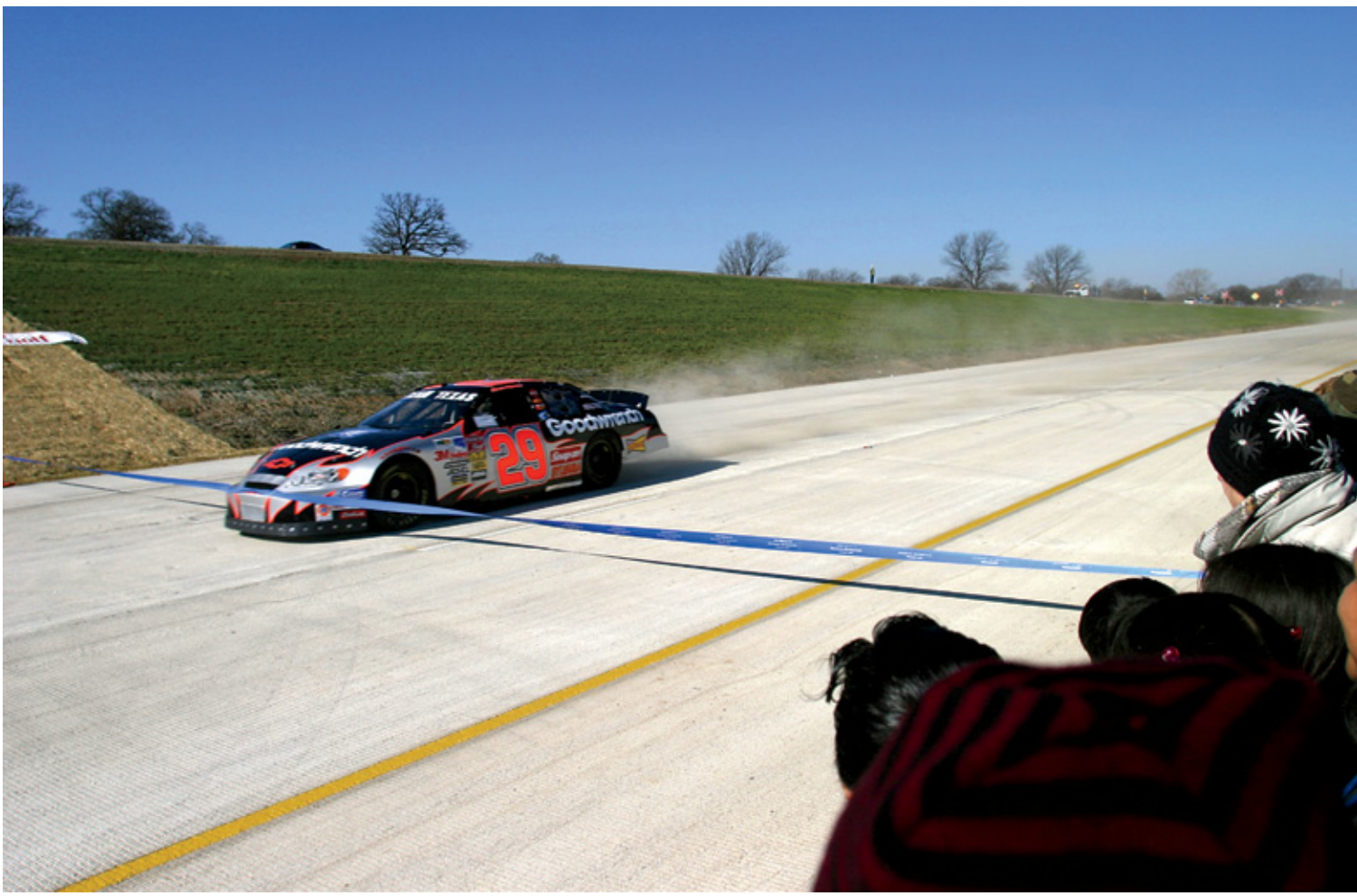
These students from Mesquite and Forney surely had little or no interest in freeways, but if the freeway gave them an opportunity to miss class then freeways were definitely cool for a day. The students joined the celebration on January 27, 1989, for the opening of the final section of Interstate 20 in North Texas, a 19-mile link between Dallas and Terrell. Big-name grown-ups were also in attendance. Dallas billionaire philanthropist Robert Dedman, then a member of the Texas Transportation Commission, cut the ceremonial ribbon. The ceremony took place at the FM 2932 overpass.

TxDOT Travel Information Division

This section of Interstate 20 was the final interstate highway to open in North Texas. It was also the next-to-last interstate opening in Texas, followed only by a section of Interstate 27 in Lubbock in 1991. By 1991 only 263 miles of the originally planned 42,795-mile national system remained unbuilt. In 2013 the officially designated length of the Interstate Highway System is 46,876 miles.[50]



auto stunts SH 114 Southlake



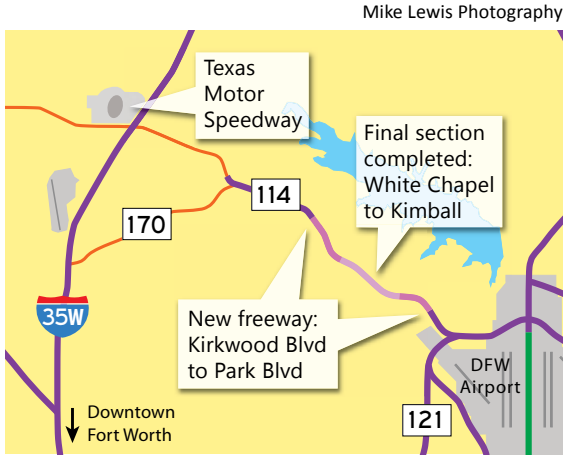
Mike Lewis Photography

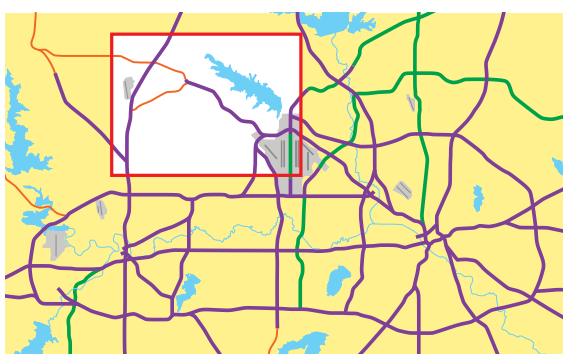
2004
Feb 7

In the fastest opening event in the history of North Texas freeways, a NASCAR racecar from nearby Texas Motor Speedway breaks the ribbon at 150 miles per hour for the opening of SH 114 in Southlake on February 7, 2004. The celebration also featured a family-oriented party on the freeway and a parade of antique and vintage cars led by the racecar. Over five hundred attended the event at the Carroll Avenue overpass in spite of sub-freezing temperatures. See page 427 for an additional photo of the event.

The opening celebration was for the freeway section from White Chapel Boulevard to Kimball Avenue, the final segment of the overall 6-mile-long project which extended from near Park Boulevard at the Southlake-Grapevine border to Kirkwood Boulevard at the Southlake-Westlake border. Prior to the freeway project, SH 114 was a traffic-clogged four-lane highway with numerous stoplights.[38]

150
miles per hour





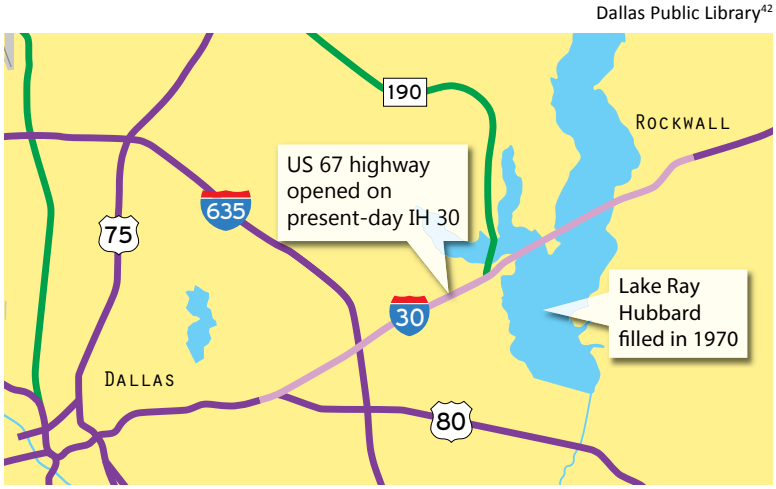
WESTERN-THEMED STUNTS

Although Fort Worth would be expected to take the lead in western-themed freeway stunts, Dallas delivered these two openings.

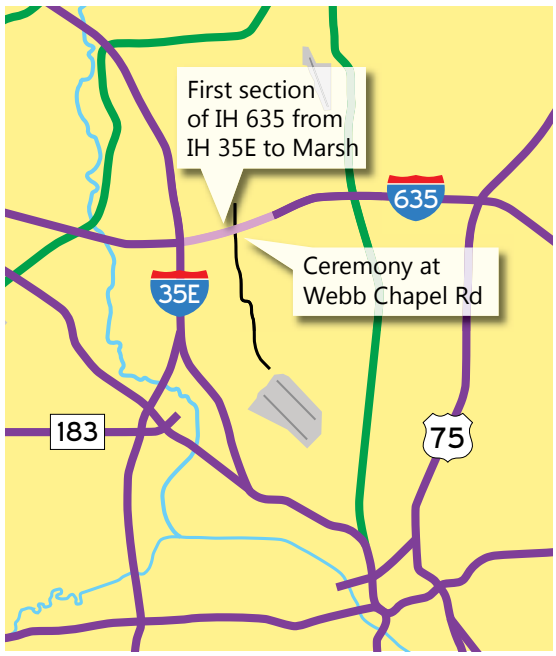
Dallas Public Library[42]

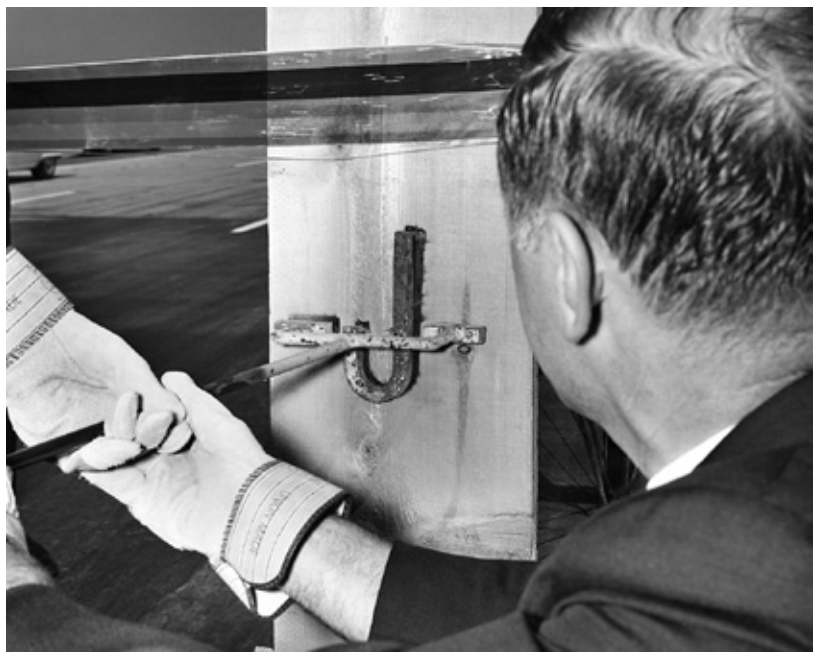
1951
July 26

The horses seemed to watch with interest as the ribbon was cut for a 16.6-mile section of present-day Interstate 30 from Buckner Boulevard to Rockwall on July 26, 1951. Holding the scissors, which were labeled "Big D" and "Big R", are Texas Highway Commission chairman E.H. Thornton Jr on the left and Rockwall County Judge Ralph Hall. At the time, the highway was signed as US 67. The ceremony was held at the Dallas-Rockwall county line.



The new roadway was a divided highway not meeting freeway standards but was still a huge improvement over the old Highway 67 route and was the most anticipated highway opening since Central Expressway in August 1949. The first vehicle on the highway was the covered wagon driven by a descendant of a pioneer Texas family. After serving as Rockwall County Judge from 1950 to 1962, Ralph Hall (born May 3, 1923) was elected to serve in the U.S. House of Representatives in 1980. In December 2012, at the age of 89, he became the oldest person ever to serve in the U.S. House.[41]





TxDOT Travel Information Division

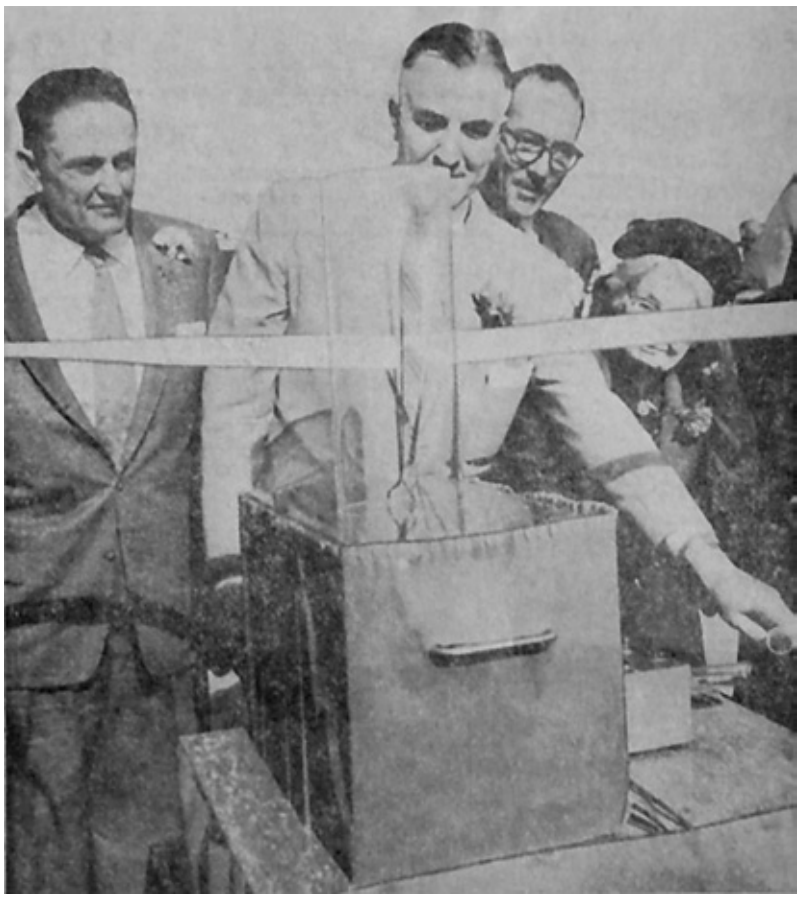
1967
Mar 23

The first section of Interstate 635 Lyndon B. Johnson Freeway, from IH 35E to Marsh Lane, was opened on March 23, 1967, with a ceremony on the Webb Chapel Road overpass. Students at R.L. Turner High School in Carrollton made a brand which matched a style used by the Johnson ranch in Stonewall (Tex.) The Johnson ranch, Lyndon B. Johnson's birthplace, home and final resting place, was known as the Texas White House during the Johnson presidency. Prior to the ribbon burning, a wood panel was branded to be sent to President Johnson in Washington. Performing the ribbon burning are Dallas City Councilman Frank Hoke on the left and Farmers Branch Mayor A.J. Airoldi.[43]

TxDOT Travel Information Division

HIGH TECH STUNTS

Dallas' burgeoning technology industry in the 1950s and 1960s provided the brainpower for two leading-edge high-technology freeway opening stunts. Texas Instruments engineers handled the technical details to give opening ceremony crowds a glimpse of the future. A third stunt, while not high tech itself, was inspired by the largest technology effort of the 1960s, the Apollo moon-landing program.



Dallas Times-Herald

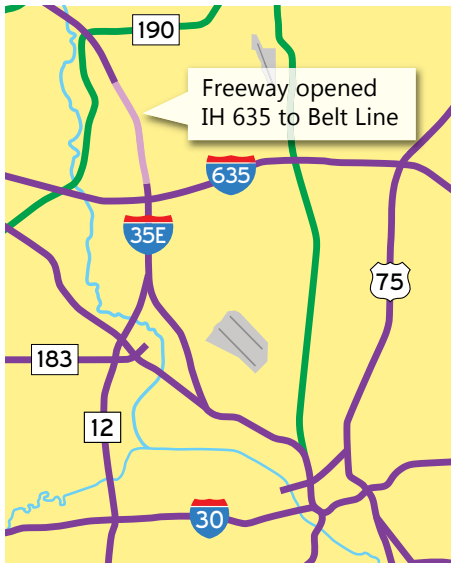
1957 Dec 14

The first high-tech stunt took place on December 14, 1957, on the Valwood Parkway overpass at the Carrollton-Farmers Branch borderline. There are no surviving photographs of the opening, only microfilm of the newspaper report.

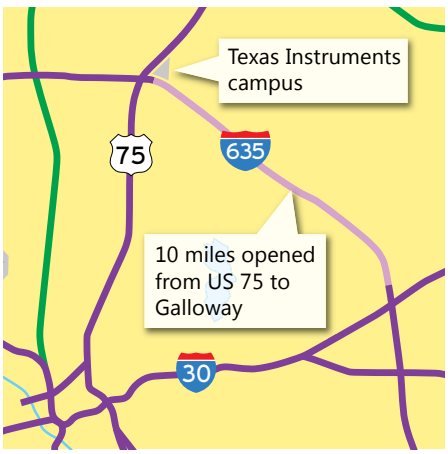
The ribbon-cutting device built by Texas Instruments (TI) engineers featured a photovoltaic cell, also called a solar cell, which converted sunlight directly into electricity. The first photovoltaic cell had been demonstrated in 1954 by AT&T Bell Labs and the silicon chip used in the device was made at the TI Dallas research lab. TI was the world's largest manufacturer of another up-and-coming technology, transistors, which were used to amplify the photovoltaic cell voltage to create an electrical arc similar to an automobile spark plug which burned through the ribbon. Thanks to bright sunshine the device worked perfectly, severing the ribbon as officials and the crowd watched.

Presiding over the ceremony wearing the white suit was Texas Transportation Commissioner Charles F. Hawn, namesake of the Hawn Freeway in southeast Dallas. To his right two grandmas watched the electronic stunt with interest, 85-year-old lifelong Carrollton resident Mrs C.E. Jackson at far right and 55-year Carrollton resident Mrs Belle Allen, who said her age was "nobody's business".[51]

Dallas Morning News



HIGH TECH STUNTS



TxDOT Travel Information Division

1968 Nov 6

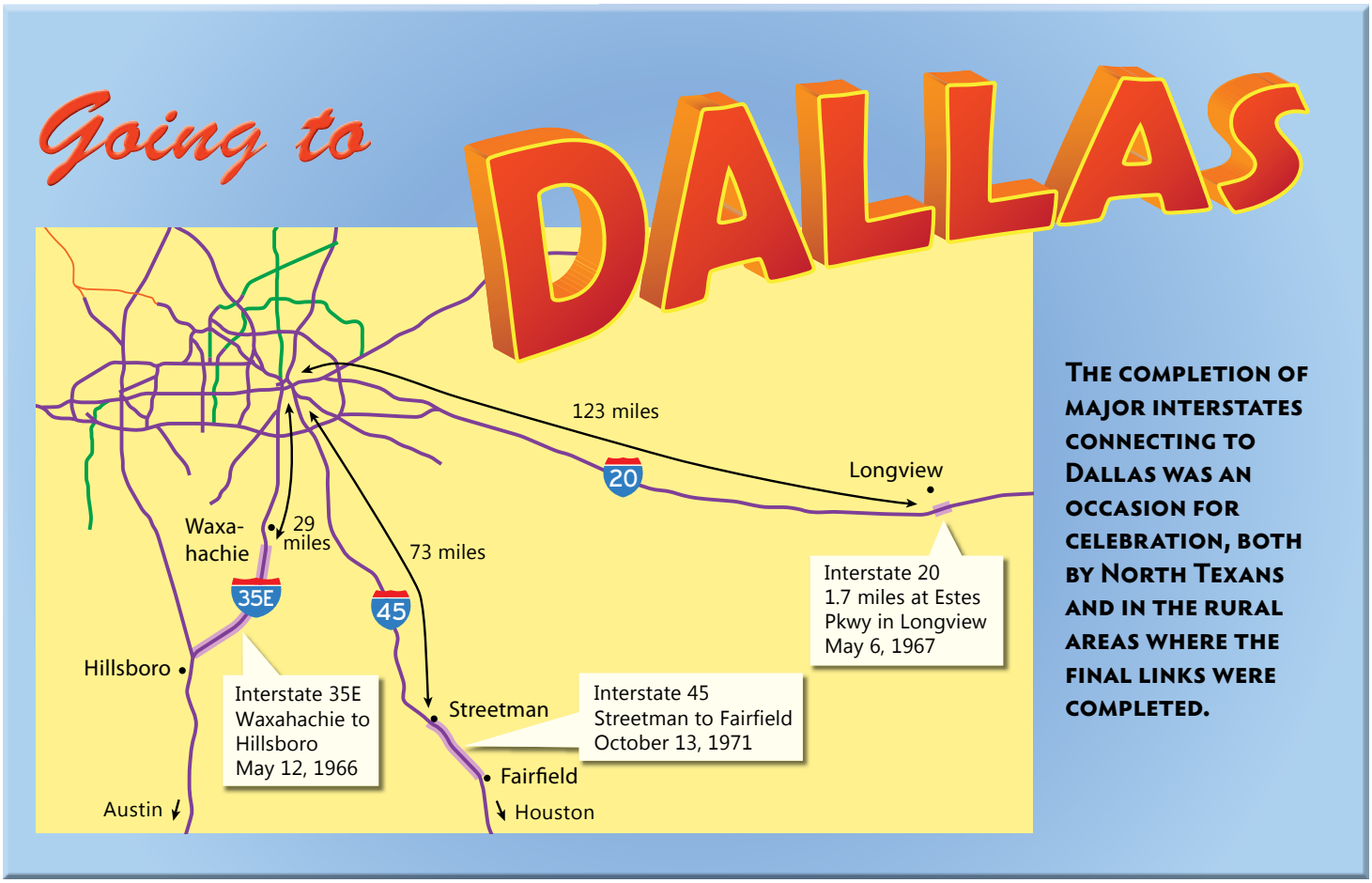
The opening of Interstate 635 LBJ Freeway alongside the Texas Instruments campus on November 6, 1968, inspired TI engineers to deploy a research laser to burn through the ceremonial ribbon. Looking more like a cannon, the laser directed its energy on the ribbon which burst into flames, delighting the crowd of onlookers.[52]

Dallas Morning News

1962 Jan 31

"We're going to shoot for the moon," proclaimed R.L. Thornton just before he lit the fuse of the rocket attached to the ceremonial opening ribbon at the January 31, 1962, ceremony. Moments later the rocket shot out its launching tube in a plume of smoke, pulling the ribbon upward into the air. The space race between the United States and Soviet Union was red hot in 1962, with both countries launching the first humans into space in 1961 and President Kennedy calling for a moon-landing program in May 1961. This image is from newspaper microfilm, the only available photo.[53]

Robert L. "Bob" Thornton was the man of honor at the ceremony on Interstate 35E south at Zang Boulevard for the opening of the 1-mile section of his namesake freeway from Marsalis to Clarendon. Thornton (1880-1964) was the most influential civic leader in the history of Dallas and was informally known as "Mr Dallas" for his many leadership roles, including an 18-year tenure as president of the State Fair of Texas, Dallas mayor from 1953 to 1961 and president of the Dallas Chamber of Commerce from 1933 to 1935.[54]



1971
Oct 13

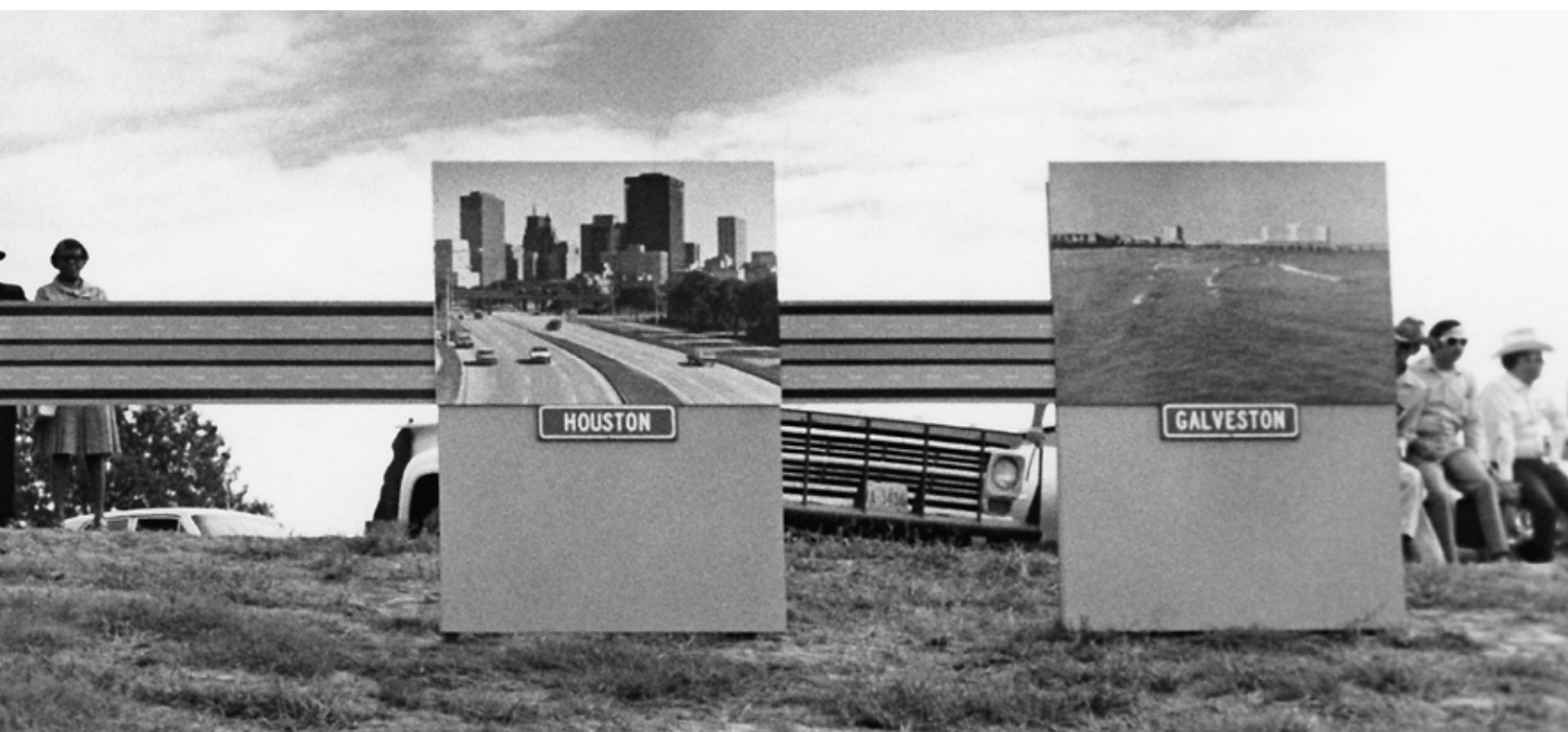
Connecting the two largest cities in Texas was an occasion calling for something big. So for the opening of the final rural section of Interstate 45 between Fairfield and Streetman on October 13, 1971, officials erected the largest sign ever seen for a North Texas freeway opening. From end to end it measured around thirty feet long with a missing link just north of Fairfield symbolizing the final section of the interstate. The missing link was placed in position and the cover over the interstate shield burst into flames, igniting small flares which outlined the sign and the number 45.[44]

Dallas Public Library[45]

Dallas Public Library[47]

Dewitt Greer, then chairman of the Texas Transportation Commission and widely regarded as the father of the modern Texas highway system, cut the ribbon at the formal ceremony underneath the US 84 overpass at Fairfield.

The completion of the final link of Interstate 45 was eagerly awaited by motorists who were forced to detour on the old US 75 (now Texas 75). The narrow roadway, heavy traffic and impatient motorists combined to make the 12-mile section of US 75 the deadliest in Texas, earning it the nickname "nightmare alley". After nine fatalities on US 75 between Streetman and Buffalo, 18 miles south of Fairfield, in the first six months of 1969, TxDOT installed numerous warning signs, made most of the section a no-passing zone, banned oversize vehicles and upgraded the highway to have shoulders and a skid-resistant coating. Yet the accidents continued, with more than a dozen fatalities reported in the two years prior to the opening of the final section. Construction was expedited in the interest of public safety and there was a collective sigh of relief to have the final section open to traffic. Interstate 45 was not yet entirely complete, however. The freeway in south Dallas was still unbuilt, with the final section opening in February 1976.[46]



TxDOT Travel Information Division

1967
May 6

The final section of Interstate 20 between Dallas and Shreveport, Louisiana, was opened at Longview on May 6, 1967. In East Texas, where Friday night football is king, the opening celebration was worthy of a game-style banner. As part of the celebration, the mayors of Longview and Shreveport joined Dallas Mayor Pro Tem Frank Hoke in a Cadillac which crashed through the banner.[48]

TxDOT Travel Information Division

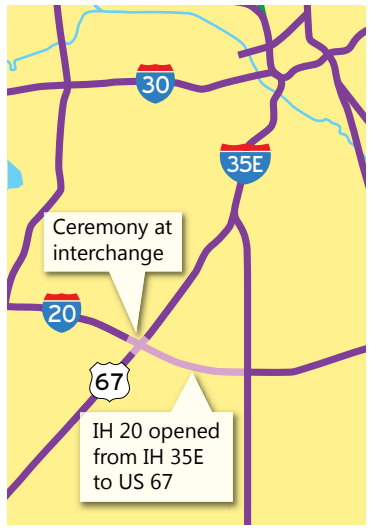
1966
May 13

The final section of Interstate 35E south of Dallas, a 28-mile section from Waxahachie to Hillsboro, was opened on May 12, 1966, with a ceremony at the Forreston Road overpass just south of Waxahachie. Dallas resident Kenneth Brewer, at the car door, drove his 1948 Lincoln Continental through the ribbon to officially open the freeway as a crowd of 300 watched. With the new section of interstate, a continuous highway without detours existed on the Interstate 35 corridor from the Oklahoma border to near the Rio Grande at Laredo, although several sections did not yet meet interstate standards.[49]

celebrity stunts

1974
July 12

Dallas Times-Herald



Comedian Phyllis Diller was in Dallas for a series of shows at the Fairmont Hotel's Venetian Room in July 1974, perfect timing for her to make an appearance at the July 12 dedication for the section of Interstate 20 between IH 35E and US 67, including the interchange at IH 20 and US 67. Known for her crazy antics, Diller (1917-2012) performs the official ribbon biting, reportedly successfully severing the ribbon. This scan of a newspaper clipping is the only available image of the event.[55]

Citations

DMN=*Dallas Morning News*; DTH=*Dallas Times Herald*; FWST=*Fort Worth Star-Telegram*

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5. "Expressway opening" FWST, 19490916
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9. "Bush encourages more Texas tollways" DMN, 19960503
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29. Texas/Dallas History and Archives Division, PA83-41-0000-7-29-JRC2-17
30. Texas/Dallas History and Archives Division, PA83-41-0000-7-29-JRC1-5
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Gov't Agency Conflict
Public Opposition
Collin County deserves fair treatment
TEAR DOWN S.M. WRIGHT FREEWAY
BUILD RAIL, NOT FREEWAYS
No downtown Fort Worth Loop
STOP THE I-45 ELEVATED
DALLAS PAYS FOR WOODALL RODGERS R.O.W.
NO LAND ACQUISITION FOR LBJ
NO LOOP 9 ON CAMPBELL
SAVE GRAND PRAIRIE, STOP 161
FREE THE DFW TURNPIKE
ALIGN 190 AROUND CARROLLTON
NO ELEVATED CENTRAL
ACT
Local Control of Toll Roads
TEAR DOWN LANCASTER ELEVATED
STOP 121 TOLLS
Keep Their Toll Road Out Of Our Park
ELECTED OFFICIALS
"I'M AFRAID WE HAVE A TRAFFIC JAM"

CHAPTER 2

Planning, Controversy and Cancellations

Freeways and controversy. Since the early 1970s, you can't say one without the other in North Texas. If there is one near-certainty about any planned freeway or tollway project, it's that a controversy will erupt. And in North Texas there have been some tremendous controversies, turning freeway ambition into Texas-sized freeway battles.

The seemingly never-ending controversy is a consequence of the active and extensive planning process in North Texas. After all, if nothing is being planned or built, there won't be any controversy. North Texas has been among the leaders in the United States in terms of regional planning and building freeways and tollways—and consequently also among the leaders in controversy.

Freeway planners haven't always gotten what they wanted. The list of canceled freeways from past versions of the official regional transportation plan is long. But the North Texas freeway plan has always recovered from its setbacks, adapting to changing times and changing needs. In 2013 the North Texas regional transportation plan is the most ambitious in the United States in terms of new added capacity, nearly all of it via toll roads.

For North Texas, it seems certain that the future will be a lot like the past. Population will continue to increase, typically by around 100,000 people per year. The need for new freeways and tollways will grow. Planners will work to build the new capacity that the region needs. And controversies will rage.

PLANNING

Early Freeway Planning

The original freeway planning in North Texas began in the late 1930s in Dallas and Fort Worth, with each city working independently to plan and build their first freeways.

In Dallas, construction of Central Boulevard on the alignment of the Houston and Texas Central Railroad (H&TC) had been first proposed in 1911 and by the late 1930s the project became Dallas' top priority for civic improvement. In 1940 the project was designated to become a state-of-the-art, limited-access freeway. The City of Dallas acquired the H&TC railroad in 1941 and after World War II the project was finally ready to move forward to construction with the first section opening in 1949.

In Fort Worth, early efforts focused on present-day Interstate 35W south and Interstate 30 west. Preliminary planning for both freeways was underway in the late 1930s but was placed on hold due to World War II. In August 1945, the month the United States achieved victory over Japan, TxDOT resumed efforts to build both IH 35W south and IH 30 west. The first section of US 81, on the alignment of IH 35W, opened in September 1949.[1]

The present-day Interstate Highway System began to take shape in the early 1940s, with the planning process well underway in January 1943 when a special committee appointed by President Roosevelt delivered a report calling for a nationwide network of interregional express highways. The 1943 plan showed present-day Interstates 20, 30 and 35 converging on North Texas. The Federal-Aid Highway Act of 1944 officially authorized the construction of a 40,000-mile National System of Interstate Highways but provided no funding. The Interstate Highway System would be funded and large-scale construction would begin with the Federal-Aid Highway Act of 1956. In the meantime, it was still mostly the responsibility of state highway departments and local governments to plan and build freeways.[2]

In the early 1950s in both Dallas and Fort Worth, additional freeways were being planned on a freeway-by-freeway basis. In Dallas the alignment of the planned East-West Expressway was approved in 1953 and efforts to define the alignment of present-day Stemmons Freeway began in 1952. In 1952 business interests began efforts to build a freeway between Dallas and Fort Worth which became the Dallas-Fort Worth Turnpike, opened in August 1957. Fort Worth officials focused their efforts on present-day IH 35W north of downtown and present-day IH 20 on the south side of Fort Worth.

In February 1952 a delegation of 56 North Texas officials led by Dallas Chamber of Commerce President Ben Wooten went to Los Angeles to study the nation-leading

Dallas magazine, March 1952

California Dreaming In February 1952 a delegation of 56 North Texas officials led by Dallas Chamber of Commerce President Ben Wooten went to California to study the progress and success of the Los Angeles freeway system with the goal of bringing the knowledge back to North Texas to expedite freeway construction. Here the delegation is shown in front of the iconic "stack" interchange at the intersection of the Harbor Freeway (CA 110) and Hollywood Freeway (US 101). Posing for the photo from left to right: Harrison Baker, member of the California Highway Commission; W.W. Overton Jr, chairman of the board of the Texas Bank and Trust Company; Ben Wooten; Paul Harding, California assistant state highway engineer.[21]

Los Angeles freeway construction program and its success (see photo). In terms of freeway planning, Los Angeles had published its key planning documents in 1939, 1941 and 1943, formulating plans for a sprawling regional network which was well ahead of anything being planned for North Texas. Catching up with California would prove to be impossible in the following two decades as the California Division of Highways (now Caltrans) would go on in the 1950s and 1960s to become the mightiest freeway construction machine the world has ever known. But in the short term, seeing California's progress surely inspired local officials and more comprehensive plans for North Texas freeways began to appear soon afterward.[3]

In January 1953 TxDOT approved a long-range plan for Dallas which included present-day IH 30 (east and west), IH 35E south, the downtown Mixmaster interchange and IH 35E north. However, it was still more of an evolving freeway-by-freeway plan rather than a comprehensive long-term regional plan. A map published in the *Dallas Morning News* on February 21, 1954, showed the developing plan (see image page 49).[4]

Progress toward a comprehensive plan which became today's Dallas freeway system accelerated in 1955. The preliminary blueprint for the Interstate Highway System, the so-called "Yellow Book" due to its cover color, added the eastern bypass loop around Dallas, present-day Interstates 635 and 20. In 1957 a map published in the *Dallas Morning News* showed a freeway plan which closely

Dallas Public Library[22]

Freeway Desire This undated photo most likely from 1952 shows an event, possibly a press conference, to promote freeway construction in Dallas. In the background the poster shows "Dallas' Dilemma Today"—traffic congestion and inadequate roads. An injection of engineering in the middle produces "Dallas' Desire Tomorrow"—a modern four-level freeway interchange. In the front row from left to right: city manager Charles Ford, Citizens Traffic Commission (CTC) member Rex Leutz, CTC honorary chairman C.J. Rutland and CTC member George McBlair. Standing in back are Dallas Traffic Engineer Lloyd Braff (left) and Dallas Planning Director Marvin Springer. Springer (1914-2008) was among the most influential persons in planning the freeways and streets of Dallas, responsible for determining the alignment of many freeways. He is regarded as one of the leading urban planners of the post-World War II era and, through his consulting firm started in 1960, helped develop master plans for about 50 cities including Plano, McKinney and Grand Prairie.[23]

resembles today's freeway system.[5]

In Fort Worth a regional plan closely resembling today's freeway system was released by TxDOT in 1955. It was dubbed the "dream" freeway plan in a *Fort Worth Star-Telegram* report, which described the plan as a "gigantic freeway ring around the outskirts of the city proper plus spokes radiating out from the center of the business district into all sections of the county." The plan was modified in 1957 to swing the loop further west. But for the most part, the dream freeway plan of 1955 became reality and still defines Fort Worth freeways today.[6]

The North Texas Freeway Grid

As freeway systems were planned for cities throughout the United States in the years after World War II, design patterns emerged based on regional geographic constraints and political boundaries. Regions with a single central urban focus and minimal geographic constraints adopted

Let's Hit the Jackpot!

Any way it's looked at, the highway proposal to be voted upon November 5 is a spectacular bargain for Dallas County motorists and taxpayers.

There's not a hitch, not a flaw. That is why the proposed $17,272,000 right-of-way bond issue has the enthusiastic support of leading citizens all over the county.

It is the long-awaited opportunity to modernize a vast portion of our antiquated highway network. If this is done, substantial money savings will result to every citizen.

Dallas County's financial advisors estimate that the $17,272,000 bond issue will cost only $1.65 annually per average taxpayer!

Numerous other benefits are in prospect. Accidents are far more frequent on outmoded, congested highways. For many Dallas Countians, relieving traffic jams is a matter of life and death, health or invalidism.

Voter approval of the $17,272,000 bond issue will bring Dallas County $9,466,900 in matching right-of-way aid from the state. It will also bring $53,600,000 in state-federal highway construction grants. If we do not approve the bond issue this total of $63,000,000-plus in aid funds will go to other Texas counties that have right-of-way matching money.

Dallas County motorists "own" the prospective $63,000,000-plus in aid funds. They have paid it in gasoline taxes, license fees and other state and federal highway-use levies. But they won't get it back unless the bond issue carries.

That's the proposition. By all odds it's the greatest highway opportunity in Dallas County's history.

Let's pull the "for" lever on November 5 and hit the jackpot!

47

↑ DO YOU WANT THIS

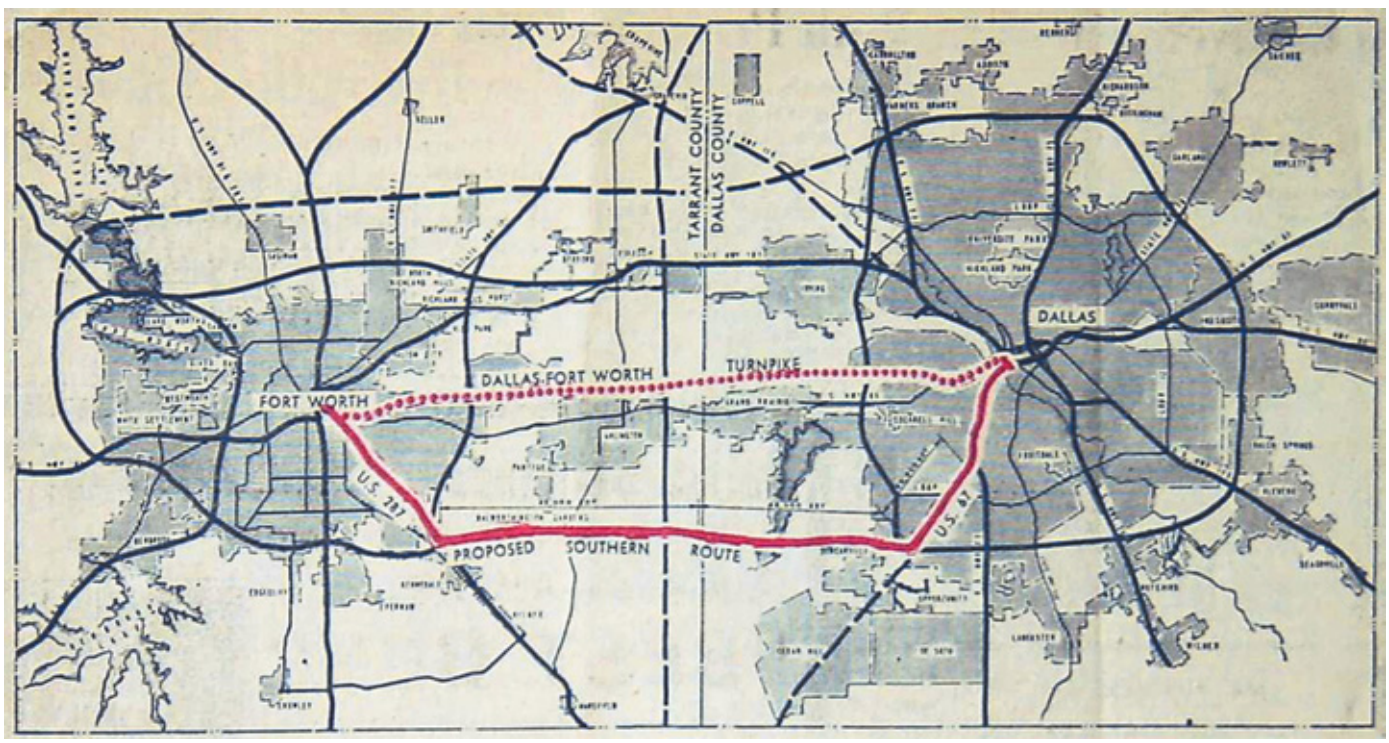
...OR THIS? ↑

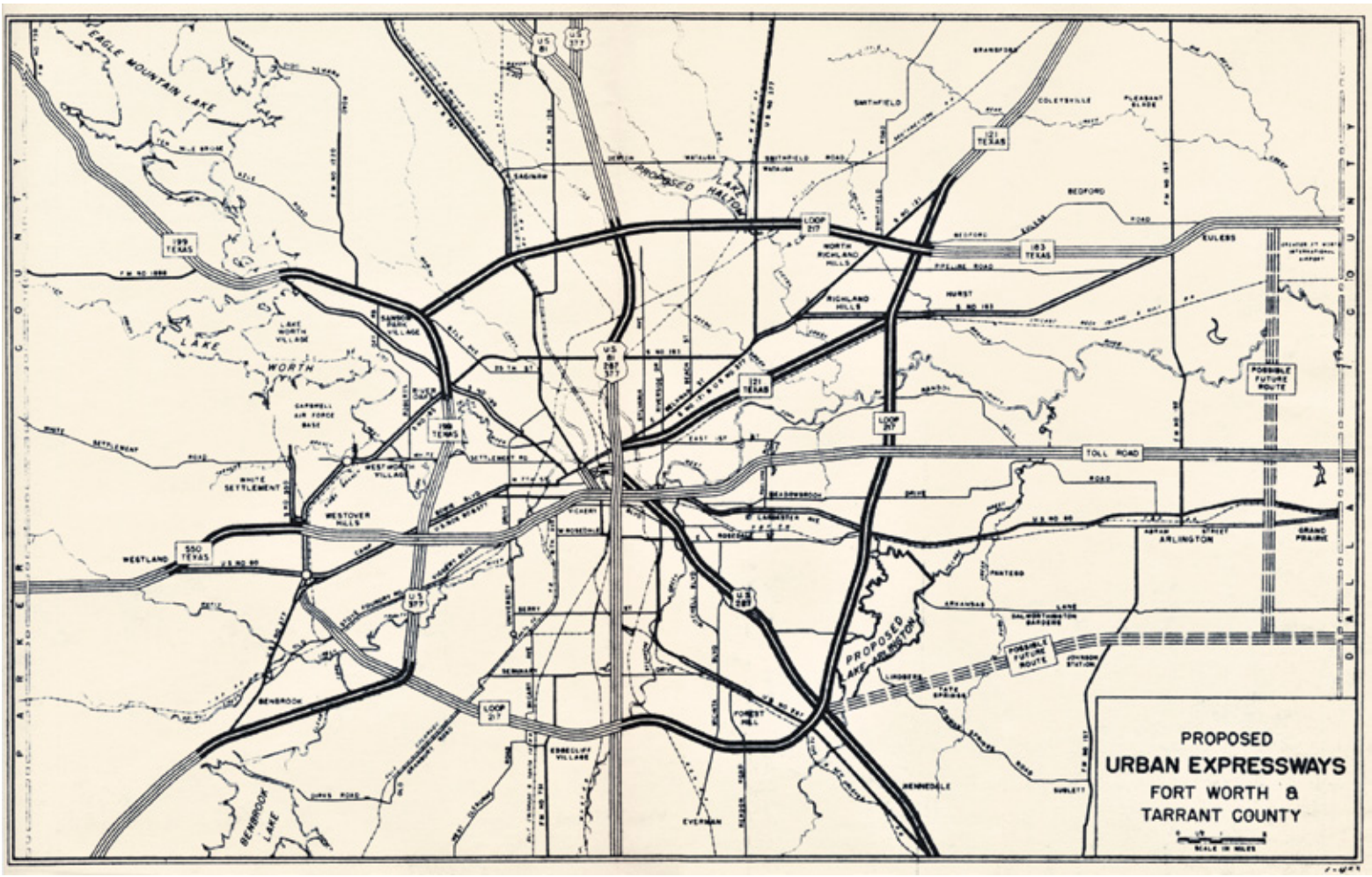
VOTE NOV. 5 FOR BETTER, SAFER HIGHWAYS

for fast-growing Dallas County

Freeway Jackpot Local governments were responsible for a share of the right-of-way costs for new freeways, and this 1957 brochure was in support of a bond issue to cover Dallas County's share. The $17.3 million bond issue ($143 million in 2013 dollars) passed with 86% of the vote in favor.[24]

These maps published in the *Dallas Morning News* show the development of the Dallas and North Texas freeway plans during the period from 1954 to 1957. The map on the left, from the February 21, 1954, edition of the newspaper, shows the first completed freeway, Central Expressway, and three planned new freeways converging on downtown. The freeway plan was substantially expanded in the mid-1950s and the map below, from July 2, 1957, shows the planned regional freeway network which generally resembles the system which was actually built. In October 1957 the freeway alignments in west Fort Worth were adjusted to more closely match the as-built system.





This planning map shows Fort Worth's "dream" freeway plan which was unveiled to the public in July 1955. The freeway plan on the west side of Fort Worth was adjusted in October 1957 to remove the north-south freeway through the west side (signed with Texas 199 and US 377) and align the west loop further to the west near its actually built location.[25]

the loop and radial system, with numerous freeway spokes converging on downtown and one or more loops encircling the region. This is the most widely used pattern, with Houston, Atlanta and Washington DC the largest regions using this pattern. Houston, with its two complete freeway loops and third loop under development, has the most extensive loop and radial design pattern in the United States. Regions with multiple urban focus points and minimal geographic constraints adopted a grid system with varying degrees of radial service to the urban focus points. Los Angeles has the most extensive freeway grid system, followed by Dallas-Fort Worth and Minneapolis-St. Paul. Geographically constrained regions adopted freeway networks suitable to their geography, often with both grid and radial elements. The New York City region, Chicago, San Francisco Bay Area region and South Florida are the largest regions with these hybrid patterns.

So which pattern is best? As jobs and population dispersed to the suburbs in the period from 1950 to 2000, travel patterns shifted from the suburb-to-downtown commute toward the suburb-to-suburb commute. The loop and radial freeway system performed poorly with the increasing prevalence of the suburb-to-suburb commute as traffic funneled onto the loops, causing severe congestion at bottleneck points on the loops. Downtown interchange complexes designed for originating and terminating traffic performed poorly for through-traffic.

The freeway grid design pattern does a better job of handling the suburb-to-suburb commute due to its dispersion of traffic throughout the grid and greater number of alternative routes for traffic. However, freeway grids were still plagued by traffic bottlenecks at major activity points, for example downtown Los Angeles, Interstate 405 (the San Diego Freeway) at numerous points in the Los Angeles region, the downtown Dallas Mixmaster and Interstate 635 (LBJ Freeway) in north Dallas.

With Dallas on the east, Fort Worth on the west and many other politically viable cities around the region, North Texas was tailor-made for the superior grid system. By 1957 plans for the grid network were in place, with

the regional plan showing three parallel freeways connecting the east and west sides of the region. A third focus point was added to the North Texas freeway grid in 1965 with the designation of the site for the Dallas-Fort Worth International Airport. In September 1967 TxDOT updated the regional freeway plan to make the airport a freeway hub. In March 1970 the *Dallas Morning News* reported that "Grapevine, a once-sleepy town with an economy dependent upon farming, will become a major freeway hub as a result of its geographic location and construction of the 18,000-acre regional airport on its south doorstep." With the completion of the $1.1 billion DFW Connector project in 2013, which expanded the freeway complex on the north side of the airport, North Texas' third freeway focus point is positioned to become an even busier freeway hub.[7]

Geographic, political and development factors all were favorably aligned to build one of the world's most extensive freeway networks in North Texas. Only Southern California has a more extensive grid, although it serves a population base about three times as large as North Texas. North Texas, with long-term plans for an outer loop around most of the existing grid, is the only region which is positioned to develop a freeway network which rivals Southern California.

Regional Planning and the Monumental 1967 Plan

While freeway planning had proceeded mostly independently in Dallas and Fort Worth during the formulation of the original freeway plans in the mid-1950s, the era of regional freeway planning arrived with the monumental 1967 *Dallas-Fort Worth Regional Transportation Study*. It was monumental in the sense that it proposed a very dense network of new freeways around downtown Dallas and a regional freeway grid which began to rival the extensive Southern California plan.

The 1967 freeway plan had its roots in the Federal-Aid Highway Act of 1962 which required all cities with a 1960 population exceeding 50,000 to have a comprehensive, cooperative and continuing transportation plan—the so-called "3C" process. Local authorities launched a transportation study in 1964 to develop plans for projected 1985 traffic volumes. For the next three years the study team collected and analyzed data, then devised a plan. The final report and its recommended freeway network for 1985 was published in 1967 in a multi-volume document.

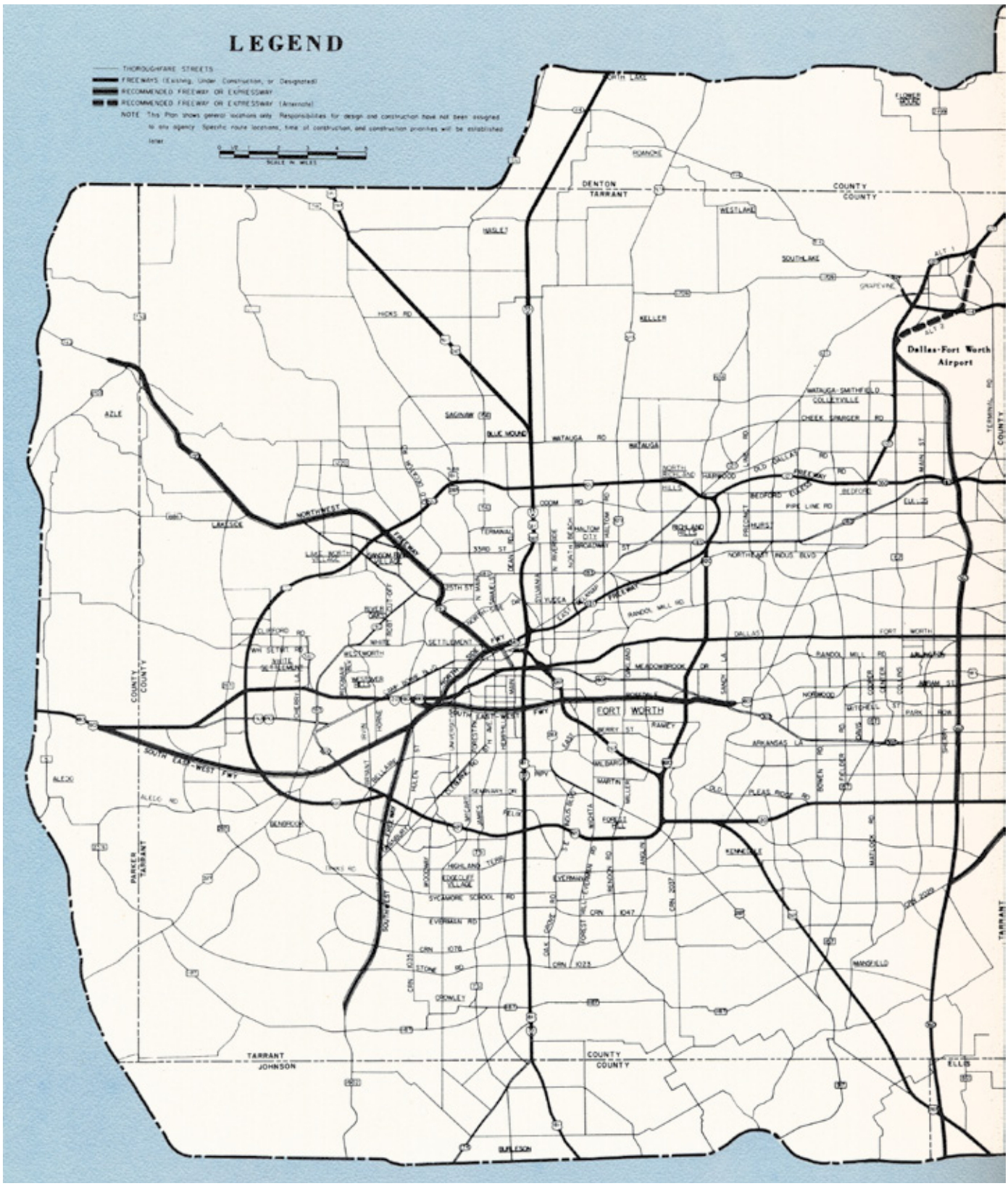
The study team recognized emerging trends in North Texas transportation and designed the plan to meet those future needs. The team realized that fewer and fewer daily trips would originate or terminate in downtown Dallas, and traffic passing through the downtown interchange complex going to other destinations would eventually cause gridlock. To handle this need, the planners added a second loop of freeways around downtown about 1-2 miles beyond the first loop, with new radial freeways connecting to the loop to take motorists to suburban destinations. The team also recognized the growing importance of the suburb-to-suburb commute and strengthened the grid network of freeways around North Texas.

When the study team began its efforts in 1964, new freeways could be built through residential areas with little or no opposition and it was less costly to build new freeways on new alignments than it was to expand existing freeways. Consequently, an extensive network of new freeways was recommended to cut through generally declining residential areas and industrial zones in the inner city. The proposed freeways are shown in the views of historical planning maps on the following pages, and are also shown in the map of canceled freeways on page 71 and the tabular list of canceled freeways on page 72.

While the team was clairvoyant in predicting future transportation patterns and needs, it did not recognize other trends which were developing far more quickly: public opposition to inner-city freeways, declining political support for controversial projects and diminishing financial resources for freeway construction combined with skyrocketing construction costs. Still, the proposed new freeways remained in the 1971 update of the regional transportation plan as the climate for new freeways was becoming hostile. In June 1974 reality finally set in. The regional planning authority, now NCTCOG, erased all the inner-city Dallas freeways except the Trinity Parkway from the plan. Several freeways in the Dallas north suburbs and a Fort Worth freeway were also deleted (see comparison of freeway plan maps on page 57).[8]

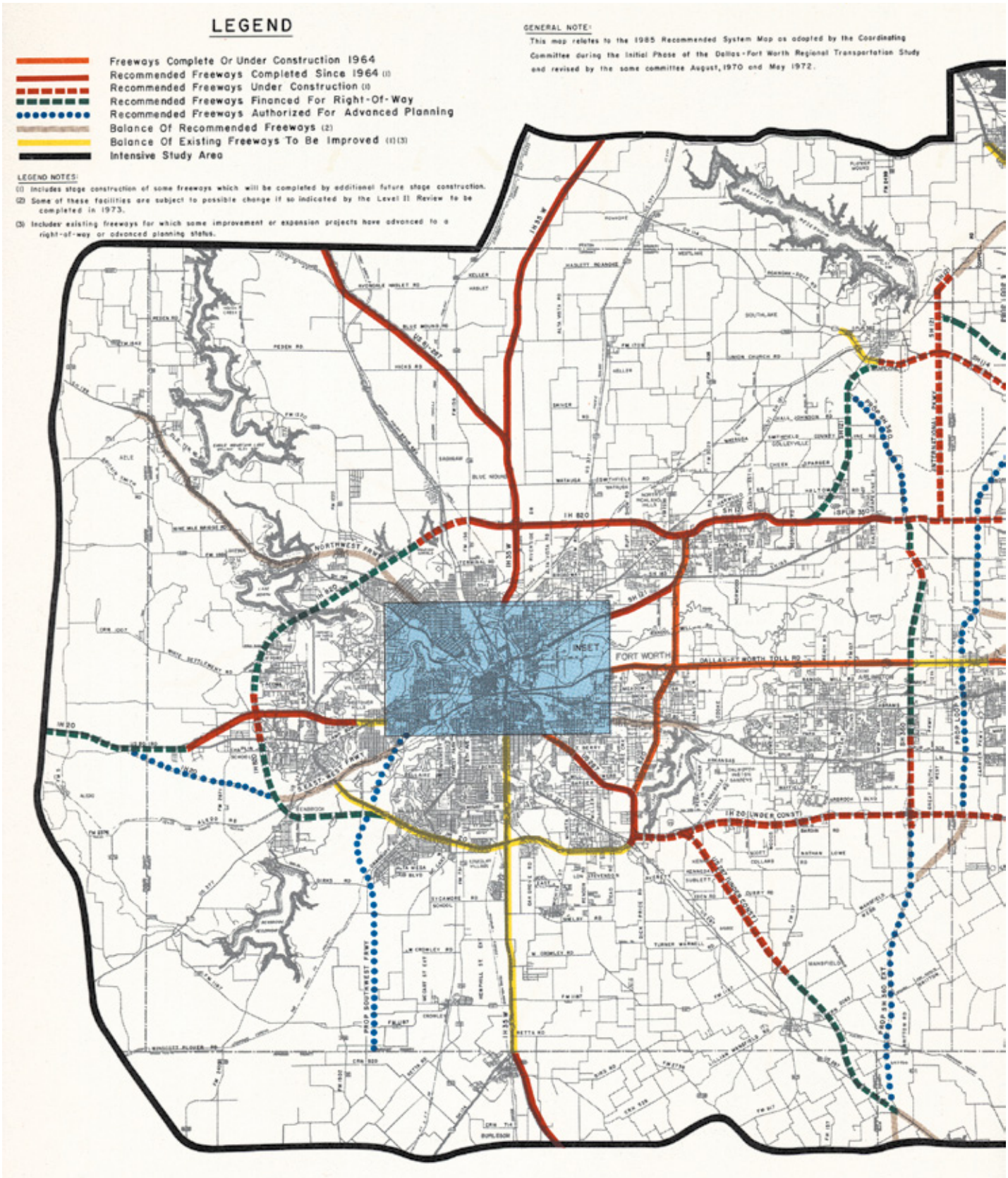
The proposed inner-city Dallas freeways never had any chance of actually being constructed. Due to the collapse in highway construction funding, just completing the previously planned downtown freeway system turned out to be a huge challenge. After a long delay, the Woodall Rodgers Freeway opened in May 1983. It was expected to be the last freeway to be built in the interior of Dallas, but one last project, the highly controversial Trinity Parkway tollway (page 328), could still be built.

The authors of the 1967 plan deserve credit for accurately predicting future needs and proposing a plan which would have solved the problem. The freeway routes proposed in the 1967 plan would be a godsend to today's motorists. But a solution suitable for a certain era of time, the 1950s through the mid-1960s, became unsuitable as times changed. The problem of downtown Dallas traffic has remained, and in 2013 the proposed solution for downtown freeway congestion is the Trinity Parkway tollway, a new bypass route around downtown in the Trinity River floodway. Plans for expanding and modernizing existing downtown freeways were developed during the Project Pegasus study from 2001 to 2005, but in 2013 only the downtown Mixmaster interchange is funded for improvement and no work on the rest of downtown Dallas freeways is planned prior to 2035.

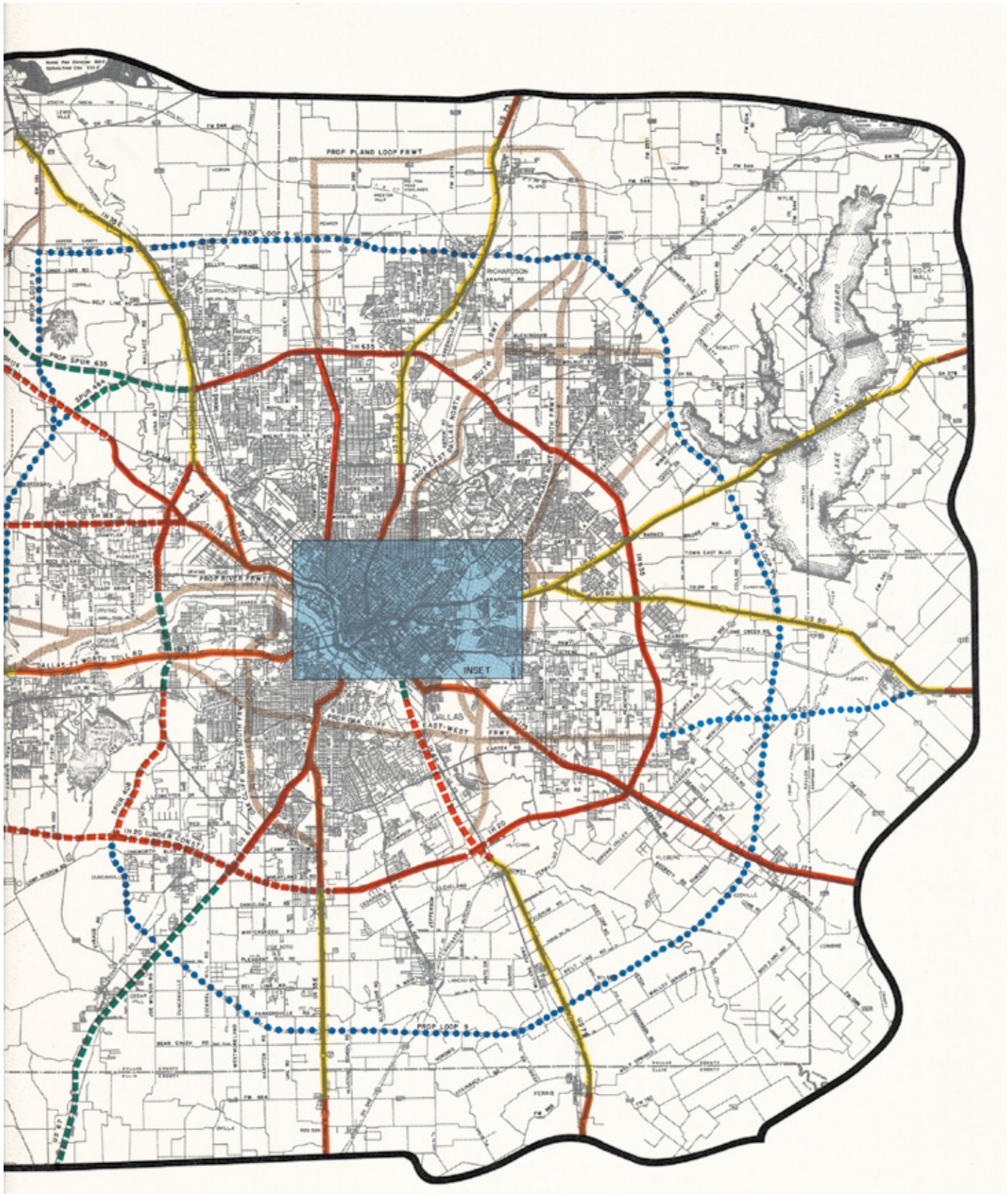


This map of the planned freeway system for Fort Worth is from the 1967 *Dallas-Fort Worth Regional Transportation Study*. The freeway plan for Fort Worth was not as ambitious as the Dallas plan, and only three freeways were later canceled. Nearly all of the South East-West Freeway was canceled in 1974; only the far west section west of Loop 820 was built, opening in 1986 as Interstate 20. The Northwest Freeway inside Loop 820 and the North Side Freeway on the north and west sides of downtown were canceled in 2000. This freeway plan shows a convergence of three freeways on the southwest side of downtown, which would have potentially been an impressive interchange complex if it had moved forward to construction.

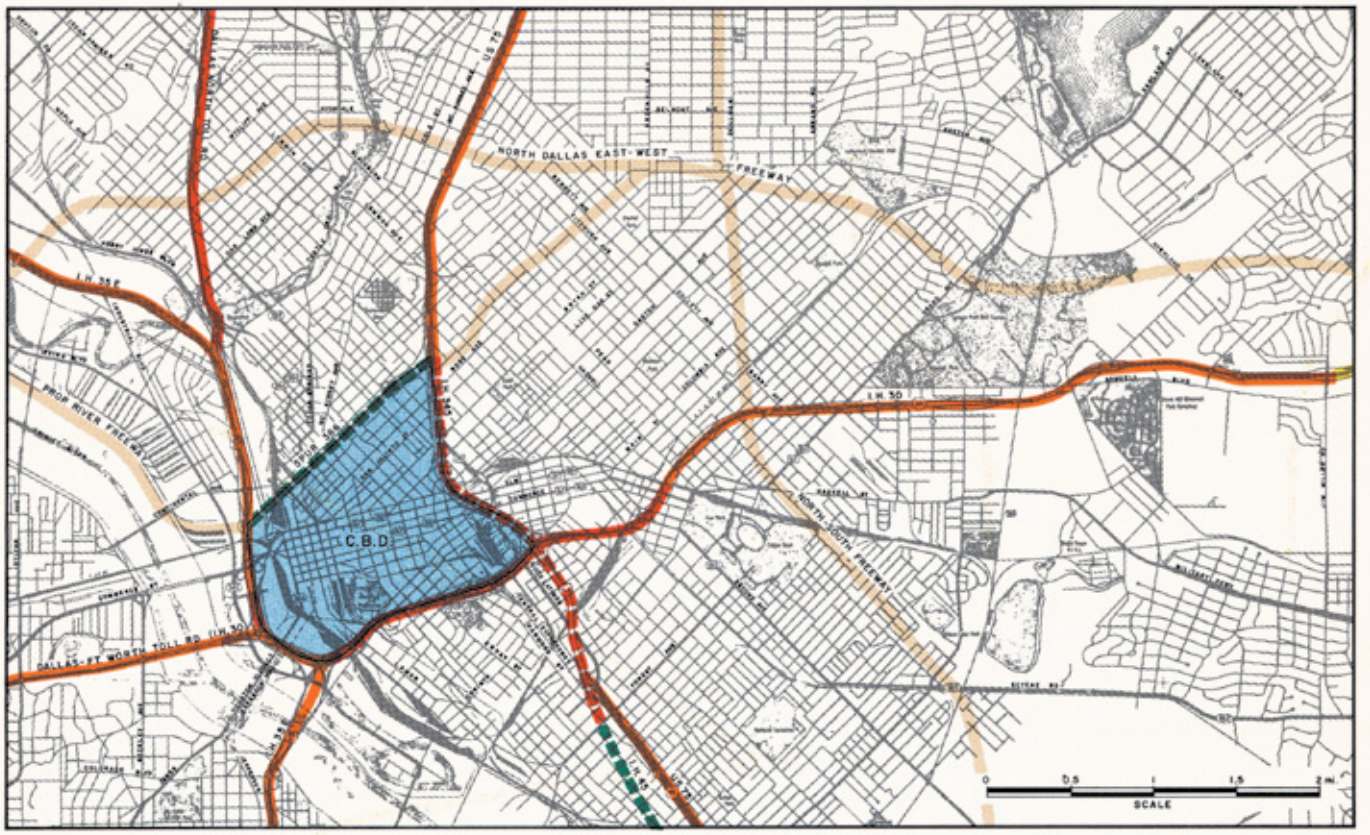
This map of the planned freeway system for Dallas is from the 1967 *Dallas-Fort Worth Regional Transportation Study*. Numerous new freeways were proposed in central Dallas to form a second freeway loop around downtown about 1-2 miles from the actually built downtown freeway loop. The dashed lines show two alternatives for the alignment of the North Dallas East-West Freeway. The final alignment of the North Dallas East-West Freeway and a better view of the proposed freeways is shown in the 1971 map on the following pages.



This map of the Fort Worth region from the 1971 *Regional Transportation Study* shows the same freeways as the 1967 map and fully defined the freeways on the north side of Dallas-Fort Worth International Airport.

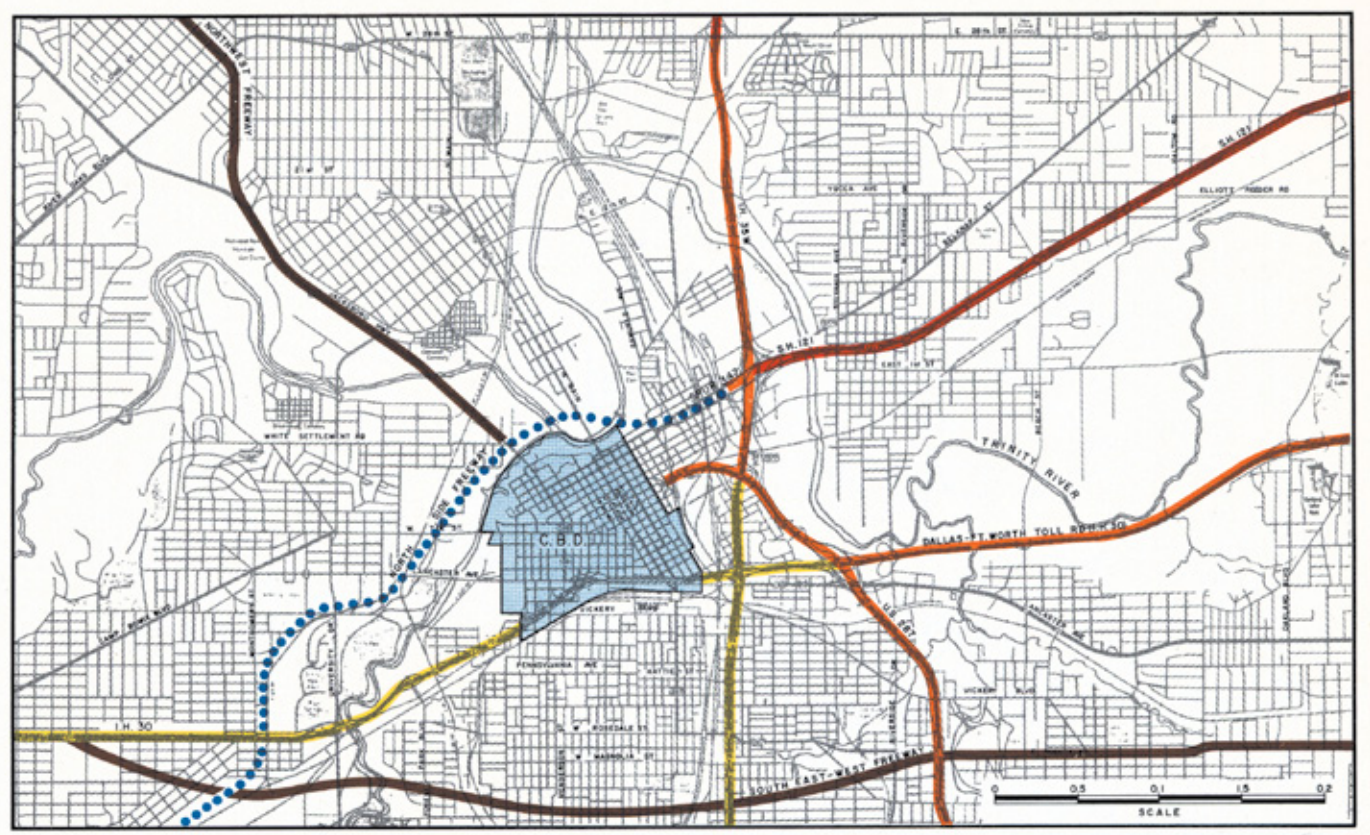


This map of the Dallas region from the 1971 *Regional Transportation Study* provides a better view of the freeways first proposed in the 1967 plan. The proposed freeways are indicated by the brown lines.

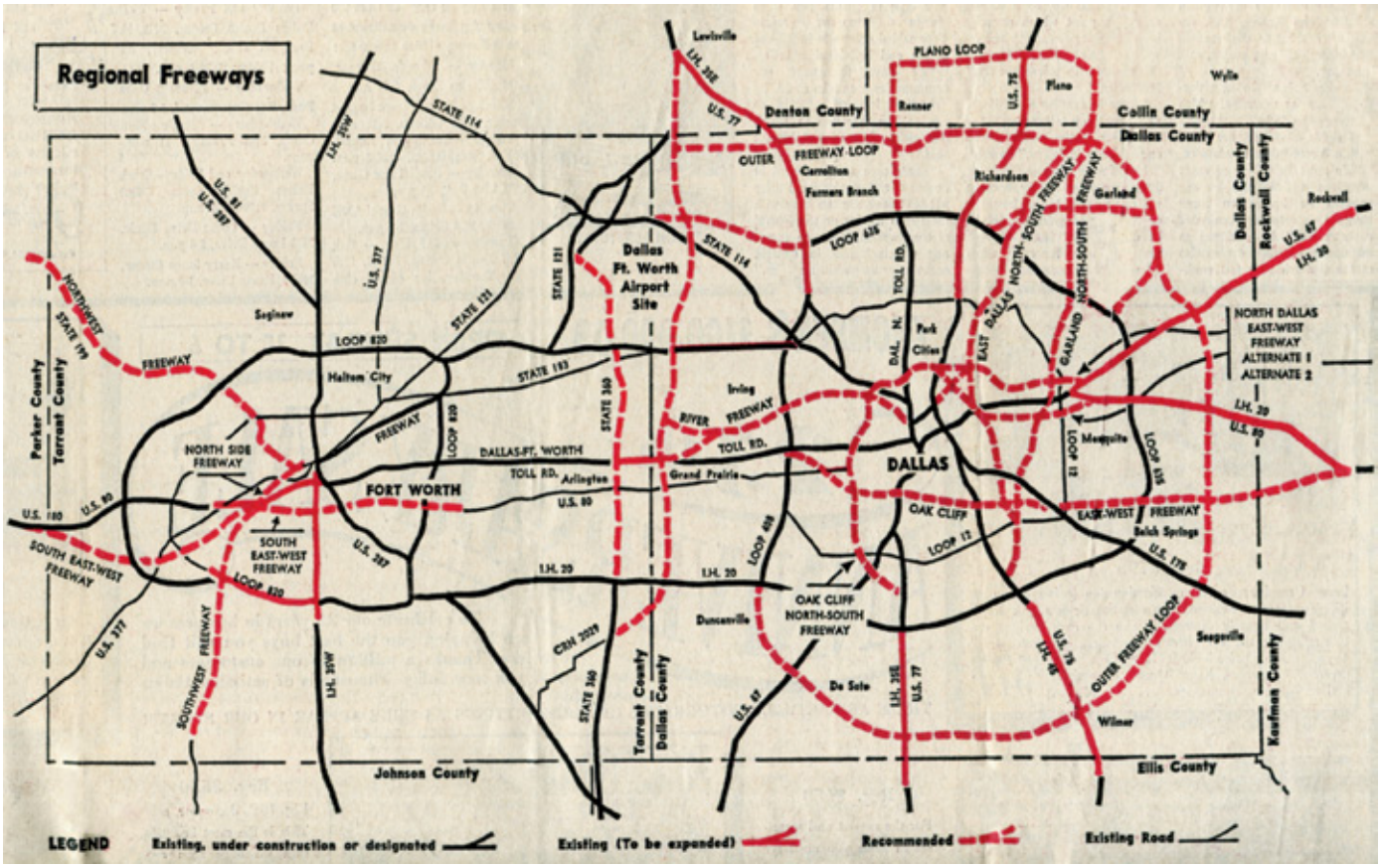


DALLAS CENTRAL CITY INSET MAP

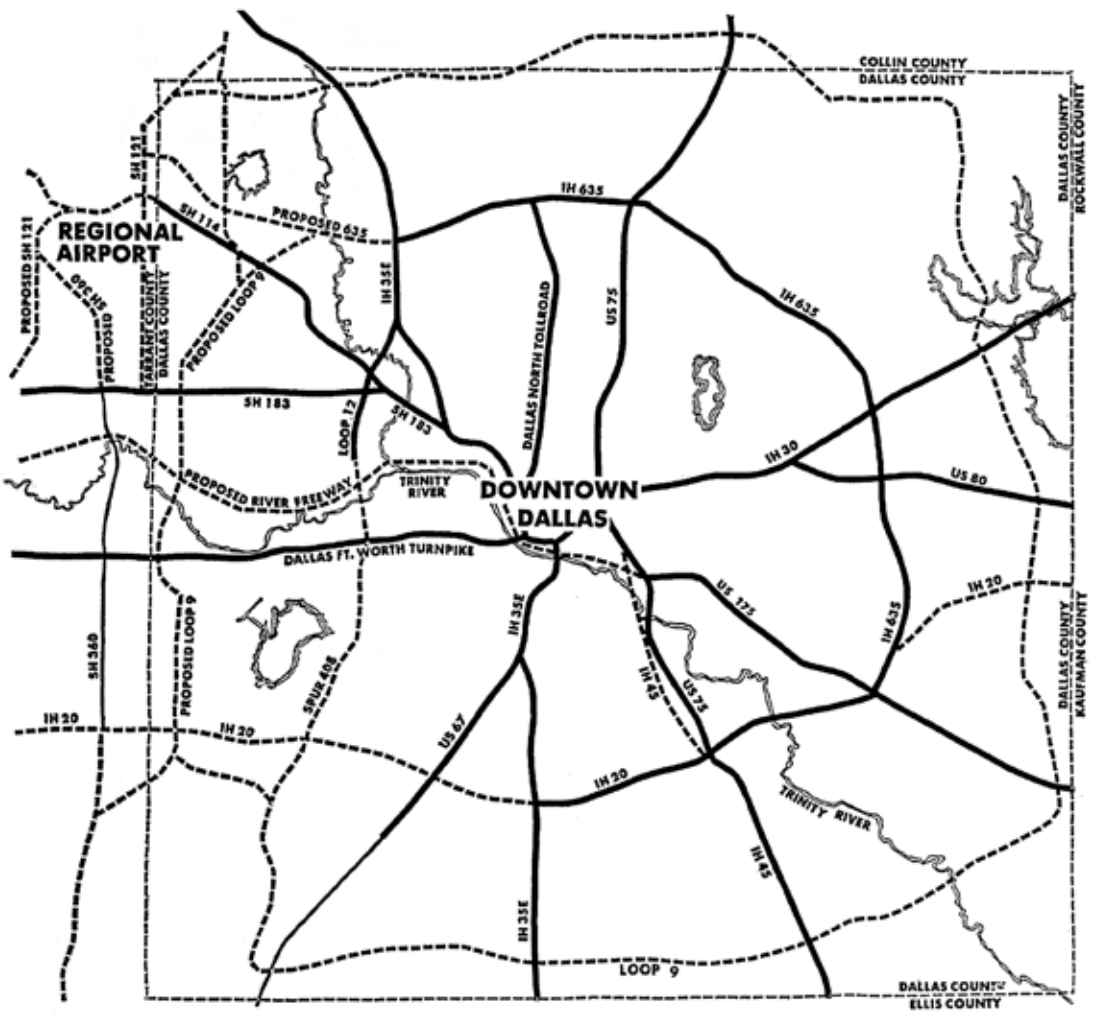
These views of downtown Dallas and Fort Worth from the 1971 *Regional Transportation Study* show the proposed freeways in the downtown areas. The alignment of the North Dallas East-West Freeway was just south of exclusive Highland Park. But officials soon realized it would be impossible to build new freeways anywhere in urban areas, even through decayed areas of Dallas.

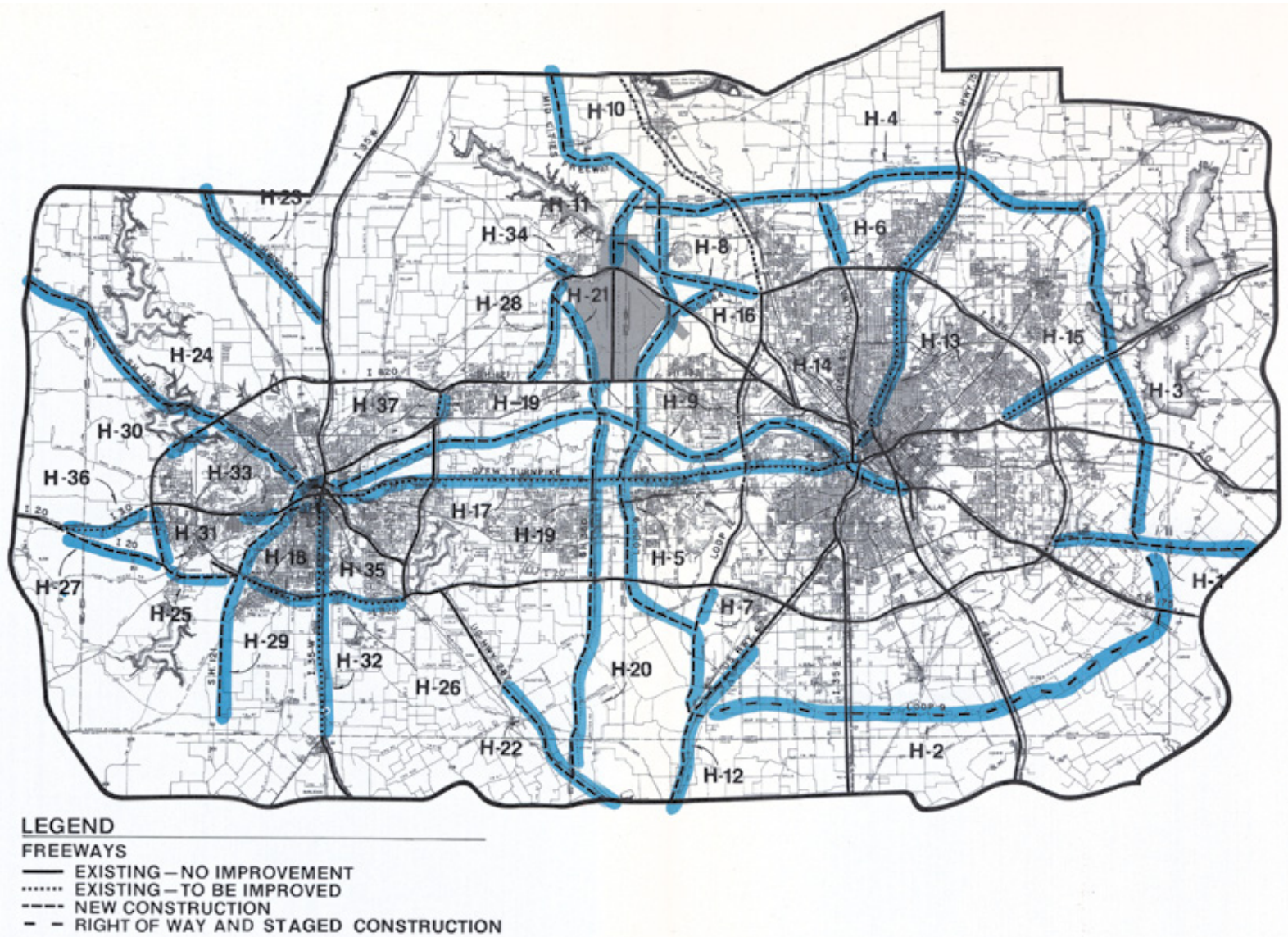


FORT WORTH CENTRAL CITY INSET MAP



These maps from the *Dallas Morning News* show the regional freeway plan before and after the 1974 adjustments. The above view, from September 17, 1967, shows the extensive network of proposed new freeways including the incredibly dense network around downtown Dallas and in northeast Dallas into Garland. The lower view from June 17, 1974, shows the plan after nearly all the proposed freeways in Dallas were deleted.





This map from the 1978 regional planning document shows the new plan which emerged after the adjustments made in the mid-1970s. Most of the planned freeways in this plan were built, many as toll roads. Some of the interesting proposed freeways which were later canceled are the "Mid-Cities Freeway" north of Dallas-Fort Worth Airport, the extension of Loop 12 (present-day Spur 408) south of Interstate 20 in southeast Dallas and the proposed freeway along the Trinity River between downtown Dallas and downtown Fort Worth. This plan does not include several new freeways and tollways which were later added to the plan and actually built, including SH 121 north of Dallas, the extension of the Dallas North Tollway, SH 114 through Southlake and SH 170 in north Fort Worth.[26]

The Toll Road Moves to the Forefront

In the 1990s and 2000s the most dominant and influential trend in North Texas planning has been the shift to toll-based financing of highway facilities. In 2013 nearly all planned projects scheduled for construction before 2035 are tolled facilities or include a combination of new regular (non-tolled) lanes and tolled lanes. The shift toward toll-dominated highway financing is the result of insufficient and stagnant revenue from traditional sources of highway funding, mainly the gasoline tax, as inflation erodes the fixed-value fuel tax and the better gasoline mileage of new vehicles reduces gasoline consumption. As a general pattern, dwindling revenue from traditional sources is being used to maintain and rebuild existing free lanes, while most new capacity is being financed with tolls.

The shift toward reliance on tolls began in August 1991 when political leaders endorsed greater use of tolls and the regional planning council (NCTCOG) studied the conversion of 18 planned new freeway projects into toll road projects. In 1991 transportation planners also began to promote the idea of adding tolled express lanes to existing freeways, saying tolled lanes would likely be the

North Texas vs. Houston

Dallas-Fort Worth has outperformed Houston in terms of freeway centerline miles and centerline miles of all limited-access highways, which includes both freeways and tollways. While the population of the Houston region has averaged about 91% of North Texas since 1950, Houston has only 69% the freeway centerline miles and 77% the overall limited-access highway centerline miles as Dallas-Fort Worth.

The chart below summarizes the reasons why North Texas has outperformed Houston in freeway centerline miles. For freeways, the critical period was the 1950s when the original master plans for both cities were formulated. North Texas developed a grid-style network with more freeways and stronger political advocacy propelled the freeways to construction.

While North Texas was an early leader in toll roads with the Dallas-Fort Worth Turnpike, opened in 1957, and the Dallas North Tollway, first opened in 1968, Houston has pulled slightly ahead of North Texas in toll road centerline miles. Still, Houston's edge in toll roads is negligible compared to the 162-mile North Texas lead in freeways.

So why did Houston interests stand by and let Dallas-Fort Worth get ahead? In reality, the difference in centerline miles is really a consequence of differing priorities since highway funding is proportional to regional population over the long run. While Houston has fewer freeways, they typically have more lanes and include frontage roads more often than North Texas freeways. In terms of lane-miles, the ratio of Houston to Dallas as reported by the Texas A&M Transportation Institute is 89%, very close to the population ratio of 91%.

North Texas vs. Houston, Centerline Miles and Lane-Miles				Houston percent of North Texas
		North Texas	Houston Region	
Centerline Miles*	Freeway	519	357	69%
	Toll road	141	151	107%
	Total limited access	660	508	77%
Lane-miles†	Freeway and toll road	3705	3309	89%

*Values computed by the author in 2012. The limit for radial freeways is the approximate edge of the urbanized area. †Lane-miles are from the Texas A&M Transportation Institute 2012 *Urban Mobility Report*. Limits do not correspond to the centerline miles values.

Population of North Texas and Houston			
	Metropolitan area population, millions‡		Houston, percent of North Texas
	North Texas	Houston	
1950	0.971	0.914	94%
1960	1.74	1.43	82%
1970	2.35	2.06	88%
1980	3.05	2.95	97%
1990	3.99	3.77	94%
2000	5.16	4.72	91%
2010	6.37	5.95	93%
Average			91%

‡ Population is from the *Statistical Abstract of the United States*, 1951, 1981, 1991, 2001 and 2012 editions.

Why North Texas Has More Freeways than Houston	
1940s and 1950s	
More political advocacy	Both Dallas and Fort Worth worked independently to plan and fund freeway systems, while Houston had only one advocate.
Freeway grid	The grid design for North Texas freeways results in more centerline miles of freeway as compared to the loop and radial system used in Houston.
The Dallas-Fort Worth Turnpike	The 29.6-mile toll road opened in 1957 would have consumed substantial funding if built as a freeway. State highway funds which would have been used for a Dallas-Fort Worth freeway were available for other projects. Houston did not build any toll roads until the 1980s.
More land donations	Large land donations were received for IH 35E north of downtown Dallas and a long section of the Carpenter Freeway (SH 183 and SH 114). Houston received only one large donation, for US 59.
1950s and 1960s	
More interstate highways	North Texas has Interstates 20, 30, 35E, 35W, 45, 345, 635 and 820. Houston has only Interstates 10, 45 and 610. (US 59 in Houston is in the process of being co-signed with IH 69 in 2013.)
1960s and 1970s	
Lower-cost construction allowed available funding to build more miles	Frontage roads were omitted from many sections of North Texas freeways, while they were always included in Houston when feasible. Low-cost designs were often used for North Texas freeway-to-freeway intersections, for example the original IH 635/US 75 interchange and the freeway intersections in Irving around the site of the former Texas Stadium. Houston consistently used multilevel interchanges. In general, North Texas freeways have fewer lanes than Houston freeways.
Dallas-Fort Worth International Airport	The site was designated in 1965 and in 1967 political leaders announced plans for a network of freeways to serve the airport. This created a third hub for North Texas freeways and kept new freeway construction at full speed in the early 1970s while Houston construction was in decline.

only way to add new capacity to certain congested freeways. In 1992 Dallas County expressed its desire to take control of the two tolled facilities in North Texas from the Texas Turnpike Authority in order to ensure that the revenue generated from the facilities remained in Dallas County. In 1994 elected officials endorsed converting the largest freeway project awaiting funding, SH 190 (now the Bush Turnpike), into a toll road.[9]

In 1996 the statewide Texas Turnpike Authority was still responsible for toll roads in North Texas, and political leaders began efforts to create a regional North Texas toll road authority to build and manage toll roads, and, most importantly, keep revenue and control in North Texas. On September 1, 1997, the North Texas Turnpike Authority (NTTA) was formed and began operation. The NTTA would take a greatly expanding role in North Texas highway construction. New state legislation in 2003 promoted private investment in toll roads, and Governor Rick Perry's appointees to the Texas Transportation Commission, particularly Ric Williamson from Weatherford, demanded increasing use of toll roads. Long-term highway plans for North Texas have steadily become more reliant on toll financing, and the latest version of the North Texas highway plan, Mobility 2035 (approved in June 2013), continues the trend toward a toll-dominated highway network.[10]

Justin Cozart

The birth of the next major North Texas transportation corridor This January 2012 view shows the first section of the Collin County Outer Loop, looking east just east of US 75. Approximately 18 miles of the Collin County Outer Loop are currently planned to built before 2035. This first section includes only a two-lane roadway which will ultimately become a frontage road. Long-term plans include the addition of the second frontage road and the tolled main lanes.

Mobility 2035

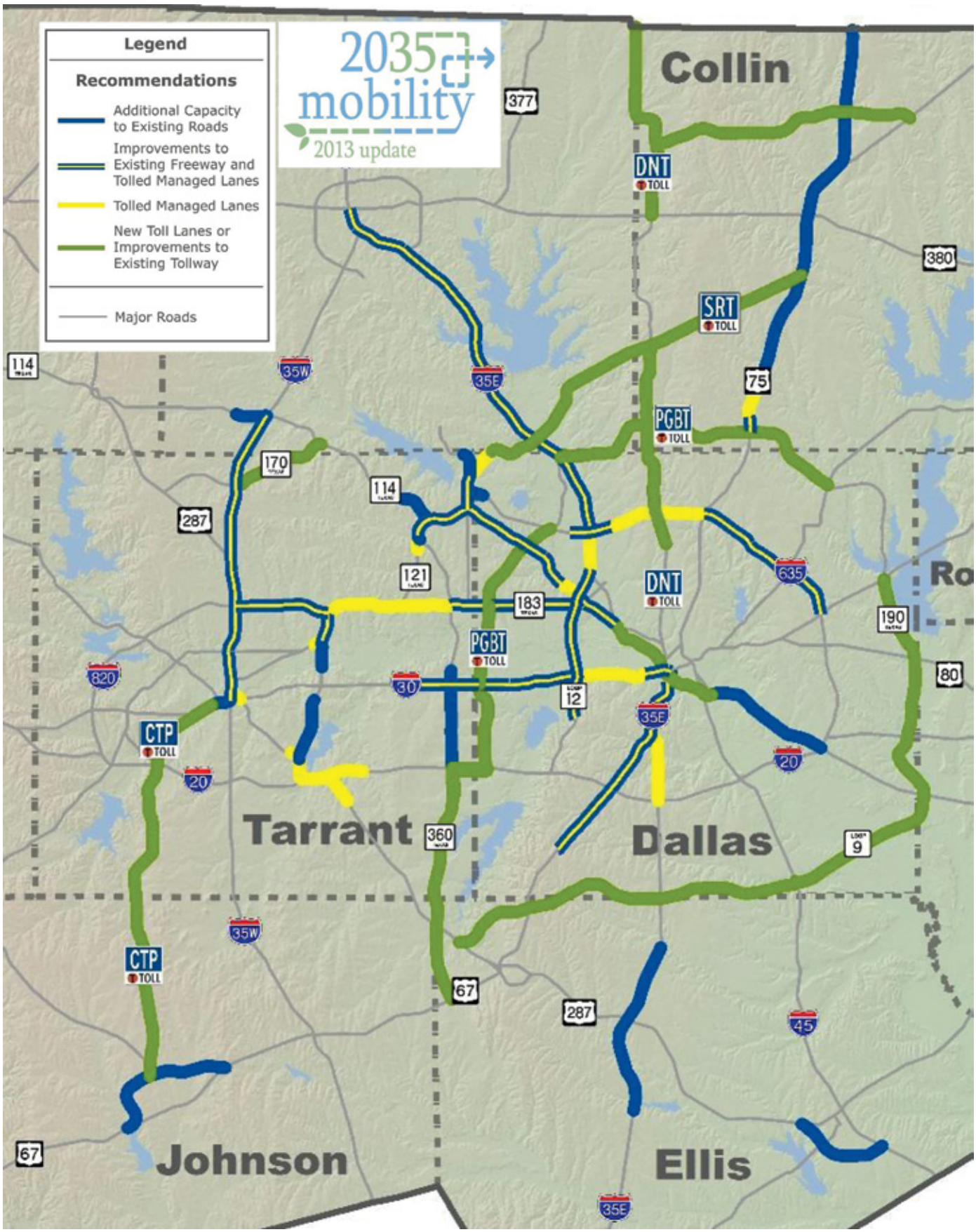
Since the 1970s the long-term regional freeway plan has steadily evolved to meet changing needs and conform to available funding and political realities. Additional cancellations have occurred (see pages 70-75), and new routes have been added where newly developing demand is the greatest and the political environment is most favorable. In general, most new planning and construction is occurring in the northern suburbs of North Texas.

Two maps from the current version of the long-term regional transportation plan, Mobility 2035, show the projects expected to be built in the next 20 years and the long-term blueprint for the potential ultimate buildout of North Texas freeways and tollways. The map titled the "Roadway Vision Considerations of Unfunded Controlled-access Facility Needs" (page 63) includes a complete, entirely new outer loop around the North Texas region. In the current plan, only the section in Collin County is shown in green, indicating it is planned for construction before 2035. An ultimate buildout of the vision would provide a highway network to rival Southern California, albeit with a much greater percentage of tolled facilities. As a plan that is subject to ongoing refinement and financial limitations, it remains to be seen how much of the vision will be realized. But it's a good bet that one factor will remain constant. North Texas highway planners will keep their Texas-sized ambition and do everything possible to meet North Texas transportation needs.[11]

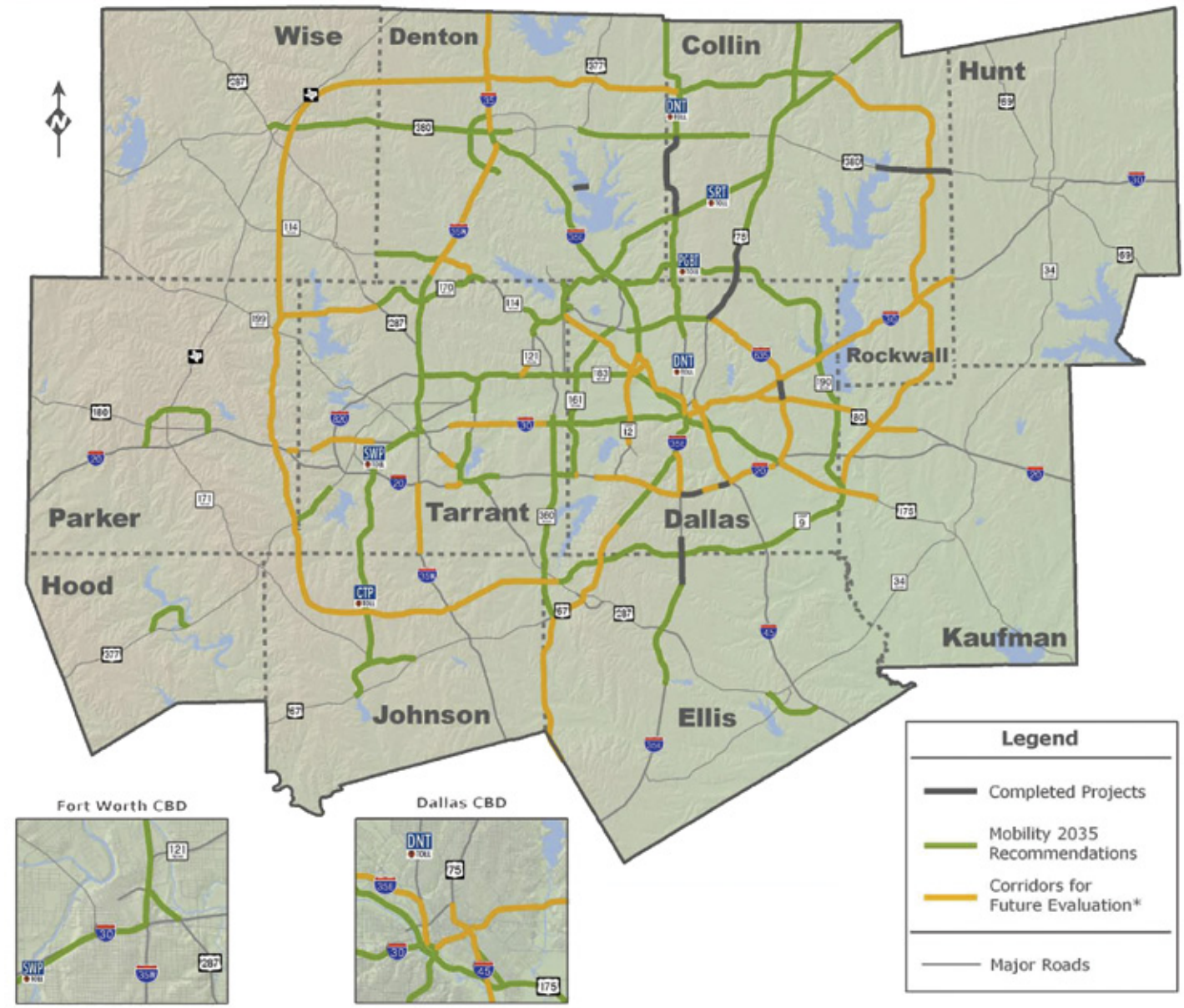
Major Mobility 2035 Projects Planned for Completion Prior to 2035

Based on North Central Texas Council of Governments Mobility 2035 plan, 2013 update

Project Name	Cost	Routes and/or Limit	Description	Status	Completion
Bush Turnpike	$414 million	SH 161, final 6.5-mile section in Grand Prairie	Add tolled main lanes and new interchanges	Opened October 2012	All work done by early 2013
DFW Connector	$1.0 billion	SH 121 and SH 114 north of DFW Airport	Major expansion with the addition of regular and managed lanes	Complete	August 2013
Chisholm Trail Parkway	$1.4 billion	Formerly SH 121, the Southwest Parkway in southwest Fort Worth	New 27.6-mile toll road	Under construction	2014
LBJ Express	$2.7 billion	IH 635 between IH 35E and US 75, and IH 35E from Loop 12 to IH 635	Add managed lanes; rebuild IH 635 existing regular lanes	Under construction	2015
North Tarrant Express	$4.1 billion	IH 35W north of downtown Fort Worth; IH 820 between IH 35W and SH 121; SH 121 from IH 820 to SH 183	Add managed lanes to all highways; add regular lanes to IH 820 and IH 35W	Under construction	2015-2018
Horseshoe Project	$798 million	IH 35E and IH 30 in downtown Dallas	Rebuild and expand the Trinity River bridges and Mixmaster interchange	Under construction	2017
35E Express	$1.5 billion for phase 1	IH 35E from IH 635 to Denton	Add regular lanes and reversible managed lanes; downsized from original $5 billion plan	Work underway in 2014	2016-2018
SH 360	$600 million	South of IH 20 to US 287	Tolled main lanes, 9.7 miles		Est. 2017
SH 183	$1.8 billion, including the Diamond Interchange Phase 2	IH 35E in Dallas to SH 360 near DFW Airport	Expand main lanes and add managed lanes on 9 miles in Dallas and Irving	In the proposal phase to select private partners in 2014	Three-phase construction planned
SH 114		In Irving, Loop 12 to SH 121	Add regular & managed lanes	Likely to be combined with SH 183	Potentially 2015-2020
SH 170		Between IH 35W and SH 114	Tolled main lanes, 5.8 miles	In design	Expected before 2020
Trinity Parkway	estimated $1.76 billion	IH 35E near SH 183 to US 175	New 9-mile toll road around downtown Dallas	Mired in controversy and status is uncertain	Earliest possible completion is 2020
Dallas North Tollway		Northward extension	New toll road		Undetermined
Collin County Outer Loop		SH 121 to Dallas North Tollway	New toll road		Undetermined
SH 190 East		From IH 30 to IH 20	New toll road	Study phase	Undetermined
Loop 9 South		From IH 20 to US 287	New toll road	Long-term	Undetermined
Southern Gateway		IH 35E from downtown to US 67; US 67 to Duncanville	Add regular & managed lanes		Undetermined
Loop 12		SH 183 to Spur 408	Add regular & managed lanes		Undetermined
Interstate 635		US 75 to IH 30	Add regular & managed lanes		Undetermined
Notable Deferrals and Omissions from Mobility 2035					
Project Pegasus		IH 35E and IH 30 in downtown Dallas	Rebuild and expand freeways		After 2035
Interstate 30		Arlington	Add regular & managed lanes		After 2035



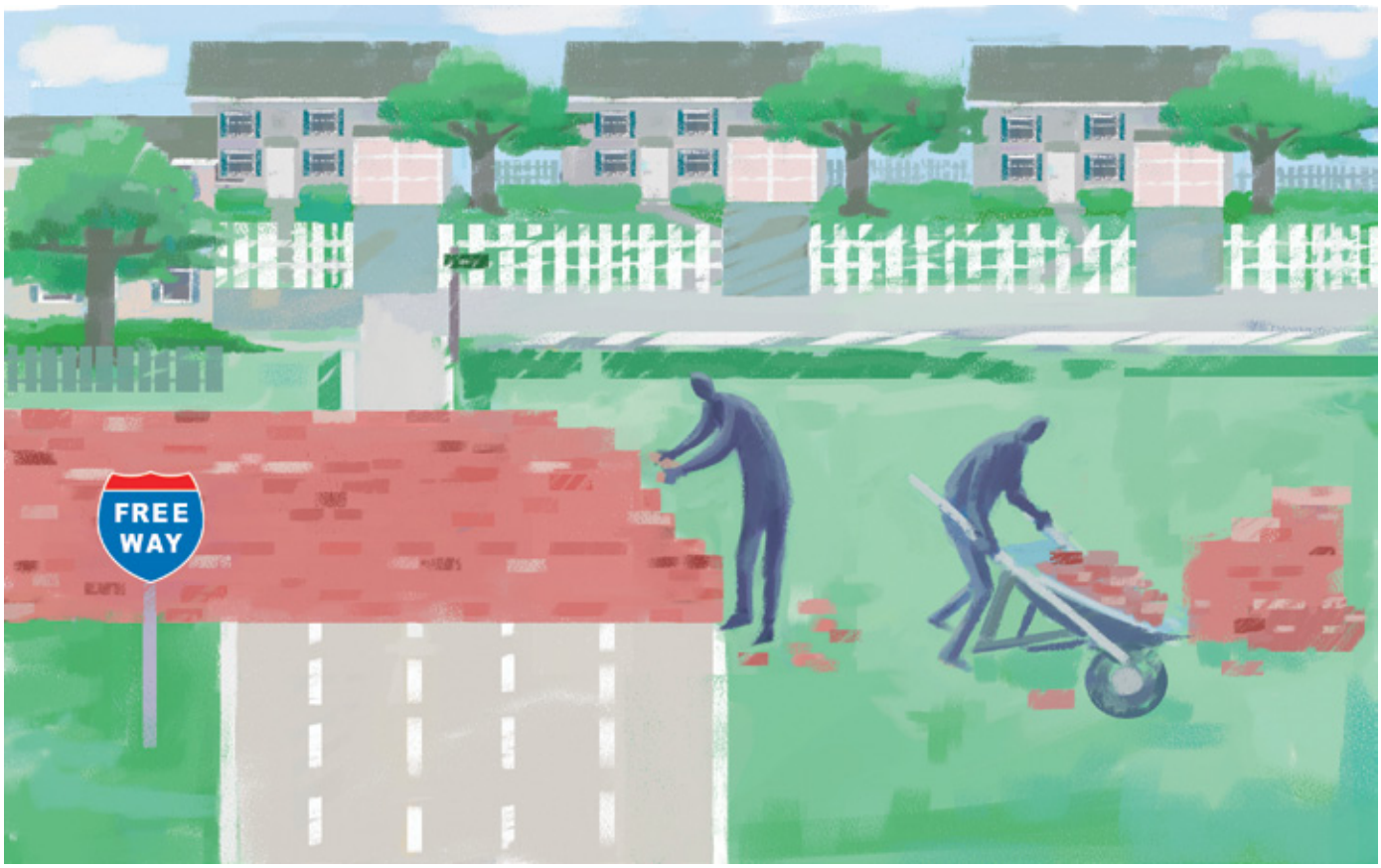
North Central Texas Council of Governments



North Central Texas Council of Governments

(Facing page and above) These maps are from *Mobility 2035, 2013 Update*, the official long-term regional transportation plan in place in North Texas in 2013. The map on the facing page is titled "Funded Recommendations - Freeway, Tollway and HOV/ Managed Lane Improvements". It shows projects which are expected to be constructed prior to 2035. The vast majority of new construction is toll roads or the addition of managed lanes to existing freeways. Due to funding shortfalls, the 2035 plan was substantially downsized from the previous plan, *Mobility 2030*. Highway funding dropped from $66.9 billion to $45.5 billion, a $21.4 billion cut, and overall transportation spending dropped from $145 billion to $98.7 billion. The map above from *Mobility 2035* captioned "Roadway vision considerations of unfunded controlled-access facility needs" is "an illustrative map of those freeway and tollway projects and corridors which were unable to be funded in Mobility 2035 due to financial constraint. These projects are still warranted and needed but must be deferred until additional regional funding can be identified." The long-term vision includes a complete new loop around the North Texas region of which only one section in Collin County is currently recommended for funding. The vision represents the potential ultimate buildout of the North Texas freeway and tollway network. If constructed in its entirety or near-entirely, it would be a network comparable to the world's most extensive in Southern California.

CONTROVERSY



The first anti-freeway protest in North Texas occurred in 1945 in downtown Fort Worth before the first freeways opened in North Texas in 1949. Business interests along Lancaster Boulevard protested right-of-way acquisition for the planned east-west freeway, temporarily delaying the freeway and later prompting a design change. But when the first freeways opened in 1949, the love affair with freeways was underway.[12]

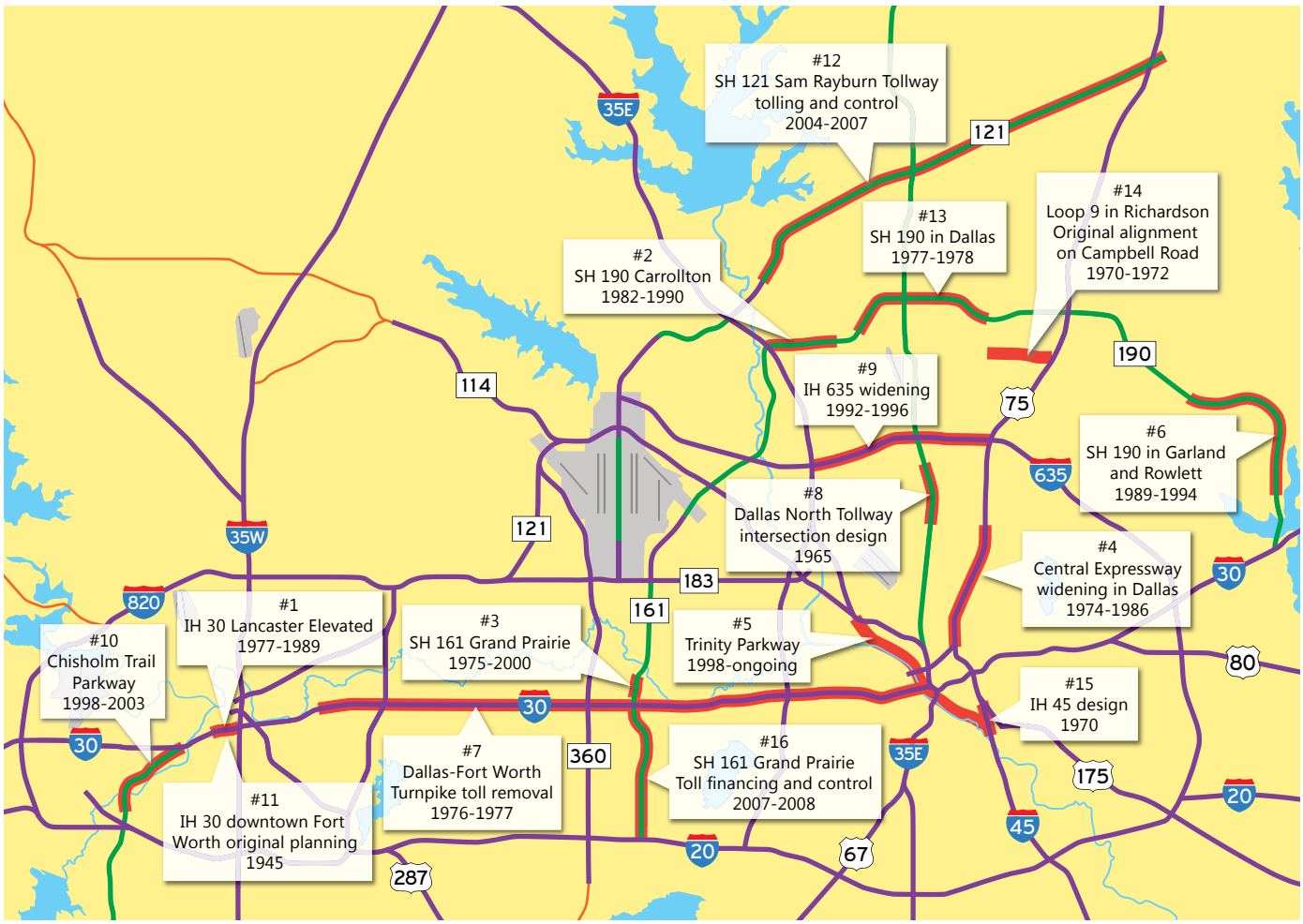
The 1950s and 1960s were the golden age of freeway construction, and it was a remarkably peaceful and non-controversial period for freeways in North Texas. Everyone wanted freeways, and they wanted their freeways to be built as fast as possible. With freeway construction in progress just about everywhere, cutting paths through neighborhoods and urbanized areas in both Dallas and Fort Worth, there was not a peep of public opposition in the 1950s and 1960s except for a minor squabble along the Dallas North Tollway in 1965, quickly and easily solved by building underpasses instead of overpasses.

During this long period of freeway tranquility the only complaints public officials heard were from civic groups upset that freeways were not routed to or through their areas. When the alignment of IH 35E south of downtown Dallas through Oak Cliff was finalized in 1953, civic interests in west Oak Cliff which wanted a freeway along West Clarendon Drive protested that the approved alignment left them without a freeway. As the president of the Oak Cliff Chamber of Commerce explained, "We were led to believe it would go out Clarendon. We need an expressway to serve western Oak Cliff, as the traffic survey showed." When the planned expressway between Dallas and Fort Worth was designated to become the Dallas-Fort Worth Turnpike in 1954, the civic group in east Fort Worth demanded that the area be served with a freeway, ideally along East Rosedale Street. A compromise agreement was reached in 1955 promising a freeway for east Fort Worth, but the Rosedale Street freeway was never built.[13]

In 1970 the North Texas love affair with new freeways came to an abrupt end as the public began turning against planned projects. At an April 1970 public hearing in Richardson for the proposed Loop 9 freeway along the alignment of Campbell Road, a hostile crowd of 700 "booed and hooted down highway officials" to express their opposition to the project. A few months later in August, a small civic group representing a low-income area in south Dallas along the path of the soon-to-be-built IH 45 announced

Top Freeway Controversies in North Texas

Rank	Points	Description	Years Active	Summary	Outcome
1	103	Interstate 30 in downtown Fort Worth (the Lancaster Elevated), controversy over retaining and widening the elevated structure	1977-1989	One of the most contentious and divisive civic battles in the history of Fort Worth. Government, business, citizens and the Bass family were all heavily involved. Included a lawsuit and appeal. (page 491)	Opposition succeeded: freeway was realigned south of downtown and the Lancaster Elevated was demolished
2	94	SH 190 Bush Turnpike in Carrollton, alignment	1982-1990	Opposition attempted to realign the freeway northward or kill the project. Included a project-specific election and two convoluted lawsuits involving numerous Dallas and Collin county entities as plaintiffs and defendants. (page 267)	Opposition failed: toll road was built on its originally planned alignment. Only change was to lower it below grade.
3	79	SH 161 in Grand Prairie, alignment	1975-2000	The longest-running dispute in North Texas. Involved litigation and appeals for 17 years between 1983 and 2000. (page 269)	Opposition failed: toll road was built on the originally planned alignment
4	58	Central Expressway (US 75) expansion in Dallas	1974-1986	The most contentious freeway controversy in Dallas, with government, citizens and the Dallas establishment involved. (page 120)	Opposition succeeded: plans for the upper deck were canceled
5	55	Proposed Trinity Parkway tollway in Dallas	1998-ongoing	Opposition has waged an ongoing campaign to kill the toll road. The 2007 referendum on the project was the most heavily publicized and contentious single event in the history of North Texas controversies. (page 328)	As of 2013 opposition efforts to kill the project had failed. However, other factors could kill it.
6	47	SH 190 in Garland and Rowlett, alignment	1989-1994	Opposition attempted to kill or realign the freeway. Involved multiple opposition groups and two elections. (page 270)	Opposition failed: project was built in the originally planned corridor
7	42	Dallas Fort-Worth Turnpike toll removal	1976-1977	Dallas interests tried to continue tolling after the planned toll removal; Fort Worth interests insisted on the removal of tolls. Litigation involved. (page 398)	Tolls were removed on January 1, 1978, a victory for Fort Worth and anti-toll interests
8	35	Dallas North Tollway, design of intersections in north Dallas	1965	The first controversy of the modern era. Although brief, ranks high due to lawsuit filed and design change. (page 231)	Opposition succeeded: north Dallas intersections changed to underpasses
9	34	Interstate 635 (LBJ Freeway) widening in North Dallas	1992-1996	Homeowners opposed acquisition of right-of-way for freeway expansion. TxDOT acceded quickly, avoiding a prolonged controversy. (page 213)	Opposition succeeded: freeway expansion done almost entirely on existing right-of-way
10	28	Chisholm Trail Parkway (formerly Southwest Parkway) in Fort Worth	1998-2003	Neighborhood groups sought to block the project, or alter the design if built. (page 518)	Opposition failed to kill the project, but aesthetics were improved
11	27	Original planning for IH 30 in downtown Fort Worth, right-of-way width	1945	Business owners along Lancaster Avenue organized to minimize right-of-way acquisition and block freeway construction. (page 491)	Opposition succeeded: freeway construction delayed and later built on a narrower right-of-way
12	25	Tolling of SH 121 Sam Rayburn Tollway	2004-2007	Controversy over tolling the project and control of the tolls; conflict was between government agencies with minimal public involvement. (page 310)	TxDOT achieved its objective of tolling, but local control was a victory for local interests
13	22	SH 190 in Dallas, alignment	1977-1978	A conflict between government agencies over the freeway alignment (page 265)	Dallas succeeded in aligning the freeway on the edge of its city limits
14	18	SH 190 (then Loop 9) in Richardson	1970-1972	Strong opposition developed to the planned alignment on Campbell Road. (page 265)	Alignment moved off Campbell Road in 1972
15	17	Interstate 45 in south Dallas, freeway design	1970	Neighborhood objected to elevated design for the freeway (page 290)	Opposition succeeded: freeway moved to ground level
16	7	SH 161 Bush Turnpike in Grand Prairie, toll control	2007-2008	A conflict among government agencies over toll road financing and control (page 273)	Compromise between TxDOT and NTTA



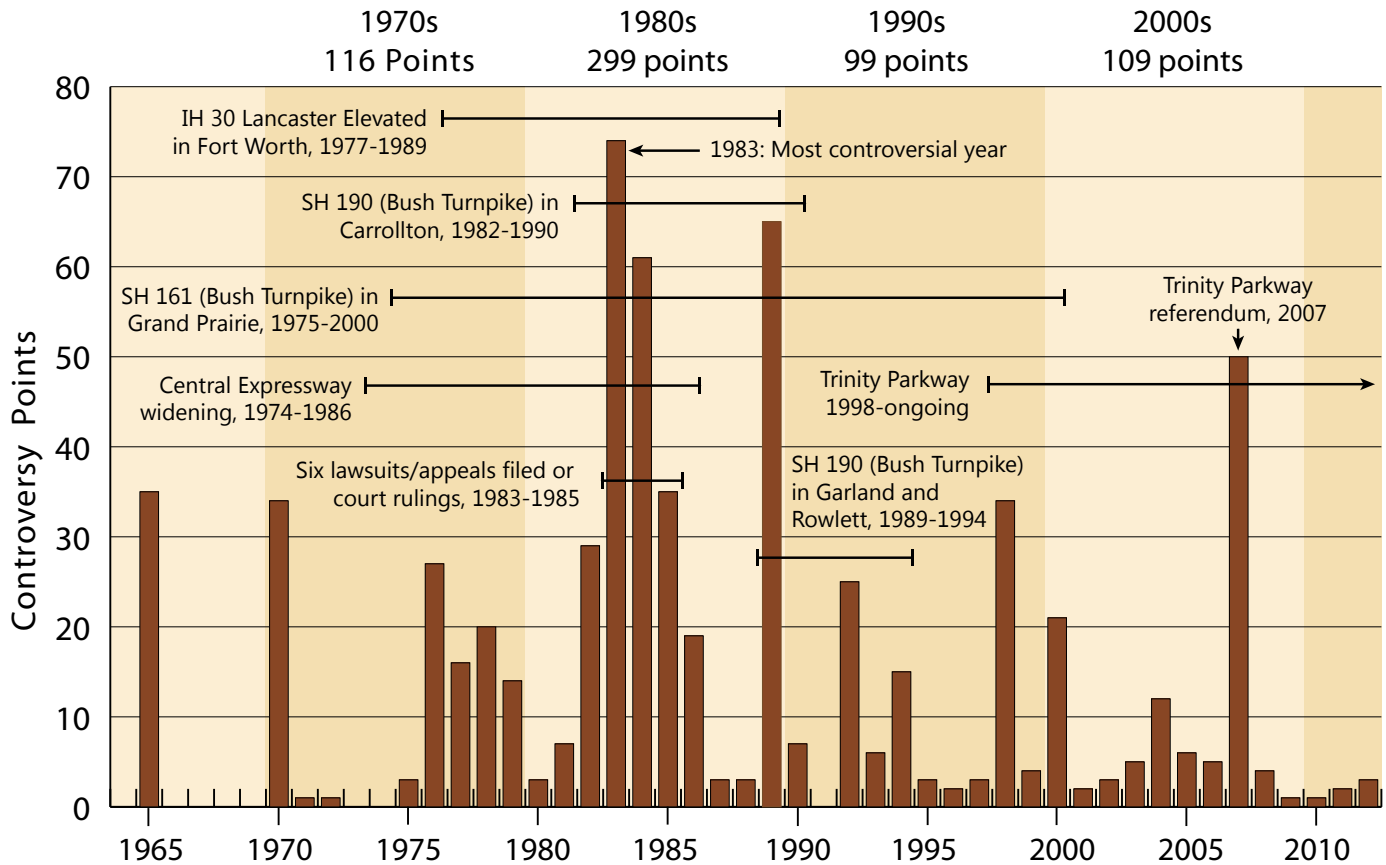
How the Rankings Were Determined	
Points were awarded to controversies as follows	
0-10	For each year of the controversy, points are awarded based on the level of activity, press reports and public involvement
10	Design changed using originally planned alignment
15	Alignment changed
25	Project canceled (has never occurred)
5	Opposition organization formed
10	Lawsuit or appeal filed
10	Lawsuit or appeal legal ruling
10	Election relating to the controversy
15	Election with a substantial influence on the controversy
25	Election to directly kill the project

its opposition to the planned elevated structure. Within about a week a coalition including Dallas City Council, the complete 15-member state legislative delegation, two state senators and at least 11 prominent civic organizations backed and supported the effort to change the freeway design. TxDOT promptly altered the design of Interstate 45 to remove the elevated structure through the neighborhood.

The opposition had sent a loud and clear message to TxDOT and political officials that times were changing. It became increasingly difficult and frequently impossible to build new freeways or expand existing freeways in developed urban areas, especially near neighborhoods. A September 26, 1970, article in the *Dallas Morning News* about the Interstate 45 controversy titled "Road Protests Stun Engineers" reported it was the "militancy of the delegation of about 50 black and white neighborhood officials which startled the highway men" and the opposition was "symptomatic of a reaction to highways already noticed in other parts of the nation." Whereas local political leaders had nearly always supported highway projects without question, by 1970 they no longer hesitated to oppose TxDOT.[14]

With the originally planned North Texas highway network mostly complete by the early 1970s, new construction was diminishing and planning for new freeways was placed on hold due to the mid-1970s highway funding crisis. By the late 1970s TxDOT and local political leaders began trying to move needed highway projects forward through the planning and approval process. In the early 1980s all hell was breaking loose as highly contentious controversies were raging across North Texas.

The 1980s was the decade of highway controversy in



This bar graph shows the level of controversy on a year-by-year basis since the beginning of the modern era of controversy in 1965. The 1980s were by far the most controversial decade, 2.6 times more controversial than the next most controversial decade, the 1970s.

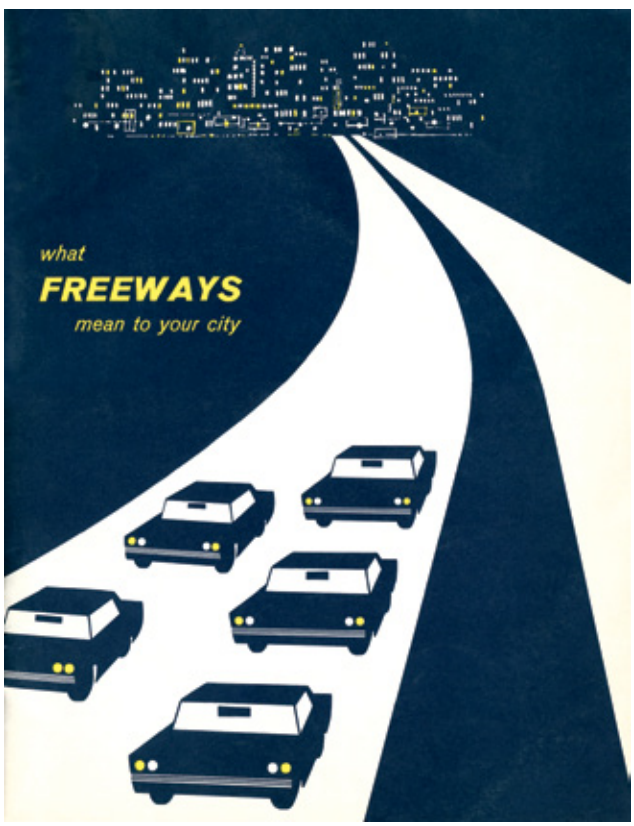
Other controversies not among the top-ranked		
1944-1953	Study and effort to define the alignment of Thornton Freeway in Dallas, IH 30 east and IH 35E south	A final alignment was approved in 1953
1954-1955	Opposition to the Dallas-Fort Worth Turnpike in east Fort Worth	New freeways were designated to serve east Fort Worth
1976-1979	Efforts to build a toll road to Garland	Study ceased in 1979, mainly due to opposition from the City of Dallas
1988-1990	North Tarrant County freeway	Deleted from long-term plans due to opposition in Southlake and Colleyville

North Texas. The top four highway controversies in North Texas were at their peak during the decade, and 1983 was the most contentious year for North Texas freeways. The battle over the IH 30 Lancaster Elevated in Fort Worth is the number one highway controversy in the history of North Texas freeways. It was one of the most contentious civic controversies to ever occur in Fort Worth, involving the entire Fort Worth political establishment, businesses, prominent citizens, the influential Bass family and lawyers navigating the case through the courts. The Central Expressway controversy was raging in Dallas, and disputes on SH 190 and SH 161 in the suburbs were working their way through the judicial system.

While controversy has subsided since the 1980s peak, the ongoing need to improve and expand North Texas highways ensures that new controversies regularly arise. In the 2000s the Trinity Parkway toll road in Dallas became a lightning rod for dispute and controversy. The 2007 referendum on the project was the most visible, costly and hard-fought single event in the history of North Texas freeway controversies. Other recent controversies relating to toll roads have mostly been battles among feuding government agencies, not ranking as high as controversies fueled by public opposition.

North Texas is perennially one of the national leaders in population and economic growth. As the growth continues, so does the need for new and expanded highway infrastructure. As long as political leaders continue to plan and build new infrastructure to meet regional needs, there will be controversy. To be sure, everyone hopes controversies will be small and quickly resolved—no one wants a repeat of the 1980s!

North Texas Freeway Controversy Interesting Facts		
First controversy	1945-1946	Original planning for IH 30 in downtown Fort Worth
Longest controversy	25 years 1975-2000	SH 161 in Grand Prairie, alignment dispute
Shortest controversy	35 days May 20 - June 24, 1965	Dallas North Tollway, design of intersections in north Dallas
Decade with the most controversy	1980s	299 points were awarded to 1980s controversies. Other decades were far less controversial: 1970s, 116; 2000s, 109; 1990s, 99
Most controversial highway	Bush Turnpike (Loop 9, SH 190 and SH 161)	Six of the top sixteen controversies, spanning from 1970 to 2008
Most controversial event	Trinity Parkway referendum November 7, 2007	Trinity Parkway in Dallas
Controversies with lawsuits	5	Dallas North Tollway intersection design; Dallas-Fort Worth Turnpike toll removal; IH 30 Lancaster Elevated in Fort Worth; SH 161 alignment dispute in Grand Prairie; SH 190 in Carrollton
Longest lawsuit	17 years April 6, 1983 - February 11, 2000	SH 161 in Grand Prairie, alignment dispute
Controversies with elections	3	Trinity Parkway in Dallas; SH 190 in Carrollton; SH 190 in Rowlett
Controversy affected by the 1982 governor election	Central Expressway widening	Mark White's victory resulted in an immediate suspension of planning for the upper deck
Freeways or tollways canceled due to opposition	0	



In 1964 the Automotive Safety Foundation published this 56-page, large-size booklet *What Freeways Mean to Your City*. The pro-freeway booklet included photos of new freeways across the United States with descriptions of the economic and safety benefits provided by the freeways. North Texas was well-featured in the booklet. The chapter "An Incentive to Industry" began with a photo of Stemmons Freeway very similar to the photo at Inwood Road on page 193, and the photo of the Houston & Texas Central Railroad on page 79 is included along with a photo of the completed freeway built on the railroad location. Photos of Six Flags Over Texas are included in the chapter "Freeways and Recreation".

The Safety Foundation published the booklet likely because of emerging anti-freeway sentiment. The publication states "Although 90 percent of the cost of Interstate Highway construction is borne by the Federal-Aid program, urban freeways, nevertheless, become the center of considerable controversy in many communities. … But controversy should not be permitted to obscure in the mind of any thoughtful citizen the basic considerations, good or bad, which underlie this vital program."

After the first North Texas freeways opened in 1949, North Texas experienced its first freeway controversy fueled by public opposition in 1965 along the Dallas North Tollway.

Freeway Opposition Groups

Group Name	Acronym	Project	Issue	Years Active	Influence	Outcome
Interstate 30 Citizen Advocates for Responsible Expansion	I-CARE	IH 30 in downtown Fort Worth; Chisholm Trail Parkway (CTP) in Fort Worth	Removal of elevated freeway; opposed CTP	1983-1989; 2000	Very high	The most influential, well-organized and successful anti-freeway organization in North Texas freeway history. Backed by Fort Worth business interests and the Bass family. Achieved its goal of removing the Lancaster Elevated. Organization was resurrected in 2000 to oppose the Chisholm Trail Parkway.
Association Concerned about Tomorrow	ACT	SH 161 in Grand Prairie	Change alignment	1975-2000	High	Financed the longest-running legal dispute, 17 years between 1983 and 2000. Lost on appeal in 2000, tollway opened in 2009.
Homeowner Association for Values Essential to Neighborhoods	HAVEN	SH 190 Bush Turnpike in Carrollton	Block construction	1982-1990	High	Financed lawsuits to block the construction of SH 190 Bush Turnpike in Carrollton. Courts ruled in favor of the freeway in 1989 and 1990. Tollway opened in 2001.
Citizens United to Relocate Vehicular Expressway	CURVE	SH 190 Bush Turnpike in Carrollton	Change alignment	1982-1983	High	Attempted to move the alignment north of the planned alignment. Was influential in 1982 election on freeway buffer zone.
Highway Information Committee	-	Interstate 30 in downtown Fort Worth	Corridor width and right-of-way acquisition	1945-1946	High	Delayed the freeway and altered the design
Community Response Coalition	-	Interstate 635 widening in north Dallas	Opposition to widening	1991-1992	High	TxDOT quickly scrapped its original widening plans
Fort Worth Alliance for Responsible Development	FORWARD	Southwest Parkway in Fort Worth	Opposed construction	1998-2000	Moderate	Failed to stop the project but prompted more study and improvement of aesthetics
People Against Double Decking	PADD	Central Expressway widening in Dallas	Opposed elevated structures	1982-1983	Moderate	One of several groups opposing elevated structures. Elevated structures were ultimately removed from the design.
North Central Beautification Committee	-	Central Expressway widening in Dallas	Opposed elevated structures	1979	Moderate	One of several groups opposing elevated structures. Elevated structures were ultimately removed from the design.
Families for Rowlett, Concerned Citizens of Rowlett	-	SH 190 Bush Turnpike in Rowlett	Change alignment or block construction	1989	Moderate	Used its influence to have a public vote on a city ordinance opposing the project. The ordinance passed, but the tollway was eventually built.
Citizens for Fair Government	-	SH 190 Bush Turnpike in Garland	Change alignment or block construction	1989-1990	Low	Had little political influence
Stop121Tolls.com	-	Tolling of SH 121 Sam Rayburn Tollway	Opposed tolling	2004	Very low	Had negligible influence on the toll road dispute, which was mostly a conflict among government agencies

CANCELLATIONS

North Texas freeway planners have planned big and dreamed big since the 1950s. Most of the freeway aspirations became today's extensive freeway network. But financial limitations, public opposition and shifting needs delivered a dose of reality to many proposed freeways, resulting in a lengthy list of canceled freeways. A few other freeways, while never included on the official regional plan, were proposed and discussed by officials, only to be quickly discarded as wishful thinking.

While the list of canceled freeways may be long, the impact of the cancellations on North Texas has been generally low. Nearly all the critically needed freeways were built—only the cancellation of the north and west sides of the downtown Fort Worth freeway loop may have a long-term negative transportation impact. Many of the canceled freeways were added to the regional plan in 1967 and were almost instantly unrealistic as the political climate soon became hostile toward new urban freeways. Only three canceled freeways, all in Fort Worth, had officially been adopted into the state highway system. And most amazingly, the present-day North Texas freeway network is entirely free of artifacts of canceled freeways—there's nothing actually built to suggest that plans were once more extensive.

The Age of Cancellations Begins

From the 1940s through 1974, the story of freeway planning in North Texas was growth and expansion. The basic network was added to planning maps in the 1950s, and the 1967 *Dallas-Fort Worth Regional Transportation Study* (see page 51) greatly expanded the planned freeway network, proposing a freeway system which began to approach the amazingly extensive Los Angeles plan. But adding freeways to an official planning map is far easier than actually building the freeways, and in the 1970s the overly ambitious freeway plans of North Texas and other cities around the United States were due for a major downsizing.

In North Texas the era of freeway cancellation began in June 1974 with the approval of a revised version of the long-term regional transportation plan. In Dallas, nearly all unbuilt freeways inside the Interstate 635/Interstate 20 loop were removed from the plan. As the head of TxDOT's regional planning office Dan Walden stated in June 1974, "It seems to me it became obvious to most people in the highway department, perhaps five years ago, that it was no longer feasible to build freeways through densely developed areas." The only remaining newly planned freeway in Dallas was the River Freeway, today's proposed Trinity Parkway, planned to be built on vacant land in the Trinity floodway. But he added, "Just because we took those freeways out, it doesn't mean there isn't a need in those areas. There is still a transportation need." Walden's statement was confirmed in the following decades as downtown Dallas became a major traffic choke point, and in 2013 hopes for providing relief still rest on construction of the controversial Trinity Parkway toll road and a potential long-term reconstruction of freeways on the west and south sides of downtown, the proposed but deferred Project Pegasus.[15]

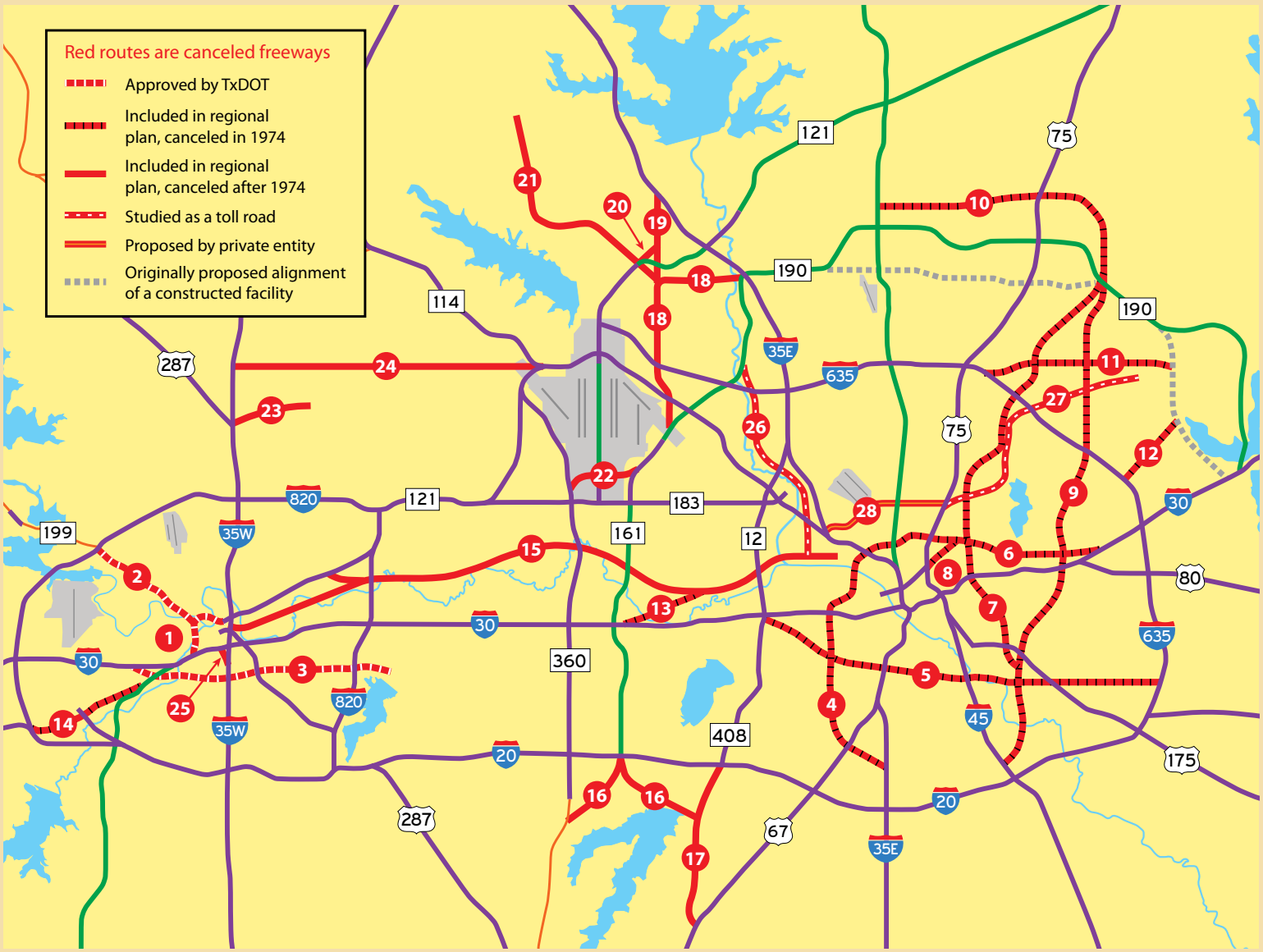
Fort Worth had fewer planned freeways, and in 1974 there was only one immediate cancellation, the proposed South East-West Freeway which was aligned along East Rosedale Street in east Fort Worth. The freeway was originally envisioned in 1955 when east Fort Worth civic interests demanded a toll-free freeway after the Fort Worth to Dallas freeway was designated to become the Dallas-Fort Worth Turnpike. The section of the turnpike in east Fort Worth became toll-free in 1964, eliminating the toll issue. In 1974, after the cancellation, TxDOT Fort Worth District Head J.R. Stone also noted that "The proposal [for the South East-West Freeway] drew strong opposition from neighborhood groups."[16]

With the downsizing of the regional transportation plan in 1974, North Texas was experiencing the same transportation planning adjustments that were occurring in cities all over the United States as planned freeways were being erased from freeway-heavy planning maps developed in the 1950s and 1960s. The more grandiose the freeway plans, the more extensive were the freeway casualties. Los Angeles had the densest network of proposed freeways, a planned 1540-mile system of which 680 miles had been completed in 1975. After a spate of cancellations in the mid-1970s resulting from both declining funding and public opposition, nearly all the planned but unbuilt freeways were canceled. The few remaining planned routes were slowly built over the following decades, with only one new freeway built in Los Angeles (Interstate 105, opened in 1993) and all others in suburban areas.[17]

The Absence of Canceled Freeway Artifacts

In most large cities, cancellation of planned freeways has left artifacts in the design of existing freeways which allow the modern-day amateur freeway archaeologist to gather clues about the plans of the past. But, curiously, existing North Texas freeways are entirely devoid of artifacts of canceled freeways.

The most obvious and dramatic sign of a canceled freeway is a freeway which comes to an abrupt and illogical end—the dead-end freeway. Other more subtle artifacts provide clues about canceled freeways. The "ghost ramp" is an abandoned or unused connection to a freeway which was never built. In other cases, large or high-capacity connection ramps were built to accommodate future freeways, but after the freeway cancellation the ramp is used by



The red lines on this regional map show all the freeways which were planned or proposed but ultimately were deleted from plans or no longer considered. These routes vary substantially in terms of the level of official government endorsement and effort expended to move the project forward.

What qualifies as a canceled freeway? In the strictest sense, the only freeways which qualify are freeways approved into the state highway system or approved for construction by a toll road agency and then later canceled. Only three freeways, all in Fort Worth, meet this strict definition. The majority of canceled freeways were freeways included in the official long-term regional transportation plan, but not formally adopted by TxDOT or a toll road agency. Finally, there are freeways which were proposed and received consideration from public or private entities, but were not included in the official regional transportation plan. These three levels of canceled freeways are indicated in the map above and in the specific project listing and description.

traffic connecting to local streets. Other design characteristics indicating plans for connections to canceled freeways include the stub-out, where the beginning of a connection ramp is built into the pavement of a freeway, and freeway width irregularities, such as a section of freeway with wider right-of-way intended to accommodate a future interchange. Across all of North Texas, none of these artifacts exist.* How can the complete absence of canceled freeway artifacts in North Texas be explained?

First, nearly all North Texas canceled freeways were

* Spur 366 (the Woodall Rodgers Freeway) approaching the Margaret Hunt Hill bridge, opened in March 2012, includes a stub-out for a connector ramp to the planned Trinity Parkway toll road. If the controversial Trinity Parkway is canceled, North Texas will have a canceled freeway artifact.

Freeways Adopted Into the State Highway System by TxDOT

These freeways meet the strictest definition of a canceled freeway

Item	Name or Route Number	First Proposed	Canceled	Effort Expended	Notes
1	SH 121 downtown Fort Worth	1958 by City of Fort Worth; first included in the official regional plan in 1967	2000	Very High	This section of SH 121 would have completed the loop around downtown Fort Worth. This canceled freeway received far more political and administrative effort than any other canceled freeway in North Texas. For the complete story, see page 513.
2	SH 199 inside Loop 820, Fort Worth; shown as the Northwest Freeway in plans	1967 Regional Plan	2000	Low	This section of SH 199 would have connected into the canceled section of SH 121 around downtown Fort Worth and was canceled at the same time as the downtown section of SH 121. Effort to build this section was minimal.
3	Fort Worth South East-West Freeway, also called the Rosedale Avenue Freeway	East section was part of a 1955 compromise to appease east Fort Worth residents upset over the DFW Turnpike; route was included in the 1967 regional plan	1974	Low	There appears to have been minimal effort to actually construct this freeway, especially after the Fort Worth section of the Dallas-Fort Worth Turnpike was made toll-free in 1964. TxDOT was quick to abandon this freeway in 1974.

Freeways Proposed in the 1967 Regional Transportation Plan and Canceled in 1974

Nearly all of these freeways crossed through urbanized areas and were infeasible both politically and financially by the early 1970s. Other than being included in the 1967 and 1971 regional plans, there appears to have been negligible progress toward construction of these freeways.

4	Oak Cliff North-South Freeway	1967 Regional Plan	1974	Very Low	
5	Oak Cliff East-West Freeway				
6	North Dallas East-West Freeway				Two alternate alignments were shown in the 1967 plan; the 1971 plan showed the recommended alignment.
7	East Dallas North-South Freeway				This freeway was intended to provide relief to Central Expressway. At the time it was proposed, it was easier to build a new freeway through residential areas than to expand Central Expressway.
8	Woodall Rodgers Freeway (Spur 366) east extension				
9	Garland North-South Freeway				
10	Plano Loop				This alignment is close to present-day SH 190/ Bush Turnpike but was further distanced from the originally planned alignment of Loop 9
11, 12	Connectors from IH 635 to Loop 9				
13	River Freeway to IH 30 connector				
14	Fort Worth South East-West Freeway[27]				It is unclear if this section of the South East-West Freeway was adopted in to the state highway system.

Freeways Included in Official Regional Plans and Canceled After 1974					
Item	**Name or Route Number**	**First Proposed**	**Canceled**	**Effort Expended**	**Notes**
15	River Freeway and Trinity Parkway	1967 west Dallas only; 1974 Dallas to Fort Worth	1986 inside Loop 820; 2007 everything except the Trinity Parkway in Dallas	High	A freeway or toll road in the Trinity corridor has been studied regularly since 1967. In 1974 the route was extended from downtown Fort Worth to US 175 southeast of downtown Dallas. The connector to SH 121 in Fort Worth appeared in the 1979-81 transportation plans only. The section inside Loop 820 in Fort Worth was canceled in 1986. After 2007, only the Trinity Parkway in Dallas remained. (Page 328)
16	SH 161 South Extension	1967	1986	Very Low	In 1967 the south extension connected westward to SH 360; starting in 1978 it connected eastward to a proposed extension of Spur 408.
17	Spur 408 south extension	1967	1986	Very Low	This extension connected into Loop 9, the originally planned Dallas Outer Loop.
18	Loop 9 Original alignment	1964	1986 for north-south section; 1990 for east-west section	Moderate	The Dallas Outer Loop, originally designated as Loop 9, followed this alignment. This alignment was actively studied and promoted in the 1970s. This can be viewed as a partial cancellation since the Bush Turnpike several miles east replaced it.
19	Loop 9 Lewisville extension	1967	1978	Low	This segment connected the northwest corner of the originally planned Loop 9 to IH 35E. It was replaced by the proposed Mid-Cities Freeway.
20	SH 121 Lewisville	1967	Appears to be deleted by 1979; definitely gone in 1986	Very Low	This short section of freeway became obsolete when the SH 121 Lewisville bypass was added in 1986.
21	Mid-Cities Freeway	1978	1986	Very Low	It is unclear where the northern terminus of this freeway was planned since this proposed freeway extended to the edge of the study area.
22	DFW Airport South Bypass	1993	2004	Low	Downsized to an arterial street in 2004
23	North Fort Worth Spur to IH 35	1990	1993	Very Low	This freeway appeared on only one official plan, and it appears to have been proposed due to the demise of the North Tarrant County Freeway.
24	North Tarrant County Freeway[28]	1986	1990	Moderate	The map location is approximate since an exact alignment was not defined. This freeway was endorsed and strongly promoted by Tarrant County Commissioners Court in 1988. However, affluent Colleyville and Southlake opposed and blocked the freeway.
25	Jones-Calhoun Street Connection South	1979	1986	Very Low	This short connection was intended to provide improved access into downtown Fort Worth from IH 35W south.

not officially approved by TxDOT to be part of the state highway system. The canceled freeways were included in the official regional transportation plan prepared by the regional planning agency or were studied by other entities such as toll road authorities. Consequently, TxDOT did not make provisions for the proposed freeways in the design of actually constructed freeways. In contrast, most of the canceled freeways of Los Angeles were included in the official plans of the California Department of Transportation (Caltrans), so Caltrans designed many existing freeways to accommodate the planned freeways which were later canceled.

Second, the large expansion of the North Texas freeway plan took place in 1967 after many of the freeways intersecting the planned freeways were already built or designed. In contrast, most of the canceled freeways of Los

Routes Studied or Considered as Toll Roads					
Item	**Name or Route Number**	**First Proposed**	**Canceled**	**Effort Expended**	**Notes**
26	Trinity Elm Fork Tollway	1986	study ceased by 1988	Low	The section of the Bush Turnpike between IH 635 and IH 35E follows its proposed alignment.
27	Garland Toll Road	1960	1979	Moderate	First proposed in 1960 and formally studied in 1979. Several alignments were considered and the alignment shown was the most feasible. The DART Blue Line light rail was built in this corridor.
28	Mockingbird Toll Tunnels	2000	2000	Low	Proposed by a private firm in 2000 but died a quick death when affluent, politically well-connected residents of Highland Park and University Park decided to oppose it.

Angeles were added to the regional plan in the 1950s or earlier, prior to construction of most existing freeways.

And third, no freeways in North Texas were partially canceled after a section directly adjacent to the canceled section was built. In fact, there have only been two partial cancellations of freeways in North Texas, SH 121 on the north side of downtown Fort Worth and SH 199 inside Loop 820 in Fort Worth. In the case of SH 121 at its western freeway terminus at IH 35W on the northeast side of downtown Fort Worth, the freeway connections into downtown Fort Worth were built before the designation of the freeway section west of IH 35W. In the case of SH 199, the freeway at the point of the partial cancellation (at Loop 820) still has not been built. In contrast, many freeways in Los Angeles were partially constructed prior to being canceled, leading to numerous dead-end freeways including the Long Beach Freeway (IH 710) with two abrupt dead ends, the Glendale Freeway (CA 2) and the Marina Freeway (CA 90). In Houston, the LaPorte Freeway (SH 225) comes to an abrupt halt inside Loop 610 because of its cancellation in the mid-1970s due to insufficient funding and public opposition.

Due to the unique circumstances of North Texas freeway cancellations, the only place where evidence of canceled freeways can be found is in old planning documents and press reports.

Adjustments Lead to a Few More Cancellations

When the North Texas freeway plan was scaled back in 1974 it was restored to a more realistic vision and was poised for steady refinement and overall growth as regional needs shifted. Projects which were politically difficult, excessively costly or not essential to long-term transportation needs were eventually erased from the plan. The most notable post-1970s cancellation took place in 2000 when SH 199 inside Loop 820 in Fort Worth and SH 121 around the north and west sides of downtown Fort Worth were canceled. Other freeways planned in the 1970s, including the Trinity River Freeway between Dallas and Fort Worth, were eventually deleted.

While building new freeways and tollways became far more difficult after the 1960s, it hasn't stopped political leaders and business interests from proposing their dream freeways. The more notable proposals which received some attention but failed to move forward include a toll road to Garland, an east-west freeway in north Tarrant County and a toll tunnel underneath Mockingbird Lane. (See map and project summary for details.)

The long-term transportation plan for North Texas in place in 2013 includes two large projects which are at risk of cancellation. The future of the controversy-plagued Trinity Parkway toll road in Dallas remains uncertain, and it could face sudden death if political, financial or engineering issues become unfavorable. The regional outer loop is a vast and expensive long-term project which may or may not move forward. In 2013, only the section in Collin County between the Dallas North Tollway and SH 121 is reasonably certain to eventually be built.

The Proposed Garland Toll Road

Efforts to build a freeway to Garland began in 1960 when Dallas County Commissioner Mel Price began promoting the project, suggesting a route which followed the railroad corridor alongside and just south of SH 78 Garland Road. Discussions continued in 1960, but the project faded away quickly due to the lack of funds available for new freeway projects. A freeway serving Garland was added to TxDOT's long-term development plan in 1965 and the route was included in the 1967 *Dallas-Fort Worth Regional Transportation Study* as the Garland North-South Freeway. The Garland North-South Freeway was removed from the long-term regional plan in 1974, but the project remained under consideration as a toll road. Dallas County Commissioner David Pickett became the chief advocate of the project, believing that support in Garland and among businesses could overcome the opposition in Dallas.[18]

In July 1976 a Dallas City Council committee voted unanimously to deny Pickett's request for an endorsement of the project, citing cost, parkland and neighborhood impacts, and its view that the project would be counterpro-

ductive to inner-city revitalization efforts.[19]

Pickett continued efforts to advance the toll road project without the support of Dallas, asking the Texas Turnpike Authority (TTA) to study its feasibility. The City of Dallas blocked a formal study of the toll road for the next two years, but then allowed it to move forward and the TTA began a study in January 1979. In October 1979 the study concluded that the most feasible alignment for the toll road started near the intersection of Central Expressway and Mockingbird, following the MKT railroad corridor to Garland. This railroad corridor later became the DART Blue Line light rail to Garland. The toll road faced a broad spectrum of difficulties. In addition to the lack of support from Dallas, there was controversy over which alignment was best, uncertain financial feasibility as a standalone project, expected strong opposition from neighborhoods, no politically powerful advocate for the project and complications for any alignment terminating at Central Expressway. The Garland Tollway was doomed, and after 1979 it was dead, never to be considered or discussed again.[20]

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CENTRAL
EXPRESSWAY
the original

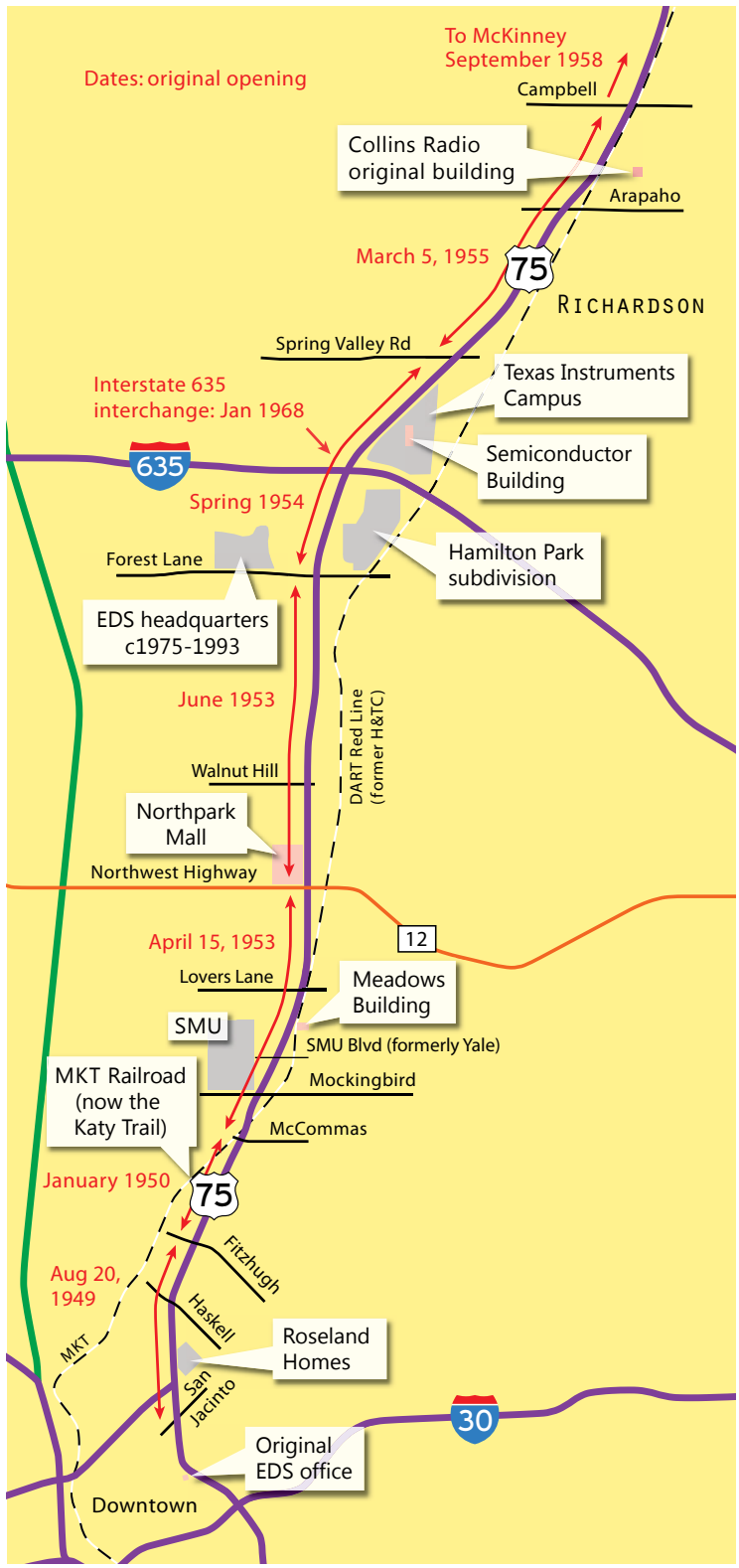
CHAPTER
3

Central Expressway
The Original

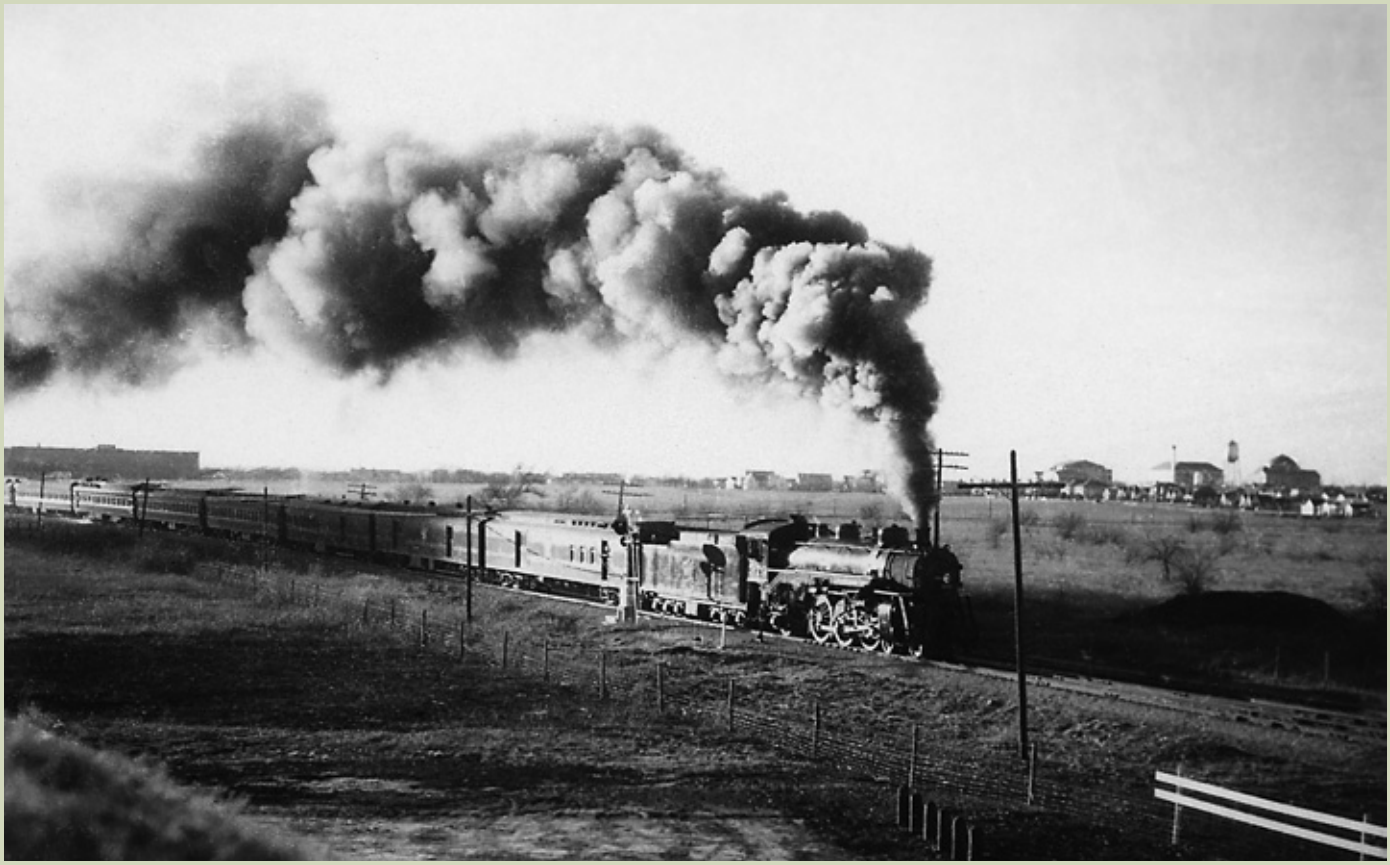
The freeway era in North Texas began on August 19, 1949, when a crowd estimated at 7000 celebrated the opening of the first section of Central Expressway. Just three years earlier the path of the freeway was the Houston & Texas Central Railroad, the first railroad to be built through Dallas. It was a symbolic moment of triumph for the private automobile as it displaced the railroad for personal transportation. Widespread ownership of automobiles and newly built freeways were poised to transform cities all across the United States. In North Texas, Central Expressway would lead the way into the freeway era, becoming the focus of freeway-inspired innovations and quickly developing into the modern-day main street of Dallas.

Many of the defining attributes of modern-day North Texas were pioneered along Central Expressway. The Meadows Building, opened in 1955 alongside Central Expressway near Lovers Lane, was the first large office building outside downtown and paved the way for the expansion of business into the suburbs. The explosive growth of high-tech industry and the rise of the suburban technology campus began along the Central Expressway corridor in 1958 when Texas Instruments opened the first building of its Central Expressway campus and Collins Radio opened a microwave engineering center in Richardson. Families flocked to the new upscale suburban neighborhoods along Central Expressway and young singles congregated in the large apartment complexes alongside the freeway near Lovers Lane. While it was influential in shaping modern Dallas, Central Expressway also became the first to experience freeway-related problems, including traffic congestion starting in 1953 and, in the 1970s and 1980s, tremendous controversy over how to improve the freeway.

The original Central Expressway remained virtually unchanged in Dallas all the way into the early 1990s when construction finally began on the modern-day freeway. Anyone who experienced the original Central Expressway is certain to always remember it. Its substandard 1940s design was a time capsule from Dallas' freeway past. With photographs we can return back in time to relive the era of the original Central Expressway—a time when the possibilities for the new freeway future seemed limitless.

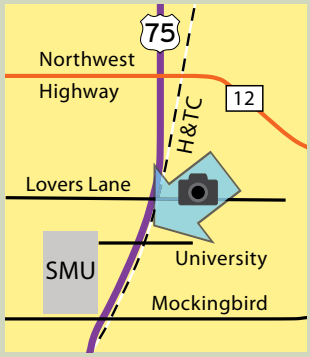


THE HOUSTON & TEXAS CENTRAL RAILROAD



Degolyer Library, Southern Methodist University[10]

This photo dated 1940 shows the Texas Special passenger train cruising north on the Houston & Texas Central tracks just south of Lovers Lane. Central Expressway was built just beyond the tracks. The buildings of SMU are visible in the background, including Ownby Stadium (now Ford Stadium) at the far left and campus buildings on the right. The Texas Special was a popular service between San Antonio and St. Louis operated jointly by the Missouri-Kansas-Texas Railroad (also known as the MKT or Katy) and St. Louis-San Francisco Railway (also known as the Frisco) between 1915 and 1964.



The era of railroad transportation in North Texas began on July 16, 1872, when the first train rolled into Dallas from the south on the tracks of the Houston & Texas Central (H&TC) Railroad. A huge celebration was held for the arrival with an estimated crowd of 5000 to 6000 in attendance, quite impressive since Dallas had only 900 residents at the time.[11]

The railroad nearly bypassed Dallas since preliminary plans aligned the H&TC about halfway between Dallas and Fort Worth and later about eight miles east of present-day downtown. Dallas lured the railroad to be a mile east of the city business district with an offer of $5000 and 115 acres of land. Immediately, railroad transportation allowed cotton and grain farmers to ship freight to distant markets, prompting a boom in the local economy. With the arrival of the Texas & Pacific railroad, an east-to-west line, in 1873, Dallas became a railroad junction and the rise of North Texas into a major urban center began.

The H&TC was extended north of downtown on the alignment of the present-day Central Expressway to Mockingbird. North of Mockingbird, the present-day DART red line is built on the alignment of the H&TC. The railroad was completed to McKinney in November 1872 and Denison on the Texas-Oklahoma border in 1873. H&TC was acquired by Southern Pacific in 1883 but continued to operate under the Houston & Texas Central name until 1927 when Southern Pacific consolidated its operations into the Texas and New Orleans Railroad.[12]

The first proposal to remove the railroad was the Kessler Plan of 1911 which recommended building Central

DeGolyer Library, Southern Methodist University[10]

Houston & Texas Central locomotive #245 was built by Schenectady Locomotive Works in 1895 and was scrapped in 1938.

Boulevard on the railroad alignment. Southern Pacific Railways proved to be a tough negotiator and Dallas officials spent the next thirty years trying to reach an agreement for the purchase of the railroad. On June 4, 1941, a contract was signed for the purchase of the H&TC railroad right-of-way for Central Expressway. Plans for the freeway were placed on hold due to World War II, but in 1947 work was underway and the H&TC tracks north of downtown were dismantled.[13]

Central Expressway is named for the Houston & Texas Central Railway. When the name Central Expressway was adopted, "expressway" was the term used for a freeway. In 1951 TxDOT began to differentiate the terms freeway and expressway, educating public officials that the term freeway was correct for a limited-access highway such as Central Expressway. So, the name of Central Expressway pays tribute to its railroad past and also is an artifact of the era when freeways were called expressways.[14]

This photograph dated 1947 shows the Houston & Texas Central railroad corridor near present-day Woodall Rodgers Freeway just prior to the removal of tracks for construction of Central Expressway. The area along the tracks near downtown was decayed and run-down, certainly helping to contribute to the strong community support for conversion of the corridor into a boulevard or freeway.

Dallas Public Library[15]

Starting in 1911, virtually everyone in Dallas agreed that the Houston & Texas Central (H&TC) railroad tracks should be removed so the corridor could be converted into a parkway or boulevard. Everyone, that is, except the railway. Efforts to relocate the H&TC tracks and clear the way for Central Expressway continued for the next thirty years.

The first plan to recommend the realignment and consolidation of the railroads converging on downtown Dallas was the *City Plan For Dallas*, authored by George Kessler in 1911. Kessler (1862-1923), a highly regarded landscape architect and planning expert from Kansas City, recommended the construction of a belt loop of railroads around downtown Dallas, allowing for the removal of numerous railroads including the H&TC which would be converted into Central Boulevard, a six-lane parkway on a 200-foot-wide corridor. A comprehensive engineering study of Dallas railroads in 1915 concluded that the ultimate solution for relieving downtown railroad congestion was the construction of the belt loop around downtown and the removal of tracks within the belt loop, including the H&TC. In the following years substantial progress was made to implement parts of the railroad improvement plan, including the construction of Union Station in 1916, grade separating the Missouri, Kansas and Texas (MKT) Railway in 1919, and the removal of the Texas & Pacific tracks from Pacific Avenue in downtown Dallas in 1921. But progress on the H&TC relocation was elusive.[1]

In 1921 removal of the H&TC tracks from downtown to the MKT tracks at Mockingbird Lane was at the top of the list of proposed track removals and Mayor Frank Wozencraft appointed a committee to negotiate with the railway. There were signs of progress in April 1923 with a tentative agreement to relocate the tracks for $2 million, but the deal was not completed. Various commissions, committees, and associations continued efforts to relocate the railroad in the following years, but in 1927 the railway's parent company, Southern Pacific, was still unwilling to relocate.[2]

A new plan for citywide improvements called the Ulrickson Plan was formulated in 1927 and a $24 million bond issue approved by the voters in 1928 allocated $450,000 for the track removal. By this time the MKT railroad was fully grade separated and available as an alternate route, and the railway expressed a willingness to negotiate. The mayor appointed another committee in 1928 to push the track removal to completion. Once again, progress was elusive. Discussions continued into the early and mid-1930s.[3]

The section of the H&TC railroad south of downtown was the main point of contention between Dallas and Southern Pacific Railways. Dallas insisted that the southern section be included in any acquisition deal since there were plans to convert it into South Central Expressway, today's US 175 S. M. Wright Freeway. But Southern Pacific was not willing to relinquish the track since it provided the most direct route to its freight terminal at the southeast corner of present day Cesar Chavez Boulevard and Canton, and taking another route would add an hour of delay to each train.

In 1936 the railroad was willing to sell the north section of the H&TC tracks, from downtown to Mockingbird, for $250,000. But without the south section of tracks, a deal could not be reached.

Dallas City Council, which had become annoyed and irritated with the lack of progress, passed an ordinance in September 1936 requiring the railway to remove all crossings with city streets within five months. The only way the railway could comply would be to remove the tracks. Southern Pacific responded with a lawsuit. Before the issue reached trial, the Dallas Chamber of Commerce acted as a mediator and an arbitration committee was formed to continue negotiation. By July 1937 a tentative agreement had been reached for the removal of tracks north of Commerce Street, allowing the tracks to remain south of downtown with a plan to build parallel roadways alongside the tracks. South Dallas interests who wanted the tracks removed strongly opposed this plan, so it was not able to move forward.[4]

Demands to move the Central Boulevard project forward were building to a crescendo in the late 1930s as civic groups, City Hall and the planning commission all designated it as their top priority for civic improvement. A new round of negotiation was launched in the summer of 1938 at the urging of the Dallas Chamber of Commerce. In mid-1939 negotiations remained stalled as the railroad refused to abandon the track south of downtown, and south Dallas interests refused to accept any deal which did not include removal of the south Dallas tracks.[5]

The 1936 ordinance requiring H&TC to remove its track was officially repealed in 1939 as a good faith measure in the negotiating process. The legal merit of the ordinance was questionable and it was unlikely to survive court scrutiny. Dallas concluded it would need to construct new railroad track to provide efficient access to the Southern Pacific downtown freight terminal. In October 1940 a joint engineering study between the City of Dallas and Southern Pacific provided a detailed proposal for a new railroad to the terminal costing $853,176. Finally, the ingredients for a deal were available and in December 1940 an agreement was reached. Dallas agreed to pay $50,000 for the railroad tracks on the Central Expressway alignment from Main Street to Mockingbird. In exchange for the track south of downtown, Dallas would pay the cost of constructing the new railroad spur track to the freight terminal.[6]

On June 4, 1941, a contract-signing ceremony took place at the Hall of State at Fair Park. It was definitely a moment to celebrate—the culmination of 30 years of dreaming, planning, negotiation, disagreements and, finally, compromise.[7]

These views show the beginnings of Central Expressway just north of downtown. At right, clearance of the corridor is underway at Lemmon Avenue in 1947 with the H&TC railroad track still in place. The Roseland Homes housing project is visible in the mid-left. The lower photo dated October 15, 1947, shows construction underway on this section of the freeway with the overpass at Hall Street taking shape adjacent to Roseland Homes. For more information on Roseland Homes, see page 104.

UT-Arlington Library Special Collections[8]

Dallas Public Library[9]

From Boulevard to Expressway

Since the first proposal in 1911 the corridor had been known as Central Boulevard and was envisioned as a high capacity thoroughfare street on a 200-foot-wide right-of-way with a wide, landscaped median. Although the City of Dallas had acted alone in promoting and developing the project, it had always been expected that TxDOT would actually build the freeway once Dallas had obtained the right-of-way. Efforts to secure state participation began in October 1939 when Mayor Woodall Rodgers announced that the city was making $1 million available for its share of the cost of the project. World War II put plans for construction on hold, but planning and preparation for actual construction proceeded steadily during the war years.[16]

TxDOT and the Federal Bureau of Roads became partners in the project by early 1940 and their vision for Central Expressway was a state-of-the-art modern freeway, not just a boulevard. Their recommendation featured grade separations with all intersecting streets and proposed bringing the freeway through downtown with an elevated or trenched design. By June 1940 the City of Dallas agreed to make the design a grade-separated, freeway-type facility. The proposed changes dramatically increased the estimated cost of the project to $10 million, making a larger financial contribution from TxDOT critical. In March 1943 a formal agreement with TxDOT was signed, covering Central Expressway in both north and south Dallas. Dallas was responsible for utility relocation, construction of a drainage tunnel and acquisition of a right-of-way corridor with a minimum width of 182 feet. TxDOT would fund the freeway construction. It was expected that the overall project cost would be shared approximately equally between TxDOT and Dallas. Right-of-way acquisition was underway in mid-1943 after all agreements were finalized and signed.[17]

Engineering plans for construction were complete in July 1945 and in May 1946 TxDOT published a booklet with descriptive information and illustrations of the design for the entire length of the project. A groundbreaking ceremony was held on March 3, 1947, with Mayor Woodall Rodgers shoveling the first load of dirt. With construction imminent, removal of the H&TC railroad tracks was underway in August 1947.[18]

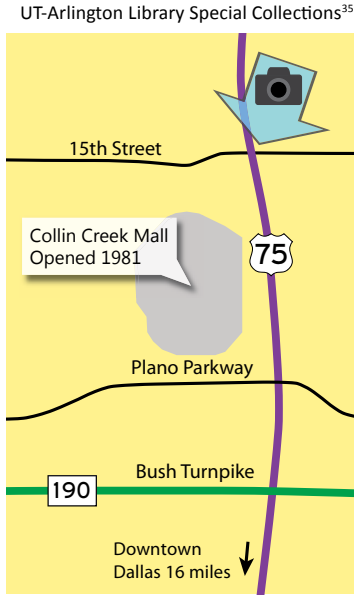
Even as everyone was pleased to see the decades-long goal being realized, cost increases were severely straining the city's finances and the project consumed virtually all available public works funds. By 1949 the overall project cost had risen to $25 million with the City of Dallas responsible for $14.3 million. In 2013 dollars, the corresponding values are approximately $140 million for the city share with an overall cost of $245 million. While the equivalent 2013 costs may not seem excessively high by modern standards, Dallas in the 1940s was a much smaller city with far lower government expenditures. Dallas' $14.3 million share was 62% of the 1949 city budget of $22.9 million. For perspective, 62% of the $2.0 billion 2010 City of Dallas

This March 18, 1951, view looking west along Mockingbird Lane shows the traffic detour around the freeway intersection to allow excavation of the underpass for the freeway main lanes. The long warehouse-style building in the background, at the southwest corner of Mockingbird and Central Expressway, was replaced by the Mrs Baird's bakery which began operations on August 24, 1953. On its opening, the Mrs Bairds's bakery was reported to be the largest automatic bread-making plant in the United States with a maximum capacity of 2 million pounds of bread weekly and a regular output of 1.4 million pounds per week. The bakery closed in 2002 and all buildings on the property were demolished in 2011.[33]

Dallas Public Library[34]

UT-Arlington Library Special Collections[35]

This view looks south along Central Expressway at 15th Street in Plano, showing the original construction of the freeway on May 24, 1955. At the time, Plano was still a remote rural settlement in Collin County. Collin Creek Mall opened in 1981 on the right side of the photo. The winding Collin Creek on the right side of the freeway was rerouted into a tunnel to allow construction of the mall.



operating budget is $1.24 billion.[19]

Construction progressed quickly and the first section was complete in August 1949. Central Expressway was not only the culmination of many years of dedicated effort, but it was also envisioned to be the first of more freeways which would propel Dallas to growth and prosperity. It was time for a party, and local leaders were eager to launch the freeway era in Dallas with a huge civic celebration.

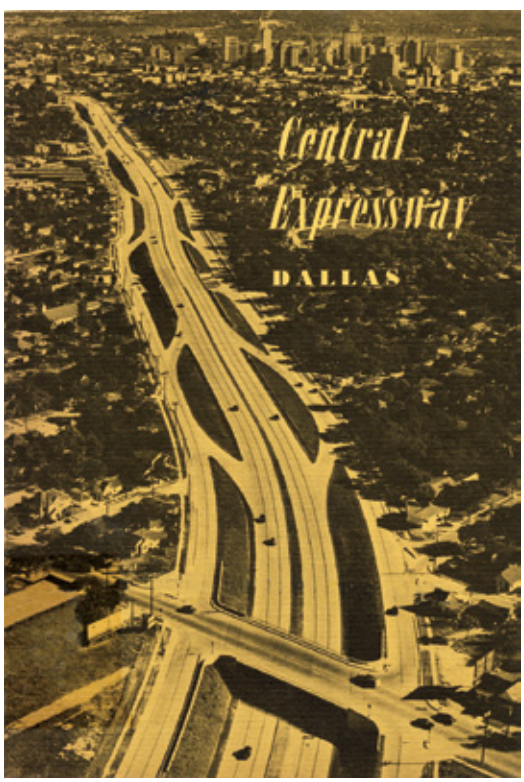
The opening celebration took place on Friday evening, August 19, at the Ross Avenue overpass. The event stage was colorfully decorated with streamers and flowers. An estimated crowd of 7000 joined the festivities, filling the freeway halfway to Hall Street. A large poster with an aerial view of the freeway was positioned behind the speaker's stand, and in front was a large replica model of the freeway. As dusk arrived, official ceremonies began with an overflight of six military aircraft which were illuminated with spotlights. Political officials made their comments, and Mrs Fred Wemple, wife of the chairman of the Texas Highway Commission, cut a ribbon on the expressway model to symbolically open it. Dorothy Savage, wife of Dallas Mayor Wallace

Also see: opening photos pages 1 and 2

A huge Friday evening celebration was held on August 19, 1949, for the opening of the first section of Central Expressway. A crowd estimated at 7000 gathered on the freeway at the Ross Avenue overpass for the dedication ceremony and post-ceremony dances, a square dance for whites and an "old-fashioned street dance" for blacks. A large poster featuring an aerial view of the freeway was placed behind the main podium, which was colorfully decorated with flowers and streamers.

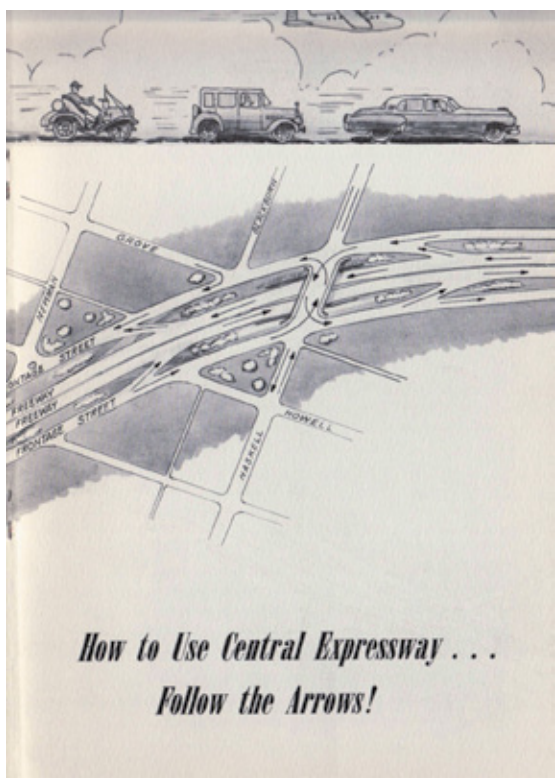
Dolph Briscoe Center for American History, The University of Texas at Austin[21]

Below is the cover from the event brochure and program which was distributed at the opening. The ceremonial ribbon was cut by Mrs Edith Wemple, wife of Texas Transportation Commission Chairman Fred Wemple, followed by the christening done by Mrs Dorothy Savage, wife of Dallas Mayor Wallace Savage. Mrs Savage broke a bottle of cologne over a model of the freeway.



Dallas Public Library[22]

This booklet was distributed to educate the public about the rules for driving on freeways.



Dallas Public Library[25]

This group of folks, looking like socialites, loaded into the 1948 Buick Super convertible for a photo on the Haskell overpass with the new Central Expressway forming the backdrop.

Savage, performed the freeway christening by breaking a bottle of cologne over the model. Two dances then began, a "mammoth" square dance for whites and an "old-fashioned street dance" sponsored by the Negro Chamber of Commerce for blacks.[20]

Popular, but Flawed

The opening of the first two miles was just the beginning for Central Expressway, as work was already underway on the next section to McCommas and plans were in place to extend the freeway all the way to Richardson. Beginning with a modest traffic count of 22,000 vehicles per day in April 1950, traffic steadily increased, reaching 32,000 vehicles per day in July 1951 and 43,000 vehicles per day in June 1952. In November 1952, with the freeway open only to McCommas, the city traffic engineer announced that Central Expressway was near its capacity limit at rush hour.[26]

After a long delay in the construction of the railroad overpass south of Mockingbird Lane due to a steel shortage*, the freeway was opened to Loop 12 on April 15, 1953. Increased traffic from the new extension was enough to push freeway traffic to the point of maximum capacity, and in June 1953 Central Expressway achieved another milestone: its first rush-hour traffic jams. Of course, the suburban and land development boom along North Central Expressway had only just begun, so traffic jams would become a way of life on Central Expressway.[27]

Exacerbating the traffic problem was the design of the freeway. The design was modern and even state-of-the-art for the 1940s, but by today's criteria it was horribly substandard. Anyone who drove the original expressway is certain to remember it vividly but not-so-fondly. The freeway main lanes went up-and-down like a roller coaster, with poor sight lines for drivers. The original freeway had no guardrail in the freeway's narrow center median, and 28 median crossover accidents occurred in the four years

* The railroad overpass served the Missouri-Kansas-Texas railroad, also called the MKT or Katy. The railroad bridge was permanently removed during the 1990s reconstruction and the railroad corridor west of Central Expressway was converted into the Katy Trail recreation path in 2000.

UT-Arlington Library Special Collections[24]

This view, taken just after the opening in August 1949, looks southbound at Haskell Avenue. This aerial perspective of Central Expressway with downtown in the background was popular, appearing frequently in publications including the September 19, 1949, issue of *Life* magazine.

National Archives[23]

This view looks southbound along Central Expressway at McCommas Avenue, which was the northern terminus of the freeway after the second section opened in January 1950. Barriers forcing traffic to exit can be seen at the northbound exit ramp just south of McCommas, indicating that this photo was made prior to the opening of the third section of freeway in April 1953. Left of the freeway is the “M-Streets” neighborhood, looking relatively new in this photo with minimal tree growth.

Dallas Public Library[37]

The most influential individual in getting Central Expressway built was Dallas Mayor J. Woodall Rodgers, who served from 1939 to 1947. In the above May 19, 1952, photo, Rodgers is on the right pointing to the freeway with William G. Vollmer, president of the Texas & Pacific Railway, at left. Many key events for the freeway took place during Rodgers' mayoral tenure largely due to his leadership, including the agreement for the purchase of the Houston & Texas Central railroad, the agreement with TxDOT for funding, the conversion of the planned boulevard into a full freeway and the elevation of the project to the top civic priority in Dallas, including a huge funding commitment from Dallas. Rodgers (1890-1961) turned the first shovel of dirt at the ground-breaking ceremony on March 3, 1947. Shortly after Rodgers exited office in 1947 there was an effort to name the freeway for him, but rules prohibited naming a street for a living person. Of course, Rodgers would get a freeway named in his honor, the Spur 366 Woodall Rodgers Freeway in downtown Dallas.[36]

from 1954 to 1957 with three fatalities, prompting the installation of a median barrier from downtown to Loop 12 in 1958.[28]

Getting on the freeway was often a harrowing experience since the on-ramps had virtually no merging zone with the main traffic lanes. And then there were the, well… idiots, who would come to a complete stop on the on-ramps as they awaited a gap in the traffic. A 1959 study by the Texas Transportation Institute quantified the high risk of accidents on the on-ramps, and found that 93% were rear-end collisions caused by vehicles stopped on the ramps. The geometrics of the on-ramps were never improved during the entire existence of the original Central Expressway, with relief not arriving until the major reconstruction of the 1990s.[29]

The original 1940s freeway design was called a first generation freeway by TxDOT, and engineers dramatically improved design standards for the second generation of freeways which would get underway in the mid-1950s. As early as 1964 there was discussion of major construction to expand Central Expressway's capacity, but no significant new construction would take place until the major rebuild

TxDOT Travel Information Division

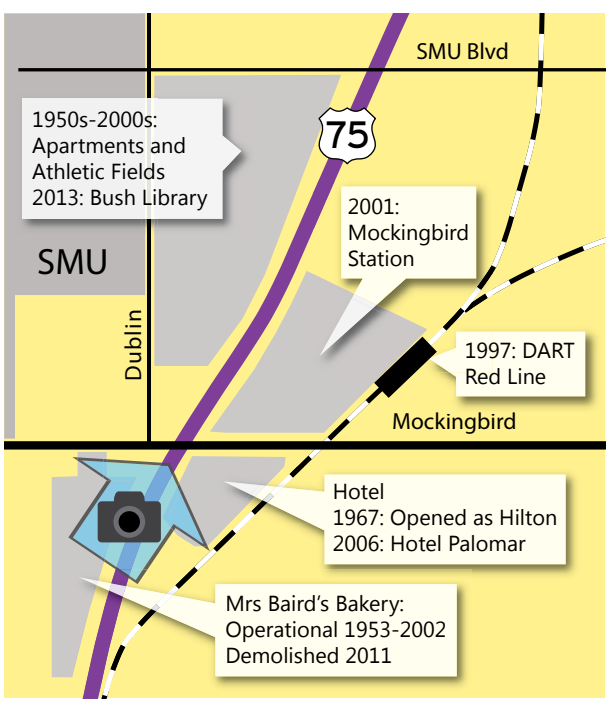
Bringing a taste of Las Vegas to Central Expressway This 1962 view looking south with the Haskell overpass in the background shows the Tropicana Inn alongside the freeway. When the motel opened in April 1960, three years after the Las Vegas Tropicana opened, a detailed report in the *Dallas Morning News* described its "semitropical setting highlighted with palm trees, date palms, banana trees and ferns combined with other greenery" and a front facade (not visible in the photo) with a "striking color contrast in the use of baffles in brilliant tones (gold, Indian red and two shades of green)". By the time of this photo, it appears that most of the tropical foliage was gone with one dead palm tree and one ailing tree remaining in the pool area. Automobile-friendly hotels along freeways were a growth industry as new freeways opened, and the most notable motor hotel in Dallas was the huge Marriott Motor Hotel along Stemmons Freeway (see photos page 194), proclaimed by J. Williard Marriot to be the world's largest motor hotel after a 1963 expansion. The Tropicana Inn was demolished between 1985 and 1989. In 1989 the Marriott on Stemmons Freeway also succumbed to bulldozers.

began in the 1990s. For 46 years the original Dallas Central Expressway existed virtually unchanged from its first generation design with only sporadic and token efforts to improve the situation.[30]

In 1964 the research arm of TxDOT, the Texas Transportation Institute, began studies and experiments on Houston's Gulf Freeway, another first-generation freeway which was clogged with traffic. Efforts focused on regulating the flow of vehicles at freeway on-ramps to minimize disruptions to the mainlane traffic, allowing the mainlane traffic to maintain higher average speeds. When the experiment completed in 1968 researchers concluded that ramp signals were an effective way to improve freeway flow and reduce the risk of rear-end collisions on ramps. Ramp signals were soon planned for Central Expressway.[31]

Signal lights on forty-one Central Expressway ramps between Lemmon Avenue and Spring Valley Road became operational in June 1971. It was believed to be only the third such installation in the United States and the most sophisticated system to date. Telephone lines were used to connect 320 sensors in the pavement to a computer which identified a traffic gap sufficient for vehicle merging and then sent a signal for a green light to the ramp meter. Six months later the project was proclaimed a success by traffic engineers who reported a 25% increase in traffic flow and a 50% decrease in accidents. The ramp signals remained in service until the major rebuild began in the 1990s.[32]

UT-Arlington Library Special Collections[38]



This view looks northbound along Central Expressway at Mockingbird Lane on June 6, 1957. The Mockingbird intersection became one of the busiest along Central Expressway as development and redevelopment would continuously evolve and enhance the area. The vacant land to the left of the freeway would be filled with apartments and athletic facilities in the years after this photo, but everything was cleared in the late 2000s for the Bush Presidential Library. The highly successful Mockingbird Station mixed-use development opened on the northeast corner of the intersection in 2001 following the opening of the DART rail station in January 1997. A Hilton hotel was built on the southeast corner of the intersection in 1967 and was redeveloped into the luxury Hotel Palomar in 2006. Just out of view of this photo on the southwest corner was the Mrs Baird's bakery, opened in 1953 and demolished in 2011. Numerous office buildings were built along the freeway, following the lead of the Meadows Building, the first suburban office building in Dallas opened in 1955 and visible alongside the freeway in the upper part of the photo.

Dallas Public Library[40]

This view shows the freeway at the northbound exit for Yale Boulevard in 1975. In the distance, just behind the Ramada Inn sign, is a sign for the Dallas Cowboys headquarters office at 6116 Central Expressway. The headquarters relocated to the present-day Valley Ranch location in August 1985. North of this exit the freeway had only four main lanes (two each way).

The City of University Park, which incorporated in 1924, named many of its streets for other universities around the country, perhaps trying to create a collegiate atmosphere in the neighborhoods around SMU, which opened in 1911. Since Yale Boulevard had an overpass at Central Expressway, the namesake of another university became one of the main access roads into SMU. At the request of SMU, University Park renamed the street SMU Boulevard in April 1993. However, a short section of Yale Boulevard remained in the Dallas city limits to the east of the freeway. When the SMU campus expanded eastward and the university occupied offices on Yale Street in the 2000s, SMU petitioned the City of Dallas to rename the Dallas section to SMU Boulevard, receiving official approval in September 2008.[39]

This photo near Lovers Lane provides a good view of the original narrow median which lacked a barrier. This photo was taken sometime between the freeway opening in April 1953 and the installation of the median guardrail in 1958.

TxDOT Travel Information Division

the Dreaded ON-RAMPS

For anyone who experienced the original Central Expressway, one of the strongest memories is surely the freeway on-ramps. And the memories are not good. The on-ramps between downtown and Loop 12 had practically no merging space. Once you reached the freeway main lanes, you could only hope for a gap in the traffic or a friendly motorist who would let you in. Oftentimes there was no such luck, and panicked motorists would regularly slam on their brakes at the end of the on-ramp as merging space ran out. Astute motorists were keenly

TxDOT Travel Information Division

On-ramp north of Henderson.

Dallas Public Library[44]

UT-Arlington Library Special Collections[43]

These views at the Haskell Avenue overpass show the substandard design of the freeway entrance ramps and the lack of an acceleration and merging lane. The top photo, taken in 1965, clearly shows the ramp feeding traffic directly onto the freeway with little or no space to maneuver. With the evening traffic congestion, stopping on the ramp was not particularly dangerous since it would be easy to accelerate to rush-hour speed to merge with the flow. In the July 1955 photo at left, two vehicles can be seen at the very end of the ramp, caught in the pinch-point and most likely stopped with full-speed traffic cruising past. The photos show that while the ramp safety issue was neglected, another safety issue—the lack of a median barrier—was addressed with the installation of the center guardrail in 1958. Twenty-eight accidents with three fatalities were caused by vehicles crossing the center median in the four-year period from 1954 to 1957.[49]

aware that stopping on the ramp was the worst thing you could do, but, alas, not all motorists were sufficiently savvy. A 1959 study found that rear-end collisions were the most common type of accident on the Central Expressway on-ramps.

For the entire lifespan of the original Central Expressway, from 1949 until reconstruction began in the early 1990s, no improvements were made to the geometry of the on-ramps. Ramp meters were added in 1970 to help keep mainlane traffic moving during peak-hour congestion, but merging was not a frightening experience during congested conditions with slow-moving traffic. Ramp meters were also operational in the off-peak traffic direction where there was free traffic flow, forcing the law-abiding motorist to stop on the ramp and then merge into 55-mph traffic.

The Downtown Dallas Section

Also see: History of Interstate 345 (the downtown section of the original Central Expressway) page 286

The downtown Dallas section of Central Expressway, south of Woodall Rodgers Freeway, was the first section of Central to be transformed by modern construction. The elevated lanes on both sides of the freeway through downtown were completed in 1973, but the original freeway remained mostly intact. By 2005 all of Central Expressway north of Woodall Rodgers had been rebuilt and in 2007 one of the remaining original overpasses on the downtown section was demolished for a new light rail transit line. In 2012 the only remaining traces of the original Central Expressway can be found at Ross Avenue–the original structure of the overpass which is still in use.

Dallas Historical Society[77]

This view looking toward downtown shows the Ross Avenue overpass in 1954. The opening ceremony for the first section of freeway took place on this overpass on August 19, 1949. The present-day elevated structures were completed along both sides of the freeway in 1973. After the 2005 completion of the High Five interchange, the downtown section shown here had the only remaining structures from the original North Central Expressway. After the 2007 demolition of the overpass in the distance at Goode-Latimer, the Ross Avenue overpass became the only remaining original structure, although it has been widened on both sides.

UT-Arlington LIbrary Special Collections[78]

This August 26, 1953, photograph looking north shows the downtown terminus of the original Central Expressway. Nearly all the buildings in the foreground have been demolished, many in the late 1960s to clear right-of-way for the elevated freeway lanes which opened in 1973. Only one of the warehouse structures on the lower right side still remains. Buildings to the left of the freeway succumbed to obsolescence and were demolished. The original freeway has also been partially demolished with the 2007 removal of the first overpass in conjunction with the construction of the DART Green Line.

Walnut Hill and Royal Lanes

TxDOT Travel Information Division

"Take the tunnel under the freeway to the back nine" North of Loop 12 Dallas was still semirural when Central Expressway opened in 1953. As can be seen in this undated 1950s-era photo, the frontage roads were still two way, typical for rural areas. This view looks southeast at the intersection with Walnut Hill Lane, showing the Glen Lakes Country Club golf course. The five holes on the east (left) side of the freeway connected to the thirteen holes on the west side with a tunnel underneath the freeway, visible just south of Walnut Hill. Property along Central Expressway became too valuable for use as a golf course, and Glen Lakes Country Club closed in October 1977 to make way for development. At right is a view looking south along the freeway in May 1988, just before the freeway expansion began.

Texas Transportation Institute

This undated 1950s-era view looking south shows the entirely vacant roadside between Walnut Hill in the foreground and Northwest Highway/Loop 12 in the distance. Northpark Mall opened on the right side at Northwest Highway in 1965, and the roadside was intensely developed in the subsequent decades.

TxDOT Travel Information Division

Buy your tractor on Central Expressway This undated view from the 1950s looking south at Royal Lane shows a Ford Tractor dealer alongside the freeway in the semirural area.

Dallas Public Library[79]

FITZHUGH AVENUE

TxDOT Travel Information Division

Dallas Public Library[52]

Dallas Public Library

The Dallas tornado of April 2, 1957, commonly known as the Oak Cliff tornado, was a landmark event in the history of meteorology. It was the first time a tornado was extensively photographed and filmed through all phases of its life cycle, including formation, initial touchdown, numerous encounters with the ground and dissipation. The hours of film and hundreds of photos greatly expanded scientific understanding of the formation and behavior of tornados, which up to that time was poorly understood.

This view looks south from the Fitzhugh overpass, capturing the tornado as it first reaches the ground in south Dallas. Previous images in the photographer's sequence show the tornado descending to the ground for its touchdown. An additional photo of the tornado is on page 189, and numerous other classic tornado photos were captured along the path as it crossed from south to northwest Dallas.

An unusual and fortuitous set of circumstances allowed the extensive photography and filming of the tornado to take place. The tornado struck in the middle of an urban area within sight of downtown, an unlikely event since randomly occurring tornados normally hit rural areas. It struck at 4:30 PM on a day with unseasonably warm weather, when many residents were outside or leaving work. The tornado wasn't obscured by rain or clouds, making it visible from miles away. In addition, the tornado hit on a day when national reporters were in town to cover the hotly contested special election in which Ralph Yarborough beat 21 other candidates for a U.S. Senate seat. As a result, the tornado was photographed and filmed by scores of amateur and professional photographers and the photographic record for the tornado dwarfed the coverage of any single previous tornado.[51]

(facing page) These views of Central Expressway at Fitzhugh Avenue show some of the distinctive features of the original freeway. The upper photo taken in the summer of 1954 shows the grassy center median with no guardrail. The freeway main lanes are separated by a solid dark stripe. In the lower photo from circa 1956 the lane stripes remain solid but have white stripes painted over the solid black stripe. The slightly arched overpass built with cast-in-place concrete is typical for the original Central Expressway. A center guardrail was installed in 1958.

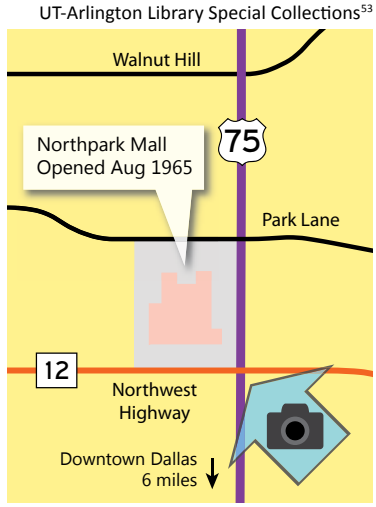
The large building downtown with the rooftop spire is the Republic National Bank Building which was officially dedicated on December 1, 1954. In the upper photo the building structure is complete but the 150-foot-tall spire is not yet installed. It was reported that only three cities in the United States—New York, Chicago and Cleveland—had buildings taller than the Republic Bank Building, which has 36 floors and a height of 598 feet with its spire.[50]

Northwest Highway

The intersection of Central Expressway and Northwest Highway (Loop 12) became the leading retail and business center in North Dallas. Northpark Mall was the first commercial development, opening in 1965, followed by numerous office buildings on the other three corners. The southeast corner is occupied by the two distinctive gold-clad Campbell Centre towers, opened in 1972 and 1977 (see photo page 145).

UT-Arlington Library Special Collections[53]

Northpark Mall, developed by Ray Nasher, opened on the northwest corner of the intersection with Northwest Highway in August 1965. This October 1967 view looks northwest, showing the original cloverleaf intersection in the foreground. The mall became a huge success, reported in a 1972 article to have the highest sales volume per square foot in the United States. While decline, decay and demolition of malls became widespread in the 1990s, Northpark continued to thrive and was expanded to 2.35 million square feet in 2006 to become the largest mall in Texas and among the five largest malls in the United States—and also a member of a small, elite group of malls in 2006 that posted over $1 billion in sales. The Nasher Sculpture garden in downtown Dallas is named for Ray Nasher (1921-2007). For more about Nasher, see page 125.



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This undated view taken between 1953 and 1958 looks north along Central Expressway with the Northwest Highway overpass just ahead.

Also see: modern view of the Northwest Highway intersection, page 145, and 1970 images, page 367.

This aerial view looking south captures a good view of the original cloverleaf interchange at Northwest Highway. This undated photo is from the period 1953 to 1958. Residential development had reached Southwestern Boulevard in the distance, but all the land around the intersection was vacant.

TxDOT Travel Information Division

Meadows Building

TxDOT Dallas District Office

This view looks southbound along Central Expressway circa 1956. The railroad tracks, originally the Houston & Texas Central, are still in place to the right of the building.

UT-Arlington Library Special Collections[71]

This December 4, 1953, view shows the Meadows Building under construction alongside Central Expressway, which had opened just eight months earlier. The road in the foreground from left to right is Lovers Lane. Greenville Avenue is along the left side of the photo and the tracks of the Houston and Texas Central railroad were still in place alongside the freeway.

Anyone looking for a time capsule from the 1950s should visit the Meadows Building at Central Expressway and Lovers Lane. In terms of architecture and interior design, everything about this building says "1950s". Remarkably, the building has remained nearly exactly as it was on its opening day in summer 1955, with its exterior shades of blue and red, terrazzo floors, green marble accents and its large, cursive-script exterior sign announcing to the world that it is the Meadows Building. A special five-page section featuring the Meadows Building in the December 11, 1955, *Dallas Morning News* described it as "one of the most beautifully designed structures in the Southwest." The building was named for Al Meadows, chairman of the executive committee of the building's original owner, General American Oil Company.[63]

The only change to the building has been the demolition of its small southwest wing and alterations to the elevated patio garden. The architectural style is known as mid-century modern, which is often at risk of demolition and modernization due to its, well, 1950s look.

But the Meadows building is not just an oddity in a city where redevelopment tends to be fast and furious. It also holds historical significance as the first major office building in Dallas constructed outside of the central business district. In addition, it was alongside Central Expressway, first demonstrating the value of freeway-fronting real estate for office development. Of course, a tidal wave of suburban office development would come in the following decades as employers moved en masse to the suburbs, with huge developments like the Galleria, Irving's Las Colinas, Richardson's Telecom Corridor and Plano's Legacy becoming some of the better-known suburban office complexes. The Meadows Building was the trailblazer, and it blazed the trail with a style that remains distinctive today.

This view looks across Central Expressway toward the Meadows Building in August 1956.

TxDOT Travel Information Division

African-American History and Central Expressway

The displacement of many African-American residents along the Central Expressway corridor near downtown for the freeway, particularly in the Stringtown district alongside the railroad, exacerbated the serious shortage of modern housing available to blacks. A planned expansion of the runways at Love Field airport would displace another 300 black families. Efforts to integrate blacks into white neighborhoods were controversial and often met with resistance. The all-white Dallas Chamber of Commerce recognized the crisis and in 1950 formed the Dallas Interracial Association, a committee of civic leaders from around Dallas, to tackle the problem.[42]

The association made five recommendations to ensure adequate housing for blacks in Dallas. The most visible product of the association's efforts was Hamilton Park, an all-new subdivision of modern, affordable single-family homes for middle-income blacks on 173 acres at the northeast corner of Central Expressway and Forest Lane. There had been a long search for a suitable site for the subdivision, and previously established black residents in the area led to the selection of this location. The neighborhood was named in honor of Dr Richard Hamilton, a black physician and YMCA worker in the early black Dallas community.

The leadership of influential members of the Dallas Chamber of Commerce brought Hamilton Park to reality, particularly chamber president Jerome Crossman and theater owner Karl Hoblitzelle, who funded a loan for land acquisition. A community dedication was held on October 4, 1953, and a second event to celebrate the completion of homes and the first move-ins was held in May 1954. Demand was strong for the homes which were priced at $7750 for two bedroom units and $8950 for three bedrooms ($67,000 and $77,000 in 2013 dollars), with a down payment between $650 and $900 and monthly payments between $45 and $50. Even at those prices, only blacks with above-average compensation qualified for loans. Build-out of 750 homes was completed by 1960, and the neighborhood remains a well-maintained middle-income community in 2013.[45]

Separate from the Hamilton Park efforts, the City of Dallas had previously opened the Roseland Homes community for low-income blacks in 1942 on the northeast corner of Central Expressway and Hall Street, near downtown. Constructed at a cost of $2.5 million (approximately $35 million in 2013 dollars), the 650-unit complex replaced a severely deteriorated section of Freedman's Town deemed beyond repair, consistent with the practices of the era in which areas of substandard housing were entirely cleared. Rents varied from $16 to $19 per month for one- to four-bedroom units. Roseland Homes fell victim to decay and crime in the 1980s and 1990s but was rebuilt in the 2000s and has benefited from the revitalization of the surrounding area.[47]

Also see: page 128 for the history of Freedman's Memorial Park cemetery along Central Expressway

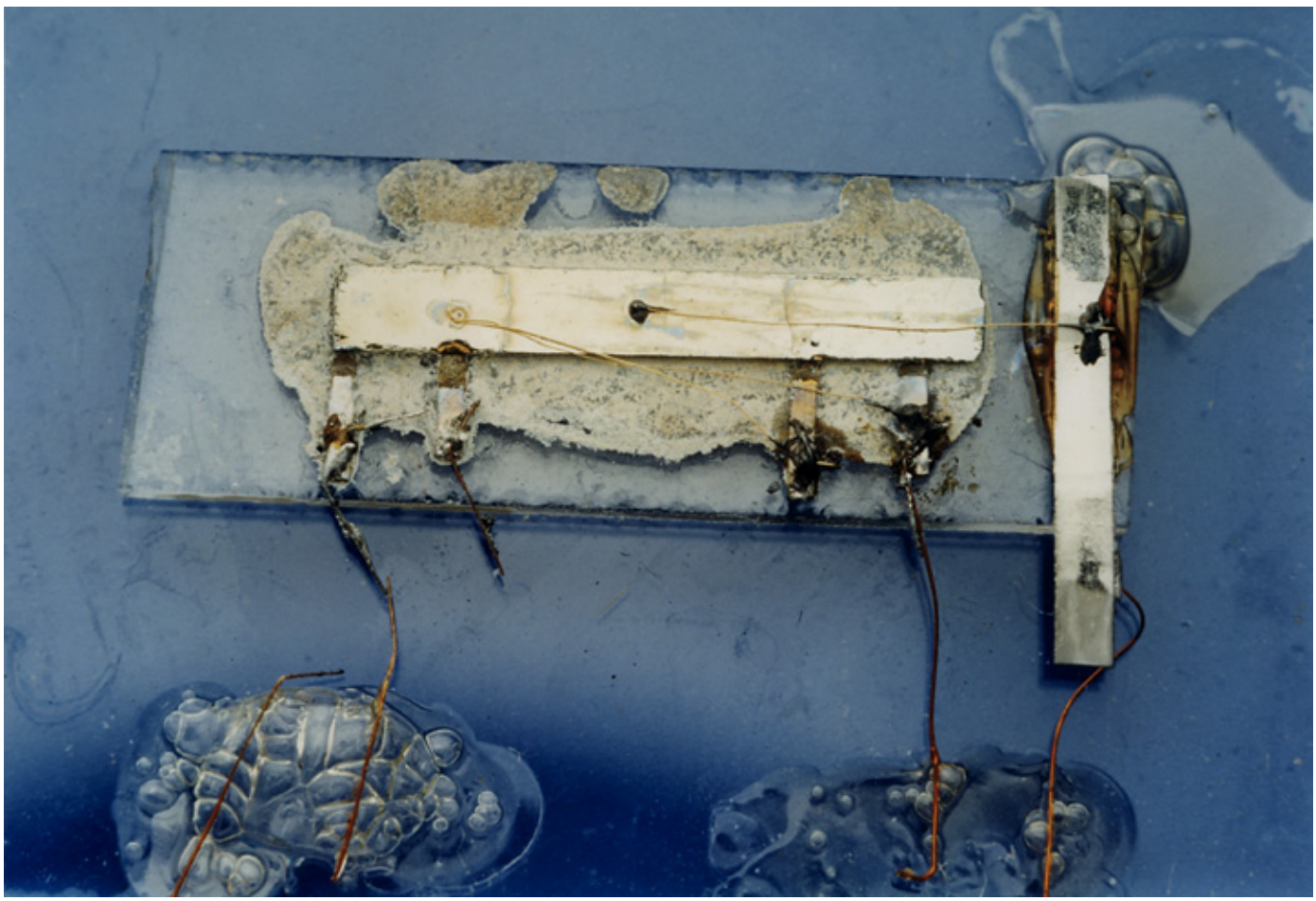
Dallas Historical Society

Philanthropist Karl Hoblitzelle provided crucial financial support to allow Hamilton Park to proceed, providing an interest-free loan for the land acquisition, approximately $1.8 million in 2013 dollars. The success of the neighborhood allowed all borrowed funds to be repaid by 1960. In recognition, a street in the neighborhood was named for Hoblitzelle. Hoblitzelle (1879-1967), who amassed his wealth in the theater industry, was one of Dallas' leading philanthropists in the 1950s and 1960s, and the Hoblitzelle Foundation remains an active charitable foundation today.[48]

UT-Arlington Library Special Collections[46]

This September 1962 aerial view shows the recently completed Hamilton Park subdivision northeast of the intersection of Central Expressway and Forest Lane. Also visible in this photo at the left edge is Highland Park Airport, which was developed into the Park Central office development in the 1970s. Interstate 635 would pass just north of the airport and Hamilton Park with construction beginning in 1964. North of Hamilton Park is the Texas Instruments campus, which had only two buildings at the time of this photo.

1958: The Birth of the Technology Corridor



SMU DeGolyer Library[65]

This photograph shows the world's first integrated circuit, built by Jack Kilby at the Texas Instruments Semiconductor Building on Central Expressway. When Kilby activated the device for the first demonstration on September 12, 1958, his colleagues watched as a continuous sine wave appeared on the oscilloscope monitor. Robert Noyce, working independently at Fairchild Semiconductor in California, demonstrated an integrated circuit in January 1959 and is often credited as a co-inventor since the Fairchild design was first awarded a patent. The integrated circuit would go on to become the foundation upon which the global electronics and computer industry is built, and Kilby was awarded the Nobel Prize in Physics in 2000.

The integrated circuit helped fuel the explosive growth of Texas Instruments in the following years, with TI employment in Dallas county growing by 136% in the following three years. New buildings were added to the Texas Instruments campus regularly in the following two decades. Residential and commercial development boomed along the Central Expressway corridor in Richardson.

Associated Press

Jack Kilby (1923-2005), left, receives the Nobel prize from Swedish King Carl XVI Gustaf in Stockholm, Sweden, December 10, 2000.

Central Expressway - Pathway to Suburbia and Technology

The north section of Central Expressway, from Walnut Hill in Dallas into Richardson and Plano, was built with somewhat better design standards than the south section but still suffered from lack of capacity with only four main lanes. Yet for all its shortcomings, Central Expressway was the path to the future—a future of advancing high technology and blossoming suburbia.

Texas Instruments was founded in 1930 as Geophysical Service Inc, specializing in seismic technology used to identify oil reservoirs. The firm diversified into military electronics during World War II and non-military electronics after the war, adopting the name Texas Instruments in 1951 to better represent its diversifying business interests.[54]

The 1950s were boom years for Texas Instruments, with revenue increasing from $5 million in 1948 to $24 million in 1954, $67 million in 1957, and $233 million in 1960. In 1955 TI president Erik Jonsson recognized the need to acquire a large tract of land for facilities to accommodate the company's growth, and the selected location was a 300-acre site in north Dallas along a section of Central Expressway which opened just a year earlier. The first building at the site—the Semiconductor Building, a 310,000-square-foot plant for the manufacture of transistors and other semiconductor devices—opened in June 1958 and received national attention for its innovative design. A nine-foot-high utility service space between the first and second floors provided unprecedented flexibility in the use of the upper floor manufacturing area, and the facility set new standards for factory aesthetics with its atriums, landscaping and interior decoration.[55]

The new building also featured an engineering lab which would soon become the scene of one of the most revolutionary advances in the history of the electronics industry. Jack Kilby, who had recently hired on with Texas Instruments, spent the summer at the new lab working on a project to miniaturize electronics for the military. His idea to place multiple electronics components—transistors, capacitors, and resistors—on a single piece of semiconductor material was first demonstrated on September 12, 1958. The invention, called the integrated circuit, fueled the growth of TI and the new campus, with TI employment in Dallas county increasing from 4665 to over 11,000 between June 1958 and June 1961. Kilby received the Nobel Prize in Physics in 2000 for his role in the invention of the integrated circuit, and he would also become an accomplished amateur photographer. One of his freeway photographs is shown on page 322.[56]

Further north along Central Expressway in Richardson another high tech revolution was brewing which would become even more influential than Texas Instruments in its impact on the Central Expressway corridor. Collins Radio Company was founded in 1931 in Cedar Rapids, Iowa, by Arthur Collins, an amateur radio operator who originally went into business to offer better equipment to amateur "ham" radio operators. Business grew steadily in the 1930s,

Also see: modern history of the Telecom Corridor, page 142

driven by innovations like Autotune which automatically tuned aircraft radio equipment to active frequencies, freeing pilots to perform other tasks. Collins experienced tremendous growth during World War II and after the war the firm refocused on ultra high frequency (UHF) military electronics and civil aviation electronics. The 1950s brought phenomenal growth to Collins, particularly in its defense and government businesses, and the Department of Defense urged Collins to decentralize its operations for security reasons and to ensure that sufficient labor was available for potential wartime production increases.[57]

The Dallas-Fort Worth area was a major production center for military aircraft in the years after World War II. Texas Engineering & Manufacturing Company (Temco) and Chance-Vought had assembly plants in Grand Prairie, and Convair was located in Fort Worth.* Proximity to customers was a key factor when Dallas was selected as an expansion location, and a two-person office was opened in 1951. By the end of 1953 Collins employed 1400 at its offices in the Trinity Industrial Park near present-day Stemmons Freeway and Dallas was made the operational center for Collins' sales force and field service organizations. By mid-1957 the Collins workforce in Dallas was 2300. The Dallas organization produced both military and commercial products, and it was a stroke of good fortune when Collins moved its commercial microwave communication operations to Texas. That particular technology would be the seed for long-term economic growth in the Central Expressway corridor.[58]

Collins management praised the quality of the North Texas workforce and business climate, and more expansion was planned as government contracts continued to pour in and commercial work grew. In 1955 Collins purchased 200 acres in Richardson just northeast of the intersection of Central Expressway and Arapaho Road to consolidate its operations and provide room for expansion. The first building on the site, a research and engineering facility, opened in June 1958, just three years after the freeway opened. It was the birth of the telecommunications industry along Central Expressway in Richardson.[59]

In April 1959 Collins announced the formation of Alpha Corporation, a new subsidiary specializing in communications systems integration with headquarters near the Richardson campus. Collins remained the dominant technology firm in Richardson throughout the 1960s and its presence began to attract other firms, notably MCI (Microwave Communications, Inc.) in 1972. Collins Radio was purchased by Rockwell International in 1973. Steady growth in the telecommunications industry continued and by the 1980s the area became one of the leading technology centers in the United States. In 1988 Central Expressway through Richardson was named the Telecom Corridor.[60]

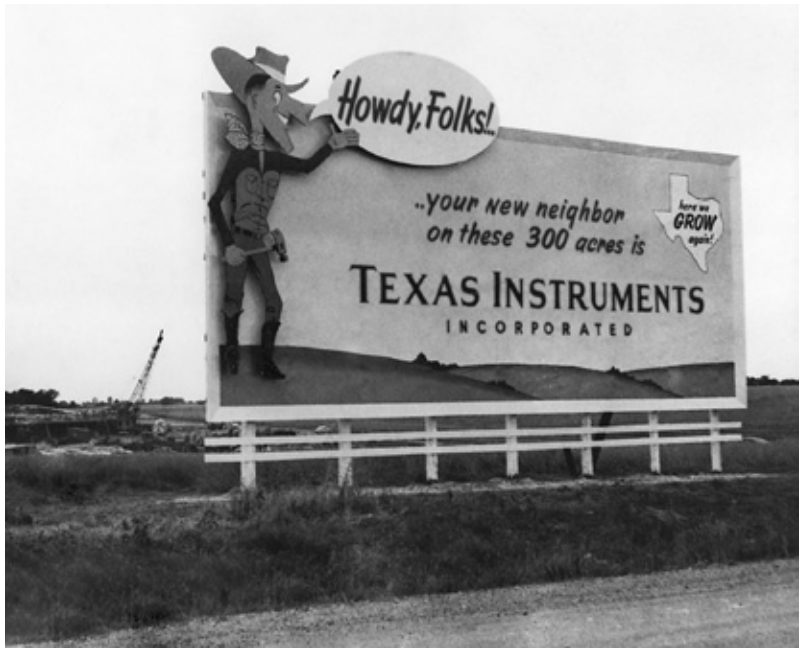
* The Fort Worth aircraft manufacturing plant adjacent to the Joint Reserve Base is operated by Lockheed Martin in 2013.

The Texas Instruments Central Expressway Campus

Dallas Public Library[64]

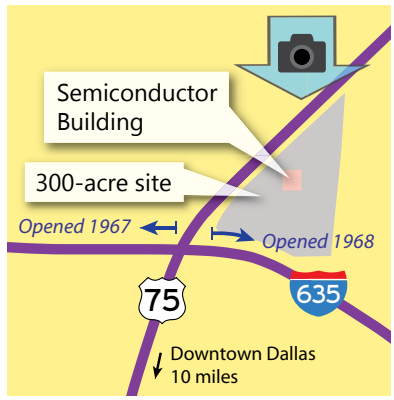
This view from circa 1956 looks north-northeast across the land which would become the Texas Instruments campus. In the foreground is the Hamilton Park subdivision, which completed its first homes in May 1954 and was in the home-building phase at the time of this photo. (See page 104 for more about Hamilton Park.) Interstate 635 was built from left to right across the photo, opening in 1967 and 1968.

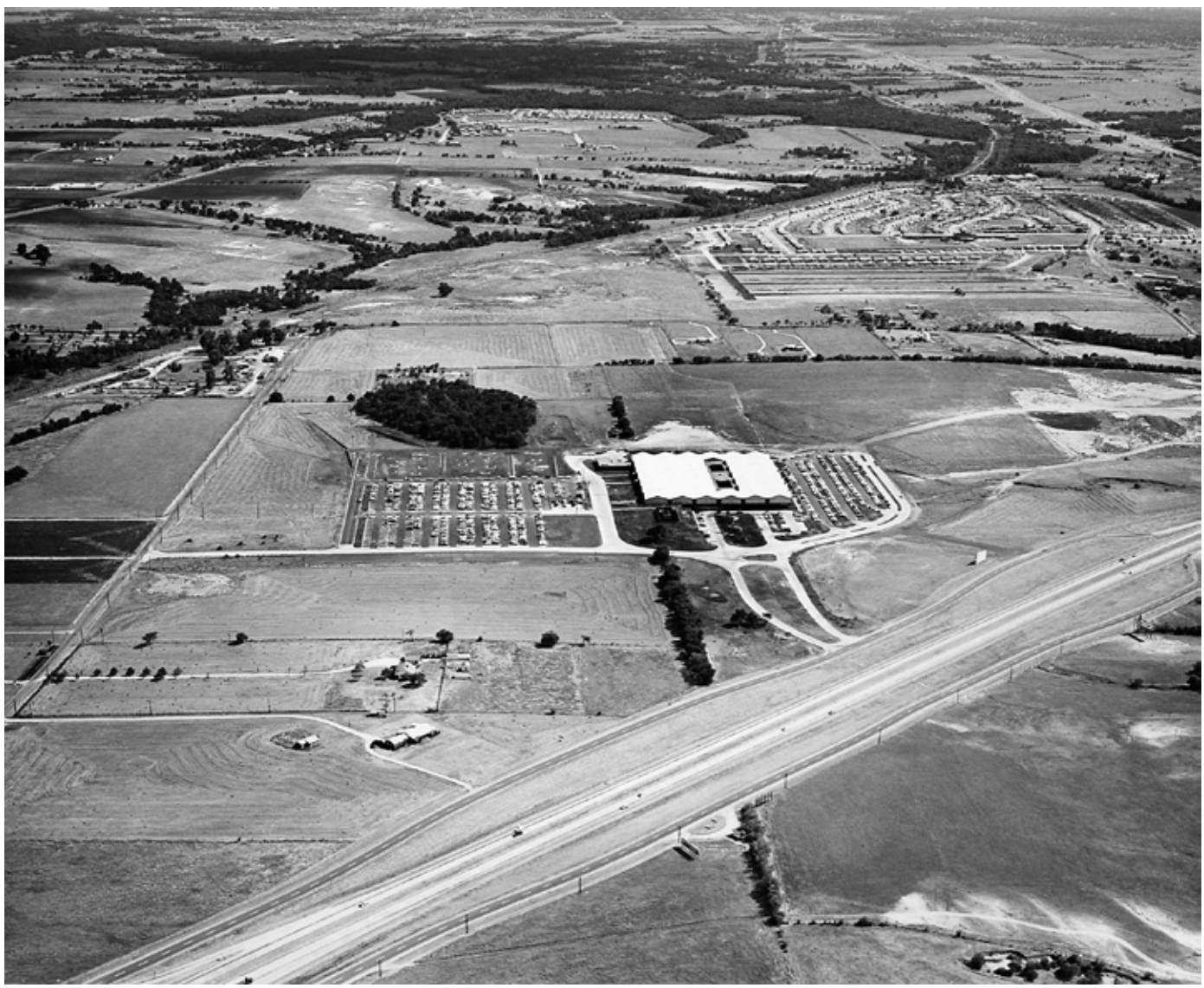
Assembling the 300 acres needed for the Texas Instruments campus was a challenging task since it required the acquisition of more than 20 parcels of property ranging in size from two to 60 acres. Negotiations with the 23 landowners took two months, and in 1956 all 300 acres were owned by Texas Instruments and work was underway on the first building on the campus, the Semiconductor Building. In the following decade several other major buildings were completed on the site, including the Central Research Labs, Materials Building, North Building and South Building.



SMU Library DeGolyer collection[65]

In March 1957 motorists along Central Expressway saw this billboard announcing the arrival of Texas Instruments on the 300-acre site alongside the freeway. In the background a crane can be seen at the construction site for the Semiconductor Building. Below is an aerial view of the newly completed Semiconductor Building, the first building on the Texas Instruments campus. This view looks south with the billboard still in place alongside the freeway frontage road. The Semiconductor Building was expanded regularly until reaching its present-day size around 1966.





Dallas Public Library[66]

The Semiconductor Building

The Semiconductor Building was the first in the Texas Instruments Central Expressway campus, officially dedicated on June 23, 1958. The opening ceremony for the building featured a ribbon cutting device that was activated by the signal from the Navy's research satellite Vanguard 1, the second satellite placed in orbit by the United States and the fourth overall following Sputnik 1, Sputnik 2 and Explorer 1. However, engineers cheated a little—a recording of the satellite beep was used since Vanguard 1 did not pass overhead at a convenient time.[61]

The Semiconductor Building received national attention for its innovative design and was lauded by the *Dallas Morning News* as a "new look" factory and "one of the most distinctive manufacturing plants in the nation." Features receiving acclaim were its landscaped atriums, artistically decorated interior, college-campus atmosphere, thin-shelled concrete roof, modular design to enable expansion and nine-foot-high utility space between the two floors to allow maximum flexibility in the use of the upper floor manufacturing area. To be sure, the exterior of the building is not particularly attractive. The Semiconductor Building remains in service in 2013.[62]

SMU DeGolyer Library[76]

The Semiconductor Crystal Christmas Tree
The semiconductor was a new technology which had the promise to revolutionize the world, and that's exactly what happened in the subsequent decades. But in 1958 the semiconductor was used mainly in single transistors which replaced vacuum tubes and enabled the first consumer semiconductor products, including the world's first transistor radio, the Regency TR-1, introduced in November 1954 and made with Texas Instruments transistors. The semiconductor crystal Christmas tree was an exhibit used by Texas Instruments in 1958 and 1959 to explain the science behind the technology and its vast potential. Yellow, red, green, blue and white lights represented the different elements in the semiconductor crystal lattice.

This photo of a production area in the Semiconductor Building taken shortly after the building opening shows workers in the diode production area.

SMU DeGolyer Library[75]

Dallas Public Library[67]

This 1959 view shows the Semiconductor Building with its parking lot full of classic cars.

This undated 1960s-era photo shows workers on the job at the Semiconductor Building.

Richardson Public Library

Central Expressway in Richardson

The telecommunications industry took root along Central Expressway in Richardson in 1958 and ultimately grew into the technology hub which was named the Telecom Corridor in 1988.

UT-Arlington Library Special Collections[68]

This view looks southwest along Central Expressway during its original construction into Richardson on May 31, 1953. The area was still semirural at the time, and the Restland Memorial Park cemetery on the left is the only developed area in the foreground. Interstate 635 would later be built from the left to right sides of this photo. The Texas Instruments campus was built in the center foreground with the first building, the Semiconductor Building, opening in 1958.

UT-Arlington Library Special Collections[69]

This view looks southbound from the median of the original Central Expressway just north of Belt Line Road. The undated photo appears to be from circa 1966.

The view below looks south-southwest along Central Expressway just north of Arapaho Road on June 15, 1955, just three months after the opening of the freeway on March 5. The northbound frontage road stopped in the foreground, and work was underway on the railroad bridge over the freeway with the first piers in place at Greenville Avenue to the left of the railroad track.

UT-Arlington Library Special Collections[70]

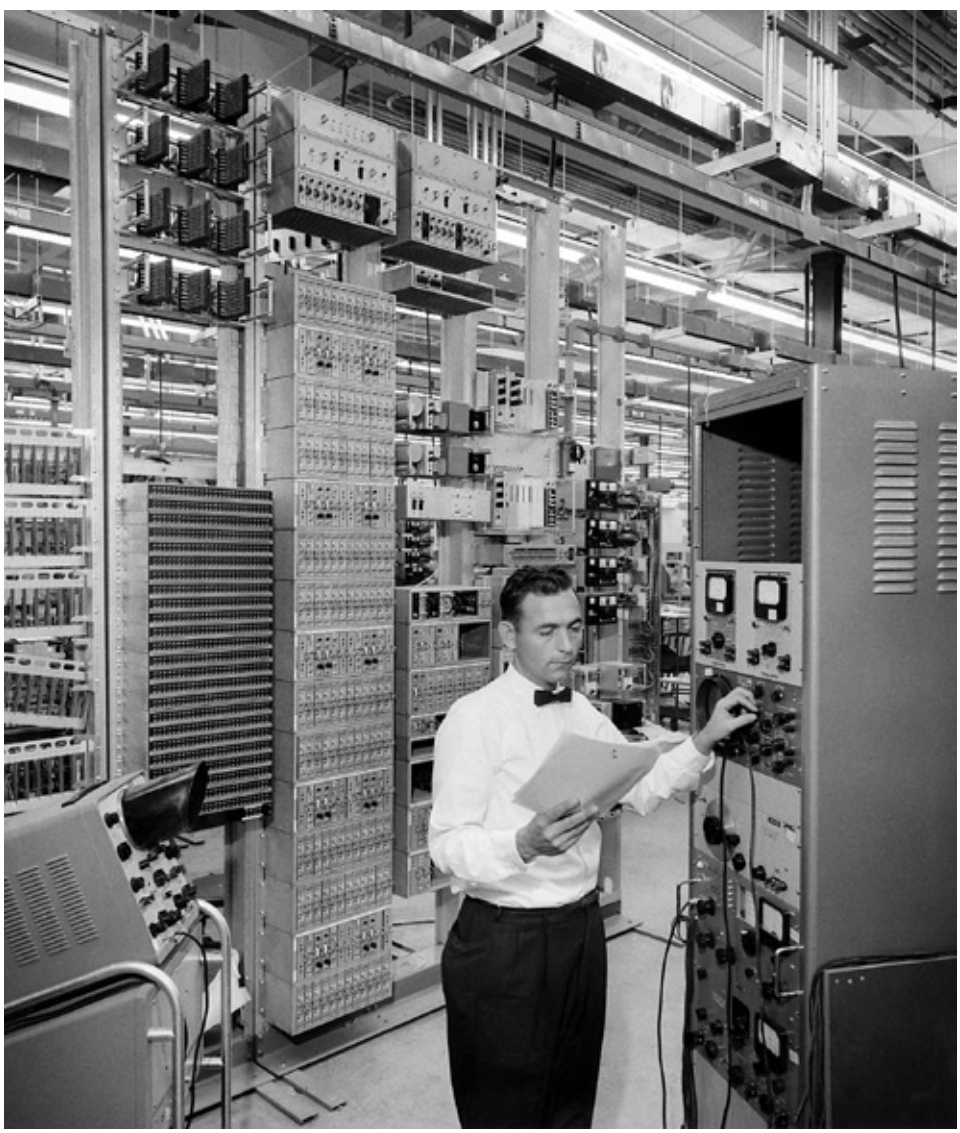
Collins Radio in Richardson

The Telecom Corridor was born just northeast of the intersection of Central Expressway and Arapaho when Collins Radio opened its first building in 1958.

This is the logo used by Collins Radio from the 1940s to 1961, encompassing the years of expansion into North Texas and the establishment of the Richardson campus.

Richardson Public Library

This photo looking northbound shows the Arapaho exit in 1968, when Collins Radio was still the only major technology firm in the area.

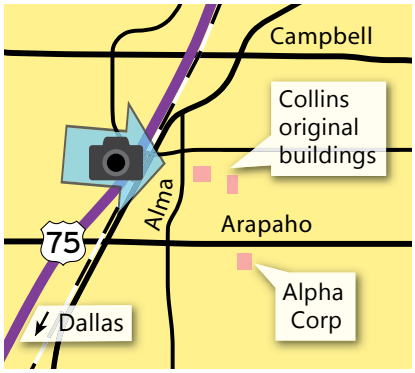


A Collins Radio engineer performs tests on a microwave radio system at the Richardson facility in this undated, 1960s-era photo.

Dallas Public Library[72]

UT-Arlington Library Special Collections[74]

Alpha Corporation was a subsidiary of Collins Radio formed in 1959 and headquartered at this building on Arapaho Road, shown in 1960. Alpha Corporation was a telecommunications system integrator, building complete communications systems using components from multiple suppliers, not just Collins equipment. The primary market for these systems was the Department of Defense, and Alpha Corporation was a big part of the substantial business in defense contracting in the Central Expressway corridor. The Alpha Corporation name disappears from press reports after 1964 and appears to have been retired at that time.[60]



The original Collins Radio buildings were located along Alma Road. Land to the east was totally vacant at the time of this January 1963 photo.

Dallas Public Library[73]

Electronic Data Systems

Perot Foundation

Ross and Margot Perot look at ticker tape on March 3, 1971, the day Electronic Data Systems was listed on the New York Stock Exchange. EDS had previously become a public corporation in 1968.

This circa 1966 image shows the data center at the EDS headquarters at Exchange Park, near Stemmons Freeway. The original EDS office was along Central Expressway, and in 1975 EDS moved its headquarters back to the Central Expressway corridor.

Perot Foundation

In addition to semiconductors and telecommunications, the third lynchpin of North Texas technology was the data processing industry. The North Texas data processing industry is largely the result of the efforts of one Dallas entrepreneur, Henry Ross Perot, commonly known as Ross Perot, and the firm he founded, Electronic Data Systems (EDS). Although the data processing industry is not closely associated with the Central Expressway corridor, EDS's original office was located at the corner of Main Street and Central Expressway (now Cesar Chavez Boulevard) and its headquarters was in north Dallas near Central Expressway from 1975 to 1993 (see map page 77).

Born in 1930 in Texarkana, Perot founded EDS in June 1962 at the age of 32 after a five-year stint as a highly successful salesman at IBM. EDS provided its customers with complete data processing services, including hardware, software, personnel, terminals and everything needed to be fully equipped in the data processing field. It was information technology outsourcing, a new concept at the time. Around 1967 EDS moved its offices to the Exchange Park office complex at the intersection of Mockingbird and Harry Hines near Love Field and Stemmons Freeway. The explosive growth of EDS was fueled by government contracts including a big 1966 contract to computerize payments for the newly launched Medicare program. By the late 1960s Ross Perot had become a multimillionaire and was best known for his philanthropy and support of United States armed forces, particularly his efforts to free U.S. servicemen who were being held as prisoners of war in North Vietnam. Perot became a nationwide household name with his independent candidacy for the presidency in 1992, capturing an impressive 18.9% of the popular vote in the election which was won by Bill Clinton.[80]

The growth of EDS in the 1960s and a particularly strong boom period from 1969 to 1971 prompted Perot to seek a new location for the company's headquarters. He chose a site on Forest Lane near Hillcrest Road, just west of Central Expressway. The site was formerly the Preston Hollow Country Club and was operating as the Forest Hills Golf Club in 1970 when Perot first began his efforts to obtain the zoning change to permit construction of the headquarters complex. The zoning change was highly controversial due to opposition from nearby neighborhoods and was initially rejected by Dallas City Council in September 1970 but was later approved in September 1971 with the provision for a large buffer greenbelt around the property.

The first building was completed in November 1974 with full move-in in 1975. EDS headquarters remained at the facility until 1993 when it relocated to a new headquarters complex in north Plano near the Dallas North Tollway. In 2008 technology giant Hewlett-Packard purchased EDS, retiring the EDS name a year later when the former EDS was integrated into Hewlett-Packard's enterprise services division.[81]

Citations

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CHAPTER

4 Central Expressway

**Telecom Corridor…Bush Library…Northpark Mall…Uptown…West Village…
McKinney Avenue…Greenville Avenue…Henderson Avenue…M-Streets…
Highland Park…Mockingbird Station…SMU…University Park…Cityplace…
High Five…Texas Instruments…Collin Creek Mall…Allen Premium Outlets**

Looking southbound at the High Five

Author, June 2009

The original Central Expressway launched the freeway era in North Texas, propelled the amazing growth of north Dallas and became the backbone of the burgeoning high-tech industry. But the 1940s-design freeway was woefully inadequate for the transportation needs of the corridor, first experiencing traffic congestion in 1953 and becoming steadily more jammed as the years passed. The antiquated freeway became an embarrassment to the city as futuristic architecture was rising all around Dallas during the boom period of the late 1970s to mid-1980s. Everyone wanted a better freeway, but reaching agreement on the design for the six-mile section north of downtown Dallas proved to be one of the most contentious controversies in the history of North Texas freeways.

After twelve years of dispute and debate, the design for the new Central Expressway in Dallas was approved in 1986. Starting in Plano and Richardson in the late 1980s, expanded sections of freeway opened regularly. The originally planned expansion of the main lanes and frontage roads was completed in 1999 with the opening of the final section in Dallas. With its architectural enhancements and unconventional design elements, the modern Central Expressway in Dallas became the most distinctive freeway in North Texas. But the crowning achievement was yet to come. In 2005 the monumental High Five interchange opened, completing the transformation of the original Central Expressway with one of the most impressive interchanges in the United States.

The high tech industry had first taken root along Central Expressway in 1958 with the opening of the Collins Radio facility in Richardson and the first building of the Texas Instruments campus. The telecommunications industry became the dominant and defining industry along Central Expressway, earning the freeway its nickname as the "Telecom Corridor" in 1988. The Telecom Corridor reached its peak with the high-tech boom of the late 1990s, culminating with the nationwide bursting of the technology bubble in 2001.

All the while, Central Expressway empowered the growth of successive suburbs along its length, first Richardson, then Plano, Allen and McKinney. In Dallas, Central Expressway remains as vital as it has ever been, serving as a modern-day main street as it continues to attract new development and redevelopment.

Rebuilding Central Expressway

By the mid-1970s everyone agreed that Central Expressway needed to be modernized and expanded. Getting agreement on that was easy. Getting everyone to agree on the design and how to pay for it was not so easy. The controversy, debate and study consumed 12 years, followed by another 13 years of construction.

Central Expressway can be be divided into two sections for the reconstruction: the easy section and the hard section. North of Loop 12 the corridor generally had a 300-foot-wide right-of-way, sufficient to expand the freeway to 8 main lanes with continuous frontage roads. No neighborhoods were directly alongside the freeway, so no opposition developed. Final federal approval for the reconstruction north of LBJ Freeway was received in February 1983 and the first construction project was underway in December 1985.[1]

Reconstruction south of Loop 12 was much more difficult. The freeway right-of-way was typically only 170 to 220 feet wide, not wide enough to accommodate new lanes and the improved geometrics required for a modern freeway. Alongside the freeway were numerous neighborhoods, including the highly engaged neighborhoods of Highland Park, University Park and M-Streets. The hundreds of businesses alongside the freeway faced potential displacement or other impacts. Finding a reconstruction plan to satisfy all stakeholders would be a huge challenge.

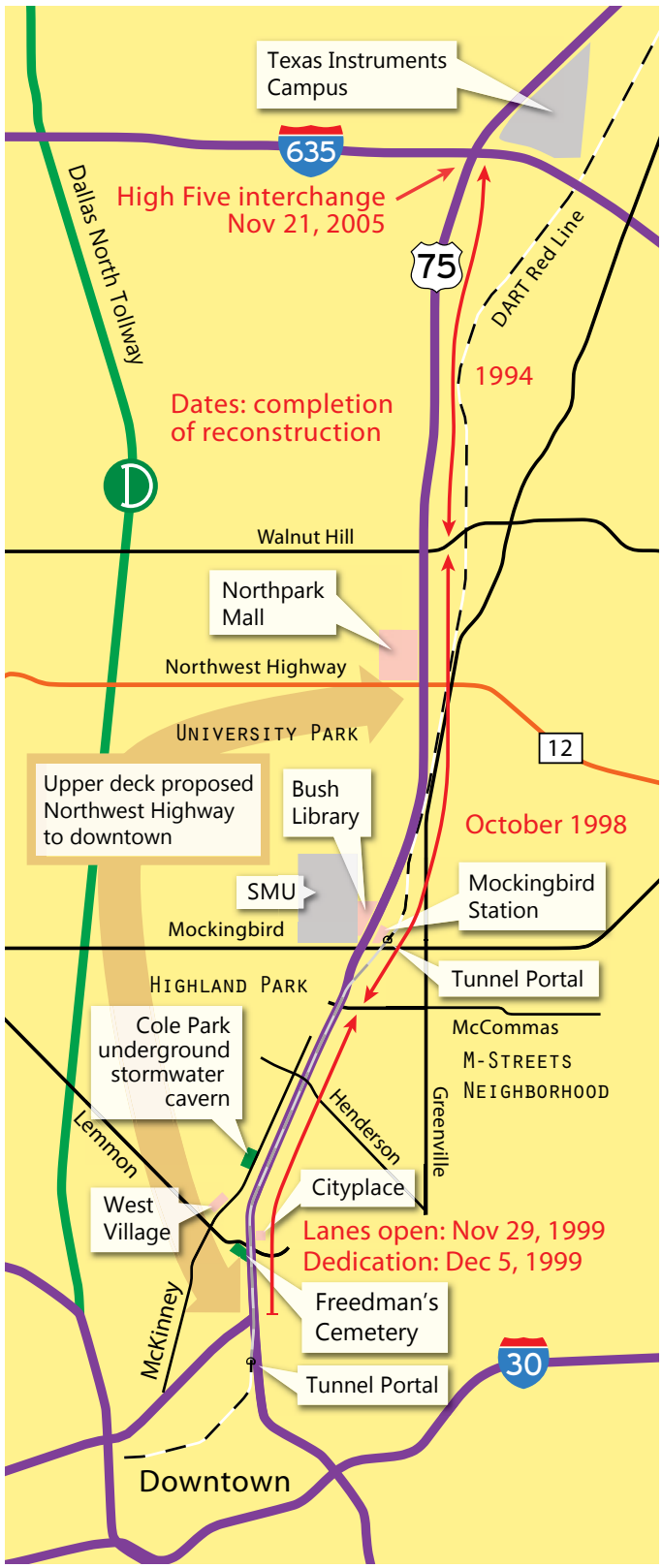
There was some informal discussion of adding lanes or an upper deck as early as 1964, but the first serious expansion proposal for lower Central Expressway was made by the regional planning board (now NCTCOG) in August 1974, calling for construction of elevated structures with two traffic lanes and one bus lane in each direction. There was minimal response or reaction to the proposal, but it would only be a matter of time before elevated lanes on an upper deck would come under scrutiny.[2]

In late 1976 Dallas City Council began to consider the issue including possibly involving the Texas Turnpike Authority to build the upper deck as a toll facility, and decided to initiate a comprehensive study of options before making any endorsement of the upper deck. It was becoming apparent that a decision on how to fix Central would take some time, so in 1977 the City of Dallas began to promote short-term, less-expensive options for providing relief, including upgrades of nearby streets and building a missing link of frontage roads south of Mockingbird Lane.[3]

In February 1979, in a presentation to Dallas City Council, TxDOT stated it was ready to officially recommend the upper deck as the preferred alternative. By this time the upper deck had become a topic for public debate and controversy was raging. A group called the North Central Beautification Committee, claiming to represent 75% of the businesses along Central, declared all-out war on the

upper deck and ran a full-page advertisement in the *Dallas Morning News* to state their case. Developer Ray Nasher, owner of Northpark Mall, hired a consultant to review the double-deck concept and another developer was advocating a ground-level widening. Most city council members were unwilling to accept TxDOT's recommendation.[4]

On March 23, 1979, Dallas City Council held a public hearing for Central and heard strong opposition to the upper deck. City Manager George Schrader actively opposed the upper deck, calling it a last resort and urging further study of alternatives. Both the Dallas Chamber of Commerce and the Central Business District Association were urging more study. The City of University Park was on the record opposing the upper deck. It was clear that the City of Dallas was not going to endorse the deck, but it was not yet ready officially reject it even though Mayor Robert

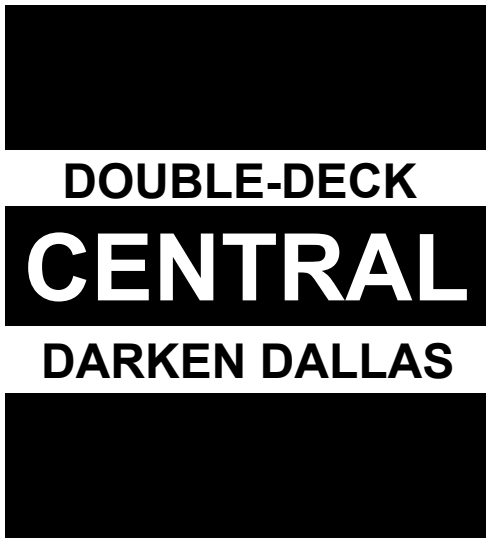


See page 143 for the corridor map north of Interstate 635

Timeline of Controversy and Construction

1964	First discussion of capacity improvements
1974	First official proposal for elevated lanes
1976	Dallas City Council first considers the project
1977	Dallas plans short-term improvements due to the anticipated long timeline for major construction
1979	The double deck proposal becomes highly controversial and generates substantial opposition. More studies are ordered.
1980	TxDOT reveals a plan for a ground-level expansion, requiring a major right-of-way clearance.
1981	Robert Dedman is appointed to the Texas Transportation Commission and advocates elevated lanes.
1982	On March 10 Dallas City Council votes 9-2 to support elevated lanes. Opposition to elevated lanes continues to build. Mark White wins the governor's election in November and planning for elevated lanes is immediately suspended.
1983	Houstonian Bob Lanier replaces Dedman as chairman of the Texas Transportation Commission in May. Lanier is more open to non-elevated options.
1984	A new study is launched to consider alternatives. The concept which became today's freeway is first presented in October.
1985	The study recommends the trenched option with DART rail in tunnels under the freeway. In December the first construction begins on the non-controversial section north of Interstate 635.
1986	On February 13 TxDOT officially approves the recommended design in Dallas.
1988	The first section north of LBJ Freeway, from LBJ to Belt Line, is completed. Sections to the north border of Plano open regularly through 1994.
1993-1994	Three large contracts are awarded for complicated work from Loop 12 to downtown.
1994	The first section in Dallas, from Forest Lane to Walnut Hill Lane, is completed.
1999	Freeway is officially dedicated on December 5.
2001	Construction contract is awarded for the High Five.
2005	High Five interchange is completed in November.

Billionaire businessman Robert Dedman became a key player in the controversy when he became chairman of the Texas Transportation Commission and began to advocate the upper deck. As a practical, bottom-line businessman, Dedman viewed the double deck as the fastest, least disruptive and least expensive way to fix the problem. In this September 1982 magazine cover, Dedman holds his hands above each other to show his approval of the upper deck.



Opposition to the upper deck became vocal and well-organized starting in 1979. The North Central Beautification Committee purchased a full-page advertisement in the February 11, 1979, *Dallas Morning News* to state its opposition. The bold headline on the page was "Double Deck Central and Darken Dallas". The slogan was featured in a graphic which is shown above. The opposition advertisement was mostly a pro-transit essay, and in its first paragraph stated that any money spent on expanding highway capacity would be "wasted on furthering a mode of personal transportation that might very well be in the twilight of its existence even before the monolith is completed." The upper deck did not move forward, but the private automobile remains as strong as ever 34 years later.

Folsom had declared it dead. Instead, council approved a resolution asking that outside consultants be hired to study alternatives and recommend the most appropriate solution to the Central Expressway problem.[5]

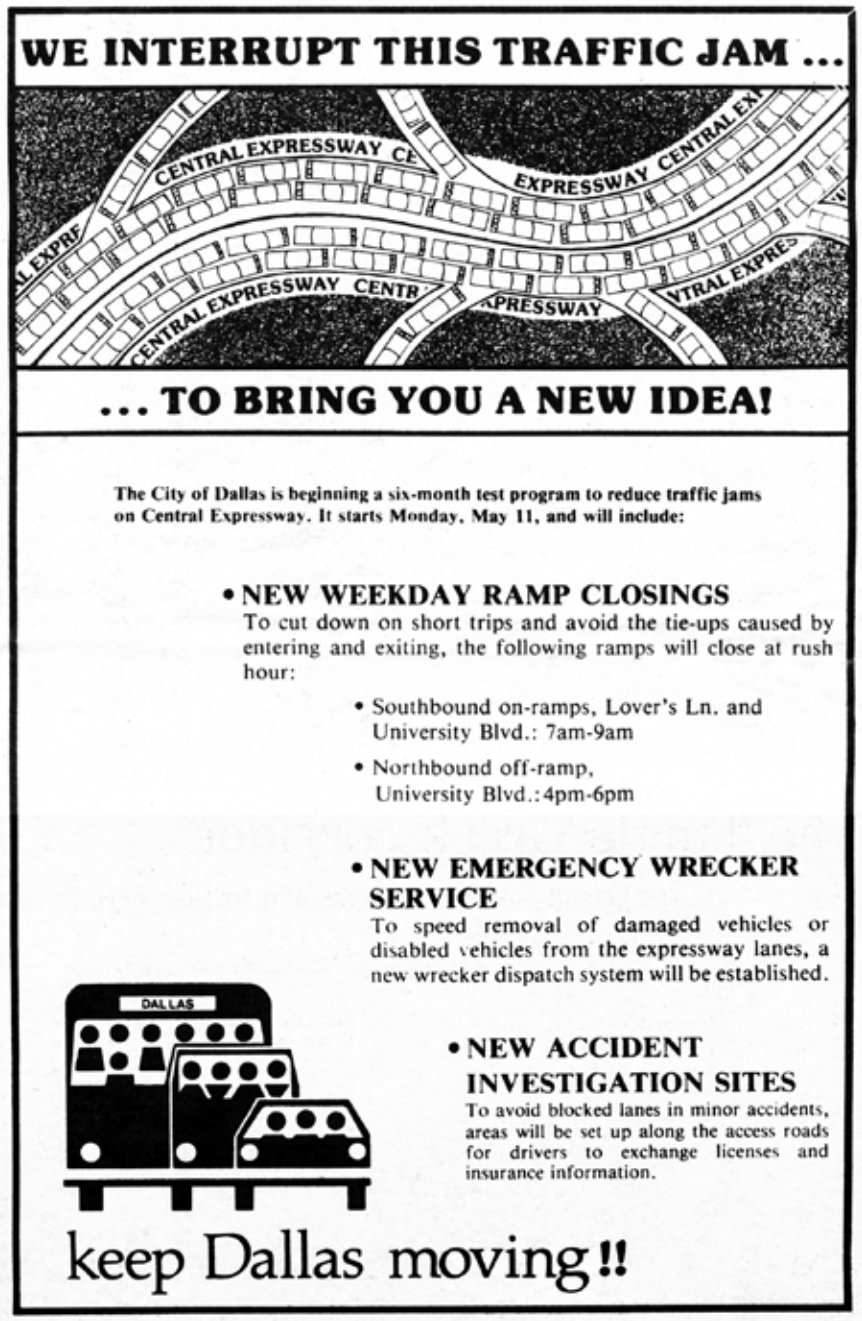
By June 1979 the regional planning council appointed a task force and hired a consultant for the study. In August the team presented five alternatives for review, including the double deck option but not including a trench option similar to what was ultimately built. In September the team recommended an option which expanded Central to ten main lanes from downtown to LBJ Freeway, keeping the freeway at ground level and minimizing right-of-way acquisition. Dallas City Council endorsed the recommendation. Although the double-deck option seemed to be dead, it would not go away so easily. The debate was really just getting started at this point.[6]

In May 1980 TxDOT returned with its design schematic for a ten-lane ground-level freeway meeting modern standards, calling for expanding the freeway right-of-way corridor from its typical existing width of 220 feet to 350 feet. The required land acquisition would displace or impact a large number of businesses and homes along the freeway, making the project politically difficult and financially very costly. In January 1981 Dallas came back with its own proposal to squeeze the 10-lane freeway into a 289-foot-wide ground-level corridor, minimizing displacements and reducing cost. The proposal also was the first to officially include mass transit, calling for either a busway or rail line along the freeway corridor from Mockingbird Lane to down-

town, potentially on an elevated structure. But even with the narrower corridor, the ground-level expansion remained disruptive and expensive, potentially requiring up to 20 years to complete.[7]

In March 1981 a new player arrived in the Central Expressway debate when Governor Bill Clements appointed Dallas businessman Robert Dedman Sr to the Texas Transportation Commission. Dedman (1926-2002) made his fortune in the high-end leisure industry, founding ClubCorp in 1957 when he acquired land for Brookhaven Country Club near LBJ Freeway and Marsh Lane. ClubCorp would go on to become the world's largest owner and operator of golf courses, private clubs and resorts. The success of ClubCorp made Dedman a billionaire, and by the 1990s he had become one of the leading philanthropists in Dallas. But in 1981 Dedman was all business, and he was looking for a fast, practical and financially feasible solution to the Central Expressway problem. His answer: a return to the double-deck.[8]

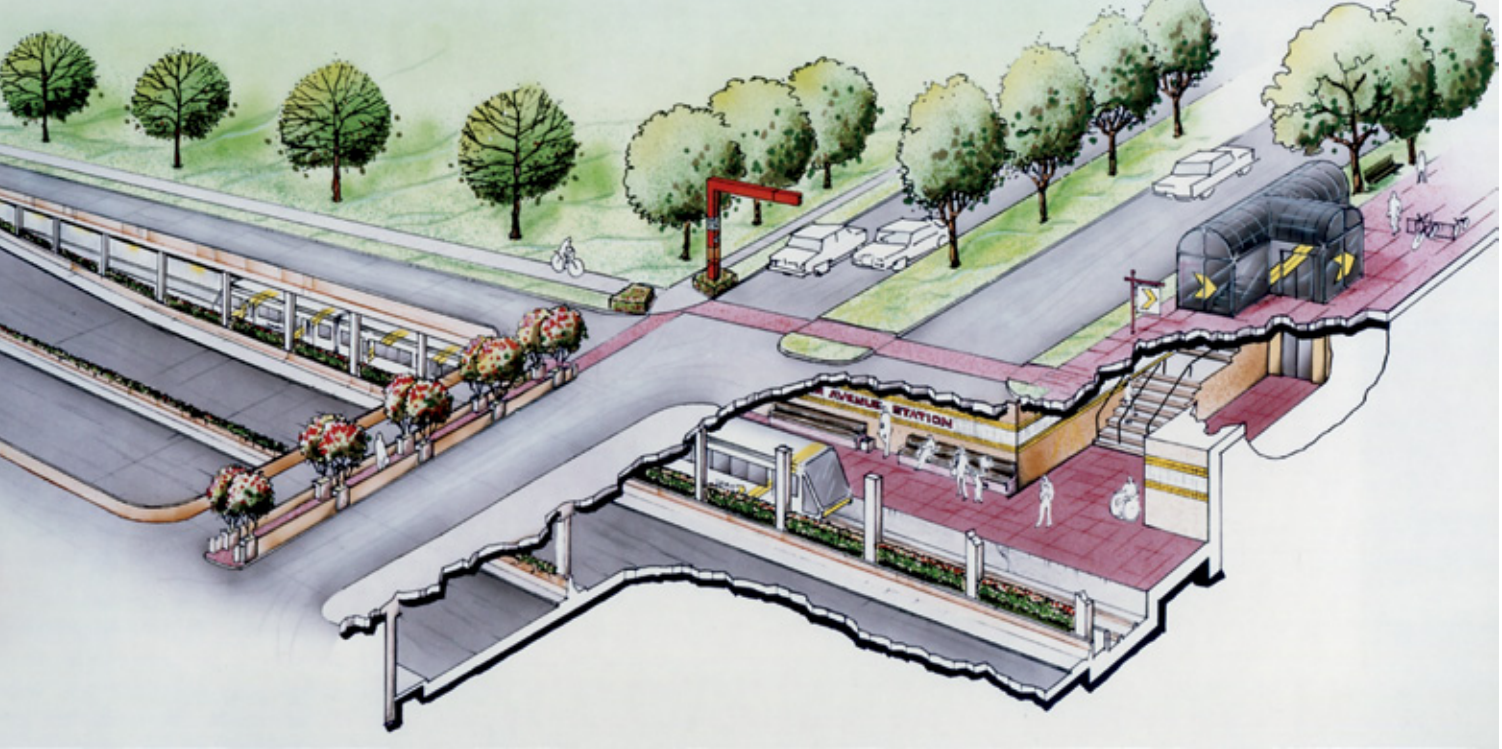
In January 1982 Dedman presented his plan to Dallas City Council, calling for elevated structures with supports shaped like the letter T to be built between the main lanes and frontage roads from downtown to Park Lane. It was estimated that the so-called T-standard could be built in 5 to 7 years at half the cost of the ground-level option, which was expected to require 20 years to complete. The issue came to the forefront in March 1982 when Dallas City Council held a public hearing on the T-standard elevated lanes. About 300 protesters packed the council chambers to voice their opposition to the elevated lanes, with the only support coming from business groups. But the upper deck with elevated lanes was the only option which could provide relief in the near future, rather than the distant future. So on March 10, 1982, Dallas City Council voted 9-2 to endorse the T-standard elevated lanes. The Texas Transportation Commission officially expressed its support for the T-standard in July 1982 and planned to finance the project entirely with state funds, speeding up the project since the federal bureaucracy would be removed from the process.[9]

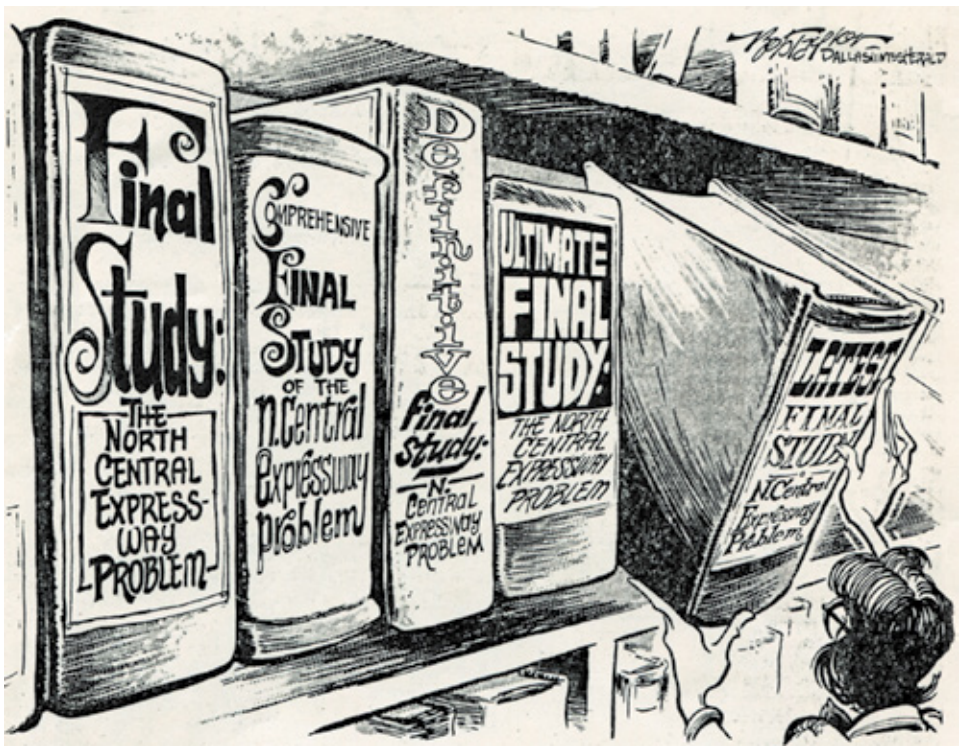


As controversy raged and actual construction seemed to be in the distant future, the City of Dallas experimented with interim measures to try to manage the traffic jams on Central Expressway. This advertisement from the April 27, 1981, *Downtown Dallas News* announces a new test program. As part of the interim improvement program (but not associated with this advertisement), the missing section of frontage roads south of Mockingbird Lane was built.

But opposition to the upper deck continued to build in 1982. Facing strong opposition from its citizens, the University Park City Council voted to oppose double decking in September. An organization called People Against Double Decking became increasingly active in its opposition. Dedman and Governor Clements were assuring the public that there would be plenty of opportunities for the public to remain involved in the process. The gubernatorial election of November 1982 was just ahead and it would become a turning point in the Central Expressway debate.[10]

The official position of gubernatorial challenger





The Central Expressway controversy was a great business opportunity for consultants who performed studies, and a new report was issued just about every year. This cartoon from the January 9, 1985, *Dallas Times Herald* has fun with the endless series of studies which did not produce a consensus for action. The study which resulted in the recommended design began in 1984.

Even after the freeway design was decided in 1986, studies continued on how to integrate DART light rail into the corridor. The above view from a June 1989 study titled *Service Road Transit Study* shows a depiction of a design concept in which the light rail tracks would be built underneath the frontage roads. This concept was not selected and the light rail was placed in bored tunnels underneath the freeway.

Attorney General Mark White was that the Central plan should be determined locally without any undue pressure from TxDOT. White defeated Clements and change came very quickly—even before White took office. At the request of White, TxDOT suspended further work on the elevated lanes in late November 1982 and in December an official agreement was reached with the City of Dallas to continue the suspension until Dallas requested a restart.[11]

The City of Dallas and other local officials sought the delay to ensure that a transit element was included in the Central Expressway plan. The inclusion of transit became a certainty in August 1983 when voters approved the creation of Dallas Area Rapid Transit (DART) and a 1% sales tax to fund the agency's operations. The transit element for Central Expressway introduced even more complexity into an already complicated problem. A large number of potential options needed to be considered, including rail or bus on elevated structures, at ground level or in tunnels.

Dedman's influence was diminishing since he was a political supporter of ousted Governor Clements. In March 1983 White appointed Houston businessman Bob Lanier to the commission and Lanier replaced Dedman as chairman in May, returning Dedman to "member" status. Lanier was also a practical bottom-line businessman, so he was not

Ray Nasher was the developer and owner of Northpark Mall, located at the intersection of Central Expressway and Northwest HIghway. Northpark has consistently been one of the most successful malls in the United States, and Nasher had a big stake in the ultimate decision on how to improve Central Expressway. Nasher was actively involved in the controversy, opposing elevated lanes and in 1983 submitting a plan for a ground-level widening. In this November 1989 photo, Nasher signs the legal documents to donate land needed for the Central Expressway expansion.

While Nasher (1921-2007) achieved his wealth in real estate, he and his wife had a passion for modern sculpture art. Starting in the 1960s they assembled the world's greatest private collection of modern sculpture. Nasher donated his collection, valued at over $400 million in 2007, to the Nasher Sculpture garden in downtown Dallas, a $70 million museum financed by Nasher and opened in October 2003.

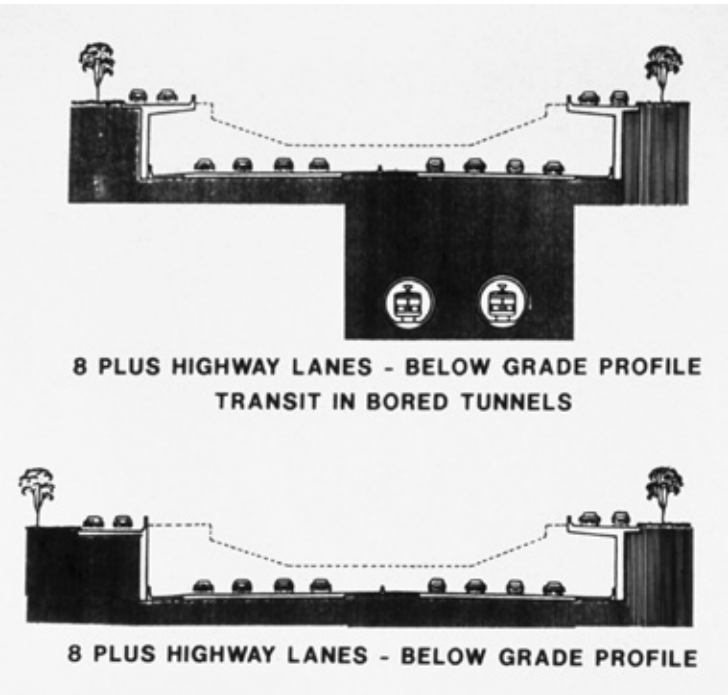
TxDOT Travel Information Division

willing to immediately dismiss the elevated freeway, which was the fastest and cheapest way to get the job done. In Dallas, city council support for the elevated freeway was waning. The elevated option barely survived a vote in March 1983 when council voted 6-5 to reject a resolution which would have killed the elevated lanes.[12]

In November 1983 TxDOT started to back away from its insistence on elevated lanes and Lanier urged Dallas to submit a locally preferred alternative. If the local alternative met certain criteria and Dallas was willing to pay for any cost increase in comparison to elevated lanes, Lanier indicated he would overrule state engineers and approve the plan.[13]

Still, reaching consensus on a plan acceptable to all stakeholders was going to be difficult. Recognizing this, Dallas Mayor Starke Taylor in early 1984 asked civic leader Walt Humann to form and lead a citizen's group called the North Central Task Force. The task force provided critical guidance to keep the project on track through the study process, preconstruction planning and construction.[14]

In July 1984 a new study was launched by Dallas and DART using a new consultant, this time with the specific objective of finding a viable alternative with no elevated structures and also including DART's planned rail line. Elevated structures were still included in the evaluation process, however. It was the eleventh formal study of Central Expressway in the previous ten



Texas Transportation Institute Dallas office

The design study initiated in 1984 and completed in 1985 identified the design which went on to become today's Central Expressway in Dallas. From downtown to Mockingbird Lane, the freeway is sunk into a continuous trench with the DART light rail tunnels underneath the freeway. From Mockingbird to Walnut Hill Lane, the freeway continues in the trench. In places where right-of-way is especially constrained, the frontage roads overhang the main lanes.

Dallas Morning News

This sign was erected to announce the start of work to rebuild and expand Central Expressway in Dallas. This view shows the original freeway looking north at Walnut Hill.

years. Was this going to be the study to break the logjam of controversy and finally move the project forward?[15]

In October 1984 the first preliminary drawings of a new design concept were shown, showing the freeway in a wide trench with frontage roads overhanging the main lanes and the DART rail line in a subway underneath the freeway. The chairman of the study committee expressed optimism that the concept would prove to be viable and gain the needed support to move forward. His optimism was justified. This idea would go on to become the recommended solution.[16]

In March 1985 the consultant team used a formal evaluation process to narrow the initial list of 29 options to eight options. The remaining contenders included options with elevated structures, both highway lanes and/or rail lines. In May 1985 a final decision was reached for the section from Mockingbird to Northwest Highway (which did not include rail), placing eight freeway main lanes in a trench. For the section south of Mockingbird, the options with elevated structures were eliminated. TxDOT Commission Chairman Lanier was still not ready to officially abandon the double-deck freeway south of Mockingbird, but indicated he would likely accede to the local recommendation. By this point the double-deck freeway was nearly dead, awaiting the final decision from Lanier to turn off life support.[17]

In July 1985 the final design south of Mockingbird was selected and approved by DART and Dallas City Council, placing eight freeway main lanes in a trench with overhanging frontage roads as needed to reduce right-of-way acquisition and the DART rail line in twin tunnels underneath the freeway. But a celebration party was premature because one final task remained: getting Lanier's approval. All along, Lanier's primary concern had been the cost of the project and when Dallas officials presented the plan to Lanier in September, Lanier asked for the submission of detailed cost data for the four final options considered.[18]

Months passed and finally Lanier was ready to make a decision on February 13, 1986. Governor White, Lanier, the Texas Transportation Commission and about 150 local officials gathered at Dallas City Hall. The commission voted unanimously in favor of the locally recommended option. The crowd in attendance broke into applause for about a minute. Politicians and community leaders were exultant. The double-deck freeway was finally and officially dead, and the project could begin moving toward construction.[19]

Reconstruction

First came the easy part, from Walnut Hill Lane in Dallas to north Plano. Work began in December 1985 on the first section from IH 635 LBJ Freeway to Belt Line Road in Richardson. An official groundbreaking for the first work in Dallas was held in June 1990 for the section from Walnut Hill to LBJ. Reconstruction of the easy part was complete in 1994 (see maps pages 121 and 143).

Then came the difficult part, from downtown Dallas to Walnut Hill Lane. First, 273 parcels of right-of-way were acquired for around $100 million, many requiring costly and time-consuming condemnation proceedings. Three major construction contracts were awarded in 1993 and 1994, and motorists were soon driving through a complicated construction zone and facing regular closures and detours. The original freeway, built at ground level and going underneath most intersecting streets, was sunk into

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This view looking south shows the construction of the Coit Road direct connector just north of Forest Lane in 1993. The connector was built with cast-in-place concrete, a technique rarely used in Texas but used nearly exclusively in earthquake-prone California. The structure underneath the overpass, called the falsework, forms the mold for the overpass concrete. The cast-in-place concrete overpass and nearby landscaping give this location of Central Expressway a California-style look.

a continuous 6-mile-long trench 20 to 25 feet deep. With little space to maneuver, construction crews dug the trench and gradually shifted traffic to the new lanes, demolished and rebuilt all cross-street bridges, and rebuilt the frontage roads which in some spots overhang the trench—all while keeping traffic moving.[21]

TxDOT built a new $31 million, 3.1-mile drainage tunnel 85 feet below ground level. The City of Dallas spent $28 million to excavate a large storage cavern under nearby Cole Park to collect and store storm runoff so the water can be gradually released into Turtle Creek. The City of Dallas was responsible for about $101 million of the total project cost. The downturn in the Dallas economy in the early 1990s had the beneficial effect of moderating construction cost increases and lowering right-of-way costs, helping keep the project on track for completion. The final reported construction cost of the project from downtown to LBJ Freeway was $441 million. There were no press reports of the total project cost including right-of-way and project management, but it appears to have been around $600 million, about $900 million in 2013 dollars.[22]

As work progressed it became clear that Central Expressway would not look like an ordinary freeway. It would become one of the most distinctive freeways in the United States with its unusual design features and architectural enhancements. Lattice structures of concrete beams adorned the entrance ramps, the trench walls featured pockets of landscaping, shades of beige and green softened the harshness of endless concrete and two intersections featured decorative structures.

Motorists were surely dreaming of the magic year 1999 when the pain of construction would translate into the gain of a beautiful new freeway. On November 29, 1999, the long-awaited day arrived when all lanes were open to traffic. The struggle to rebuild and modernize Central Expressway, which had begun in 1974, had reached its goal. An official dedication featuring a vehicles-only parade of antique and custom cars on the southbound main lanes from LBJ Freeway to downtown was held on December 5, exactly 40 years after the only other freeway parade in Dal-

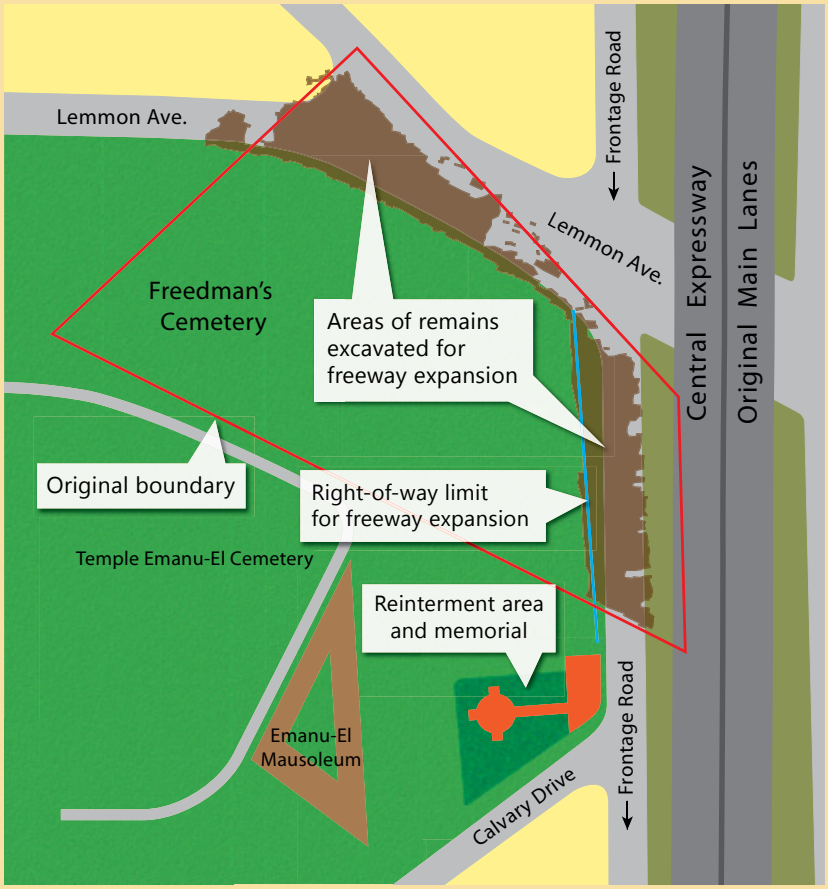
African-American History and Central Expressway

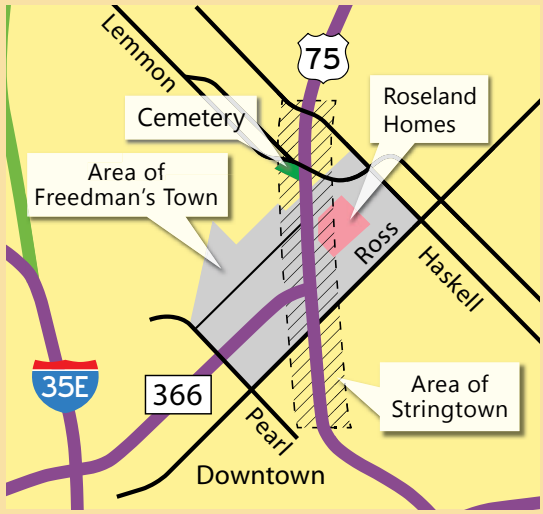
In December 1985, in anticipation of the planned expansion of North Central Expressway, TxDOT sent an archaeologist to conduct an initial survey of the freeway corridor. The archeologist discovered a location of interest alongside the freeway near downtown–a park named Freedman's Memorial Park which was identified as a former public cemetery. This finding would result in the largest cemetery excavation in the history of TxDOT, a 15-year effort which blazed a new trail in North Texas government-community cooperation.

Freedman's Cemetery was within the Freedman's Town community, a neighborhood of freed slaves established after the Civil War. The Stringtown neighborhood located along the Houston & Texas Central railroad corridor was also predominantly black. The cemetery, located directly adjacent to the railroad, was active between 1869 and its closure in 1907 due to overcrowding. At first, the archeological impact seemed to be minimal. TxDOT would need to acquire a strip of land from the park varying from 8 to 18 feet wide, a total of 0.09 acres which was expected to have 20 to 30 burial sites. But the preliminary investigation revealed that the site was much larger and a comprehensive archeological investigation would be required.

During the original construction of Central Expressway the City of Dallas had acquired an 82-foot-wide strip of land from the eastern edge of Freedman's cemetery, and the southbound frontage road was built directly over the cemetery property with no archeological investigation. Around the same time the eastbound lanes of Lemmon Avenue were also built directly over the north side the former cemetery. Both the southbound frontage road and Lemmon Avenue would be rebuilt as part of the project, and stricter rules were in place to regulate the disturbance of cemeteries. In addition, Freedman's cemetery was of particular historical interest to the black community in Dallas and dignified handling of the site was a top priority of the community.

The archeological excavation of Freedman's cemetery proceeded with a partnership that was unprecedented in North Texas highway construction. TxDOT, the Dallas Parks Board, Black Dallas Remembered, Inc., the African American Museum and descendants of residents of Freedman's Town worked together to develop a plan to exhume and reinter the remains which would be affected by the reconstruction. It turned out to be a huge undertaking, with the excavation of 1150 burial sites containing the remains of 1157 individuals taking place between May 1991 and August 1994. Remains were reinterred in a new site adjacent to the original cemetery in three ceremonies in 1994. Data analysis, scientific study and documentation continued until 2000, culminating with the completion of a comprehensive exhibit at the African American Museum in Dallas.[20]





UT-Arlington Library Special Collections[40]

With the original Central Expressway overpass at Lemmon Avenue visible in the background, state archeologist Jerry Henderson directs an excavator to carefully scrape off a thin layer of dirt as graves are uncovered as part of the reinterment program. Below, a worker excavates a grave site by hand, recovering all remains and artifacts. A total of 1150 burial sites with the remains of 1157 individuals were found.

UT-Arlington Library Special Collections[40]

Dallas Morning News

The above April 1995 view shows demolition of the original McCommas Boulevard overpass. The original overpasses were long-lasting cast-in-place concrete and it took two hours of pounding from the wrecking ball before the last section fell.[25]

las, the opening of Stemmons Freeway in 1959 (see photo page 11).[23]

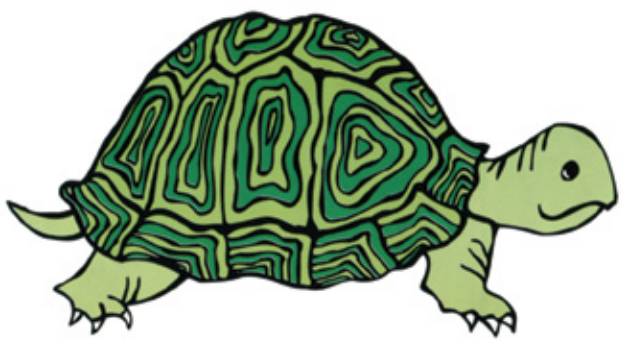
However, Central Expressway was not yet complete. The planned interchange at IH 635 LBJ Freeway was dropped from the construction plan in 1990 due to funding shortfalls. So while motorists could cruise on the modern freeway through Dallas and into the north suburbs, at LBJ Freeway they still encountered the one remaining relic of the original Central Expressway. The interchange at LBJ Freeway, built in 1968 with obsolete design elements including two loop connectors and two left-side exits, would survive until construction funds became available. Fortunately, funding was secured soon after the completion of the main lanes and work could get underway on Central Expressway's most impressive feature.[24]

This May 1996 view shows the construction zone at SMU Boulevard with trench excavation in progress on the lower right and the freeway main lanes snaking through the construction zone.

Texas Transportation Institute
Dallas office

Dallas Morning News

This October 1997 view shows the project nearing completion at the Park Lane overpass, which is under construction in the foreground. Traffic is on the final pavement on the right side of the photo as work continues on the northbound lanes on the left side. This section was completed in October 1998.



North Central Expressway, 1950

North Central Corridor, 2000

These images appeared on the cover of the final project newsletter for Central Expressway, distributed in advance of the December 5, 1999, opening parade. The chronically traffic-plagued original Central Expressway was transformed into a speedy freeway cruise, at least for the moment.

Also see: photo of the opening parade page 11

The Central Expressway Tunnels

The reconstruction of Central Expressway wasn't just a freeway construction event—it also included three large tunnel projects. The largest project was the construction of the 3.5-mile twin tunnels underneath the freeway from Mockingbird Lane to Ross Avenue between January 1992 and January 1994 for the DART Red Line light rail. The project was completed within the total $114 million budget, which included $87 for the tunnel boring. The bottom photo shows the substantially complete tunnel near the Cityplace station with a utility tunnel branching to the right.

The second project was the construction of a 3.1-mile, 18-foot-diameter, $31 milion freeway drainage tunnel from Lemmon Avenue to University Boulevard between 1990 and 1993. The upper photo shows workers in a smaller secondary tunnel. The tunnel is 85 feet below ground level with 18 shafts to the surface and connects to the third major project, the Cole Park detention cavern.

Cole Park, one block west of Central Expressway just south of Fitzhugh Avenue, looks like any other park with its ball fields, tennis courts and grassy lawn. But underneath the park is a system of large excavated caverns which store stormwater from the Central Expressway drainage system. Water in the cavern is released into Turtle Creek gradually to prevent flooding. The $28 million project, completed in 1993 and fully operational in 1996, has 13 parallel caverns, each 40 feet tall, 24 feet wide and 842 feet long. The vault can hold 218 acre-feet of water—71 million gallons.[39]

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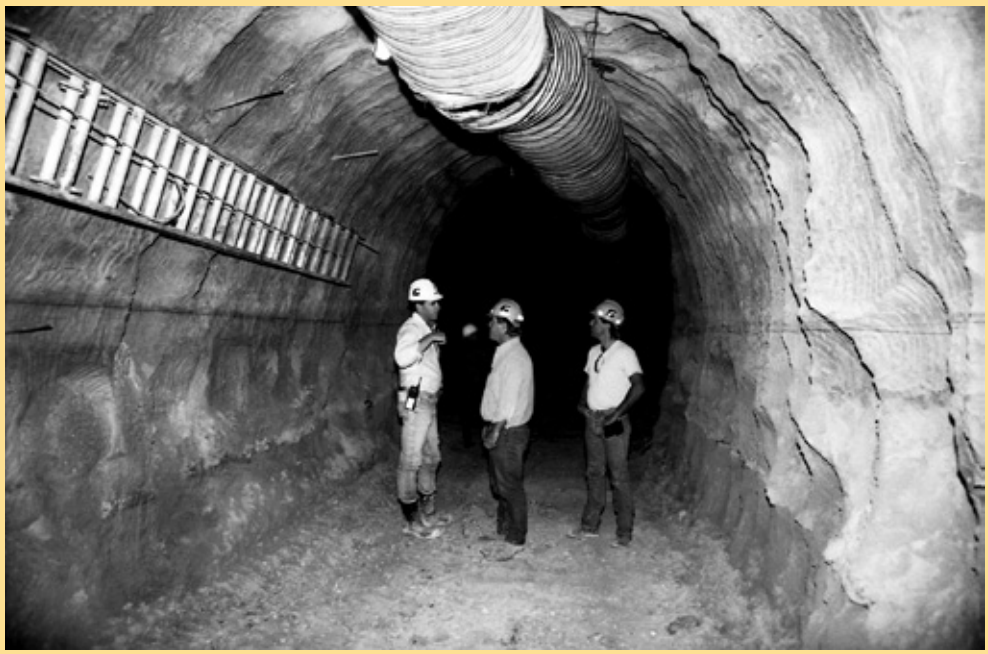


Texas Transportation Institute Dallas Office

Author, 2009

The concrete-beam lattice structures which frame the entrance and exit ramps on Central Expressway are the most distinctive architectural enhancement of the freeway. The above photo shows a section of frontage road at Northwest Highway which has latticework on both sides. The southbound on-ramp at Caruth Haven Lane shown below is typical for most freeway on-ramps, with the latticework positioned between the on-ramp and the main lanes.

Author, 2009

TxDOT Travel Information Division

Dallas Morning News

This view on the Mockingbird Lane overpass just after the 1999 completion shows some of the architectural enhancements that were part of the project, including the pagoda, roomy brick-paved sidewalks and the ill-fated decorative spheres called bollards. Motorists developed a bad habit of driving into the bollards, smashing them to pieces at a rate of about 10 to 15 per month. With a replacement cost of $600 per bollard, TxDOT decided in 2004 that the bollards were just too expensive to be part of a daily destruction derby with cars, so the remaining 478 bollards were removed from Central Expressway.

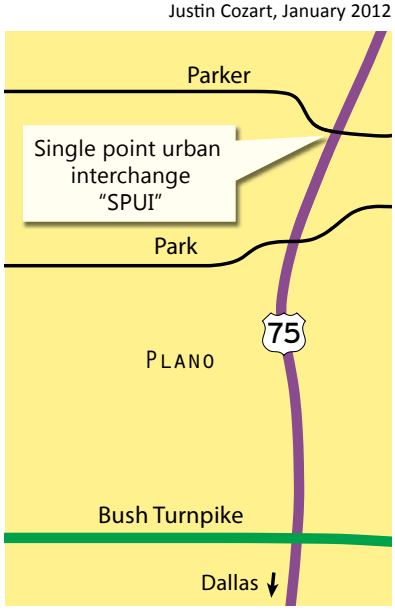
This view looks northbound at the Monticello Avenue overpass, with landscaping in the retaining wall visible on the right.

Author, March 2007

Justin Cozart, January 2012

SPUI Traffic engineers will recognize this interchange as a single-point urban interchange, typically identified by its acronym SPUI. This SPUI at the intersection of Central Expressway and Parker Road in Plano opened in December 2010 and is the only one in the Texas state highway system. A normal freeway-to-street intersection requires two traffic signals, one at the frontage road on each side of the freeway. In a SPUI there is only one traffic signal in the center of the intersection, the "single point". The SPUI design allows two left-turn movements to occur simultaneously, a big advantage for this intersection since all traffic exiting or entering the freeway is making a left turn. SPUI interchanges are also space efficient, making them attractive for tight spaces. U-turns are not standard in SPUI designs, but in Texas U-turns are a must so this SPUI could be called a Texas-style SPUI.

Although this is the only SPUI in the state highway system, North Texas has had a SPUI-style interchange for a very long time. Around 1962 the City of Fort Worth built a grade separation at the intersection of Beach Street and East Lancaster Avenue in east Fort Worth with turning movements similar to the modern SPUI.



Above: Official graphic of the High Five construction project

Until the 1980s the typical freeway-to-freeway interchange in Texas had four levels of traffic: the main lanes of each freeway and two levels for connecting ramps. In the 1980s TxDOT engineers began to bring the frontage roads of both freeways through the interchange, introducing the fifth level of traffic and launching the era of the five-level interchange. Houston took the lead with five-level interchanges, completing the first in 1989 at Interstate 10 and the Beltway 8/Sam Houston Tollway, and others in the 1990s and 2000s around Beltway 8. The original design for the High Five interchange, approved in October 1993, included five levels but did not include the HOV connector and the managed lanes on IH 635. The final design was approved in 2001, also adding the wishbone-style HOV ramps north of the interchange on Central Expressway and a T-ramp connection to the HOV lanes on IH 635 east of the interchange.

Anticipation was building for the planned new five-level interchange even before the final completion of the Central Expressway main lanes. In October 1999 the Dallas TxDOT office asked the public to submit names for the new interchange. A day later the *Dallas Morning News* published a listing of some of the suggestions received, including some obvious strong candidates as well as numerous silly, comical names. At the top of the list of strong candidates: the High Five and the Lone Star, both suggested by numerous people. A year later in October 2000 TxDOT officially announced that the interchange would be named the High Five. The name would go on to become a success, being widely used by the public and press.[26]

Approximately 460,000 vehicles per day passed through the interchange at Central Expressway and LBJ Freeway in 2000, and keeping traffic flowing smoothly was the greatest challenge in the construction of the High Five. Unconventional construction techniques, aggressive project management and an all-new, $1 million construction machine met the challenge to minimize inconvenience to the public.[27]

Bids for construction were opened on April 3, 2001, with San Antonio-based Zachry Construction submitting the winning bid of $260.9 million. Project engineers designed the connection ramp main spans to be built with a technique called precast segmental, in which sections of the ramps are cast in a nearby yard and then positioned in place at the end of the ramp, slowly building it one section at a time. This technique allowed the spans to be longer than the usual steel beam designs and, more importantly, minimized disruptions to the traffic below. Zachry's Italian partner Deal S.R.L. developed an all-new machine dubbed the Segment Erector to lift bridge sections into position. The Segment Erector eliminated both the need for large cranes to lift the bridge sections and the usual requirement for a support truss along each ramp section.[28]

For the project schedule, the original eight-year construction plan was shortened to five years with incentives up to $11 million for early completion and a penalty of $80,000 per day if the project was late. To minimize traffic disruptions, the contractor was charged for lane closures, ranging from $50 per hour at night to $22,500 per hour during peak traffic periods. This incentivized Zachry to perform much of the disruptive work during the night. The regular 400-watt bulbs in the high mast lighting at the interchange were replaced with 1500-watt bulbs to brightly illuminate the construction zone at night.[29]

By January 2002 construction work had reached full speed. Motorists driving through the interchange saw the massive interchange rise around them, with the bright yellow Segment Erector often positioned above the traffic as it built the connection ramps one section at a time. Construction proceeded ahead of schedule, with all regular traffic lanes completed and opened on November 21, 2005, well ahead of the scheduled January 2007 completion and earning Zachry its $11 million early completion bonus. The total project cost was approximately $369 million, including the construction cost of $261 million, $97 million for right-of-way acquisition and utility relocation, and the $11 million bonus. The project was recognized with multiple awards, including the American Public Works Association's 2006 Project of the Year.[30]

The High Five also met the challenge to distinguish itself with its aesthetics. The segmental design of the main ramps provided a sleek, California-style look rarely seen in Texas and the concrete structures were adorned with stars and visual enhancements. Sections of ramps using conventional pier-and-beam construction were designed to mimic the sleeker look of the segmental ramps. All interchange structures were painted in earthy hues of green, red and beige, a color scheme which was perfected after the initial pastel colors just didn't look right. The retaining walls along LBJ freeway use embedded patterns to depict Cottonwood Creek, which flows underneath the interchange, and a $4.2 million bicycle trail alongside the creek was opened in 2010. There is no doubt—the High Five is the crown jewel of North Texas freeways.[31]

TxDOT Travel Information Division

This November 2002 view looks northeast across the construction zone with several ramps in various states of completion. The segment erector machine is in position on the top level ramp in the background.

This early 2003 view looks east across the interchange construction zone with the eastbound lanes of Interstate 635 LBJ Freeway in the foreground.

Also see: photos of the original interchange, pages 212 and 213

Author, November 2002

The Segment Erector

The segmental erector was a one-of-a-kind machine specially built by Zachry's Italian partner Deal S.R.L. to meet the challenges of building the High Five. The segment erector was positioned on the end of the connection ramps where it lifted the next section into place, as shown in these photos. After placing a section, the erector was moved to the opposite end of the ramp to add the next section, building the ramp outward from its center in a balanced, step-by-step process. By eliminating the need for cranes to position the sections, the erector minimized disruptions to traffic flow on the lanes below. The erector was also well-suited for nighttime work, further reducing the inconvenience to the 460,000 vehicles which passed through the interchange daily.

Photos: Zachry Construction Corp.

The ramp sections were prefabricated in a casting yard on the southeast side of the interchange.

Here a section is being lifted into position in 2003 on the top-level ramp which connects eastbound LBJ Freeway to northbound Central Expressway. This view looks northbound along Central.

Author, 2009

Above, a ground-level view of the High Five and its decorative paint job. Below, looking southwest across the interchange.

Author, April 2011

This aerial view looks northbound along Central Expressway at the High Five interchange with Interstate 635 LBJ Freeway crossing from left to right. The Cottonwood Trail bicycle and pedestrian path, opened in 2010, is visible along the creek on the right side of Central Expressway. Left is a ground-level view looking northbound.

Author, November 2007

Author, April 2011

TELECOM CORRIDOR.....RICHARDSON, TX

City of Richardson

Looking northbound just north of Arapaho Road in 2010.

Also see: origins of Collins Radio, pages 107 and 114-115

With the 1958 opening of the Collins Radio engineering center at Central and Arapaho Road and the Texas Instruments Semiconductor Building at Central and LBJ, the technology boom on Central Expressway had begun. TI's campus would grow very quickly and achieve national prominence for its achievements, starting with Jack Kilby's invention of the integrated circuit just months after the Semiconductor Building opened. The growth of the telecommunications industry, focused on the section of Central Expressway from Arapaho to Renner Road, would be a steady process for decades, finally reaching international prominence by the late 1980s.

The development of the Telecom Corridor from its 1950s origins into the 1980s was driven by advancing technology and private enterprise. There was no formal plan, minimal government guidance and no nearby university research center. It was a classic case of concentration of a specific industry, a phenomenon called agglomeration by economists, and for the Telecom Corridor it was driven by both traditional reasons and fortuitous events. Traditional reasons included an attractive business climate, the tendency of firms to locate near a supplier or customer, startups by entrepreneurs from established firms in the area, firms entering the concentration zone by acquisition, firms looking for a specialized work force, or, in later years, the desire to join a well-established region. Fortuitous events for the Telecom Corridor included the unwillingness of AT&T to sell equipment to potential competitors, sending those competitors to Telecom Corridor suppliers. The breakup of AT&T in 1984 created a wide-open telecommunications market, an opportunity seized by Telecom Corridor firms.[32]

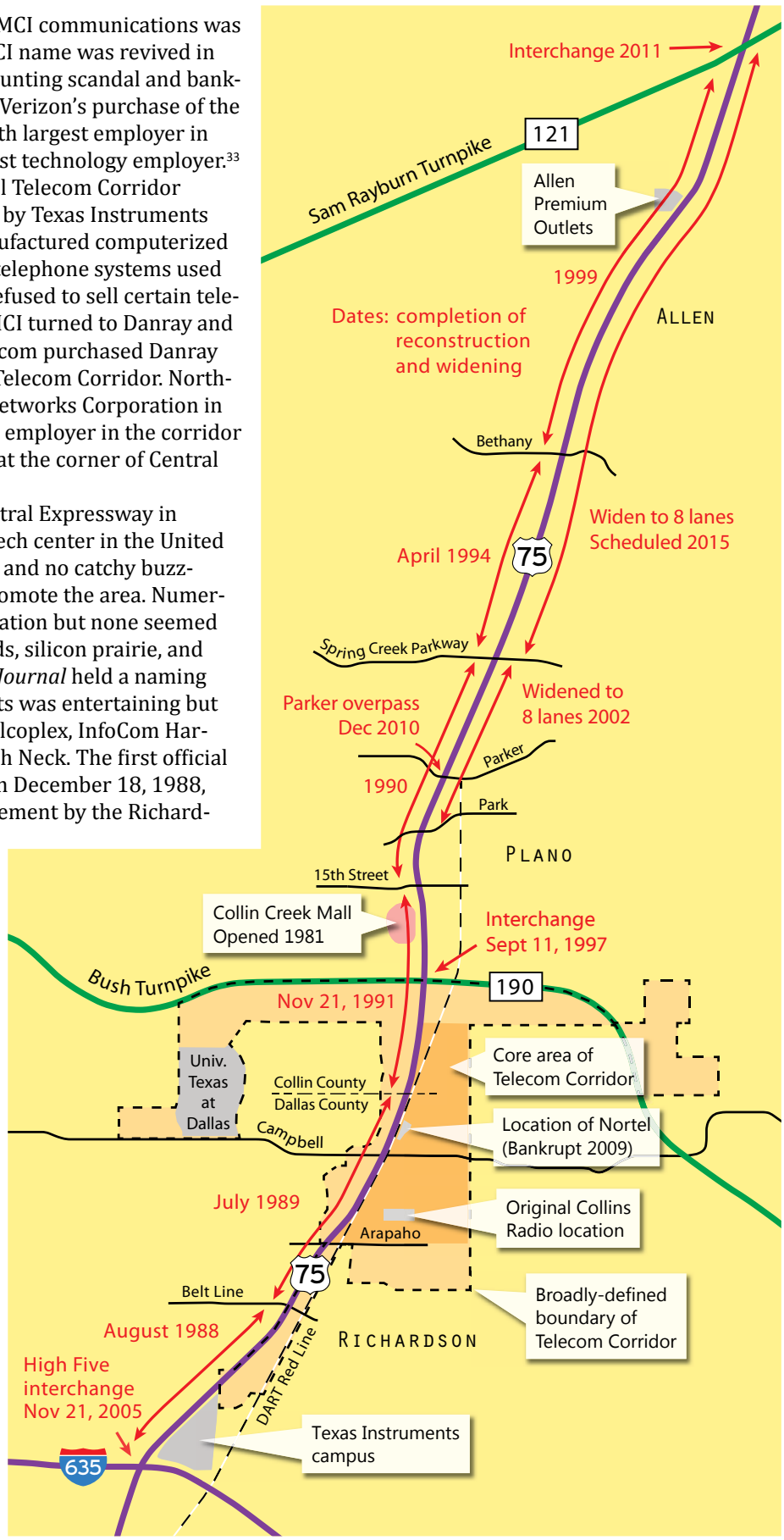
Collins Radio was the original telecommunications firm in the Telecom Corridor and served as the foundation for all future growth. The second most influential company in the growth of the Telecom Corridor was MCI Communications, which was incorporated in Washington DC in 1968 as Microwave Communications, Inc. After its founding MCI began a long-running legal campaign to receive permission to compete with AT&T in the long-distance communications market. In 1971 MCI received final permission to build a microwave relay communications system between Chicago and St. Louis, and Collins Radio in Richardson was MCI's supplier for the microwave equipment. MCI established an engineering facility in Richardson in 1972 to be close to Collins. As MCI built a nationwide microwave communication network, its Richardson operation expanded and ultimately became one of the largest in the Telecom Corridor. MCI's heft would attract other equipment manufacturers to the corridor, including Ericsson, Fujitsu and Alcatel. Rockwell International took control of Collins Radio in 1973 and sold the commercial (non-defense) com-

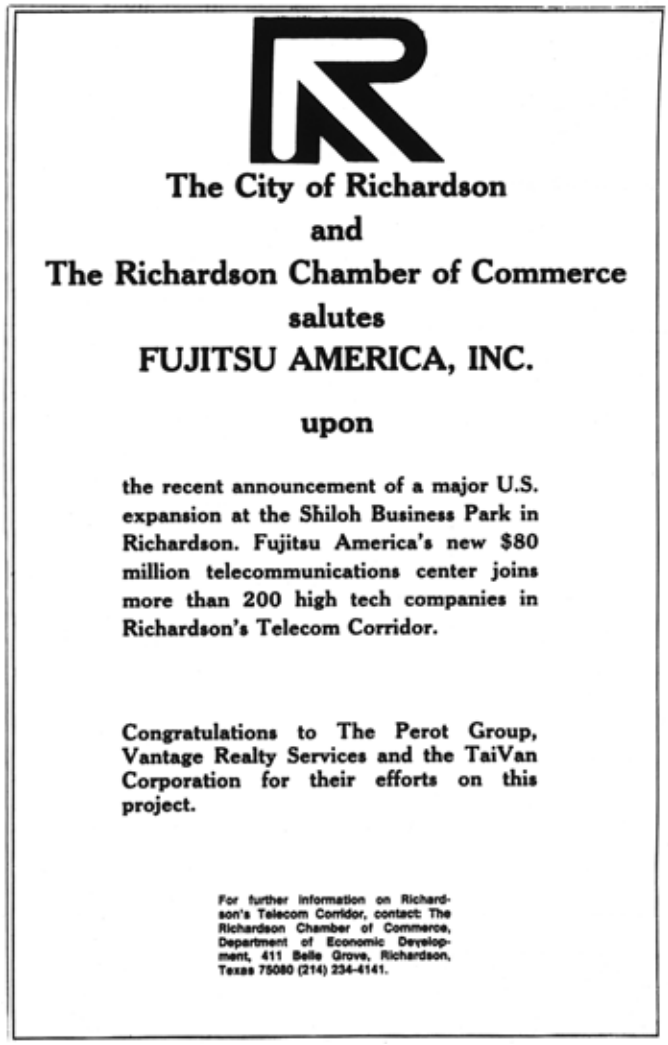
munications division to Alcatel in 1991. MCI communications was purchased by Worldcom in 1998. The MCI name was revived in 2003 following the 2002 Worldcom accounting scandal and bankruptcy, but once again disappeared with Verizon's purchase of the firm in 2006. In 2013 Verizon was the fifth largest employer in the Telecom Corridor and the third largest technology employer.[33]

A lesser-known but highly influential Telecom Corridor pioneer was Danray. Danray was formed by Texas Instruments engineers in 1968 and in the 1970s manufactured computerized private telephone exchanges, which are telephone systems used by businesses. In the mid-1970s AT&T refused to sell certain telecommunications equipment to MCI, so MCI turned to Danray and business took off. In 1978 Northern Telecom purchased Danray and established its first presence in the Telecom Corridor. Northern Telecom, officially renamed Nortel Networks Corporation in 1998, would go on to become the largest employer in the corridor in the 1990s with a huge office complex at the corner of Central and Campbell Road.[34]

By the late 1980s the area along Central Expressway in Richardson had become a leading high-tech center in the United States, but there was limited recognition and no catchy buzzword like California's Silicon Valley to promote the area. Numerous names had been floated for consideration but none seemed to take hold, including telecom crossroads, silicon prairie, and switch alley. In 1988 the *Dallas Business Journal* held a naming contest for the area and the list of finalists was entertaining but forgettable: Tel-Tech city, Phone Zone, Telcoplex, InfoCom Harbor, and, without any explanation, Hi-Tech Neck. The first official use of the name Telecom Corridor was on December 18, 1988, in the *Dallas Times-Herald* in an advertisement by the Richardson Chamber of Commerce welcoming Fujitsu to the Telecom Corridor. The name stuck, and from that point on the telecommunications industry concentration on Central Expressway would become known as the Telecom Corridor. Of course, without Central Expressway there would be no corridor, so the name gave implicit credit to the freeway for making it all possible. When *BusinessWeek* magazine featured six high-tech hotspots on its cover in October 1992, the Telecom Corridor was shown as a star on a highway.[35]

Growth in the Telecom Corridor continued, reaching a crescendo in the late 1990s as the nationwide high-tech boom drove all technology industries into an unprecedented expansion. 2000 was a banner year for Richardson and the Telecom Corridor, with Richardson adding 10,500 new jobs with 28 corporate relocations and expansions. Richardson was home to 85,000 jobs—second in North Texas only to the 126,000 in Dallas' central business





This advertisement in the December 18, 1988, *Dallas Times Herald* welcoming Fujitsu to their new facility was the first official use of the term Telecom Corridor.

district.[36]

Then came the great high-tech bust in 2001, and the Telecom Corridor was hit hard. In the following years tens of thousands of technology jobs were eliminated and the office vacancy rate climbed to 30% as firms shrunk their operations. The highest-flyer during the peak of the boom, Nortel, sustained the most severe crash as employment plunged from a peak of almost 10,000 in 2000 to 3000 in 2009 when the firm filed for bankruptcy and was dismantled.[37]

For the Telecom Corridor, things would never be the same again as two new trends emerged in the 2000s: decentralization of the telecom industry in North Texas and diversification in the Telecom Corridor. In 2013 numerous telecom firms in North Texas are located outside the Telecom Corridor in other cities, with Blackberry (originally Research in Motion) and Nokia in Irving and Ericsson in northwest Plano near the Dallas North Tollway. Non-telecom firms have an increasing presence in the corridor. In 2013 AT&T was the largest employer in the Telecom Corridor with 4300 employees, but the next two largest employers were non-technology firms—Bank of America with 3300 employees and health insurer Blue Cross & Blue Shield of Texas with 3100 employees.[38]

In spite of all the strife, telecommunication firms still dominate the corporate landscape along the freeway and the name Telecom Corridor has survived. And of course, amid all the evolution, Central Expressway remains the backbone of it all.

This graphic appeared on the cover of *Businessweek* magazine on October 19, 1992, with the headline "Hot Spots: America's New Growth Regions". (Bloomberg, the owner of *Businessweek*, does not allow the magazine cover to be reprinted.) Appropriately, the Telecom Corridor was depicted as a star on a highway.

Author, June 2009

Northwest Highway

Northwest Highway is the busiest non-freeway intersection on Central Expressway. The lower photo shows Central Expressway just prior to the reconstruction which began in 1993, showing the cloverleaf interchange and the original Central Expressway with only four main lanes. The above photo from June 2009 shows the modernized intersection and expanded freeway.

Also see: Northwest Highway historical photos, page 100

Texas Transportation Institute Dallas office

Author, June 2009

Knox-Henderson

This June 2009 aerial view looks southbound at the overpass for Knox Street (to the right) and Henderson Avenue. The overpass features architectural enhancements—the pillars and the landscaping.

George W. Bush Presidential Center

Author, June 2009

Dallas Morning News

The photo above shows the site for the Bush Presidential Center along Central Expressway in June 2009. The view looks southwest with SMU Boulevard in the foreground. Prior to being cleared, the property was filled with low-rise apartment buildings built in the 1950s and 1960s. At left, Condoleezza Rice and Dick Cheney join George and Laura Bush for the ceremonial groundbreaking at the site on November 16, 2010. The Bush Center opened on April 25, 2013.[41]

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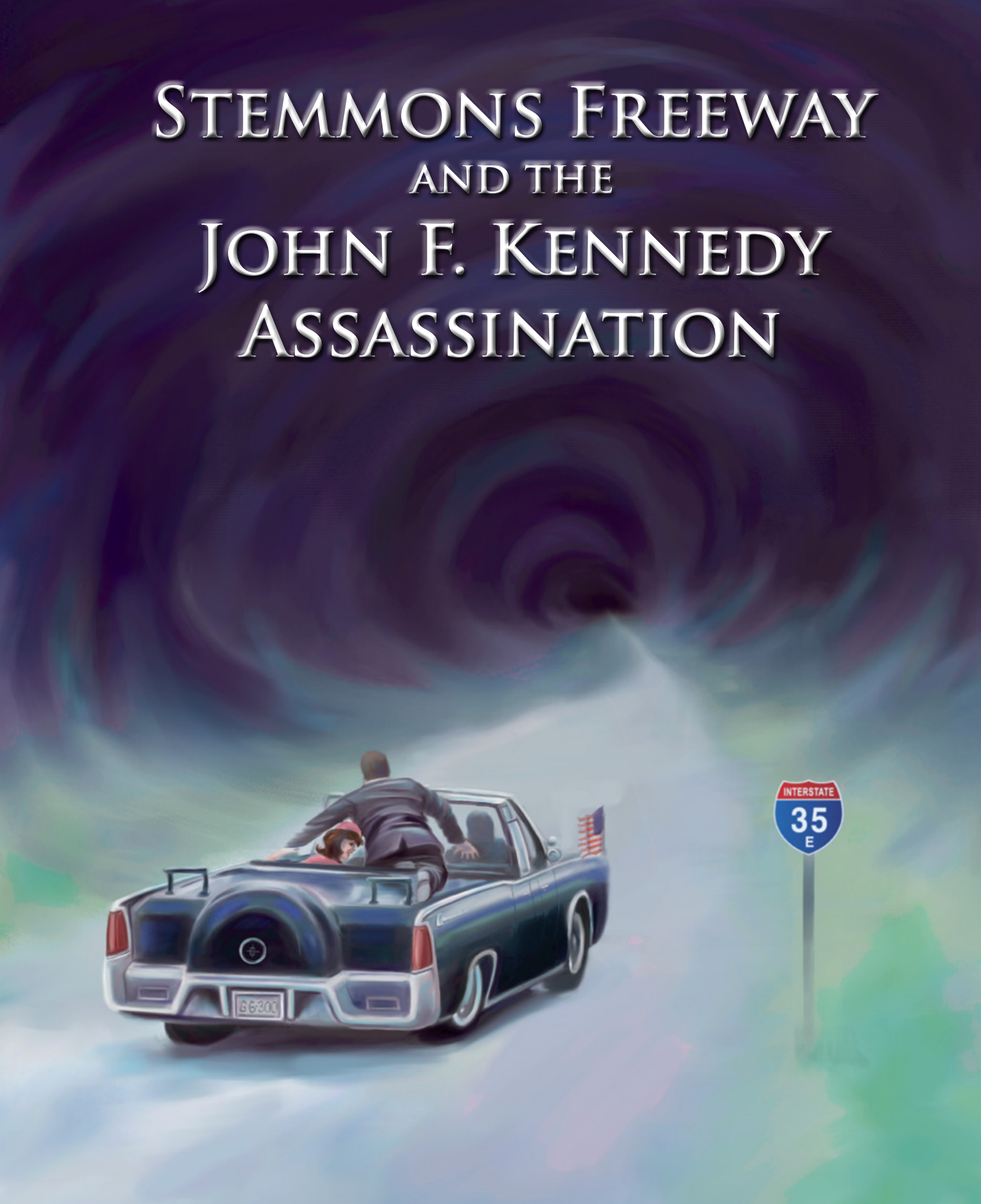
Stemmons Freeway and the John F. Kennedy Assassination



Dallas Public Library[1]

CHAPTER 5

Stemmons Freeway and the John F. Kennedy Assassination

NOV 22, 1963

The presidential limousine was about 800 feet from the Stemmons Freeway entrance ramp when the fatal bullet struck at 12:30 PM on November 22, 1963. Moments later, with President Kennedy's body slumped down into the back seat, the limousine made the right turn onto Stemmons for the two-mile freeway drive, originally planned to end at the Dallas Trade Mart alongside the freeway. But of course, the limousine now had a new destination, Parkland Memorial Hospital. The limousine made its originally planned exit at Market Center Boulevard, but then sped past a perplexed crowd gathered at the Trade Mart on its way to the hospital where Kennedy was officially declared dead around 1 PM.

While the two-mile drive on Stemmons Freeway was a journey of despair and horror for the limousine occupants, it had no influence on the actual assassination or the immediate aftermath, making it the least-scrutinized event of the tragic day. But, indirectly, Stemmons Freeway did have a big impact on the controversy which raged for decades. How so?

The most authoritative and poignant evidence of the assassination is the Zapruder film, which captured the sequence of events along Elm Street including the graphic fatal headshot to President Kennedy. But for 15 frames at a critical moment in the film, Kennedy is hidden behind a guide sign along Elm Street. During this critical moment the President is first struck by a bullet, the nonfatal bullet which entered his back and continued to also strike Governor John Connally. With only the back side of the guide sign visible and no photographic evidence of the initial bullet strike, it was much more difficult for investigators to reconstruct events and reach an undisputed conclusion. Alternate explanations, particularly the idea of a gunman on the "grassy knoll", were empowered to persist for decades.

So what's the Stemmons Freeway connection? The guide sign which hid Kennedy at the critical moment was a guide sign to Stemmons Freeway, advising motorists with the text "Stemmons Freeway Keep Right". The removal of the Stemmons Freeway guide sign and a companion sign for R.L. Thornton Freeway is the only significant change which has occurred at the assassination scene since November 22, 1963; except for a repositioning of lampposts, the site remains exactly as it was.

While the findings of the official assassination investigation generated controversy and discussion which continued for decades, the disappearance of the freeway guide signs is a mystery which was never investigated. When and why were the signs removed? Even the historical expert at the Sixth Floor Museum at Dealey Plaza had no records of the timing or circumstances of the sign removal. It seemed to be one last question of the Kennedy assassination which would remain unanswered.

History will not be changed if the mystery of the sign disappearance is solved, but it is a curiosity with a freeway connection which deserved one last look. A review of available photographic evidence has allowed the date of the sign removal to be pinpointed much more precisely than before. But still nothing is known about the reason and circumstances of the sign removal, and photographs uncovered new information about the R.L. Thornton sign which adds even more questions. It appears that the mystery of the Dealey Plaza freeway signs will endure forever.

(facing page) The Stemmons Freeway guide sign was a prominent feature of Dealey Plaza, positioned alongside Elm Street at the spot of the assassination. The sign mysteriously disappeared from Dealey Plaza shortly after the assassination, and virtually nothing was known about the circumstances and exact timing of the sign removal. In this photo taken during the weekend after the Friday assassination, mourners and onlookers gather around the Stemmons Freeway sign at the assassination site. Flowers and informal memorials were placed along the grassy slopes on both sides of Elm Street.

THE PRESIDENTIAL LIMOUSINE ON STEMMONS FREEWAY

President Kennedy's agenda for his visit to Dallas on November 22, 1963, included two major events: the downtown parade, ending at Dealey Plaza on the west side of downtown, and a luncheon speech at the Dallas Trade Mart. Stemmons Freeway connected the two events and was the route of the presidential motorcade. No reporters or official photographers were posted along the freeway—after all, a quick freeway drive was not a newsworthy event.

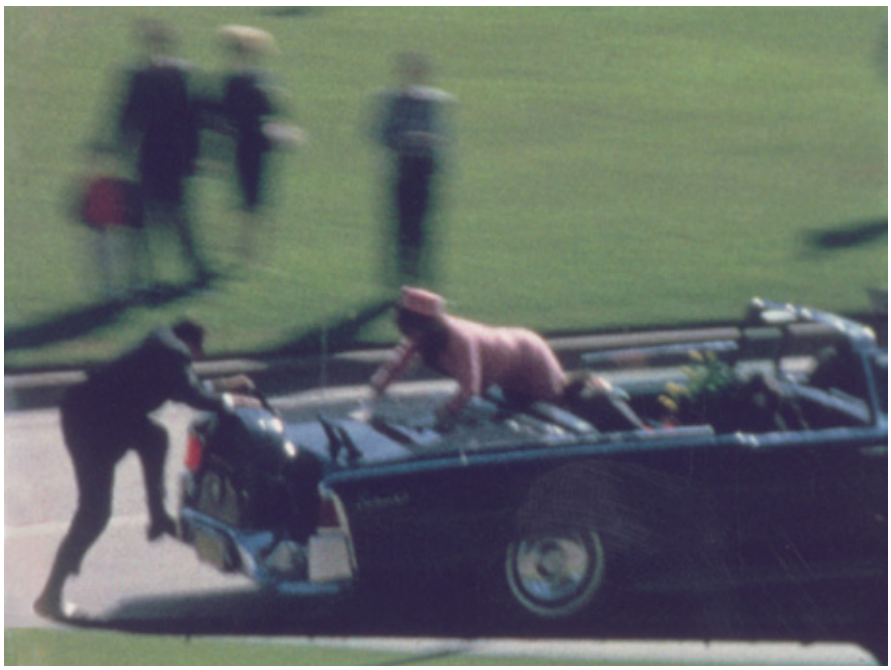
There are only three known and available photographs of the presidential limousine on Stemmons Freeway. Two other photos show the presidential limousine just before it entered the freeway and just after it turned from the frontage road. All five photos were captured by spectators along the route.

Stemmons Freeway was originally constructed without a median barrier and in November 1963 work on the median barrier was about to begin. It appears that the center median was wide open on the day of the assassination, providing ample space to position a vehicle for temporary parking and allowing unrestricted movement of pedestrians. Two of the Stemmons Freeway photographs were taken from the median, and the third, taken from the roadside, shows pedestrians in the median. A photograph published in the *Dallas Morning News* on December 4, 1963, shows work just underway on the median barrier at the freeway curve near Oak Lawn Avenue.[2]

Spectators who gathered along the Stemmons Freeway motorcade route hoping to get a glimpse of the President and first lady were unaware of the events which had just transpired. Surely some were puzzled when the limousine sped by unexpectedly quickly with Secret Service agent Clint Hill perched over the back seat of the vehicle and no sign of the president or other back seat occupants.

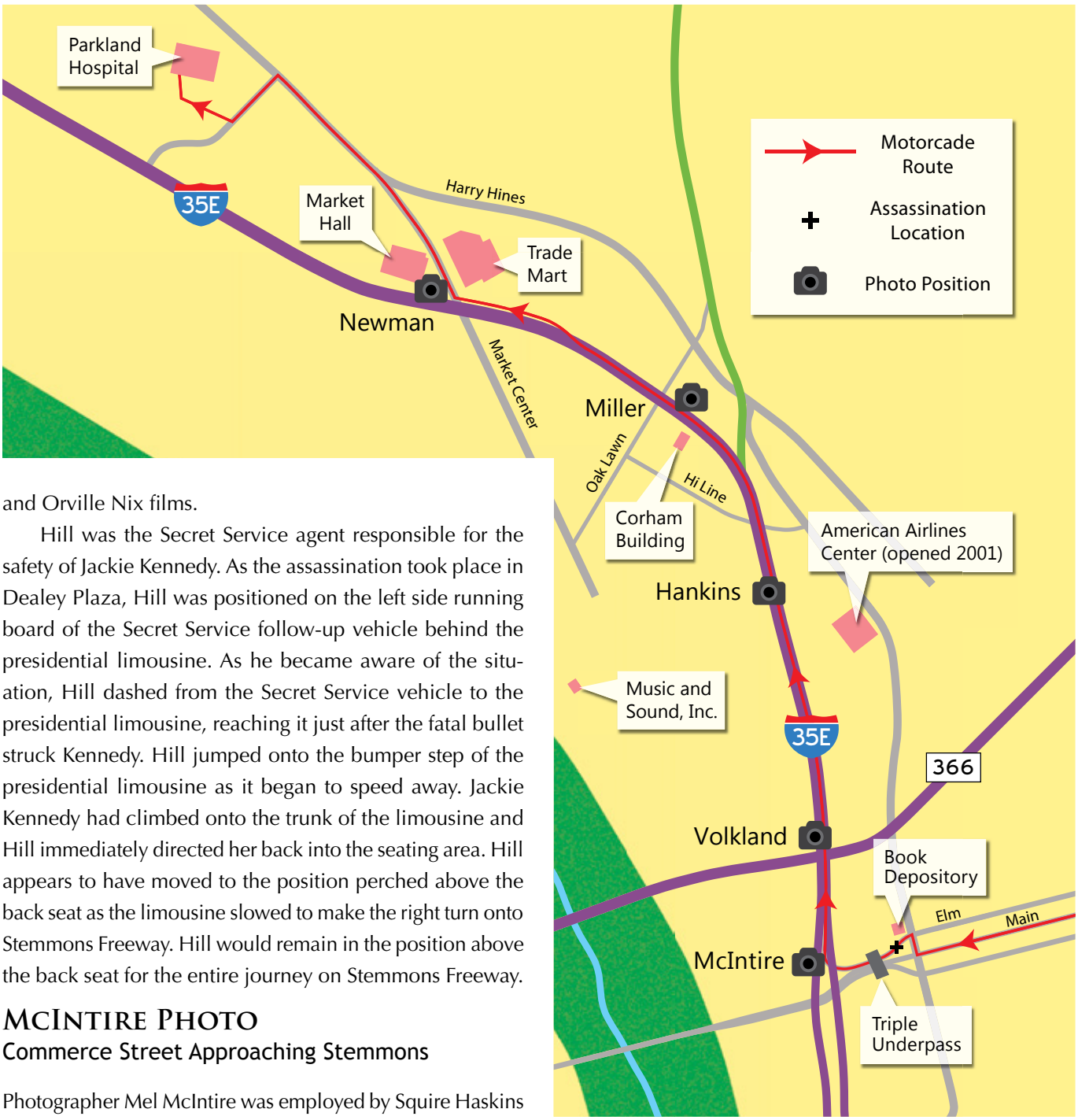
In all three freeway photos the back seat occupants are fully hidden or minimally visible, slumped down very low below the top edge of the car doors. A back seat occupant, Governor Connally's wife Nellie, is clearly visible only in the final photo taken on Market Center Boulevard just after the limousine turned off the freeway.

Secret Service agent Clint Hill is the most distinctive feature in the three freeway photos and the Market Center Boulevard photo. Hill was positioned immediately behind the back seat, towering over the occupants in a semi-upright position. Hill stood with his left leg on the floorboard of the vehicle and his right leg stretched over the trunk to the right edge of the limousine. Hill's effort to reach the presidential limousine is one of the key events in the moments after the fatal bullet struck and is well-documented in the Zapruder



Zapruder film ©1967 (renewed 1995) The Sixth Floor Museum at Dealey Plaza

In the moments after the fatal bullet struck President Kennedy, Secret Service agent Clint Hill dashed from the follow-up vehicle to the presidential limousine. In frame 371 of the Zapruder film, shown at left, Hill is jumping onto the bumper of the limousine as Jackie Kennedy, wearing pink, is climbing onto the trunk. Once on the bumper, Hill directed Jackie Kennedy back to the seating area of the vehicle. As the limousine entered Stemmons Freeway, Hill took a position standing above the back seat where he remained for the entire journey on Stemmons. His towering presence is the most notable feature of the three Stemmons Freeway photos.



and Orville Nix films.

Hill was the Secret Service agent responsible for the safety of Jackie Kennedy. As the assassination took place in Dealey Plaza, Hill was positioned on the left side running board of the Secret Service follow-up vehicle behind the presidential limousine. As he became aware of the situation, Hill dashed from the Secret Service vehicle to the presidential limousine, reaching it just after the fatal bullet struck Kennedy. Hill jumped onto the bumper step of the presidential limousine as it began to speed away. Jackie Kennedy had climbed onto the trunk of the limousine and Hill immediately directed her back into the seating area. Hill appears to have moved to the position perched above the back seat as the limousine slowed to make the right turn onto Stemmons Freeway. Hill would remain in the position above the back seat for the entire journey on Stemmons Freeway.

McIntire Photo

Commerce Street Approaching Stemmons

Photographer Mel McIntire was employed by Squire Haskins Photography, a firm which specialized in aerial photography and whose collection (now at the University of Texas at Arlington) provides most of the historical aerial photos in this book. McIntire and a colleague were driving inbound on Stemmons Freeway returning from a photo shoot. Listening to the radio, McIntire realized the motorcade would be passing by so he parked his car alongside the freeway and took a position at the freeway entrance ramp on Commerce Street. McIntire was not acting in a planned photographer role for his employer and photography was not his main objective. But he did take his camera and captured two photos of the motorcade as it passed by and a third photo of the scene after the motorcade passed. The first photo, shown here, has three motorcycle police in the foreground turning onto the freeway ramp. The presidential limousine is visible in the background and we can see that Secret Service agent Hill has not yet moved to the position standing above the back

Mel McIntire

The McIntire photo, taken at the Commerce Street on-ramp to Stemmons Freeway, shows three lead motorcycle police turning onto the freeway with the presidential limousine approaching in the background.

seat. There is a small street sign on the corner with the text "Stemmons Fwy". In the background is the Texas School Book Depository with the "Hertz Rent A Car" advertisement sign on its roof. The rooftop clock shows the time of the assassination, 12:30. McIntire did not photograph the presidential limousine as it passed right in front of him. His second photo captured the Secret Service follow-up vehicle as it turned onto the freeway ramp.[3]

Three months later in February 1964 McIntire became a staff photographer for the *Dallas Times Herald* where he remained until the closure of the newspaper in 1991. McIntire kept this photo is his personal collection for twenty years after the assassination and it was first published in the *Dallas Times Herald* twentieth anniversary remembrance in 1983.

Volkland Photo

Stemmons at Woodall Rodgers Freeway

Al Volkland took the first photo of the motorcade on Stemmons Freeway while he stood on the freeway center median near present-day Woodall Rodgers Freeway, looking southeast toward downtown. Volkland (1915-2007) was listed as a professional photographer in the 1963 Dallas telephone directory and was reported in his obituary to have owned Accident Photo Service in Dallas, so he surely had photography skills and professional-grade equipment. The next three photos of the limousine were taken by amateurs with inexpensive cameras. Volkland contacted the *Dallas Times Herald* on the day of the assassination, and distribution rights were obtained by the Associated Press which distributed the photo the following morning. The photo ran in the *Dallas Times Herald* the day after the assassination,

Al Volkand, *Dallas Times Herald* Collection ©1989 The Sixth Floor Museum at Dealey Plaza

The Volkland photo, taken from the median of Stemmons Freeway at present-day Woodall Rodgers Freeway.

November 23, with the caption "President's car speeds down freeway toward hospital."[4]

This photo is typically cropped to provide a closer view of the presidential limousine, as it was for the original publication in the *Dallas Times Herald*, but the full view (shown here) provides a good perspective of the overall scene and the freeway. The presidential limousine is in the foreground, somewhat blurred. The Texas School Book Depository, from which the assassin's bullets were fired, is directly above the limousine's hood. Secret Service agent Clint Hill is perched over the back seat with his arms straddling both sides of the vehicle. Silhouettes of the front seat driver and passenger, both Secret Service agents, are visible. However, little or nothing is discernible of the back seat occupants—the slain President Kennedy, Jackie Kennedy, Nellie Connally and seriously injured John Connally. The roadside shoulder is filled with parked vehicles, presumably spectators. Immediately behind the presidential limousine is the Secret Service follow-up vehicle with an agent holding an AR-15 rifle.

Hankins Photo

Stemmons at the Hi Line Drive exit

James Troy Hankins (1923-1984) was an employee at Music and Sound Inc. at 118 Cole Street just west of Stemmons Freeway. Hankins walked to Stemmons Freeway and took a position on the median strip at the Hi Line Drive exit. Using a Polaroid camera, Hankins photographed the presidential limousine just as it passed the overhead sign for the exit. Instant photography produced image quality well below the quality of conventional film. Still, the detail of the limousine is reasonably good. Agent Clint Hill remains perched above the back seat, his sunglasses removed. The back seat occupants remain low and out of view. Numerous spectators are visible along the roadside.[5]

National Archives at College Park[6]

The Hankins photo, taken from the median of Stemmons Freeway at the Hi Line Drive exit.

Of the Stemmons Freeway photos, this photograph has the most involved story of its custody, discovery and publication. On December 3, 1963, the FBI received a report that Hankins, while working on a project at Dyess Air Force Base in Abilene (Tex.) in April 1962, had allegedly made comments about a plot originating in Dallas to assassinate President Kennedy. Hankins was interviewed by the FBI in March 1964, denying all allegations. Hankins was removed as a person of interest and no further investigation was conducted. During this period Hankins disclosed to the FBI that he had taken the photograph of the presidential limousine on Stemmons Freeway. The FBI made a copy negative and prints of the photo, keeping the photos in Hankins' FBI file. The acquisition of the copy negative was fortuitous for the ultimate preservation of the photo since Polaroid instant photos tend to degrade and fade relatively quickly. The photo remained in the FBI file, unpublished, until it was accessed by author Richard Trask via a Freedom of Information Act request in 1985. The photo was first published in Trask's 1994 book *Pictures of the Pain*. When a request for a scan of the image was submitted to the FBI in 2009, the FBI reported that the file had been transferred to the National Archives where the image could be obtained via standard procedures.

Miller Photo

Stemmons just east of Oak Lawn Avenue

Seventeen-year-old Hillcrest High School student David Miller photographed the presidential limousine just east of Oak Lawn Avenue as it neared its exit from Stemmons Freeway. This photo was licensed to numerous newspapers and the Associated Press, and, like the Volkland photo, was

Associated Press[7]

The Miller photo, taken at the east end of the Oak Lawn Avenue overpass.

widely distributed one day after the assassination. The arrows were added to the photo prior to initial distribution, most likely by the Associated Press, and remain on the image that is available today.

The *Dallas Morning News* published this photo on Sunday, November 24, 1963, with a caption rich in dramatic language and also containing three inaccuracies. "Horror and Fear in the Presidential Death Car – As President Kennedy's left foot, white arrow, hangs limply over the side of the speeding death car, Mrs. Kennedy and Mrs. Connally crouch against the seats in horror and fear. Gov. Connally, black arrow, lies in pain as the auto hurtles at 70 miles per hour toward the Oak Lawn Avenue exit on Stemmons Freeway, en route to Parkland Hospital." The white arrow points to agent Clint Hill's foot, not Kennedy's foot, and the black arrow points to a generally indiscernible person which was later reported to be Nellie Connally. And third, the limousine had passed the Oak Lawn exit and was proceeding to the present-day exit for Market Center Boulevard, which was then signed as Industrial Boulevard.

The original AP press release also contained the foot inaccuracy and stated that Nellie Connally was ducking bullets, even though the limousine was nearly two miles from the assassination scene. AP corrected the foot inaccuracy in the caption in 1984, but the present-day caption on the AP web site still refers to Nellie Connally ducking bullets.

Agent Clint Hill remains in his upright position behind the back seat. This is the only Stemmons Freeway photo in which back seat occupants are visible, but little is discernible as Nellie Connally and Jackie Kennedy are attending to their husbands who were slumped down low out of view.

In the background is the building of the Corham Artificial Flower Company, also called the Corham Art Flower Company, at 1645 Stemmons. The building still exists, but it now has a different outer facade. The last newspaper advertisement in the *Dallas Morning News* listing the address of 1645 Stemmons for Corham appeared in March 1969. References to Corham flowers appeared in advertisements for other stores in the mid-1970s.

Miller was a photography enthusiast and a staff photographer for the Hillcrest High School yearbook, enabling him to leave school to photograph the president for potential use in the school's publication. Miller first photographed the presidential motorcade on Lemmon Avenue as it proceeded from Love Field toward downtown, then he moved to his position on Stemmons Freeway. This was one of several Stemmons Freeway photos taken by Miller, but only this photo was released to the press and is available today. Other

Associated Press[8]

The Newman photo, taken just after the limousine turned right from the Stemmons Freeway frontage road onto Market Center Boulevard.

photos were reportedly sold to news organizations, but apparently none were suitable for publication and originals have been retained by the Miller family.[9]

Newman Photo

Market Center Boulevard at Stemmons

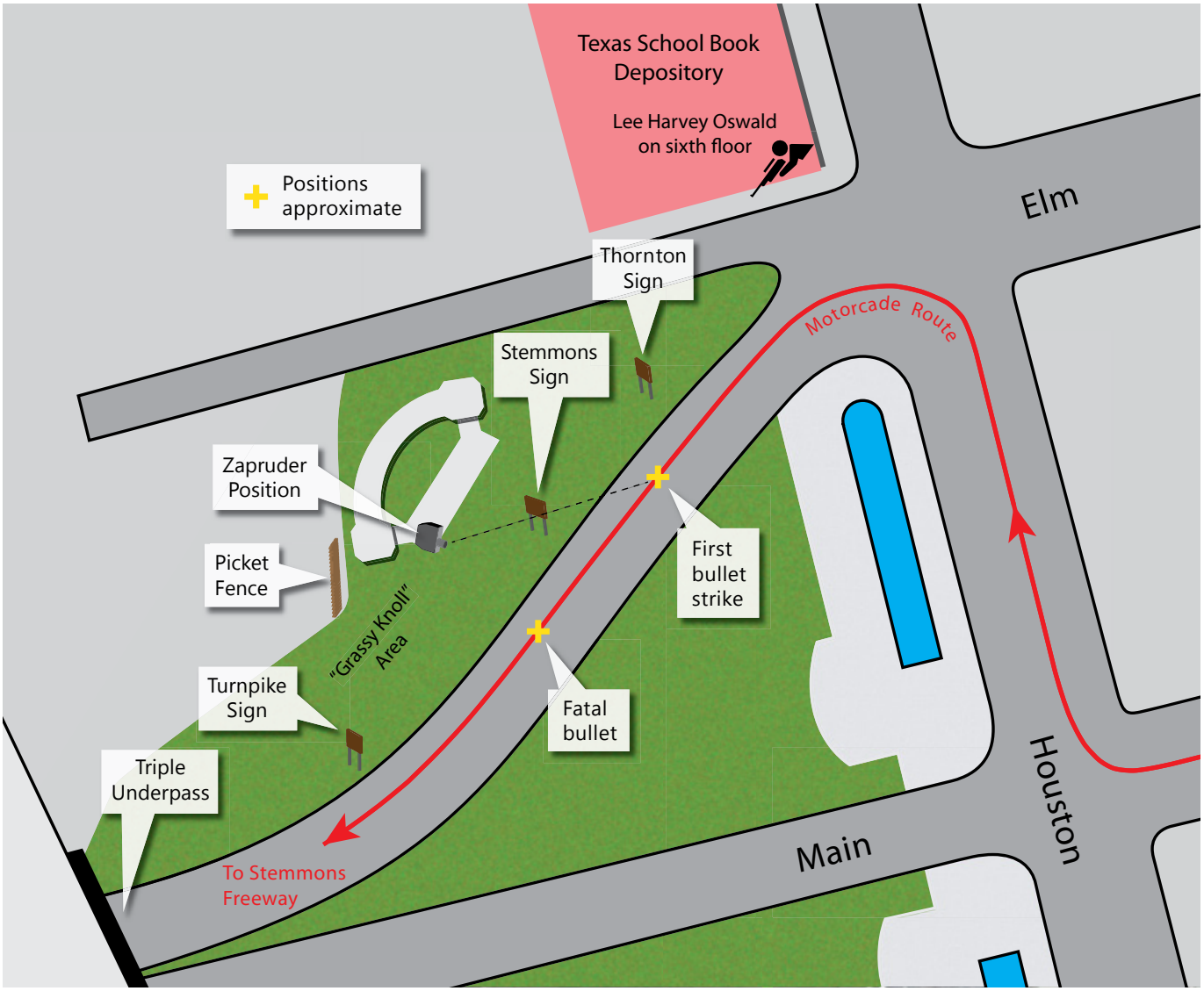
The presidential limousine exited the freeway main lanes at the exit ramp for present-day Market Center Boulevard, which was then signed as Industrial Boulevard, and continued on the frontage road to Market Center Boulevard where it turned right. The Dallas Trade Mart, the originally planned destination for the motorcade, is on the northeast corner of Stemmons Freeway and Market Center Boulevard. Of course, the presidential limousine was now racing to Parkland Hospital and drove past the Trade Mart at high speed. This photograph by Justin Newman shows the presidential limousine just after it turned onto Market Center Boulevard. Newman used an inexpensive camera and tracked the presidential limousine, keeping the limousine reasonably well-focused but blurring the background, which shows a line of spectators along the street and the Trade Mart further back. After capturing the photo Newman sent his film to a drug store for developing and prints, but a print of this image was not made because of the blurring of the photo. A year later Newman became curious about the missing photo and had a print made from the negative, receiving it on November 20, 1964. The Associated Press obtained rights to the photo and distributed it immediately, and it appeared in the *Dallas Morning News* on November 21, 1964.[10]

Agent Clint Hill remains perched above the back seat, as he was for the entire journey on Stemmons Freeway. Nellie Connally is clearly visible in the back seat, but no other back seat occupants can be seen.

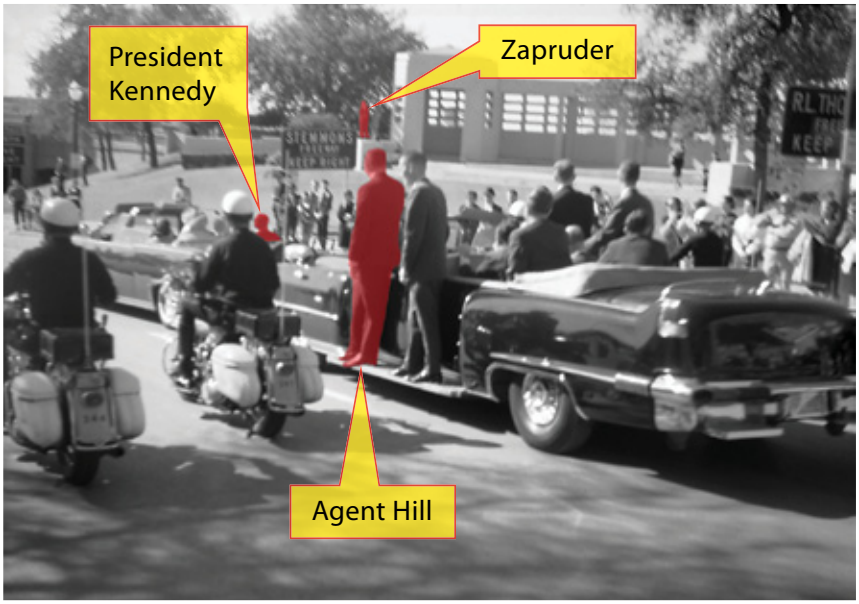
THE DEALEY PLAZA FREEWAY SIGNS

The Stemmons Freeway guide sign was the only distinctive feature of Dealey Plaza at the actual location where the assassin's bullets struck. It was a key factor in the Zapruder assassination film, blocking the view of the president at the moment when he and Governor Connally were first struck. The removal of the Stemmons Freeway guide sign and its companion sign for Thornton Freeway is the only significant change to the assassination site at Dealey Plaza since November 22, 1963. But in spite of the significance, virtually nothing was known about the timing and circumstances of the removal of the freeway guide signs.

Dealey Plaza was heavily photographed by visitors in the months after the assassination. However, reliably dated photos from the period of interest showing the freeway signs are rare. Photographs which show the front side of the signs are especially rare since most photographers captured a view of Dealey Plaza from near the Triple Underpass looking northeast toward the Texas School Book Depository, showing the back side of the signs. The following photos of Elm Street and the freeway signs take us back to Dealey Plaza as it was on the day of the assassination.



Phil Willis slide ©1964 The Sixth Floor Museum at Dealey Plaza



This photo taken by Phil Willis, known as the "Willis 5" photo, shows the motorcade about 1.2 seconds before President Kennedy was struck in the back with Oswald's second bullet. (Oswald's first bullet did not strike anything of consequence.) The moment of this photo corresponds to frame 202 of the Zapruder film, in which most of the presidential limousine is blocked from view by the Stemmons Freeway sign but Kennedy is still visible from the chest upward.

The positions of President Kennedy, Abraham Zapruder and Secret Service agent Clint Hill are identified in the annotated image. The presidential limousine is in front at the far left with the Secret Service follow-up limousine in the near foreground. Agent Clint Hill, standing in the front position on the left-side running board of the follow-up vehicle, dashed to the presidential limousine as the assassination unfolded and is prominently featured in the photographs of the limousine on Stemmons Freeway. This view shows numerous items of interest at the assassination scene, including the "Stemmons Freeway Keep Right" sign in the background and about half of the R.L. Thornton Freeway sign on the right. While most of the image is well-focused, the Stemmons Freeway sign is noticeably blurred.

Dallas Public Library[12]

This photo looks across Elm Street on the weekend after the Friday assassination, showing the crowd gathered at the assassination scene with the Stemmons Freeway sign at the center of the activity.[11]

Peter Lemkin

This view looks across Elm Street.

Peter Lemkin

This photo, taken shortly after the assassination, provides the best view of the Stemmons Freeway sign.

Dolph Briscoe Center for American History, the University of Texas at Austin[13]

This photo looks west along Elm Street at the assassination scene, showing the freeway guide signs along the roadside. The presidential motorcade took the same route as the vehicles in the photo, making the left turn from Houston Street onto Elm. This photo appears to have been taken during the week after the assassination. Barricades are visible in the foreground and temporary “No Parking” signs are positioned along both sides of Elm. The flowers and informal memorials had been moved from the grassy slope and were neatly arranged on and alongside the concrete pergola structure.

The FBI reenacted the assassination on Sunday, May 24, 1964, as part of its investigation. This photo was taken by an observer and is the last known, firmly dated photo to show the Stemmons Freeway sign in position. The Cadillac limousine used by the FBI for the simulation was the Secret Service follow-up vehicle in the presidential motorcade on the day of the assassination. The president's limousine was a lower-riding Lincoln, and FBI agents in the Cadillac portraying President Kennedy and Governor Connally adjusted their seating positions to match the Lincoln as closely as possible. The inset photo shows a white chalk mark on the back of the FBI agent portraying Kennedy. This mark was the entry point of the first bullet to strike Kennedy and served as an aiming point for the agents on the sixth floor of the Texas School Book Depository who tracked the limousine with a camera-equipped rifle and took photographs for analysis. The reenactment limousine made repeated passes along the motorcade route between 6 AM and 1 PM.[14]

This photograph also provides the best evidence for the background color of the Stemmons and Thornton Freeway signs. While color film normally sustains dye shift as it ages, the image provided by the Sixth Floor Museum had negligible color cast, increasing the likelihood of accurate color. The sign background is black or dark brown and the letters are a slightly discolored white.

Dallas Public Library[18]

The replacement sign This photo taken on September 2, 1967, shows the overhead sign which replaced the Stemmons and Thornton roadside signs along Elm Street. Installed sometime between April and November 1965, the sign is just west of Houston Street, east of the assassination scene and the original "Stemmons Freeway Keep Right" sign.

In the foreground filming is in progress for *Countdown in Dallas*, the first film to feature the assassination as its subject. The dealings surrounding the film remained murky until 2008 when Dallas County District Attorney Craig Watkins released 15 boxes of assassination-related material held in the DA's office safe which had previously not been open to the public.[15]

The film's producer was Robert Larsen, a Colorado-based producer of commercials and industrial films who had a thin resume of completed projects. Larsen first proposed the film in a letter to Dallas officials in early 1967, describing a film which would adhere to the findings of the official Warren Commission Report and would depict the city of Dallas in a positive light, helping undo the damage to Dallas' image caused by the assassination. The City of Dallas and Parkland Hospital took no interest in the low-budget project, refusing to let Larsen use their property in the filming.

However, one Dallas official took a strong interest in seeing the film produced: Dallas County District Attorney Henry Wade (1914-2001), the legendary Dallas county prosecutor who served from 1950 until 1986. As part of an agreement drafted by Larsen and Wade in April 1967, Wade and two partners would form a business entity which would have the exclusive right to access confidential assassination files held by the District Attorney's office. Larsen would receive access to the files by making a $20,000 payment to Wade's firm. Wade was slated to appear in the film, playing himself, as were Marina Oswald-Porter, wife of Lee Harvey Oswald, and Jesse Curry, police chief at the time of the assassination.[16]

The film had shaky financial backing and became mired in controversy over the involvement of Wade. In mid-September 1967 the *Los Angeles Times* reported on the planned film deal, including the $20,000 payment to Wade. In a September 15, 1967, article in the *Dallas Morning News*, Wade and Larsen both denied that any contracts had been signed and Wade stated that his involvement in the project was done. The project collapsed by the end of September and *Countdown in Dallas* was never completed.[17]

Dallas Public Library[19]

Wade in 1963

Dallas Morning News

Associated Press[22]

Filming *JFK*, 1991 Replicas of the Stemmons and Thornton Freeway signs were installed along Elm Street for the filming of Oliver Stone's 1991 film *JFK*. In the April 15, 1991, photo above, extras line the edge of Elm Street in Dealey Plaza near the Stemmons Freeway sign for the recreation of the assassination. In the background, actors portraying Abraham Zapruder and his receptionist Marilyn Sitzman stand on the retaining wall of the pergola structure from which Zapruder made his famous film. Filming at Dealey Plaza took place between April 15 and April 30, 1991, with the Triple Underpass and several nearby streets closed between 7 AM and 7 PM for the production. The film's art director Derek R. Hill was responsible for recreating the year 1963 at the filming locations in Dallas, including Dealey Plaza and the freeway signs. Hill, a native of Irving and 1971 graduate of Irving High School, went on to become a successful production designer for film and television in Los Angeles.[20]

There's an old saying, often applied to Hollywood filmmaking, to "Never let the facts get in the way of a good story." Oliver Stone apparently is a strong believer in that philosophy since he took license to rewrite history with respect to the events surrounding the assassination for the storyline of *JFK*. One online report cites 79 clear errors with the historical record. Stone received criticism, often intense, from politicians, commentators and scholars for his distortion of the facts, but also received praise and approval from some reviewers. And as another saying states, "Any publicity is good publicity." The 189-minute film released on December 20, 1991, went on to become a big success at the box office, reportedly costing $40 million to produce and grossing $70 million in the United States and $205 million worldwide. The film received eight Academy Award nominations and won in two categories, best cinematography and best film editing.[21]

Director Oliver Stone checks a camera angle during the filming of *JFK* with the replica Thornton Freeway sign in the background. Although the viewing and lighting angles do not allow a firm determination of the replica sign color, they appear to be dark green, which most likely was incorrect. See discussion on page 175.

THE ZAPRUDER FILM AND THE STEMMONS FREEWAY SIGN

Abraham Zapruder arrived at the parade route about a half-hour early to scout a good location for filming. He chose the location on the retaining wall of the pergola structure at Dealey Plaza—a position which provided an elevated view of the motorcade route on Elm Street. But the view was not perfect. The Stemmons Freeway guide sign was in the line of sight and the sign is visible in the film for nearly six seconds during the assassination sequence. President Kennedy is completely hidden by the sign for 0.8 seconds, including the critical moment when he was first struck by the non-fatal bullet which continued to also strike Governor John Connally. The lack of photographic evidence of the first bullet strike contributed to controversy over the official finding that a single shooter, Lee Harvey Oswald, performed the assassination and a single bullet struck both Kennedy and Connally. Many alternative explanations and conspiracy theories propose a shooter near the picket fence just above the grassy knoll area (see map 159).

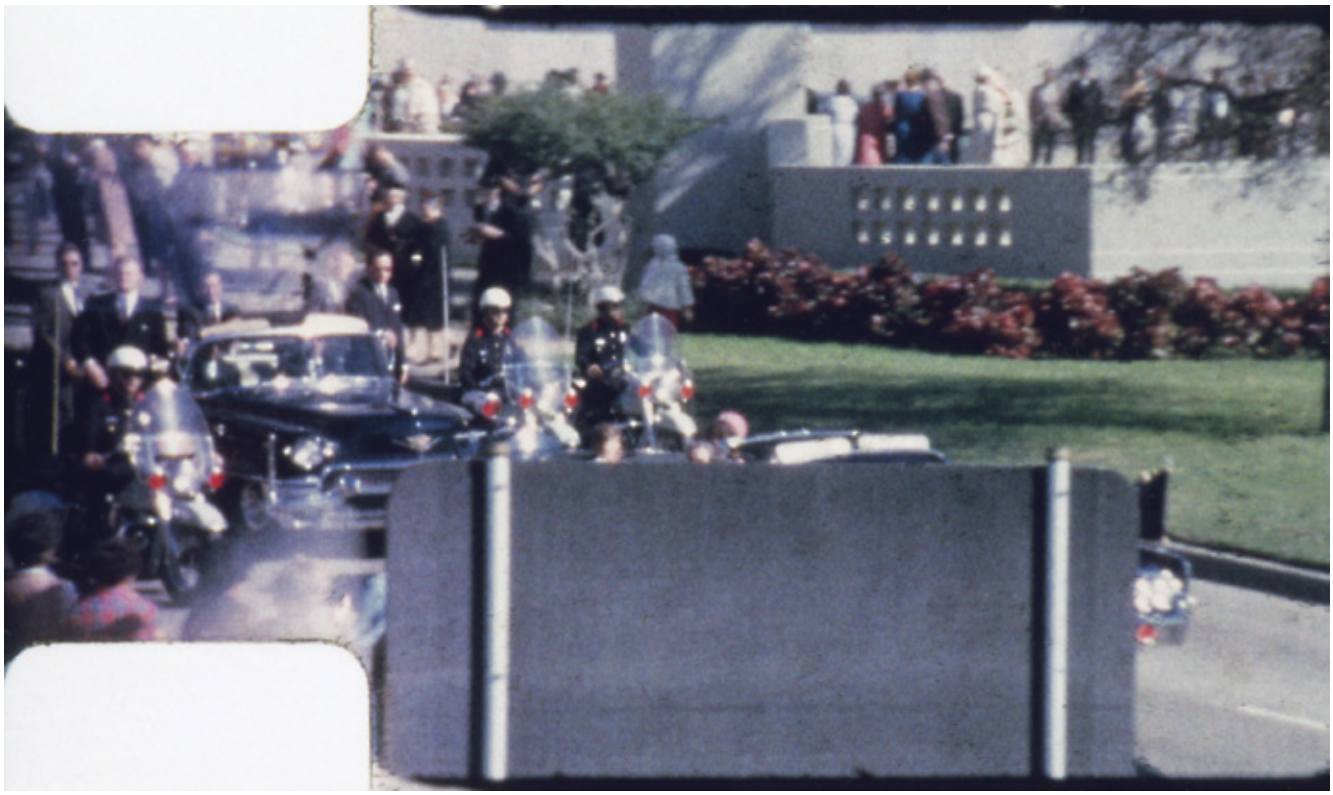
These film frames show the full uncropped originals of the Zapruder film, including the holes for the camera drive mechanism—the so-called "sprocket holes"—on the left side. Only the area to the right of the sprocket holes is visible when viewed with a film projector. Zapruder's camera had a specified speed of 18 frames/second and was found to have an actual frame rate of 18.3 frames/second.

The backside of the Stemmons Freeway sign is visible in the Zapruder film as the main sequence showing the presidential limousine begins at frame 133. The sign remains in the viewing area of the film for 5.3 seconds until it moves into the sprocket hole area at frame 230. The Stemmons sign continues to be visible in the sprocket hole area through frame 237, an additional 0.4 seconds. The first bullet to strike Kennedy is believed to have hit between frames 223 and 224, just before he emerges from behind the sign at frame 225. The fatal bullet to his head occurs at frame 313, 4.8 seconds after emerging from behind the Stemmons sign.

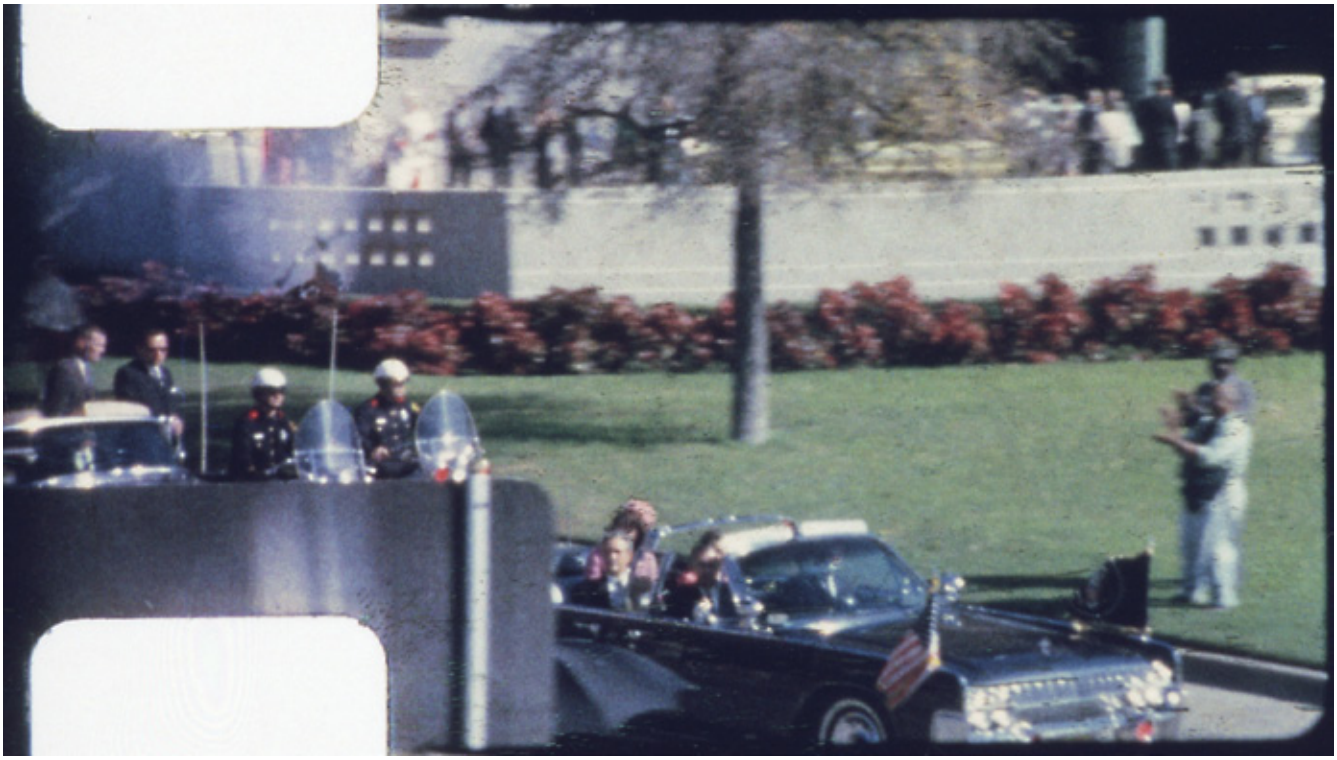
FRAME 133

As the film sequence with the presidential limousine begins at frame 133, the Stemmons Freeway sign is in the lower right corner of the frame and is merely an annoyance.

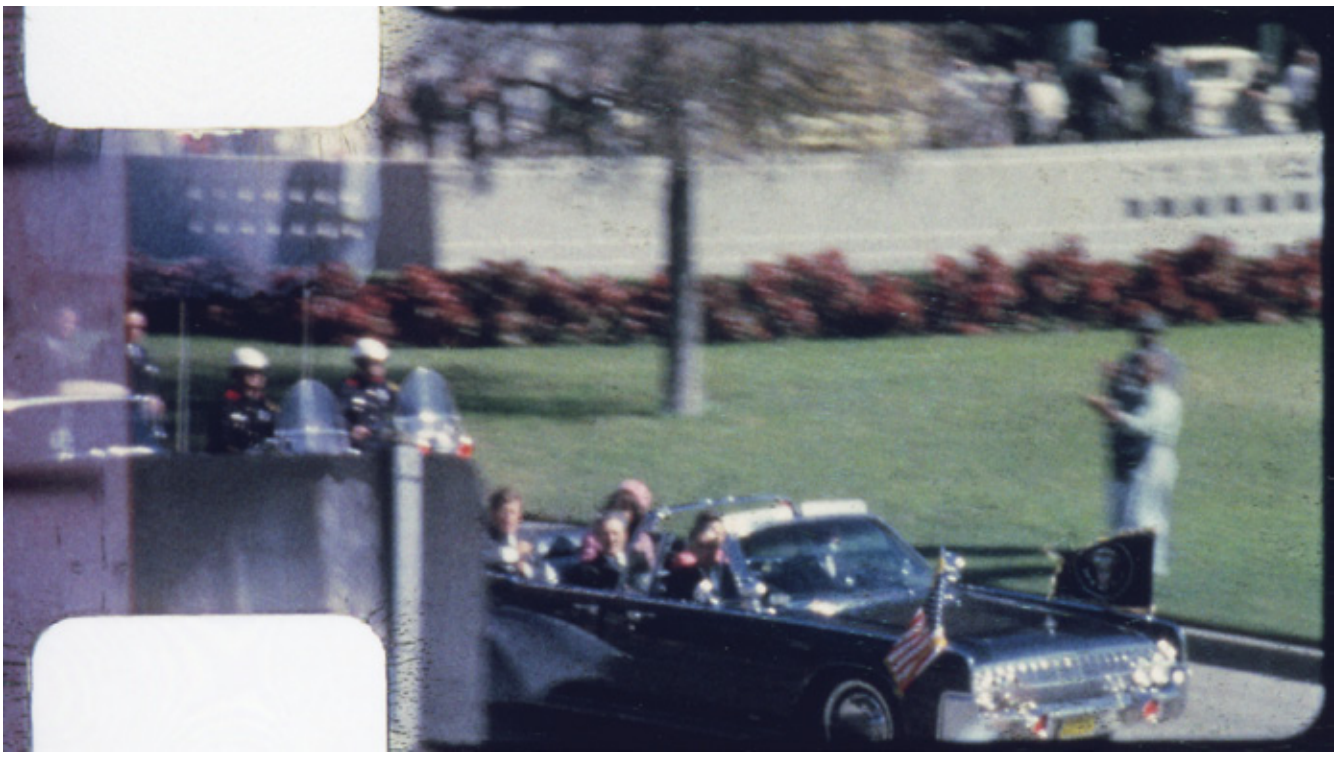
FRAME 180 As the limousine proceeds west along Elm Street toward Stemmons Freeway, the sign becomes progressively more prominent in the view. Here at frame 180, the limousine is disappearing behind the sign. President Kennedy is clearly visible in the back right seat of the limousine and Governor Connally, partially obscured by a roof support, is seated in front of Kennedy.



FRAME 206 The limousine is nearly completely hidden by the Stemmons Freeway sign. President Kennedy's head remains visible just below the rightmost motorcycle policeman. Kennedy is completely hidden by the sign at frame 210.



FRAME 223 Governor Connally emerges from behind the Stemmons sign at frame 222 and is shown here one frame later. President Kennedy remains nearly completely hidden. The Zapruder film provides strong evidence that the first bullet strike occurred between frames 223 and 224, an instant after this frame, while Kennedy was hidden.



FRAME 225 President Kennedy emerges from behind the Stemmons sign. His right hand is just beginning a rapid upward motion toward his neck in response to his injury. The bullet entered Kennedy just below the right side of his neck and exited near the base of his throat, continuing to strike and pass through Connally.

FRAME 223

Evidence strongly indicates that the first bullet struck between frames 223 and 224. Governor Connally appears to be unaffected by any external event in frame 223, the second frame in which he is visible after emerging from behind the Stemmons Freeway sign.

FRAME 224

Connally's facial expression noticeably changes. The most compelling evidence to indicate that the bullet struck an instant before this frame is the upward flip of the right lapel of his jacket, the so-called "lapel-flip" which was likely caused by the bullet strike.[23]

FRAME 225

As President Kennedy emerges in frame 225, Connally appears to be reacting to an external event. Connally's shoulders have flinched upward and more distress is visible is his face. The frame-to-frame change is more clearly visible when the sequence is viewed as animation

FRAME 230

Frames 226 through 229 show both Kennedy and Connally reacting to their injuries. At frame 230 Kennedy has fully raised his arms in response to the bullet strike. Governor Connally has rotated toward his left. The Stemmons Freeway sign has shifted left to the sprocket hole area of the film and continues to drift to the left until it is completely gone at frame 238. President Kennedy continues to respond to his injury until the fatal bullet strikes 4.5 seconds later at frame 313.

THE MYSTERY OF THE SIGN DISAPPEARANCE

What happened to the Dealey Plaza freeway guide signs? When and why were they removed?

The Stemmons Freeway sign is the artifact of greatest interest since it was located closest to the spot of the assassination and was influential in the Zapruder film and subsequent investigation. The Thornton Freeway sign, identical in design to the Stemmons Freeway sign and positioned near the assassination scene, is also of interest. The turnpike sign is of lesser interest since it was further from the assassination site, had no influence on events and was not removed in the years after the assassination.

The investigation to solve the mystery started at the Sixth Floor Museum at Dealey Plaza. The historical expert at the museum reported there was no known documentation of the sign removal, and nothing was known about the circumstances and exact date. The only information the museum could provide was a photograph stamped January 1967 which showed the replacement sign near Houston Street in position, providing a reasonable assumption that the roadside freeway guide signs had been removed by the end of 1966.[24]

Who Owned the Signs?

The next step was to try to determine who owned the signs—TxDOT or the City of Dallas. Ever since the assassination the City of Dallas had maintained that the signs were TxDOT signs, and TxDOT has maintained that the signs were City of Dallas signs. In 2009, nothing had changed.

Dallas Public Library[25]

This undated photo provides the best view of the three Dealey Plaza freeway guide signs. It is taken from an unidentified printed publication and the line screen of printing press dots lowers the quality of this reproduction. The apparel of the pedestrians on the sidewalk is consistent with spring or summer weather and the short shadow of the lamppost in the foreground indicates a high altitude of the sun, consistent with late spring or summer. This photo could potentially be the last known photo showing the Stemmons Freeway sign in position. However, the lack of a date for this photo makes the FBI reenactment photo (page 163) of May 24, 1964, the last verifiable photo of the Stemmons sign.

This photo is also a key piece of evidence in the investigation to determine the owner of the the signs. The Thornton and Stemmons signs have identical designs and fonts, strongly suggesting that the signs have the same owner. The "Fort Worth Turnpike Keep Right" sign in the background, which was installed by the Texas Turnpike Authority, has a different design with wider letters and spacing. TxDOT typically used a different font style, shown on page 172.

TxDOT records were easily accessible and the investigation began with a review of official TxDOT drawings for construction contracts, including drawings for installation of signage on the nearby section of Stemmons Freeway. No drawings were found for the Stemmons Freeway or Thornton Freeway signs, consistent with TxDOT's position that the signs were owned by the City of Dallas. A drawing was found for the "Fort Worth Turnpike Keep Right" sign near the triple underpass. The drawing was owned by the Texas Turnpike Authority, not TxDOT, indicating that TxDOT had no role in the design and placement of the sign. Turnpike authority ownership of the sign also explained why it was not removed from Dealey Plaza when the Stemmons and Thornton signs disappeared. The turnpike sign appeared to be unrelated to the Stemmons and Thornton signs, a finding consistent with the different font style of the turnpike sign.[26]

Another piece of compelling evidence pointing to the City of Dallas as the sign custodian is a May 10, 1959, article in the *Dallas Times Herald*. The article reported on the opening of the first section of Thornton Freeway going south from downtown into Oak Cliff, "A link of the freeway from the triple underpass to Marsalis will be opened at noon Monday. Traffic entering the freeway from the downtown area will turn from Commerce into the entrance ramp for the Dallas-Fort Worth Turnpike, near the Triple Underpass." Elm Street, along which the Dealey Plaza freeway signs were positioned, merges into Commerce Street at the triple underpass. The article explained how motorists could enter the freeway from Dealey Plaza and stated, "The city traffic control department will post signs on Commerce Monday morning pointing the way to 'Oak Cliff Via R.L. Thornton Freeway.'" This report could account for the erection of the Thornton Freeway sign, but more importantly verifies that the City of Dallas did install freeway guide signs in the vicinity of Dealey Plaza.[27]

The most compelling evidence which points to the City of Dallas as the owner of the signs is the font design of the text. Looking at the three signs, "Thornton Freeway Keep Right", "Stemmons Freeway Keep Right" and "Fort Worth Turnpike Keep Right", the Thornton and Stemmons signs have identical styles and fonts with narrow uppercase letters, suggesting they have a common owner but not the Texas Turnpike Authority, which used the wider uppercase font on the Turnpike sign. TxDOT, however, normally did not use all upper-case fonts for its signs. The 1964 photograph of a newly installed guide sign on Stemmons Freeway near SH 183 Carpenter Freeway shows a typical TxDOT style with lowercase letters for the main text and wide uppercase letters for the "Next Left" text. (See photo page 172.)

The final piece of evidence pointing to the City of Dallas is the replacement sign for the Stemmons and Thornton Freeway signs, an overhead sign on Elm Street just west of Houston Street. The design of the sign using pipe-type supports is not consistent with TxDOT practices of the period.[28]

In February 2011 the City of Dallas traffic department was contacted and presented with the findings of the investigation. For the representative who assisted, a senior program manager for traffic operations, this was not the first time someone had inquired about the Dealey Plaza signs. The answer to inquiries was always the same: the City of Dallas keeps traffic sign records for only three years, so nothing is available for the signs. However, another potential source of information was the replacement overhead sign. (See photos pages 164 and 176.) The structure of the sign was still original and in service in 2011. Perhaps a drawing was available which could potentially have useful information. The program manager agreed to research the subject.

Soon afterwards the City of Dallas returned with its response: there were no records for any signs in Dealey Plaza, neither the original signs nor the in-service overhead sign. But there was one large news item in the response. The City of Dallas agreed that it was the owner of all three signs— "Stemmons Freeway Keep Right", "Thornton Freeway Keep Right" and the present-day overhead sign. While it was a big step forward to settle the question of ownership, the investigation had reached a dead end trying to solve the mystery through the owner of the signs.[29]

The Sun Shines Light on the Truth

The investigation continued using photographs, press reports and police records. News film of the assassination scene on the first anniversary showed that the Stemmons sign was gone and the Thornton sign remained in position. Since the last firmly dated photos showing the Stemmons sign in position were taken during the FBI reenactment on May 24, the date of the removal of the Stemmons sign could be narrowed to be between May 24 and November 22, 1964.[30]

The best source of photos of Dealey Plaza for the period of interest is the Squire Haskins collection of aerial photos at the University of Texas at Arlington. Review of the collection

Results of the Investigation

Sign	Stemmons Freeway Keep Right	Thornton Freeway Keep Right	Fort Worth Turnpike Keep Right	Replacement overhead sign
Sign Owner	City of Dallas	City of Dallas	Texas Turnpike Authority	City of Dallas
Government, press and police records	Nothing available and nothing found	Nothing available and nothing found	Drawing and specification, Dec 1956	Nothing available at the City of Dallas
Date Installed	Visible in a photo taken Jan 20, 1960*	Visible in a photo taken Jan 20, 1960*	Between Feb and Oct 1957	From photographs: Between April 27 and November 23, 1965
Date modified or replaced	n/a	From photographs and analysis: Between May 24, 1964 and June 24, 1964†	n/a	n/a
Date removed	From photographs and analysis: Between May 24, 1964 and June 24, 1964†	From photographs: Between April 27 and November 23, 1965	Not investigated. The sign location continues to be used for signage in 2013.	Structure in service in 2013, original 1965 signs have been replaced

n/a=not applicable *Stemmons Freeway south of Dealey Plaza, which becomes R.L. Thornton Freeway half a mile to the south, opened on May 11, 1959. Stemmons Freeway north of Dealey Plaza opened on August 3, 1959. † The June 24 date in this date range is based on photo analysis—see the main text for more details.

and aerial photography log book revealed two photographic negatives which were candidates for narrowing the sign removal date range. Both images showed the Stemmons sign gone but the Thornton sign still in position. The first, designated as negative #1, was in an envelope labeled A7149 dated January 15, 1965, and the second, designated as negative #2, was in an envelope labeled A7018 dated October 3, 1964.[31]

When these images were subject to scrutiny, analysis of the length and angles of the sun's shadows clearly showed that neither photo could have been taken on the date on its envelope. The clear and crisp shadows on negative #1 dated it to be within a few days of summer solstice. But which year, 1964 or 1965? Further review of the negative revealed that it was a copy negative (i.e. a photograph of a print), and the print had a 1964 copyright included in its corner. This established a reasonable certainty the image was taken on or near summer solstice 1964. The shadows in negative #2 were not as crisp as negative #1 but also showed an altitude and azimuth of the sun which was very close to summer solstice. Shadow positions and lengths, particularly of the "Fort Worth Turnpike Keep Right" sign, were very similar in both photos, and consistencies in the positions of parked cars made it highly likely the images were taken within 15-30 minutes of each other on the same day around 5 PM. The aerial photography logbook included a flight on June 24, 1964, which had a path around downtown which covered the location of both photos. All the evidence was pointing to June 24 as the date for both

Dallas Public Library[32]

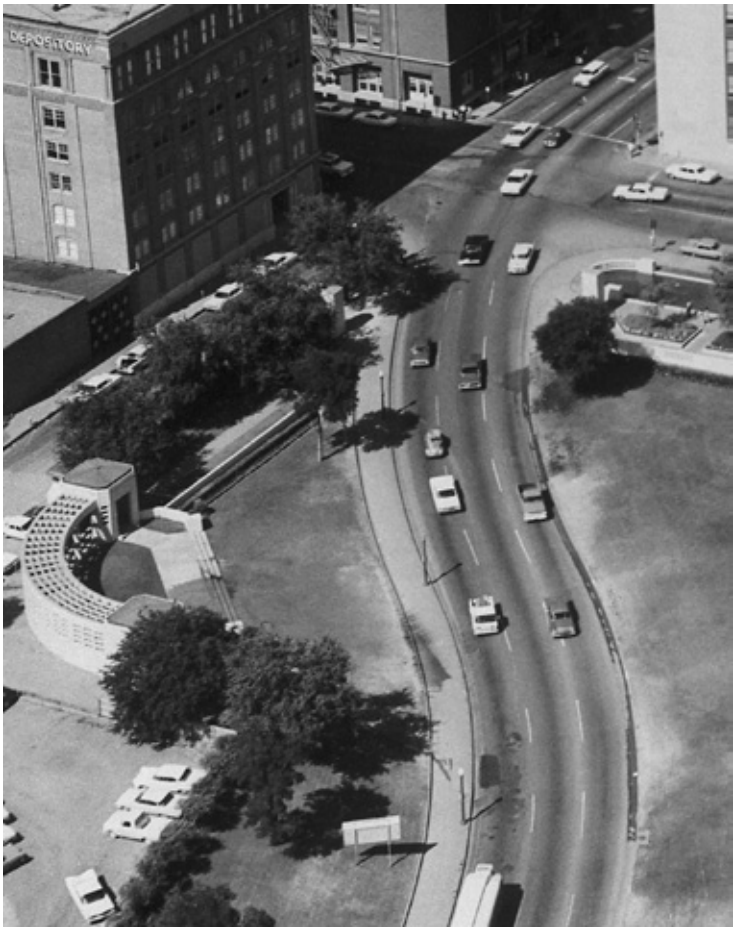
This 1964 photo shows a newly installed guide sign along Stemmons Freeway designed and installed by TxDOT, typical for TxDOT signs of the era. The font style, with lowercase letters and widely spaced uppercase letters, is entirely different from the Dealey Plaza Stemmons and Thornton signs, providing a key piece of evidence that TxDOT was not the owner of the Stemmons and Thornton signs in Dealey Plaza.

Evidence strongly indicates that these two images were taken within a span of 15-30 minutes on June 24, 1964, showing the Stemmons sign removed. Both images were in envelopes with different dates, but the dates on the envelopes were not consistent with the angles and the lengths of the shadows.

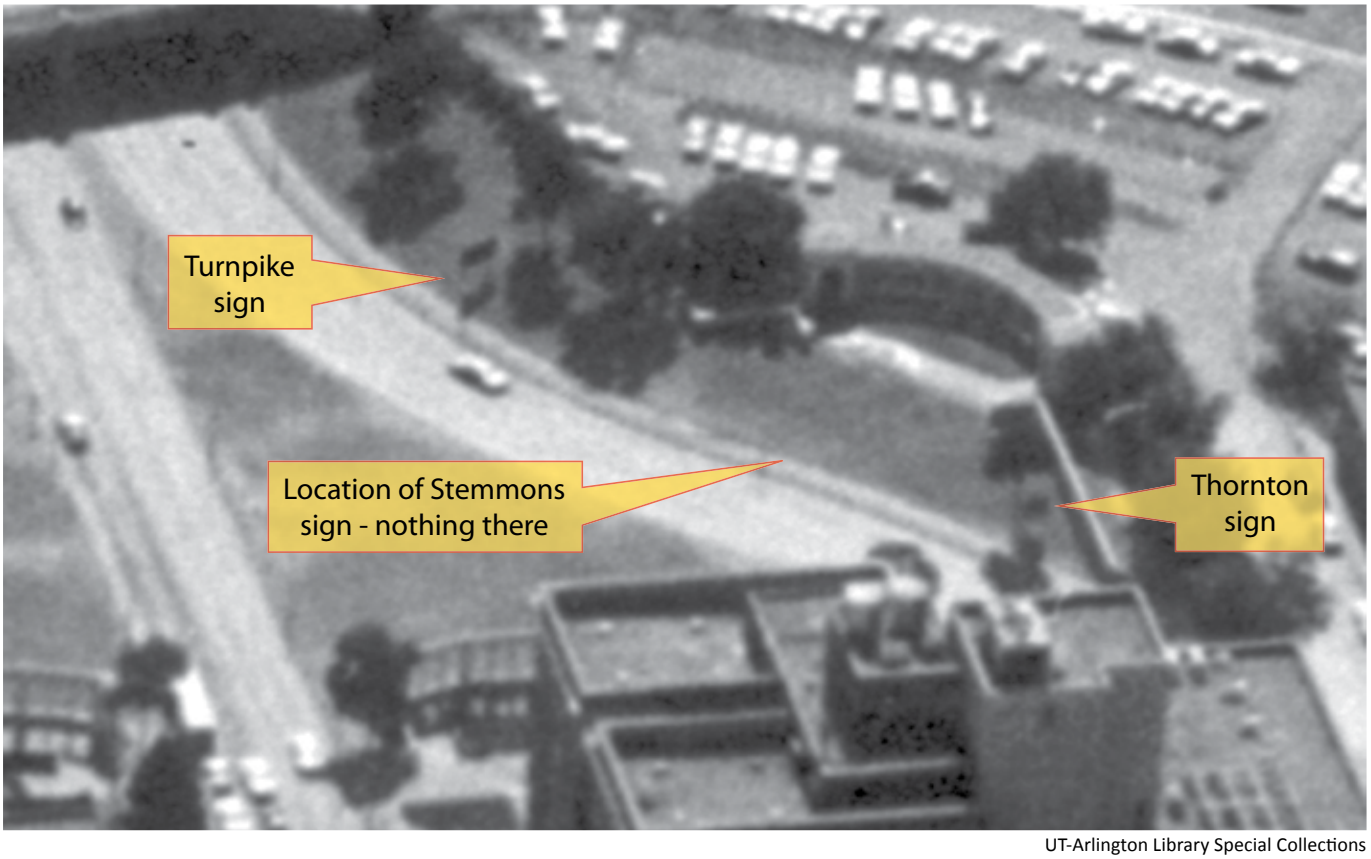
The photo at right looking northeast is identified in the main text as negative #1 in an envelope incorrectly dated January 15, 1965. The Stemmons sign is clearly gone with the "Fort Worth Turnpike Keep Right" sign visible in the lower part of the photo. The Thornton sign is partially obscured by the tree and shadows but is visible in a high-resolution scan. The shadows of the lampposts show the sun approximately due west at a high altitude of about 50°. (The original has been cropped; additional shadows along Main Street lampposts provide a definitive determination of the sun's azimuth.) This altitude and due west azimuth can only occur on or very close to summer solstice.

The lower photo, identified in the main text as negative #2 and incorrectly dated October 4, 1964, shows a reverse angle looking west. The shadow of the Turnpike sign is most compelling since its incursion over the sidewalk is nearly identical in both photos. In areas of the photo which were cropped, shadows also show a due west azimuth of the sun at an altitude around 50°.

The photo log book includes an entry for a June 24, 1964, flight with a path that covered both these angles. These photos establish that the Stemmons sign was removed by June 24, 1964.



UT-Arlington Library Special Collections



UT-Arlington Library Special Collections

UT-Arlington Library Special Collections[33]

Associated Press[34]

New mystery The image on the left shows the Thornton sign immediately after the assassination, and the image on the right shows the sign on the one-year anniversary. The first anniversary image shows that a new section was added to the top of the original sign. The backside of the main sign on the first anniversary is also much brighter, almost certainly indicating that the entire sign was replaced. An optical effect or lighting condition making the left image sign backside appear darker is unlikely because the US highway shield just beneath the main sign has a light backside.

photos. Both negatives should have been labeled A6895 for the June 24 flight, but apparently had been placed in envelopes for similar flights.

This established a reasonable confidence that the Stemmons sign was removed between May 24 and June 24, 1964. There was the possibility that press reports or police reports could identify an event which could be associated with the sign removal. A review of both the *Dallas Morning News* and the *Dallas Times Herald* for all dates between May 24 and October 3, 1964, did not uncover any reports of events at Dealey Plaza which could be associated with the sign removal. A search of police records for this period also turned up nothing. The Stemmons sign had vanished without a trace in any historical record, and the only evidence consisted of photographs which relied on analysis for dating.

The Mystery Deepens

The first anniversary photos and news film provide a definitive and conclusive date for the removal of the Stemmons Freeway sign if there are any doubts about the evidence for removal by June 24, 1964. The first anniversary photos also deepened the mystery for the Thornton sign. Photos show the Thornton sign was modified with the addition of a new section of sign above the original sign. The available photos on the anniversary date show only the backside of the sign and the color of the backside is very light, close to white. In photos from the period immediately after the assassination, the backside is much darker. The color change strongly indicates that the original sign was entirely replaced. A high-resolution scan of negative #1 appears to show the newly added section of sign, indicating that the Thornton sign was modified on or around the same time as the Stemmons sign removal.

So this presented new questions: What was added to the top of the Thornton Freeway sign? If the entire sign was replaced, what did it say? Without photographic evidence of the front of the Thornton sign, it is impossible to make any definitive statements. But it seems likely that the modification of the Thornton sign allowed it to perform the role of the removed Stemmons Freeway sign, perhaps with the text "Stemmons Freeway" on the newly added section.

The next questions remaining to be answered are the removal date of the Thornton Freeway sign and the installation

UT-Arlington Library Special Collections[36]

This November 23, 1965, photo shows the overhead sign in place and the Thornton sign removed. The sign positioning at the assassination site in Dealey Plaza remains the same in 2013.

date of the replacement overhead sign near Houston Street (see photos pages 164 and 176). Photographic evidence became even more scarce after the first anniversary. A Squire Haskins photo with a very distant aerial view of Dealey Plaza in an envelope labeled A7350 dated April 27, 1965, shows the Thornton sign in position and the overhead sign not yet installed. There are no suitable shadows to allow sun angle analysis.

Negative A7578, taken on November 23, 1965, and inscribed with its number, clearly shows the overhead sign in position. In addition, the angles of shadows in the photo compute to within a few days of November 23. With this evidence, it can be stated with reasonable confidence that the Thornton sign was removed and the overhead sign was installed in the period between April 27 and November 23, 1965.

What Color Were the Signs?

The background color of the Stemmons and Thornton signs is yet another feature which cannot be conclusively determined from available evidence. The City of Dallas did not necessarily adhere to TxDOT highway sign standards of 1959 for the Stemmons and Thornton signs; in fact, it appears that the sign background was not standard green and Dallas used its own standards in defining the background color. So, that leaves photographs as the only evidence to determine the sign color. While none of the color photographs provide conclusive color identification, the evidence suggests that the Thornton and Stemmons signs were most likely black with some fading, with a possible bluish or brownish cast due to the fading.

Attempting to conclusively identify a color from aged photos is fraught with potential sources of error. Color negatives and slides sustain color shifts as they age, while color prints fade over time. Scanners and monitors depict color differently depending on their calibration. And the color of the object of interest may be substantially different depending on whether it is in direct sunlight or shade.

The photo with the most favorable sunlight angle and best color accuracy is the Barker photo, a slide photo shown on page 163. The Stemmons and Thornton signs appear to be most consistent with black. Since the signs were about four years old, some fading would have occurred, likely resulting in a somewhat lighter shade of black with a possible

Author, June 2011

This view shows Elm Street and Dealey Plaza in June 2011. The overhead sign structure in the foreground, installed in 1965, remains in service, although the signs are not original. In the distance a second sign with the text "Right Lane" and shields of Interstates 30 and 35E is positioned at the location where the "Fort Worth Turnpike Keep Right" sign existed in 1963.

color cast. The Barker photo suggests a slight blue cast, but no firm conclusion can be made due to the minimal cast and the variables in color identification. The 1956 engineering drawing for the "Fort Worth Turnpike Keep Right" sign specifies "blue" as its background color, and it is clearly blue when viewed in photo editing software (although not clearly visible in the size shown on page 163). Overhead signs on Stemmons Freeway in the distance are clearly green. The confirmation of the colors of the signs in the background further reinforces the color accuracy of the image.

The image taken shortly after the assassination on page 150, a print photo, and the Lemkin image on page 162, taken from a slide, both have an unfavorable sun position for conclusive color identification but both are consistent with a very dark color. The page 150 photo suggests a brownish cast, especially when compared to the two persons with black clothing beneath the sign. The grayscale image from the Briscoe Center on page 162 clearly shows the "Fort Worth Turnpike Keep Right" sign to have a lighter color than the Stemmons and Thornton signs, consistent with the dark color for the Stemmons and Thornton signs.

The replica signs installed for the film *JFK*, page 165, appear to have a dark green color, although the sign lighting not does not allow a conclusive determination. Other photos of the replica signs not included here also indicate dark green. It appears that the set designer for the film recognized that the signs were dark but incorrectly opted for green, a reasonable choice since green was designated as the standard color for Interstate System highway signs in January 1958.[*, 35]

Speculating a Reasonable Scenario

It seems fitting that, just like the Warren Commission findings for the assassination, the evidence in the sign investigation is not absolutely conclusive. The photographic evidence points to a sequence of events which is a reasonable, but not fully verifiable, explanation for the Dealey Plaza freeway signs.

Since it played a critical role in the Zapruder film, the Stemmons sign was retained in position for the FBI reenactment on May 25, 1964. After the reenactment it was promptly removed, gone by June 24. The Thornton sign was modified at the same time as the Stemmons sign removal, and it seems probable that its modification was to perform the role of the Stemmons sign, providing motorist guidance to Stemmons Freeway.

* The film's art director was Derek R. Hill, a native of Irving and 1971 graduate of Irving High School who went on to become a successful production designer for film and television in Los Angeles.

Conspiracies and the Dealey Plaza Freeway Signs

The Dealey Plaza freeway signs are not influential in any of the alternative explanations and conspiracy theories which have been proposed over the years, but there have been two notable claims relating to the signs.

The first claim was that the Stemmons and Thornton signs were moved to make it impossible to exactly reconstruct the assassination events, particularly in relation to a proposed shooter at the grassy knoll. This idea seems to have arisen from the July 24, 1964, testimony of eyewitness Emmett Hudson, the groundskeeper of Dealey Plaza, who stated all the Dealey Plaza freeway signs, including the Stemmons sign, had been moved. Hudson's testimony was reported in Harold Weisberg's 1965 book *Whitewash*, which presented an analysis exposing alleged inadequacies of the official investigation and became very influential in creating skepticism of the Warren Commission report. However, the brief and vague testimony relating to the signs can be interpreted as being consistent with the removal of the Stemmons sign and replacement of the Thornton sign in June 1964, after the FBI reenactment on May 24. No evidence was ever presented to support the claim that the original Stemmons sign was repositioned before the Warren Commission analysis or the FBI reenactment.

Another claim which has circulated in conspiracy circles is that a bullet struck the Stemmons sign and the sign was replaced within one day, either during the day or at night, depending on the version of the story. This claim is totally implausible since a hole or ding in the sign would have been noticed by the large crowds and press corps at the site, and daytime replacement of the sign would certainly have been photographed. In addition, photographs of the sign, such as on page 150, do not appear to show a clean, new sign.

The period for the removal of the Thornton sign and installation of the replacement overhead sign is quite long, nearly seven months between April 27 and November 23, 1965, and any statement about the individual sign events during the period is speculative. It is likely that the removal and installation took place in a single operational event. But if it was not a single operational event, there could have been a period of time with no freeway guide signs along Elm Street in Dealey Plaza, or both signs could have existed simultaneously.

So that leaves one remaining question: why was the Stemmons Freeway sign removed? Answers to this question are entirely speculative, but several plausible possibilities can be postulated. Perhaps it was designated as obsolete since it did not have the standard interstate logo with the highway number, 35E. Perhaps it was replaced because its dark background color was not consistent with the standard green background used for highway signs. Perhaps it was determined to be a safety hazard since it could distract the attention of motorists at a time when the road was curving alongside a sidewalk suddenly busy with many pedestrians. Perhaps someone with authority felt the Stemmons sign was a detriment to photography of the site and ordered it removed. Perhaps it was hit by a car. The true reason will likely never be known, and the mystery of the sign removal will endure forever.

THE DALLAS TRADE MART

The Dallas Trade Mart was the originally planned destination for the presidential motorcade at the end of its trip on Stemmons Freeway. Spectators along the roadway outside the Trade Mart, unaware of what had happened minutes earlier, saw the motorcade turn right on Market Center Boulevard and then speed past the Trade Mart on its way to Parkland Memorial Hospital.

Inside the Trade Mart a formal luncheon with 2500 in attendance was underway, awaiting the arrival of the president who would give a speech to the crowd. A second contingent of the press was positioned at the Trade Mart to cover the event. Luncheon participants first became concerned when reporters suddenly rushed out of the building at about 12:35 PM. Soon rumors began spreading from table to table. The president had apparently been shot, but no one knew how serious it was or exactly what had happened.

Groups of people gathered around portable radios to get the latest information. Erik Jonsson, then chairman of the board of Texas Instruments who went on to become Dallas mayor from 1964 to 1971, was scheduled to preside over the luncheon ceremony. At 1 PM he addressed the crowd, saying "There has been a mishap. We believe it is not serious at this time." Moments later a prayer was said for the president. At about the same time President Kennedy was declared dead at Parkland Memorial Hospital.

Jonsson soon announced that the shooting was more serious than originally believed and he urged the crowd to remain calm. Confusion prevailed. At 1:25 a second prayer in the form of a benediction was spoken by a reverend in attendance. Confusion reached a crescendo. Did this mean the president was dead? Or was it just the official end of the luncheon? The uncertainty ended moments later with an announcement on the radio. President Kennedy was dead.[37]

Private Collection

This interior view of the Trade Mart shows the crowd in attendance at the luncheon where President Kennedy was scheduled to speak. This photo appears to have been taken at about 1 PM after Erik Jonsson first announced there had been a "mishap" and a prayer was offered by the speaker at the podium. Rumors and unconfirmed reports of the president's condition continued to circulate through the confused crowd until the official radio report of Kennedy's death at around 1:25 PM.

Jernigan film © 1998 The Sixth Floor Museum at Dealey Plaza

This frame from the Jack Jernigan film was taken from a moving vehicle as it drove inbound on Stemmons Freeway on the day of the assassination. The bright white building on the left is Dallas Market Hall and behind it is the beige-colored Trade Mart. Of particular interest in this photo is the freeway median. There was no median barrier and the median was offset with a low curb marked with periodic yellow stripes. The lack of a barrier allowed free movement of vehicles and pedestrians in the median, most likely enabling the Volkland and Hankins photos which were taken from the median, as well as the pedestrians positioned in the median in the Miller photo. Two yellow pylon cones are visible in the outbound lanes, closing off an interior lane. Most likely the lane closure was not due to the presidential visit but was for preliminary work on the installation of the median barrier. Within two weeks of this image, construction was underway on the barrier.

Jernigan film © 1998 The Sixth Floor Museum at Dealey Plaza

This frame, also from the Jack Jernigan film, shows the electronic sign at Dallas Market Hall across the street from the Trade Mart, displaying "Welcome President and Mrs. Kennedy". The sign is positioned on the northwest corner of Stemmons Freeway and Market Center Boulevard, alongside the path of the presidential motorcade.

Citations

DMN=*Dallas Morning News;* DTH=*Dallas Times Herald*

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2. "As traffic whizzed by" DMN, 19631204
3. *Pictures of the Pain*, Richard Trask, 1994, pp473-476
4. Obituary, Albert Jordan Volkland, DMN, 20071204; *Pictures of the Pain*, Richard Trask, 1994, p477
5. Death notice, James Troy Hankins, DMN, 19840117; *Pictures of the Pain*, Richard Trask, 1994, pp244-246
6. FBI exhibit D150
7. 6311220518
8. 6311220245
9. *Pictures of the Pain*, Richard Trask, 1994, pp483-489
10. *Pictures of the Pain*, Richard Trask, 1994, p479; "Moments after assassination" DMN, 19641121
11. "Grieved turn drab building into Dallas shrine to JFK" DMN, 19631124
12. MA 88.17/67
13. Hershorn photographic archive di_05793
14. "Federal agents re-enact Kennedy assassination" DMN, 19640525
15. "Exclusive: Papers show DA's role in JFK film" DMN, 20080224
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17. "Wade denies any movie offer made or accepted" DMN, 19670915
18. PA83-41, *Dallas Time-Herald* negatives box 23 envelope "Feature length movie being filmed on assassination"
19. PA83-42/1963-12-3/1
20. "Lights, camera…delays" DMN, 19910415; "It's 1963 again" DMN, 19910416; "Movie shoot triggers our '63 memories" DMN, 19910422; "Repeating history" DMN, 19910330
21. http://www.the-numbers.com, accessed 20110402
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24. Communication with Gary Mack at the Sixth Floor Museum, email from Mack dated 6/22/2009
25. MA 88.17/5
26. Texas Turnpike Authority, drawing for contract no. D-FW 59, "Turnpike Signing and Pavement Marking" 12-21-1956
27. "Oak Cliff to start use of Thornton Freeway" DTH, 19590510
28. Telephone interview with Linden Vurges, TxDOT Dallas District signage department, September 24, 2009.
29. Email response from Alex Wong, Sr. Program manager, Traffic Field Operations, City of Dallas, received March 9, 2011
30. Newsfilm for the first anniversary reports by local television stations in the collection of the Sixth Floor Museum at Dealey Plaza; "Hundreds make JFK pilgrimage" DTH, 19641123, includes photo showing Thornton sign
31. Envelopes A7149 and A7018 were in box 7 (downtown views) of the Squire Haskins collection of the University of Texas at Arlington Library Special Collections.
32. PA2007-1/102.2
33. AR406-6 #4816 [envelope 28, frame 15]
34. 641123174
35. Official web site of the Federal Highway Administration, http://www.fhwa.dot.gov/infrastructure/50sheild.cfm, "Shields and Signs", accessed 20111214
36. Squire Haskins Collection, box with downtown Dallas negatives, negative A7578
37. "Somber crowd files out of mart" DMN, 19631123

CHAPTER

6

Dallas Freeways

In freeway-focused North Texas, Dallas is the most freeway-focused city. Nearly everything of interest in Dallas and the adjacent suburbs is alongside or near a freeway. In recent decades, even the freeways themselves have become architectural monuments as Central Expressway, Woodall Rodgers Freeway and the High Five interchange have been enhanced and embellished with distinctive designs. Since the freeway era began with Central Expressway in 1949, nearly all the large and notable freeway opening celebrations have taken place in Dallas and its adjacent suburbs.

Also see:
Chapter 3: Central Expressway, the Original, page 77
Chapter 4: Central Expressway, page 120
Chapter 5: Stemmons Freeway and the John F. Kennedy Assassination, page 151
Chapter 7: Freeway Adventures in the Big City, page 348
Chapter 9: Tom Landry Highway, page 393

There's no doubt, Dallas has earned the honor of being the number one freeway city in North Texas.

Interstate 35E North Stemmons Freeway

When Stemmons Freeway opened in Dallas in 1959, the freeway of the future had finally arrived. With its roomy and convenient design, ten main traffic lanes and surrounding wide open spaces to accommodate the city's growth, it was the freeway vision local leaders had worked toward for all of the 1950s. The freeway opening celebration was among the two largest dedication events in the history of North Texas freeways with a formal gala attended by 2400 and an opening-day parade which ranked as Dallas' largest parade up to that time. Stemmons Freeway would go on to become the power corridor of Dallas in the 1960s with its concentration of business and industry, including the Dallas Market Center and numerous major corporate headquarters. For over fifty years after its opening, Stemmons Freeway remained the widest freeway in North Texas when considering regular main lanes for a sustained distance.*

The freeway itself in Dallas has changed very little since its original construction, standing the test of time better than most 1950s-era freeways but inevitably showing its age. The glamour of the 1960s commercial boom in the lower Stemmons corridor faded long ago and its real estate is largely a relic of the glory days, relying on the Dallas Market Center and Parkland medical complex to remain vibrant while most corporate interests have moved on to trendier developments. Still, the future may be bright for lower Stemmons Freeway with redevelopment of the Trinity Industrial District, particularly close to downtown. Plans to widen and modernize lower Stemmons, on hold in 2013, may eventually move forward. And further north in Denton County, the suburban Interstate 35E North corridor has seen continuous growth over the last fifty years. Work on a $1.4 billion expansion began in 2013, the first phase of a planned $5 billion upgrade between IH 635 and Denton.

Also see: Photographs of freeway opening events, pages 8-10, 32-33 and 38

Also see: Chapter 5, Stemmons Freeway and the John F. Kennedy Assassination, page 151

Origins

Dallas County Commissioners Court initiated formal efforts to build a freeway along the US 77 corridor northwest of downtown in February 1952 when it directed the County Engineer to identify an alignment for the "superexpressway", then called the Highline-Riverview Road, and proceed with acquiring a 250-foot-wide right-of-way strip. In September 1952 a delegation of political and business leaders went to Austin to make a formal proposal to the Texas Transportation Commission for the construction of the freeway. The proposed route at that time was somewhat to the west of the actually built alignment of IH 35E. Local officials continued to lobby for improvements

* In 2013 SH 114 at the DFW Connector north of DFW Airport displaced Stemmons Freeway as the widest freeway in North Texas for a sustained distance.

Leslie A. Stemmons, 1876-1939

Dallas Public Library[198]

Dallas native Leslie A. Stemmons was a leader of the effort to build the Trinity River levees, which were completed in 1932. The idea for rerouting the Trinity River and placing the new channel in a wide floodway contained within levees originated after the great flood of 1908 and was officially proposed in a 1911 report prepared by city planner George Kessler. Stemmons' efforts achieved results as the Dallas Levee Improvement District was created in 1926 and voters approved bonds for construction in 1928. Bonds would be repaid by taxes on the 10,500 acres reclaimed from the floodplain, and in 1928 the Industrial Properties Corporation headed by Stemmons was formed to develop the land. During the Great Depression of the 1930s there was no demand for land, so the bonds defaulted as landowners were unable to generate revenue with land sales. Stemmons died in 1939 without seeing his development goal realized. But with economic recovery after World War II and the age of freeways about to begin, the future became bright for the reclaimed land and Industrial Properties Corporation. The land remained mostly undeveloped in the 1950s and provided an ideal path for Interstate 35E. The freeway was officially named Stemmons Freeway in 1954, and in 1955 the Stemmons family donated 102 acres to speed construction. Leslie Stemmons' son John M. Stemmons (1909-2001) would go on to lead Industrial Properties Corporation and become an influential civic leader.[199]

Quick Facts for Interstate 35E North

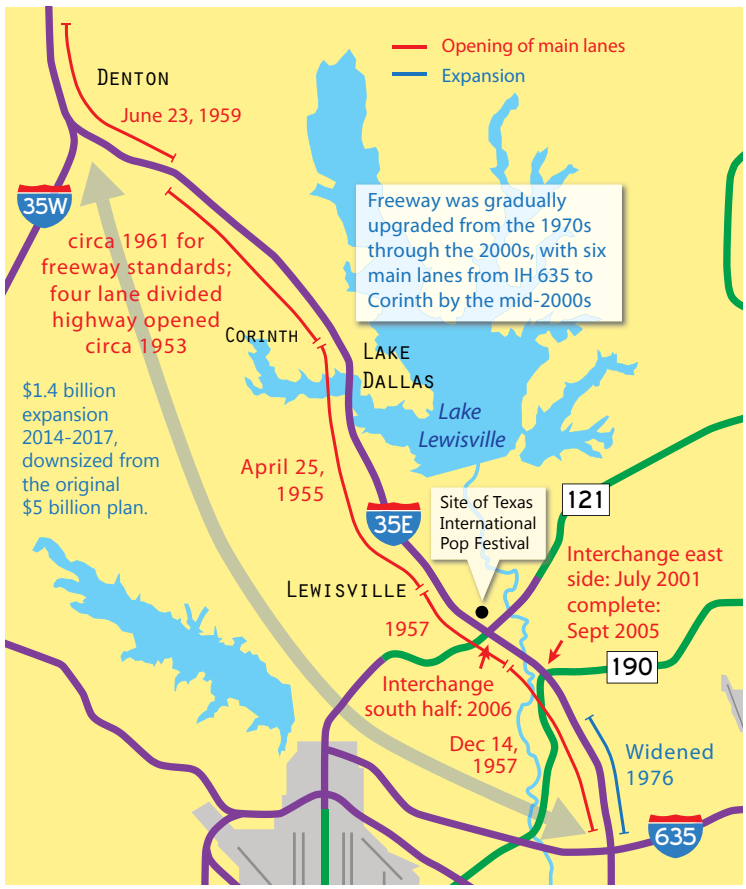
- First section in Dallas opened in 1959, freeway complete to Denton in 1963
- Commonly called "Stemmons" or "Stemmons Freeway" in Dallas and the northwest suburbs
- The third-busiest freeway in North Texas with 263,000 vehicles per day north of Woodall Rodgers Freeway in 2010
- Reigned as the widest freeway in North Texas in terms of regular traffic lanes for a sustained distance from 1959 to 2013
- Three miles of toll lanes under construction 2011-2015; $1.4 billion expansion between IH 635 and Denton under construction between 2014 and 2017

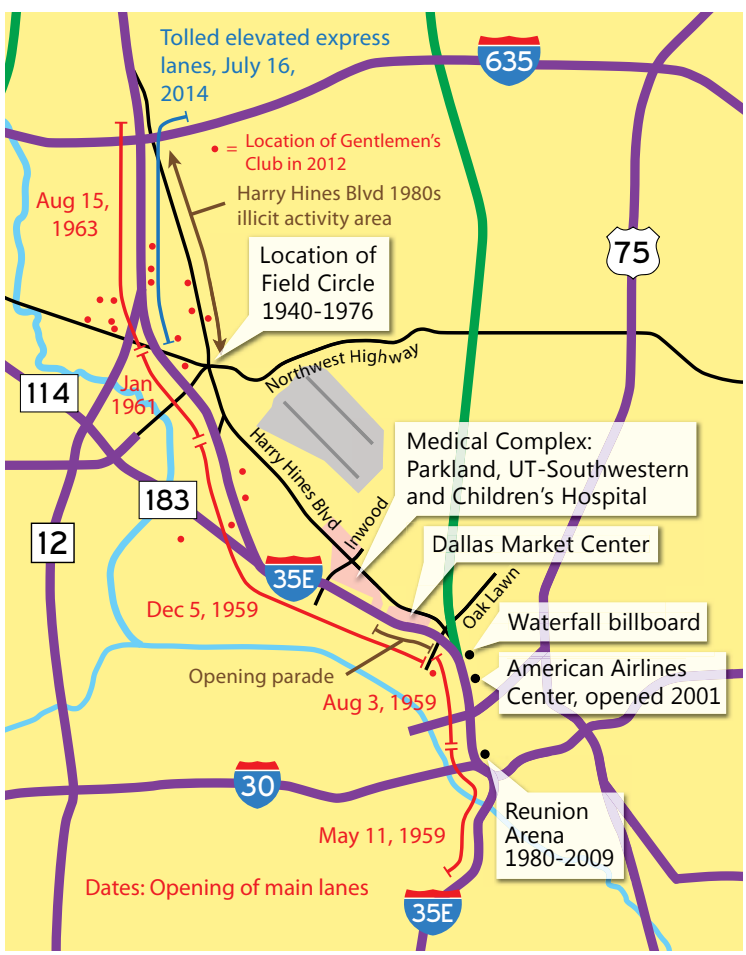
to the existing US 77 (Harry Hines Boulevard), visiting Austin in April 1953 to push for widening of the highway to a four-lane divided facility from Northwest Highway to the Denton County line. State approval and construction funding was secured, but by January 1954 the project was on hold because the right-of-way was not yet acquired. Further north in Denton County the freeway was complete from Lewisville to Lake Dallas in April 1955, including realignment and a new bridge to accommodate the new Lake Lewisville.[1]

In the meantime, plans were being finalized for IH 35E through downtown Dallas. Dallas was fortunate to have a large undeveloped swath of land along the original Trinity River channel on the west side of downtown, greatly simplifying the task of bringing the freeway through the

Key Dates in the History

1952	First proposal for a freeway in Dallas County
1953	First highway on present-day alignment opened in Denton County from Denton to Lake Dallas
1954	Named Stemmons Freeway
1955	Land developers donate 182 acres for right-of-way in Dallas; freeway opened in Denton County from Dallas-Denton county line to Lake Dallas
1957	The first building in the Dallas Market Center, the Home Furnishings Mart, opens
1959	The Dallas Trade Mart opens in February; eight miles of freeway open in Dallas in December with a huge celebration including a gala and freeway parade
1963	Freeway is completed in Dallas County; the limousine with President Kennedy's body takes Stemmons Freeway from the Dealey Plaza assassination site to Parkland Hospital
1980	Reunion Arena opens downtown
2001	American Airlines Center opens
2009	Reunion Arena is demolished
2011	Work begins on the first toll lanes as part of the $2.7 billion IH 635 reconstruction; plans for a massive $5 billion expansion from IH 635 to Denton are downsized due to lack of funds
2013-2017	Reconstruction of the downtown Mixmaster and first phase of widening between IH 635 and Denton





center of the city. By February 1954 TxDOT had identified the location for the downtown Dallas Mixmaster interchange and was beginning to formulate plans. The *Dallas Morning News* reported that "Engineers expect to transform this waste area with a collection of smoothly curving roadways, called an interchange, which will weave over and under each other by means of a number of grade separation structures." The Texas Turnpike Authority purchased the needed right-of-way as part of the Dallas-Fort Worth Turnpike project, allowing TxDOT to begin the first phase of Mixmaster construction in 1955.[2]

Building the Lower Stemmons Freeway

Prior to the signing of the Federal-Aid Highway Act of 1956, local governments in Texas were responsible for 100% of the cost of right-of-way for new freeways. With the planned extensive network of freeways in North Texas, local governments faced a huge financial obligation and neither the City of Dallas nor Dallas County had the resources to acquire right-of-way quickly enough to meet demand and expectations. Consequently, progress was slow on the freeway construction program and work on IH 35E, then called the US 77 expressway, was on hold, awaiting right-of-way acquisition.

Original plans for the US 77 expressway aligned it along Harry Hines Boulevard. Dallas Planning Director Marvin Springer and his staff at the planning department reviewed the alignment for potential cost savings and in September 1954 identified a new alignment south and west of Harry Hines, passing through vacant land closer to the Trinity River and eliminating the need to acquire expensive property along Harry Hines. TxDOT approved the new alignment in October 1954, but even with the new alignment the City of Dallas still did not have sufficient funds to purchase the right-of-way. The new alignment crossed through land reclaimed from the Trinity River flood plain by the levees. In recognition of the key role of Leslie A. Stemmons in building the levees, Dallas City Council officially named the freeway Stemmons Freeway on November 8, 1954. It was the first freeway in Dallas to be named for an individual.[3]

Perhaps there was another reason for naming it Stemmons Freeway. Much of the land needed for the freeway was owned by the Stemmons family through their Industrial Properties Corporation, headed by John M. Stemmons, son of Leslie A. Stemmons. John Stemmons was developing the Trinity Industrial District on the property, focusing on offices, warehouses, manufacturing plants and light industrial facilities. The freeway would be a great asset to the Trinity Industrial District, speeding trucks and workers in and out of the property. TxDOT had the money ready and was waiting to begin construction—the only holdup

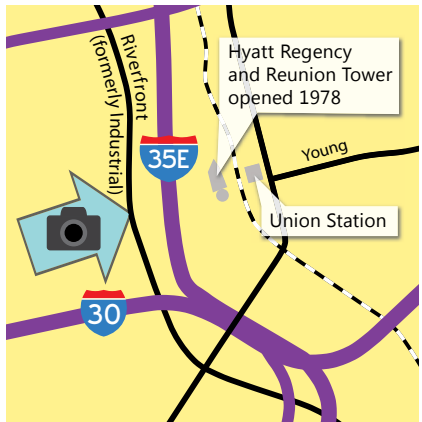
UT-Arlington Library Special Collections[200]

This August 1965 view shows Tom Field Circle, the traffic circle at the intersection of Harry Hines Boulevard and Northwest Highway. Prior to the construction of IH 35E, traffic used US 77 which was aligned on Harry Hines and passed through Field Circle. Field Circle was always among the most accident-prone intersections in Dallas in the 1950s and 1960s, frequently ranking number one in annual accidents. Ironically, the traffic circle was constructed in 1940 to eliminate a dangerous traffic hazard at the junction, then called the Five Points intersection. With the opening of the final section of Stemmons Freeway in 1963, through-traffic was removed from the circle. Field Circle was replaced with a modern-design, grade-separated interchange in 1976.[201]

Before Stemmons Freeway in Dallas

This 1954 view shows the prefreeway land use near the Union Station railroad terminal. Union Terminal Park was purchased by the City of Dallas in 1946 and two baseball fields were developed on the property. The east side of the property, close to the railroad station, featured a parking lot and a tunnel underneath the tracks to the station. Plans for IH 35E and the nearby Mixmaster interchange were finalized by 1954, and Union Station Park was gone by 1956 when construction began. IH 35E was built in the near foreground, and in the 1970s the Hyatt Regency and Reunion Tower were built close to the railroad station. Riverfront Boulevard (formerly Industrial Boulevard) is visible at the bottom of this view.[202]

City of Dallas archives



Dallas Public Library[203]

This 1953 view shows construction of the IH 35E bridge at Lake Lewisville. This branch of the lake was known as Hickory Creek at the time of this photo. The lake's dam was completed in 1954 but the reservoir remained mostly empty due to the severe drought of the 1950s, the worst multiyear drought in Texas history. The drought was finally broken in April 1957 by heavy rains and floods, filling Lake Lewisville and inundating the area shown in the photo.[204]

was the lack of right-of-way.

So officials looking to get the freeway built had an idea: why not convince the landowners to donate the needed right-of-way to speed construction of the freeway? It turned out to be fairly easy to sell John Stemmons on the idea. A few photographs showing the development occurring along Industrial Boulevard (present-day Riverfront Boulevard) and Central Expressway clearly showed the value of highways in promoting development and increasing land prices.† Landowners of the Brookhollow and Inwood Industrial Districts further west also agreed to donate land.

It was the first large-scale land donation for urban freeway right-of-way in Texas—a total of 176 acres valued at $2 million (approximately $17 million in 2013 dollars) with Stemmons providing 102 acres. The donation was announced by mid-1955, and on May 4, 1956, Stemmons, David Bruton of the Inwood Industrial District and W. C. Windsor Jr of the Brookhollow Industrial District signed the documents to transfer the deeds. Only the section from Oak Lawn Avenue to Commerce Street remained to be acquired with public funds, and Dallas had funds ready for the estimated $2.5 million cost. Stemmons Freeway was on the fast track to construction, and the dirt would soon be flying.[5]

Reason to Party

Bids for the first construction contract on Stemmons Freeway, the frontage roads north of Oak Lawn, were opened in mid-August 1956, about six weeks after President Eisenhower launched construction of the Interstate Highway System by signing the Federal-Aid Highway Act of 1956 into law on June 29.

Stemmons Freeway was locally reported to be the first completely new highway to start construction under the auspices of the interstate highway program.‡ By January 1958 all contracts were awarded and construction was proceeding at full speed. Excitement was building to a crescendo for the completion of the six-mile section of Stemmons Freeway in December 1959.[6]

Although North Central Expressway had been completed to McKinney in 1958 and the Dallas-Fort Worth Turnpike had opened in August 1957, neither represented the vision and promise of Stemmons Freeway. Compared to Stemmons, North Central Expressway seemed to be something out of the dark ages of freeway design with its lack of capacity, roller coaster grades, virtually nonexistent merging space at on-ramps and overall constricted design. The Dallas-Fort Worth Turnpike was more modern, but with fewer lanes than Stemmons and the reviled toll booths. Stemmons Freeway was the realization of the

† In a 1981 interview, John M. Stemmons stated that the solicitation for land donation was made by Dewitt Greer, the head of TxDOT. However, press reports from the period indicate that Marvin Springer, planning director for the City of Dallas, was responsible for arranging the land donation. There is no other documentation of Greer's involvement so it is uncertain if Greer was in fact involved or Stemmons referred to the wrong person.[4]

‡ While Stemmons Freeway may have been the first contract for an all-new freeway, the Federal Highway Administration officially recognizes the date of the first interstate highway contract as August 2, 1956, for IH 44 in Missouri, and the first actual paving on an interstate highway on September 26, 1956, on IH 70 near Topeka, Kansas.[7]

the Freeway Right-of-Way Donation

Dallas Public Library[206]

In the mid-1950s TxDOT was ready to build Stemmons Freeway but the project was on hold because the City of Dallas, which was responsible for purchasing right-of-way, didn't have the money to buy the land. Land developers donated 176 acres for Stemmons Freeway right-of-way to expedite construction, allowing work to begin nearly immediately. In the upper photo, landowners sign documents to transfer the land to TxDOT on May 4, 1956. From left to right are David Bruton Jr of the Inwood Industrial District (39 acres), W. W. Overton Jr, president of the Dallas Chamber of Commerce, John Stemmons of Industrial Properties Corporation (102 acres) and W. C. Windsor Jr of the Brookhollow Industrial District (35 acres). The land was worth approximately $17 million in 2013 dollars. In the lower photo, Dallas Mayor R. L. "Bob" Thornton presents a plaque to the Stemmons family in appreciation of the land donation. From left to right are John Stemmons, Mrs L. Storey Stemmons, Mrs Elizabeth Stemmons Bishop of New York City, L. Storey Stemmons, Mayor Thornton, Mrs Leslie A. Stemmons Jr, Mrs Leslie A. Stemmons, widow of the freeway namesake, Leslie A. Stemmons Jr, and Mrs John Stemmons.[205]

Dallas Public Library[207]

UT-Arlington Library Special Collections[208]

This September 1956 view shows work just underway on Stemmons Freeway at Inwood Road. Construction crews had traced out a path on land that was formerly the Trinity River flood plain. The original channel of the Trinity River is visible on the right. Construction of the levees and rerouting of the river in 1932 reclaimed the land from the flood plain and made it an ideal path for the freeway, much less disruptive than the original plan of running the freeway along Harry Hines Boulevard. Below is a nearly identical perspective from August 1958 with the frontage lanes open to traffic and construction of the overpass at Inwood underway.

Industrial Properties Corporation

dream freeway with its modern design, unprecedented ten main lanes, frontage roads and convenient connections. A little bit of celebration and bragging was called for.

In fact, there was so much celebrating to do that the opening ceremonies spanned three days. On Friday evening, December 4, a banquet for 2400 was held in the grand courtyard of the Dallas Trade Mart, with attendees filling up the floor and the balconies. The atmosphere was like a Hollywood gala, and two big names from the entertainment industry, Yvonne de Carlo and Kirby Grant, were in attendance.§ On the menu: a multi-course meal featuring roast prime rib and lobster thermador. The evening's festivities concluded when the crowd gathered at the corner of Inwood Road and Stemmons Freeway for the lighting of

§ Yvonne de Carlo (1922-2007) was a film and television actress with a career spanning from 1941 to 1995. Her best-known roles were opposite Charlton Heston in *The Ten Commandments* (1956) and as Lily Munster in the television series *The Munsters* (1964-1966). Kirby Grant (1911-1985) was a television and B-movie actor best known for his lead role in the television series *Sky King* (1951-1959) in which the storylines featured Grant's character using an airplane.

This view looks northwest along the Stemmons Freeway corridor in October 1957 with frontage road construction underway. The freeway corridor was nearly completely vacant except for Cobb Stadium in the foreground and the Home Furnishings Mart just past the stadium. Work was about to begin on the Dallas Trade Mart on the property adjacent to the Home Furnishings Mart. Cobb Stadium, owned by the Dallas public school district and called Dal-Hi Stadium until 1957, was demolished in 1985 and replaced by the Infomart office building. The Home Furnishings Mart was renovated and renamed the International Trade Plaza in 1999. This photo appeared in the October 13, 1957, edition of the *Dallas Times Herald*.[210]

UT-Arlington Library Special Collections[209]

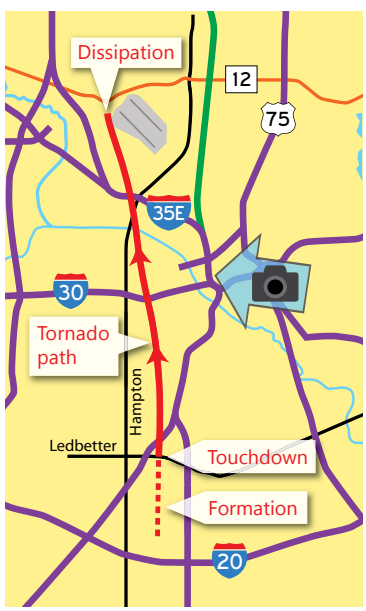
the freeway Christmas tree, which was encircled by decorations from New York's Rockefeller Center.[8]

To formally open the freeway Saturday morning, political officials gathered in the bed of a pickup truck which smashed through a ceremonial wood beam highway barrier as fireworks popped and balloons were released. The first traffic on the freeway was the Stemmons Freeway parade, a two-hour event featuring 300 items on display, easily qualifying as the longest parade in Dallas up to that time. The theme of the parade was the "Cavalcade of Transportation", illustrating the development and progress of transportation beginning with an Indian riding a pony and completing with the 1960 model year vehicles. In between, just about everything that could be paraded on a freeway was included: covered wagons, army tanks, a military rocket, military equipment, a 200-bed mobile hospital, fire trucks and an airplane with Grant in the cockpit, as well as the usual complement of marching bands, drill teams and horses. As the parade wrapped up there was a flyover of nine C-119 aircraft, a military transport nicknamed the flying boxcar. Due to the 40-degree cold and 20 mile-per-hour winds, many spectators watched the parade from their vehicles parked on and alongside the freeway, prophetically inaugurating the freeway as a figurative "parking lot". By the afternoon motorists were cruising the new Stemmons Freeway, enjoying the wide expanse of lanes which had never before been seen in North Texas. An exhibit called "Pathways to Freeways" featuring roadbuilding equipment, antique cars, midget auto races and firefighting demonstrations continued on Sunday to complete the three-day celebration.[9]

North of Dallas

Steady progress was being made on IH 35E north of Dallas in the late 1950s. A particularly dangerous six-mile section of the original US 77 between Lewisville and Carrollton,

Dallas Public Library[212]



This April 2, 1957, view from the Dallas Morning News Building shows construction of Stemmons Freeway downtown, with Union Station in the foreground and the partially complete overpass at Reunion Boulevard (then Rock Island Road) in the background. Oh, there was also a historic event taking place on the day of this photo—the Oak Cliff tornado, a landmark event in the history of meteorology. The Oak Cliff tornado was the first tornado to be extensively photographed through all phases of its life cycle, greatly contributing to scientific understanding of tornadoes. For additional information about the tornado and another photo, see page 99.[211]

called the "death stretch" by local residents due to its high fatality rate, was upgraded to freeway standards and dedicated in a ceremony on the Valwood Parkway overpass on December 14, 1957. Engineers at Texas Instruments built a high-tech electrical device to cut the ribbon, using a photovoltaic cell to convert sunlight to electricity and then running the current through transistor amplifiers to create an electrical arc to burn through the ribbon (see photos page 38). It was the first high-tech stunt used for a North Texas freeway opening, and thanks to both ingenuity and bright sunshine it was a success.[10]

Original plans called for IH 35E between Loop 12 and IH 635 LBJ Freeway to be built along Harry Hines Boulevard, which was then the alignment of US 77. However, passage of the Federal-Aid Highway Act of 1956 made 90% federal funding available for right-of-way acquisition, and in August 1957 TxDOT revealed the new alignment west

Industrial Properties Corporation

Miss Stemmons Freeway Martha Ann "Tina" Heath (1942-2006), a 1961 graduate of Woodrow Wilson High School who also served as Miss Dallas 1961, was chosen to be Miss Stemmons Freeway for the 1959 opening celebration. She was featured at the opening gala, shown in the photo, and on a float in the freeway parade.[213]

The gala's program cover featured flags of Canada and Mexico in recognition of Canadian and Mexican officials in attendance, as well as the fact that Interstate 35, when complete, would connect Laredo at the Mexican border to north Minnesota near the Canadian border. Canada had not yet adopted the maple leaf as its flag in 1959.

The celebration on Saturday, December 5, 1959, was kicked off when officials gathered in the back of a pickup truck to break through the ceremonial opening barrier on Stemmons Freeway as fireworks popped and balloons were released. The Stemmons Freeway parade began soon afterward. See additional photo of the barrier-breaking on page 8.

TxDOT Travel Information Division

Industrial Properties Corporation

This view shows the Stemmons Freeway opening parade on December 5, 1959. It was the largest parade held in Dallas up to that time, featuring around 300 items on display. At the bottom of the photo the three floats representing Interstate 35, Canada and Mexico are positioned to join the parade. For additional photos of the parade and opening, see pages 8-10.

Industrial Properties Corporation

A large ceremony was held to celebrate the completion of Stemmons Freeway on August 15, 1963. Kids grab some Stemmons Freeway balloons in the left photo, and below the crowd watches the color guard. The ceremony also featured a high-tech ribbon-cutting using signals from Canada and Mexico. See additional photos on page 32.

Industrial Properties Corporation

This view looks southbound (in a southeast direction) toward downtown in 1963 showing the freeway at the Oak Lawn Avenue overpass. The original bridge structure did not have interior or exterior shoulders, which were later added.

TxDOT Travel Information Division

TxDOT Travel Information Division

UT-Arlington Library Special Collections[215]

These views of the original Stemmons Freeway, at the curve near Oak Lawn Avenue circa 1960 (above) and at Inwood Road in October 1962, show that the freeway lacked a median barrier and opposing traffic was separated only by the paved median with low curbs. Construction on the median barrier at these locations was underway in December 1963. The color photo certainly suggests that turquoise was a popular color for autos in the late 1950s.[214]

of Harry Hines Boulevard and authorized right-of-way acquisition. The final section of Stemmons Freeway opened on August 15, 1963, with a large ceremony featuring a ribbon cutting by electrical impulses from teletype signals originating from buttons pressed on the desks of the governor of Nuevo Leon, Mexico in Monterrey and the Attorney General of Ontario, Canada, in Toronto.[11]

The Stemmons Freeway Boom

Dallas was booming in the 1950s and John Stemmons' Trinity Industrial District was poised for a new wave of growth with the opening of the freeway. Construction of warehouses and offices continued, but the development which became a lasting landmark is the Dallas Market Center, located alongside the freeway just north of downtown. John Stemmons and Trammell Crow first met by chance in 1948 at a garden show while waiting for their wives to

TxDOT Travel Information Division

The Marriott Motor Hotel was a landmark on the southeast corner of Stemmons Freeway and Market Center Boulevard from its opening in 1960 until its demolition in 1989. The above photo is from circa 1960 and the lower photo is from circa 1970. The hotel featured drive-in registration windows, allowing guests to register from their cars and then proceed to park in the 600-space guest lot. After an expansion to 500 rooms completed in September 1963, J. Willard Marriott Sr proclaimed the hotel to be the world's largest motor hotel. Motor hotels and motels were a growth industry as the Interstate Highway System took shape in the 1950s and 1960s. Although the hotel remained popular and continued to perform well financially in the late 1980s, its dated design was no longer representative of the Marriott brand, so in 1988 the decision was made to raze the property and redevelop it with two new hotels.[216]

Dallas Public Library[217]

Author, April 2012

This April 2012 view shows the Dallas Market Center along Stemmons Freeway with the Market Center Boulevard crossing in the foreground. The Dallas Market Center was the first large-scale commercial development along Stemmons Freeway and continues to be vibrant in 2013 while most of the freeway corridor's commercial property is well past its prime. The Home Furnishings Mart on the right side of the photo, opened in 1957, was renovated in 1999 and renamed the International Trade Plaza. The building on the left is the Dallas Trade Mart opened in 1959 and in the middle is the World Trade Center, opened in 1974 and expanded in 1979. For more information on the Dallas Trade Mart and the John F. Kennedy assassination, see page 177.

finish shopping. It was the beginning of a partnership that would transform the landscape along Stemmons Freeway, with Stemmons providing the land and Crow constructing the buildings for the Dallas Market Center (DMC).[12]

The DMC serves as a showroom for manufacturers, wholesalers and distributors who display their products to retail industry buyers at approximately fifty industry-specific events throughout the year. Originally focused on home furnishings, the DMC has grown to include apparel, fabric, lighting, toys, holiday decorations and gifts.

The DMC had its origins in 1953 when representatives from the furniture and home furnishings industries asked Crow to build a single location for displaying merchandise. The Dallas Decorative Center opened in 1955 just south of the freeway and the first building located alongside Stemmons Freeway, the Home Furnishings Mart, opened in 1957. The Dallas Trade Mart, opened in February 1959, was the first large-scale building in the DMC complex and firmly established the DMC as a regional hub for the industry. Growth continued steadily in the following years with the Dallas Market Hall in 1960, Apparel Mart in 1964 (demolished in 2007), World Trade Center in 1974, Infomart in 1985 (no longer part of the DMC) and numerous expansions of the existing facilities. Trammell Crow took full control of the DMC in 1972. In 2013 the DMC promotes itself as the most complete wholesale merchandise resource in the world, with 5 million square feet of space in its four buildings along Stemmons Freeway.[13]

Several prestigious corporate names made their home in the Stemmons Freeway corridor during its glory days. Frito-Lay, formed by the 1961 merger of Dallas' Frito Company and Atlanta's H.W. Lay Company, was headquartered at Exchange Park on Harry Hines Boulevard about a mile from the freeway until relocating to a new campus in Plano in 1986. Braniff International Airways was also headquartered at Exchange Park from 1957 until it moved to Dallas-Fort Worth Airport in 1978, four years before its 1982 bankruptcy. Mary Kay Cosmetics began with a small

Dallas Public Library[218]

This view from circa 1967 looks southbound along Stemmons Freeway with the Dallas North Tollway interchange just ahead. On the left is the most recognizable billboard in North Texas, featuring an artificial waterfall which has promoted various products over the years. The billboard was built in 1962 on Goat Hill overlooking Stemmons Freeway to promote Pearl Lager beer, with the sign touting its origins "from the country of 1100 springs". The billboard was completely renovated in 2009 with a new waterfall to promote its product at that time, Coors Light.[219]

Author, September 2009

office at Exchange Park in 1963, expanding into other facilities in the Stemmons Freeway corridor and opening its headquarters building at the corner of Stemmons and Regal Row in 1977 where it remained until relocating to Addison in 1995. A remaining corporate headquarters in 2013 is industrial manufacturer Trinity Industries at 2525 Stemmons Freeway.[14]

For many, the first industry that comes to mind with the mention of Stemmons Freeway is the adult entertainment industry. Running parallel to Stemmons Freeway just to the east, Harry Hines Boulevard between Northwest Highway and LBJ Freeway was historically a mecca for topless bars, adult bookstores, nude modeling studios, "hot-sheet" motels and lingerie studios. In its illicit heyday during the 1980s, Harry Hines Boulevard was known as "Hooker Hines" in recognition of the widespread prostitution in the corridor. Law enforcement eliminated most illegal activity by the early 1990s, and there has been a shift to more law-abiding, upscale "gentlemen's clubs" in the area. Since the area consists mostly of warehouses and office buildings with no nearby neighborhoods, churches or schools, it is an ideal location to concentrate adult-oriented businesses and not incite community opposition. In 2013 the area around the intersection of Stemmons Freeway and Northwest Highway is the hub of the Dallas gentlemen's club industry. And as long as the law permits, it's a safe bet that it will be an enduring industry in the Stemmons Freeway corridor.[15]

the Texas International Pop Festival, Lewisville

The Texas version of Woodstock took place along Stemmons Freeway in Lewisville on Labor Day weekend 1969, just two weeks after the original Woodstock Music and Art Fair in Bethel, New York, the watershed event for the 1960s hippie counterculture. Officially called the Texas International Pop Festival, the three-day event took place on the grounds of the Dallas International Motor Speedway drag strip just east of the present-day intersection of Stemmons Freeway and Hebron Parkway. The event drew 120,000 attendees to see some of the biggest names in music of the era, including Led Zeppelin, Chicago, Janis Joplin, Santana and Sly & the Family Stone. In the photo below, parked vehicles filled vacant land alongside the freeway with the main stage visible in the upper right of the photo. Dallas International Motor Speedway opened in 1969 and closed in 1973 after years of financial difficulty. The site is now apartment complexes.[221]

Dallas Morning News

Dallas Public Library[220]

This evening view from winter 1974 shows Stemmons Freeway at the Dallas North Tollway. The billboard on Goat Hill, on the left edge of the photo, was promoting Salem cigarettes. This photo suggests that the traffic pattern in 1974, just like today, was heavier traffic and congestion on the inbound freeway during evening rush hour. Also visible in this photo is the Dallas Steam Power Generating Plant (also called the Dallas Power and Light Plant) and site of the future American Airlines Center. See page 201 for more about American Airlines Center.

Future Plans

Plans have been developed for a massive rebuild of Stemmons Freeway from the downtown Mixmaster to Denton. In general, one free main lane in each direction and two tolled "managed" lanes in each direction will be added, although plans vary from section to section.

The first actual construction is the elevated managed lanes in northwest Dallas between Loop 12 and IH 635 LBJ Freeway, underway in 2011 as part of the $2.7 billion rebuild of LBJ Freeway with a public-private partnership scheduled for completion in 2015. The downtown Mixmaster and adjacent bridges over the Trinity River on IH 35E and IH 30 received funding in 2011 for reconstruction between 2013 and 2016 in a project named the Horseshoe.[16]

The next section slated for work is north of LBJ Freeway to Denton, a 29-mile stretch originally planned to have eight general-purpose lanes, four toll lanes and improved frontage roads. In 2011 the project's estimated cost was $4.7 billion, including $1.2 billion for right-of-way acquisition. In November 2011 TxDOT announced that available public funding and private investment based on revenue from the toll lanes fell far short of the $4.7 billion price tag. In March 2012 officials developed a new, downsized plan with a price tag around $1.4 billion, consistent with available public funding. The downsized project generally adds one new free lane in each direction and includes two reversible tolled lanes in the center of the freeway rather than the originally planned four toll lanes. The smaller freeway footprint allows it to fit in the existing right-of-way. The original plan could be fully realized in a future phase if public funding is available and toll revenue can support it.[17]

Expansion of lower Stemmons Freeway, from downtown to Loop 12, is part of the comprehensive Project

Angel Aguirre, AGL Constructors, October 2013

Denton County elected officials shovel ceremonial dirt at the kickoff event for the 35E Express project on October 3, 2013. The $1.4 billion first phase of work on the overall $5 billion planned expansion from IH 635 to Denton will include new regular traffic lanes, managed lanes, a new bridge over Lake Lewisville and new direct connection ramps at the interchange with SH 121/ Sam Rayburn Tollway. In the photo from left to right: Commissioner Hugh Coleman, Commissioner Ron Marchant, County Judge Mary Horn, Commissioner Bobbie J. Mitchell and Commissioner Andy Eads.

At the south end of Stemmons Freeway, work began in 2013 on the $798 million Horseshoe Project. The Horseshoe project will rebuild the downtown Mixmaster interchange with Interstate 30 and construct new bridges over the Trinity River for both Interstates 35E and 30.

Author, November 2013

Pegasus plan to modernize all freeways on the south and west sides of downtown. In 2013 Project Pegasus has been placed on hold due to lack of funding with no construction planned prior to 2035, but Project Pegasus could be revived if the planned Trinity Parkway toll road paralleling the freeway is canceled (see page 328 for details on the Trinity Parkway). Since the Trinity Parkway's main purpose is to provide traffic relief to lower Stemmons, construction of the parkway could mean an indefinite delay or perhaps cancellation of improvements for lower Stemmons. If the Trinity Parkway is not built, improvements to lower Stemmons will become more critical and the project will likely become a higher priority. As always, everything depends on the availability of funding which is always uncertain. ■

UT-Arlington LIbrary Special Collections[222]

Reunion Arena, 1980-2009 This June 1980 view shows Reunion Arena at the southern tip of Stemmons Freeway just after the arena opened in April 1980. The arena served as Dallas' main venue for sports, concerts and special events until the opening of American Airlines Center in 2001 about a mile north on Stemmons Freeway. Two notable events at the arena were the 1984 Republican National Convention and the 1986 NCAA Final Four. The downtown Dallas skyline was still underdeveloped in 1980. The wave of construction from the early to mid-1980s defined downtown, transforming it with numerous architecturally distinctive skyscrapers. After American Airlines Center opened, Reunion Arena was minimally used and became a money loser for the City of Dallas. In June 2008 Dallas City Council voted to close the arena, and it was demolished in 2009. As the July 2009 photo below shows, the interior of the arena was removed, leaving only the roof. The roof was pulled down and dismantled for scrap. The site is targeted for redevelopment and was transferred to private ownership in December 2012.[223]

Author, July 2009

UT-Arlington LIbrary Special Collections[224]

This September 1965 view shows Stemmons Freeway and the site which would become American Airlines Center 36 years later. American Airlines Center, opened on July 28, 2001, with a concert by the Eagles, was built on the grassy area just beyond the water tank. The Dallas Steam Power Generating Plant (also called the Dallas Power and Light Plant) was located just south of the arena location. It remained operational until 1995 and was demolished in 2002 to clear the way for the Victory Park real estate development. The $420 million American Airlines Center has been a huge success, allowing the City of Dallas to pay off its $125 million in bonds for the arena in 2011, ten years ahead of schedule. The adjacent Victory Park retail development, however, performed far below expectations and was mostly vacant in 2012.[225]

Author, May 2005

Author, April 2011

Two new multilevel interchanges were built in the 2000s on IH 35E north of Dallas. Above is the four-level interchange at the Bush Turnpike, looking northbound along IH 35E in April 2011. The east (right) half of the interchange opened in July 2001 in conjunction with the adjacent section of the turnpike, and the west side opened in September 2005 with the opening of the turnpike to the south. The view below looks northbound along IH 35E toward the five-level interchange at SH 121/Sam Rayburn Tollway, opened in July 2006. Only the south side of the interchange was built and four new ramps will be added as part of the freeway expansion with construction between 2014 and 2017.

Author, April 2011

Author, May 2005

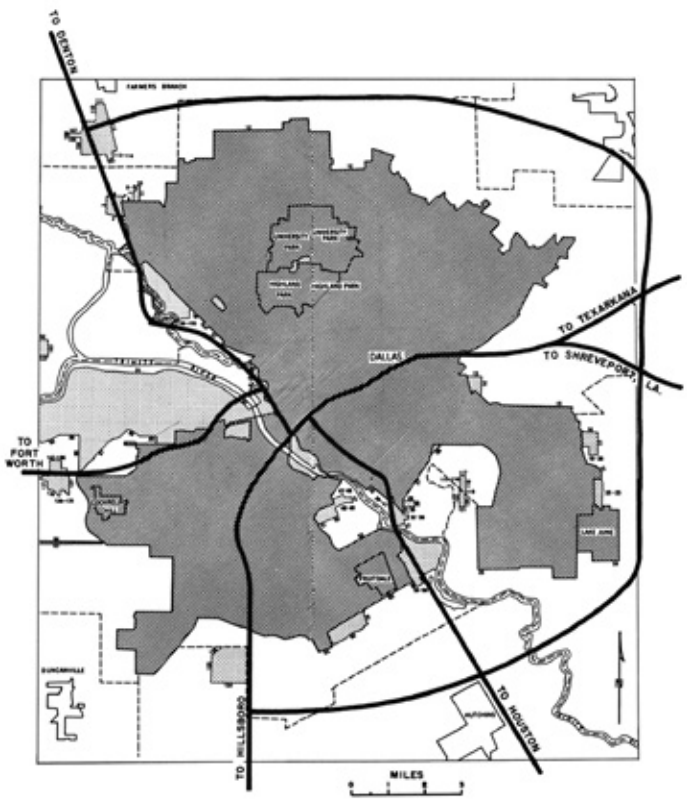
This May 2005 view looks southbound at Medical District Drive (formerly Motor Street). The first large building on the left (not in the immediate foreground) was the Dallas Apparel Mart, demolished in 2007.

Stemmons Freeway had its glory days in the 1960s when it was the corporate power corridor in Dallas. By the 1980s companies were leaving the corridor for newer, trendier developments and the adult entertainment industry became well-established along the freeway. Nearly all the gentlemen's clubs in Dallas are in the Stemmons Freeway corridor, with the densest concentration around the intersection with Northwest Highway. This view shows a billboard along Stemmons Freeway for the XTC Cabaret near Regal Row.

Author, December 2011

Interstate 635
Lyndon B. Johnson Freeway

The idea of a loop bypass which ultimately became Interstate 635 appears to have originated in the summer of 1955 when the head of the TxDOT Dallas district office recommended its addition to the regional plan. The bypass was in the original plan for highways to be included in the Interstate Highway System, the so-called "Yellow Book" which was published in September 1955. The Yellow Book planning map showed a bypass loop from present-day IH 35E North to IH 35E South. The Federal-Aid Highway Act of 1956 launched the large-scale construction of the Interstate Highway System and the route appeared on local planning maps starting in 1957. Right-of-way acquisition was underway in 1958 and the process was relatively painless compared to the freeways built near the city center since the alignment crossed mostly undeveloped prairie and farmland. The only casualties were three



This is the original plan for Interstate 635 as shown in the 1955 "Yellow Book", the report which proposed highways to be included in the Interstate Highway System. The freeway extended from IH 35E north of Dallas to IH 35E south of Dallas.

Also see: Photographs of the freeway opening events, pages 31, 37 and 39; Lady Bird Johnson at event, page 23; the High Five Interchange, pages 136-141; the cookie-cutter interchanges, page 321

Quick Facts for Interstate 635

- First section opened in 1967, freeway complete in 1981
- Commonly called "LBJ" in Dallas
- The second-busiest freeway in North Texas (after Central Expressway), with 266,000 vehicles per day near Preston Road in 2010
- Was featured in the opening sequence of the 1999 cult classic film *Office Space*

Key Dates in the History

1955	First planning for the freeway, which is included in the "Yellow Book" original blueprint for the Interstate Highway System; Texas Instruments buys 300 acres for its north Dallas campus along Central Expressway at the future location of LBJ Freeway
1956	The freeway from IH 35E North to IH 35E South becomes part of the originally designated Interstate Highway System
1961	Named Lyndon B. Johnson Freeway
1967	The first section of freeway opens
1970	The first modern-design four-level interchanges in North Texas open at IH 30 and US 80
1971	The south section is designated as Interstate 20; Town East Mall opens in Mesquite
1973	Valley View Mall opens in north Dallas
1981	The final section in northwest Dallas County opens, completing the freeway
1982	Galleria Dallas opens at the Dallas North Tollway
1980s	The LBJ Freeway corridor in north Dallas is at the peak of its real estate value
1997	HOV lanes open from IH 35E to US 75
2000s	Real estate along the LBJ Freeway corridor in Dallas goes into decline
2005	The High Five interchange opens at US 75
2008	HOV lanes open from US 75 to IH 30
2011-2015	$2.7 billion reconstruction and expansion from IH 35E to US 75, with all new lanes tolled
Future	Expansion east of US 75

Lyndon B. Johnson 1908-1973

At 2:39 PM on November 22, 1963, aboard a warm and crowded cabin of Air Force One at Dallas Love Field, Lyndon Baines Johnson was sworn in as the 36th president of the United States just two hours after the assassination of John F. Kennedy. It was the culmination of perhaps the most remarkable career in Texas politics, rising from modest means in central Texas through a succession of increasingly powerful positions until fate handed him the presidency.[226]

Johnson was born August 27, 1908, in Stonewall, Texas, 60 miles west of Austin. In 1937 at the age of 29 he attained his first elected position as United States representative, which he held until seeking a Senate seat in 1948. The 1948 Democratic primary runoff was among the most legendary elections in Texas history, with the infamous late-arriving and allegedly fraudulent ballot box from Jim Wells County providing a 201-to-1 vote margin for Johnson in the election which he ultimately won by 87 votes. Johnson went on to become Senate Majority Leader in 1955 and joined John F. Kennedy on the 1960 democratic ticket as vice president. Kennedy and Johnson won the close election with Johnson delivering Texas to the Democrats, although Texas alone was not decisive in the electoral vote count.[227]

Dallas City Council named Interstate 635 the Lyndon B. Johnson Freeway on October 2, 1961, while Johnson was still vice president. Of course, the events of November 22, 1963, propelled Johnson into a turbulent presidency and made him a highly influential figure in United States and world history. On domestic issues Johnson is known for his Great Society social programs including Medicare and Medicaid. He also presided over the construction of the Interstate Highway System, which had been underway since 1956 and continued at full speed in the mid-1960s. But foreign policy and in particular the Vietnam War ultimately undermined his presidency and on March 31, 1968, Johnson announced "I shall not seek and I will not accept the nomination of my party as your president." Johnson died on January 22, 1973, at his central Texas ranch.[228]

Lyndon Baines Johnson Library

This famous photograph shows Lyndon Johnson being sworn in as the 36th president of the United States on Air Force One at Dallas Love Field. Jackie Kennedy is to LBJ's left; Lady Bird Johnson, the new first lady, is to LBJ's right. Only four other presidents have taken the oath of office outside of Washington DC—George Washington, Chester Arthur, Theodore Roosevelt and Calvin Coolidge.

Lyndon Baines Johnson Library

President Johnson greets a guest after addressing the delegates of the National Rural Electric Cooperative Association convention at Dallas Municipal Auditorium on February 27, 1968. It was Johnson's first and only visit to Dallas during his presidency, coming more than four years after the assassination which unexpectedly made him president. In the background is Johnson's daughter Luci, wearing a yellow outfit. Also looking on are Miss Rural Electrification and Miss Texas Rural Electrification, both sporting big hair.[229]

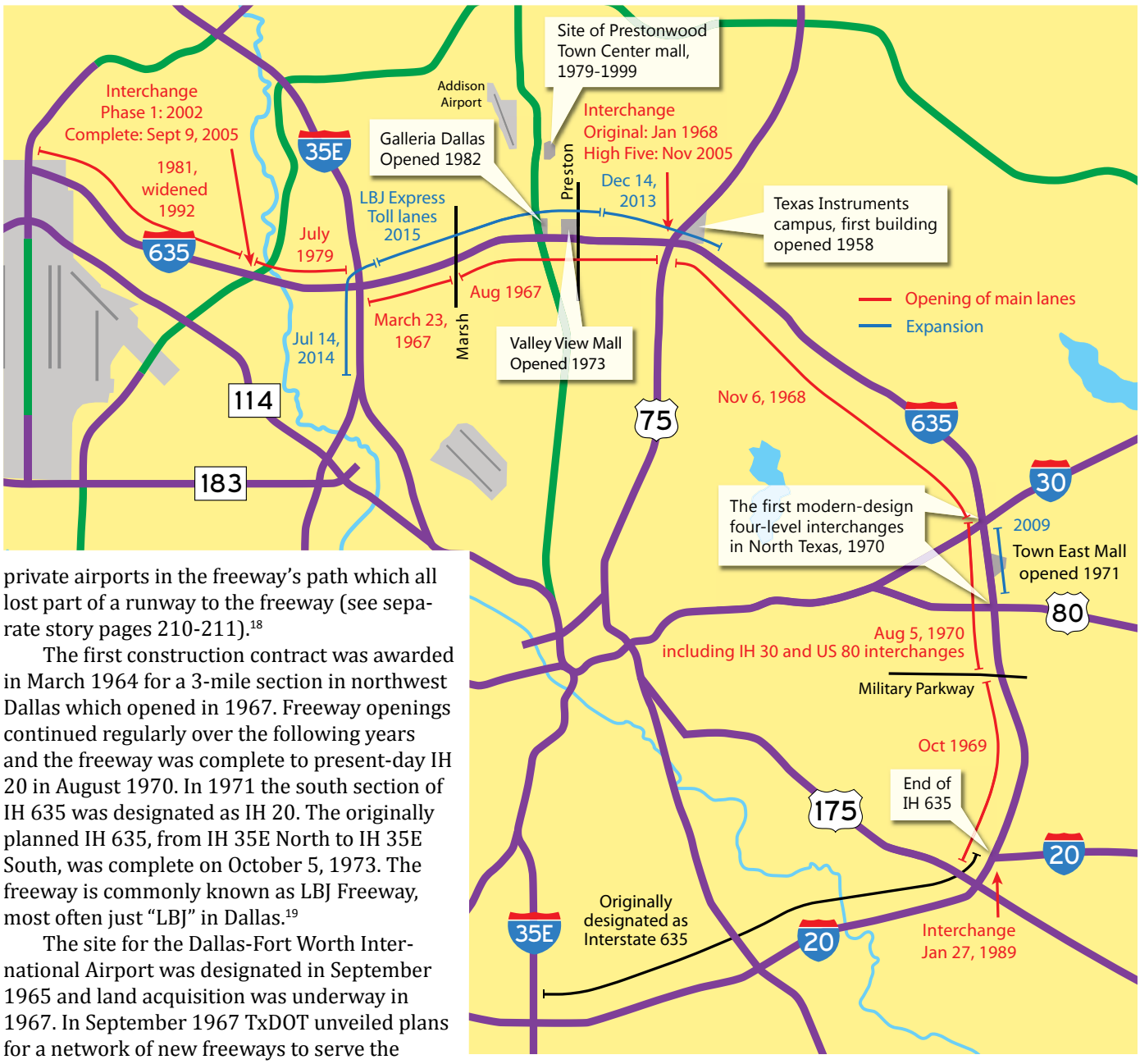
UT-Arlington Library Special Collections, 1958[230]

Preston at LBJ, 1958 This December 1958 view looks west along Valley View Lane with the Preston Road intersection at the lower left. LBJ Freeway was built along Valley View Lane with work underway in 1964. A Sears store opened in the foreground in 1965 and Valley View Mall opened in 1973. The corridor was fully urbanized by the 1980s. Below is a similar view in June 2009. In 2012 work was in progress on the $2.7 billion LBJ Express project.

Author, June 2009

UT-Arlington Library Special Collections, 1965[231]

This view looks west over LBJ freeway in October 1965 when construction was well underway. Preston Road crosses from left to right in the lower part of the photo. The Sears store on the northwest corner of the LBJ-Preston intersection opened in 1965, and Valley View Mall opened adjacent to the Sears store in 1973.



private airports in the freeway's path which all lost part of a runway to the freeway (see separate story pages 210-211).[18]

The first construction contract was awarded in March 1964 for a 3-mile section in northwest Dallas which opened in 1967. Freeway openings continued regularly over the following years and the freeway was complete to present-day IH 20 in August 1970. In 1971 the south section of IH 635 was designated as IH 20. The originally planned IH 635, from IH 35E North to IH 35E South, was complete on October 5, 1973. The freeway is commonly known as LBJ Freeway, most often just "LBJ" in Dallas.[19]

The site for the Dallas-Fort Worth International Airport was designated in September 1965 and land acquisition was underway in 1967. In September 1967 TxDOT unveiled plans for a network of new freeways to serve the airport, including the 9-mile westward extension of IH 635 in northwest Dallas County to the north entrance of the airport. Officials hoped to have all the new freeways complete by the airport's planned opening date in 1972 (which slipped to January 1974), but the extension of IH 635 would take much longer.[20]

Public hearings for the western extension were held in 1969 and right-of-way acquisition was underway in 1972. In 1973 the Federal Highway Administration denied TxDOT's request to add the extension to the Interstate Highway System, citing a freeze which prevented the addition of any new mileage. As a practical matter, this meant that the project would receive only 50% federal financing rather than the 90% for interstate highways, delaying the project several years. During this period TxDOT finances were in steep decline with funds for new construction becoming very scarce due to rampant inflation of highway construction costs and stagnant fuel tax revenue.[21]

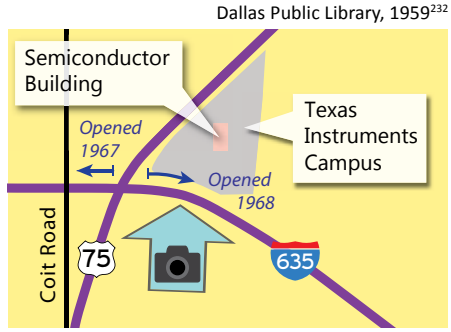
Fortunately the bad news was temporary, and the western extension of IH 635 was officially designated as an interstate highway in July 1974, providing the much-needed 90% federal funding to get the project moving. Construction was underway in 1975 and the entire Interstate 635 was complete in December 1981.[22]

Business is Good

Texas Instruments acquired 300 acres along North Central Expressway in 1955 for its new campus and work on the first building was underway in 1956. The initial planning for IH 635 was also in 1955, placing the tentative alignment very close to the campus. The final alignment placed the freeway alongside the south edge of the campus. The

Dallas Public Library, 1959[232]

This 1959 view looks north at the site of the future LBJ Freeway near the Texas Instruments campus. LBJ was built across the lower part of the photo, with work underway in 1965. At the time of this photo the Semiconductor Building, opened in June 1958, was the only manufacturing facility on the Texas Instruments campus and work was in progress on the first expansion.



Texas Instruments north Dallas campus, on the northeast corner of LBJ and Central Expressway, experienced phenomenal growth during the 1960s, adding several buildings and expanding employment to around 25,000 by 1969. The opening of IH 635 at the TI campus in 1967 and 1968 was certainly a godsend for employees commuting from the east and west.[23]

The LBJ Freeway corridor quickly became the business and retail backbone of affluent north Dallas after its opening in 1967. Developer Trammell Crow announced plans for up to 30 office buildings at the Park Central development on LBJ at Coit Road in June 1970, built on the property of the former Highland Park Airport. Valley View Mall opened in 1973, incorporating the Sears store which opened in 1965. The crown jewel of LBJ commercial development, Galleria Dallas, opened in 1982 and was accompanied by numerous large office buildings and hotels. With the opening of the Galleria, LBJ Freeway featured two very large shopping malls within a half-mile of each other, with a third major mall, Prestonwood Town Center*, only two miles to the north along the Dallas North Tollway.[24]

The LBJ corridor in north Dallas reached the peak of its commercial success in the 1980s and 1990s, but by the 2000s the glamour of the corridor was fading due to aging structures, declining demographics and competi-

* Prestonwood Town Center mall closed in 1999 and the two remaining anchor stores closed in 2001. Final demolition took place in 2004

LBJ Freeway Airport Destroyer

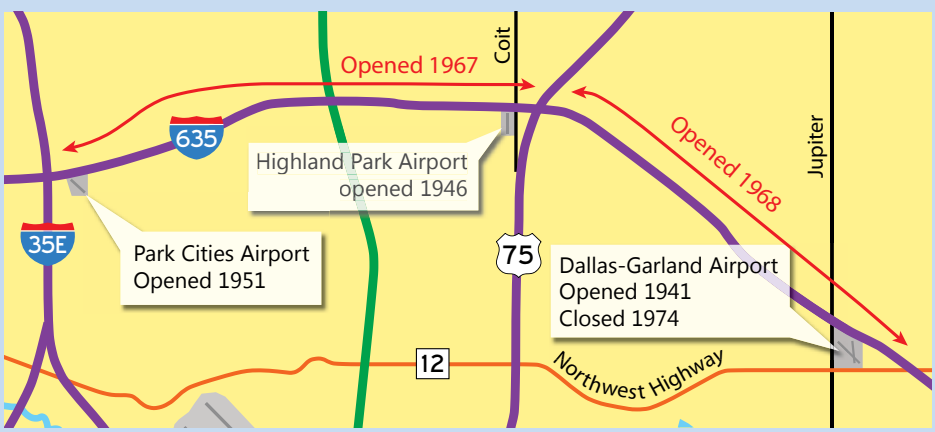
The path of LBJ Freeway across the north and east fringe of Dallas was mostly vacant land in the early 1960s, making right-of-way acquisition for the freeway relatively easy and minimally disruptive. But LBJ Freeway took a toll on local general aviation, impacting three small airports and likely accelerating the closure of all three.

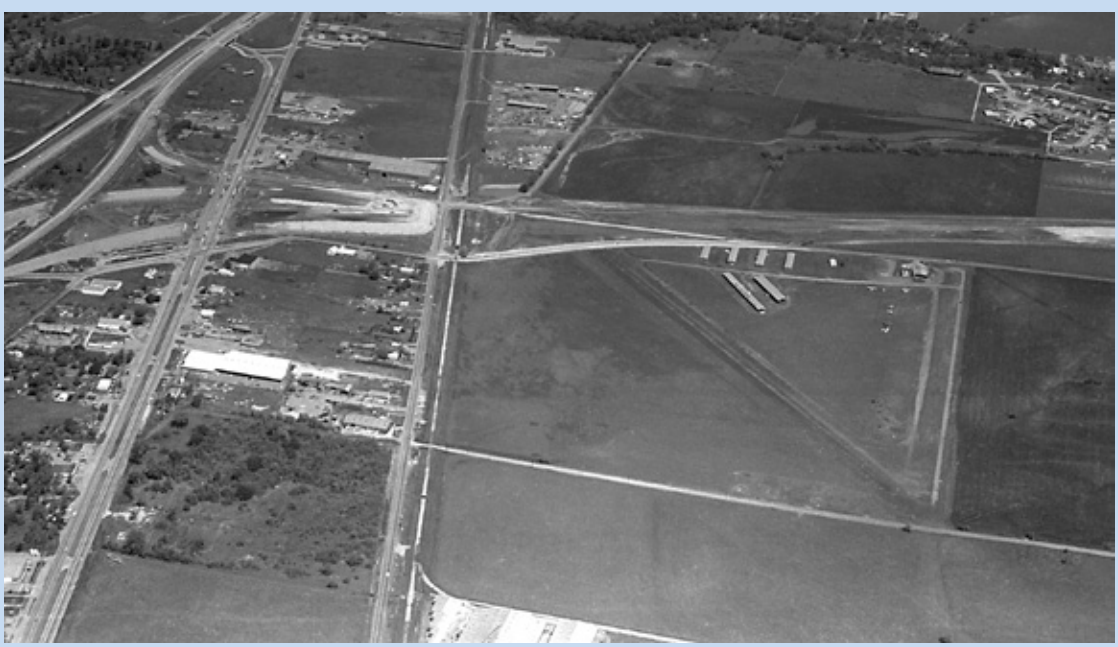
Opened in 1951, Park Cities Airport at the southeast corner of LBJ and IH 35E Stemmons Freeway lost 200 feet of its main runway in 1964 when the first construction project on LBJ began. The airport did not close immediately, but was closed sometime during the period of 1965 to 1967 and was developed with a car dealership and warehouse-style businesses.[233]

Highland Park Airport at the southwest corner of LBJ and Coit Road opened in 1946 and was the best-known private airport in north Dallas. It lost approximately 150 feet of its runway to freeway construction in 1964, reducing it to a barely adequate 2300 feet, well below the desired minimum of 2800 to 3000 feet at the time. Thirteen hangars were displaced, and only three could be moved to remaining airport property. A 1964 news report stated that Highland Park Airport already had plans to relocate when its lease expired at the end of 1966, but it appears that the airport may have been operational as late as 1968. The airport was definitely closed when plans for the large Park Central office development on the airport property were announced in June 1970.[234]

Dallas-Garland Airport opened in 1941 as Hudson Airport, later was renamed Garland Airport and became Dallas-Garland in 1958. LBJ Freeway was built on elevated embankment at the north end of the airport's north-south runway, and the FAA required the closure of the runway for safety reasons. The airport continued operations with its remaining runway until closing on June 30, 1974. The value of the airport's land had skyrocketed due to its proximity to LBJ Freeway, making commercial and residential development a more suitable use for the property.[235]

With or without LBJ Freeway, these airports were endangered species in the 1960s due to encroaching development and rising land values. And happily for general aviation interests, Addison Airport, opened in 1957, was positioned to become the hub of aviation in north Dallas.

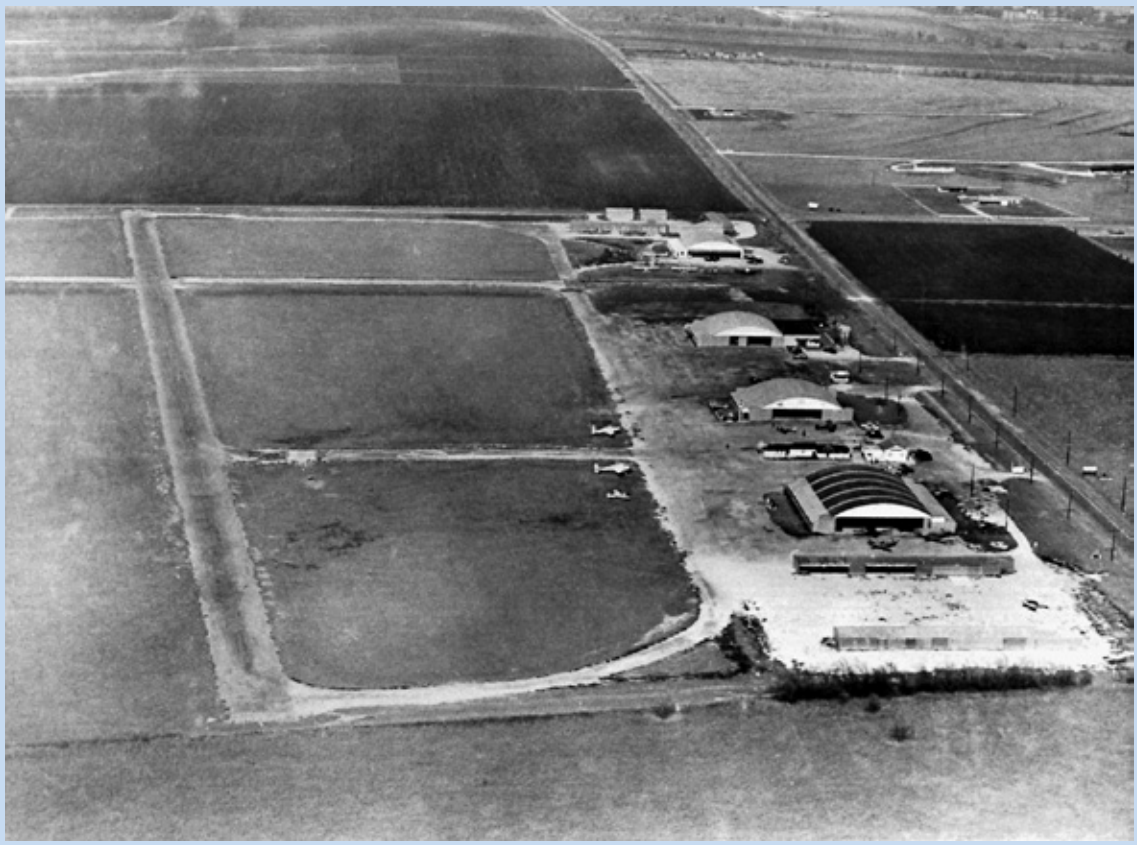




This 1965 view looks north over Park Cities Airport. Construction on Interstate 635 was underway and the eastbound frontage road can be seen cutting across the end of the airport runway. Park Cities was a minimally developed airport, so converting it to commercial real estate was easy—only about six hangars and one building needed to be cleared.

UT-Arlington Library Special Collections, 1965[236]

This undated view looks north over Highland Park Airport, most likely in the late 1940s. Coit Road is along the right side of the photo. Construction of LBJ Freeway began in 1964 and cut across the north edge of the property, taking about 150 feet off the end of the runway. The end of the truncated runway stopped just short of the eastbound LBJ frontage road. The circa 1972 photo below looks southwest across the intersection of Coit Road and LBJ Freeway after the closure of the airport, with the path of the runway and taxiways still visible.



Dallas Morning News

Dallas Public Library[237]

Dallas Public Library[238]

The above view shows the original interchange at LBJ Freeway and Central Expressway looking west circa 1970. The view below shows a similar perspective in June 2009. The High Five Interchange opened to traffic in November 2005.

Author, June 2009

Dallas Public Library[239]

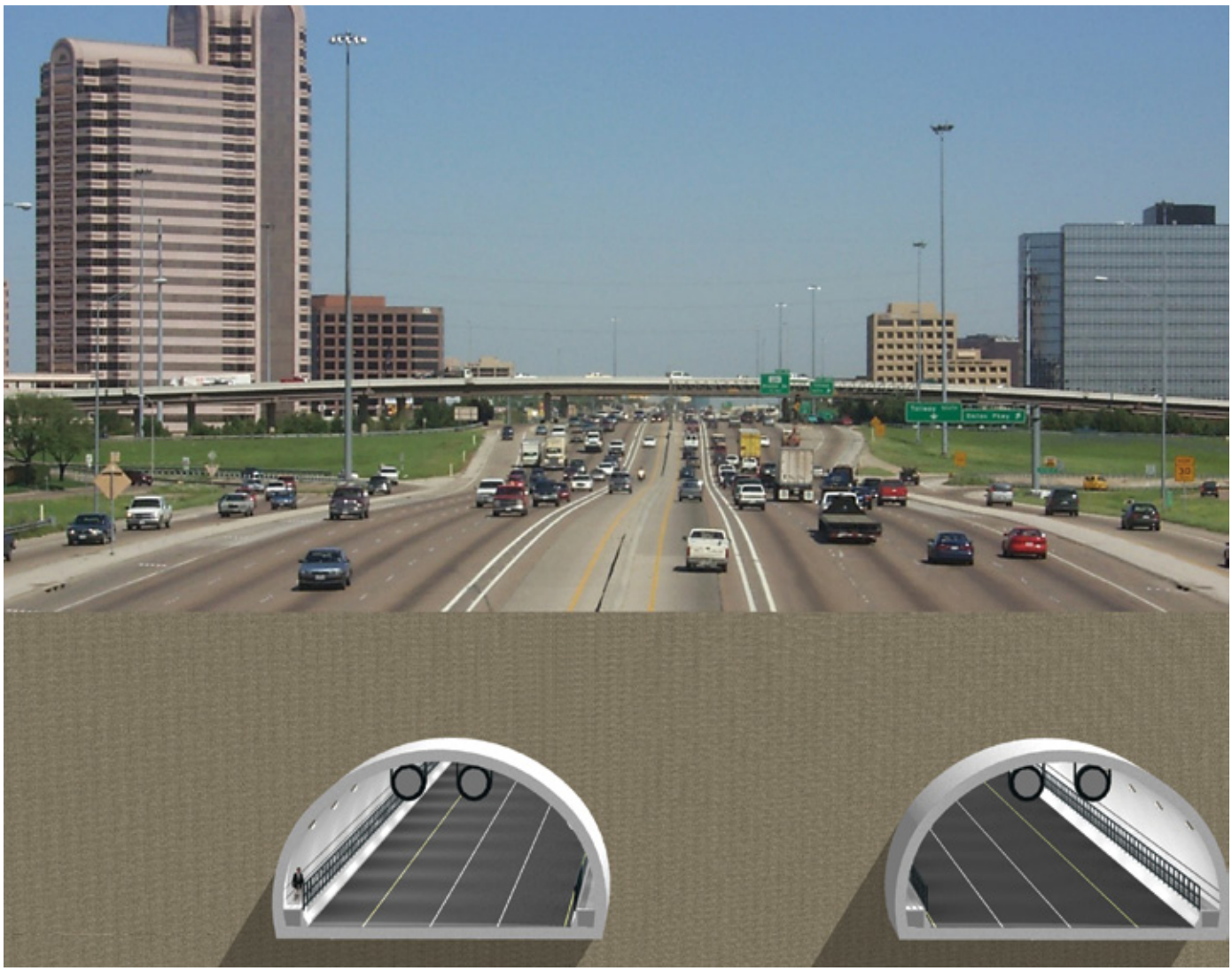
This view from circa 1970 looks east along LBJ Freeway with the Coit Road overpass just ahead. The end of the runway and a taxiway of the closed Highland Park Airport are visible on the right. This section of freeway was rebuilt and expanded as part of the High Five interchange project, which was fully open to regular traffic in November 2005.

tion from newer developments further north. In the 2000s Valley View Mall was in steep decline with the loss of two of its four anchors in 2008, and in 2012 the owner of the mall announced plans to demolish the mall and redevelop the property. Galleria Dallas remained the crown jewel of the LBJ corridor, continuing its success and enhancing its status with a renovation in 2004 and new upscale development on adjacent property.[25]

The Expansion

By the late 1970s LBJ Freeway in north Dallas had become one of the most congested freeways in North Texas. The first formal study to develop a plan for improvements from IH 35E Stemmons Freeway in northwest Dallas to US 80 east of Dallas was underway in 1987. In 1988 six options were identified for further study, ranging from a transit-only option to expansion with 18 main traffic lanes. In 1989 TxDOT was focusing on a plan with 10 main traffic lanes and two HOV lanes.[26]

By 1992 a new plan emerged. In the most congested section of LBJ between Stemmons Freeway and Central Expressway, the plan called for ten lanes for regular traffic, two HOV lanes and four elevated express lanes. Right-of-way acquisition would displace 84 homes, 66 businesses and 148 apartments. It was time for the controversy to begin. Homeowners groups organized to oppose the project, forming the Community Response Coalition. The opposition attacked the proposal at a February 1992 Dallas City Council meeting, and in April 1992 five Dallas City Council members stated their opposition to the project. It appeared this could become another epic battle in freeway construction, similar to the Central Expressway double deck controversy (1974-1986) and the Fort Worth Lancaster Elevated brawl (1979-1989). But on LBJ there would be no protracted battle. Perhaps by this time TxDOT had realized that elevated structures were nothing but trouble,



TxDOT Dallas District Office

The tunnels that weren't This view shows the deep-bored tunnels which were planned for the expansion in north Dallas. The tunnels would have extended about two miles between Preston Road and Midway Road, and would have been the longest and widest bored tunnels in the United States. Planning and design had progressed to being construction-ready, but in 2006 it was determined that toll revenue was not sufficient to pay the high cost of the tunnels, and the tunnels were scrapped in favor of a less expensive open trench design.

and in October 1992 TxDOT withdrew its plans for the LBJ megafreeway and sent the project back to the feasibility study phase, establishing a new project office dedicated specifically to the task of finding a solution. Although the process ahead wouldn't be as divisive as previous battles, it was far from easy.[27]

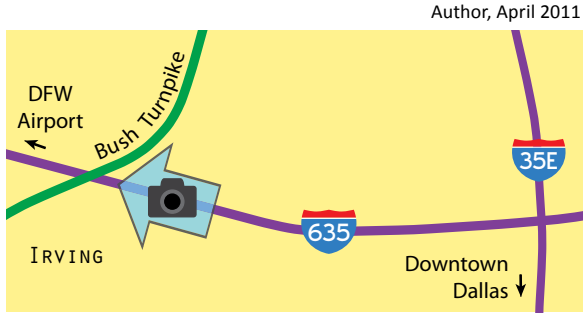
In 1993 TxDOT established the LBJ Executive Board, composed of city council representatives from each city along the corridor, to guide the planning process. A new set of ideas was presented in 1994, ranging from minimal improvements to large capacity expansions, with right-of-way acquisition greatly reduced from the 1992 plan. There was no agreement on which plan was best, but there was an emerging consensus that any improvements should not raise the freeway any higher than it already was or require the acquisition of right-of-way. Of course, this made it much more difficult and expensive to provide the needed additional capacity.[28]

By October 1995 the list of alternatives had been narrowed to three, all adding toll and HOV lanes in tunnels or overhanging structures to minimize the right-of-way requirements. The idea of adding tolled express lanes, called managed lanes, to Dallas freeways had been suggested by the regional planning council in 1991 and became the centerpiece of the updated LBJ proposals.[29]

After three years of study the LBJ Executive Board was finally ready to present their recommended alternative in May 1996. In the controversial section from IH 35E to Central Expressway, the final plan retained the eight existing freeway main lanes and added six managed lanes, squeez-

Author, April 2011

This April 2011 view looks west along Interstate 635 in Irving with the Bush Turnpike interchange in the foreground. The west section of IH 635 was the last to be completed, with the final segment opening in 1981. The interchange with the Bush Turnpike was completed in 2005. The freeway features a very wide right-of-way with a wide grassy median, providing plenty of room for any needed expansion. In contrast, the older section of IH 635 in north Dallas was built on a narrow right-of-way, making expansion very difficult and costly.



Author, December 2009

While most of the LBJ corridor in north Dallas has been in decline since its glory days of the 1980s and 1990s, Galleria Dallas remains a shining beacon of upscale success in the corridor. This view looks across the ice rink in December 2009.

ing the new lanes into the corridor using tunnels, stacked structures and overhanging structures. The plan included twin bored tunnels, approximately two miles long from Preston Road to Midway Road, which were proposed to be the longest and widest bored tunnels in the United States. In the less controversial section east of Central Expressway, the plan called for ten main lanes and four managed lanes using conventional construction methods. The local neighborhoods may have been happy, but the complex design substantially increased the cost to an estimated $1.4 billion and ensured that drivers would have to pay steep tolls to use the managed lanes.

For the next several years the engineering team refined the plan and closely studied the bored tunnels to ensure their technical and financial feasibility. During this time the "Big Dig" construction project in Boston (Mass.), which replaced an elevated freeway with tunnels, was massively over budget and local officials were being extra cautious to verify that the bored tunnel plan would not introduce undue risk. Officials also were considering how to finance the project using tolls collected from vehicles on the managed lanes.

While planning for the major expansion moved at a glacial pace, the only relief for freeway motorists was the opening of high-occupancy vehicle (HOV) lanes, which were created by converting the interior shoulders into traffic lanes. The HOV lanes from IH 35E Stemmons Freeway to Central Expressway opened in March 1997, and the HOV lanes from Central Expressway to IH 30 Thornton Freeway opened in January 2008.[30]

In 2003 local officials were ready to start moving the project forward, making the first commitment of local funds. Parts of LBJ Freeway were closed at night to allow crews to obtain core samples of the earth beneath the freeway for final engineering of the bored tunnels. State legislation in 2003 authorized new arrangements called comprehensive development agreements (CDA), partnerships with private firms to finance and build transportation projects which are called public-private partnerships in most places outside Texas. In 2004 the political leadership steering the project stated its support for the use of a CDA on the LBJ project. The CDA would allow a private firm to collect tolls on the managed lanes in exchange for financing a large share of the overall construction cost. Proposals were solicited in May 2005 for the west section of LBJ, from IH 35E to Central Expressway, and a section of IH 35E south of LBJ. The estimated cost had risen to $1.5 billion for the west section alone, with only $420 million available from conventional highway funding sources.[31]

The twin bored tunnels in the plan would have been a unique and distinctive feature of the Dallas-Fort Worth freeway system. They also would have been very expensive. And cost is what ultimately killed them. When CDA proposals were received it was clear that the bored tunnels were financially infeasible—the high cost simply could not be supported by tolls. In November 2006 a new plan was presented, eliminating the tunnels and replacing them with a trenched open channel in the center of the freeway with non-tolled main lanes overhanging the trench. The new design was expected to reduce the cost by $300 to $500 million. New bids were received in early 2009 and in February 2009 a winner was chosen. A team called LBJ Infrastructure Group led by Spanish toll road operator Cintra was selected for the project. Construction began in 2011 with a total project cost of $2.7 billion, with $490 million in TxDOT funds and the rest paid for by LBJ Infrastructure Group, which will receive revenue from the toll lanes which will initially cost around 75 cents per mile at peak periods. The project is scheduled to be completed in 2015.[32] ■

Interstate 30 East
Robert L. Thornton Freeway

Interstate 30 through downtown and east Dallas was the most difficult and controversial alignment decision in the original planning for Dallas freeways. There were many politically influential stakeholders involved, each with its own ideas and agenda. Downtown interests wanted to be well served. The State Fair of Texas wanted convenient access. Oak Cliff wanted an expressway. The City of Dallas, responsible for right-of-way acquisition, wanted to minimize land acquisition cost. TxDOT wanted to serve the path of greatest traffic demand and also minimize construction cost. The potential freeway corridors were heavily urbanized and the freeway would displace many homes and businesses along its route. And then there were the questions with no obvious answer. Should the freeway go north or south of downtown? North or south of Fair Park? There were so many variables and so many interests to please, making a quick decision was impossible.

Starting in the 1940s the project was called the east-west expressway. However, it followed the alignment of US highway 67, so it was an east-west corridor only from downtown eastward and proceeded south from downtown along modern-day IH 35E. While the early proposals included a freeway west of downtown Dallas toward Fort Worth, that

Also see: Photograph of the freeway opening, page 36

Quick Facts for Interstate 30 East

- First section opened in 1951, freeway complete in 1966
- Commonly called "R.L. Thornton" in Dallas
- Maximum traffic in 2010 is 202,000 vehicles per day just east of IH 45

Key Dates in the History

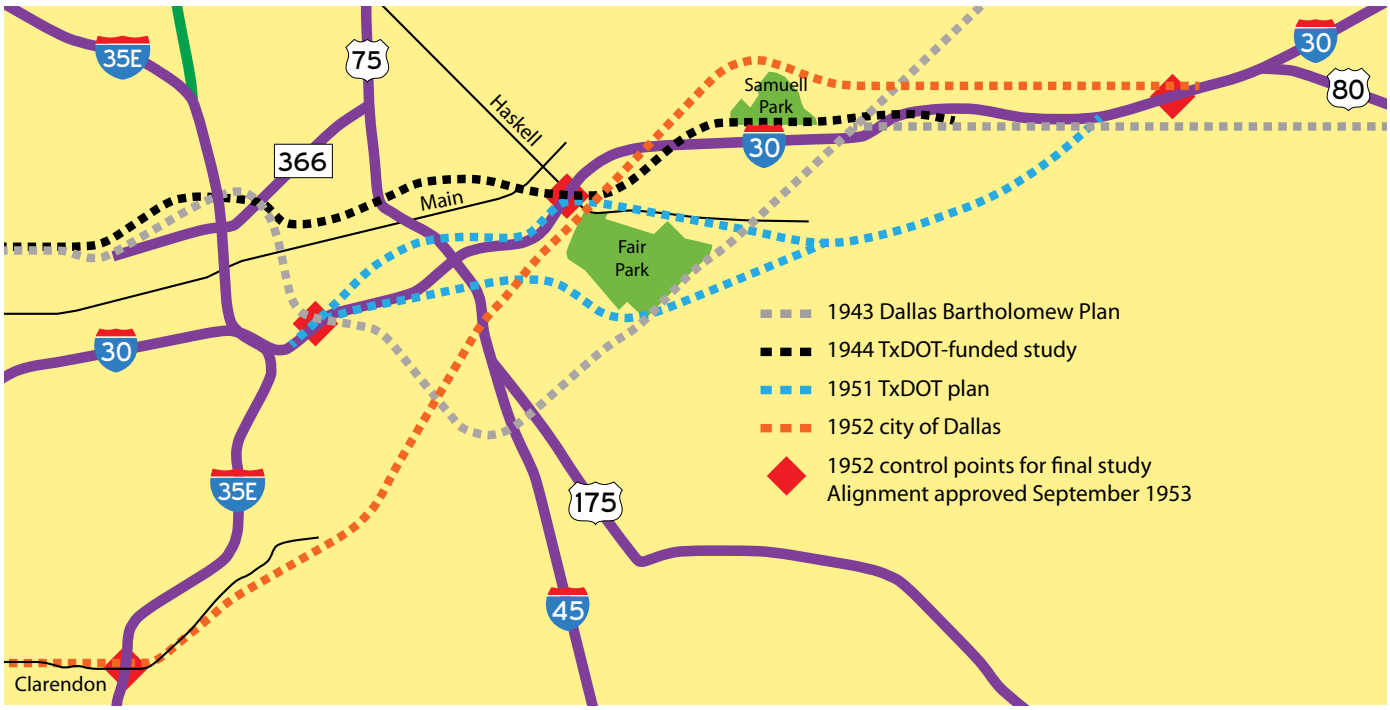
1944	First planning by TxDOT for an east-west freeway
1951	Highway opened from Loop 12 to Rockwall
1953	The Dallas alignment is defined after ten years of study and politics
1959	Officially named the R. L. Thornton Freeway
1966	The downtown "Canyon" opens, completing the freeway
1967	The freeway is realigned and raised to accommodate Lake Ray Hubbard
1996	HOV lane with a movable barrier opens from downtown to Jim Miller Road
2005	A study defines the future plan for reconstruction of the downtown canyon and Mixmaster
2013-2017	Reconstruction of the downtown Mixmaster as part of the $798 million Horseshoe Project
Future	Reconstruction of the downtown canyon

City of Dallas archives

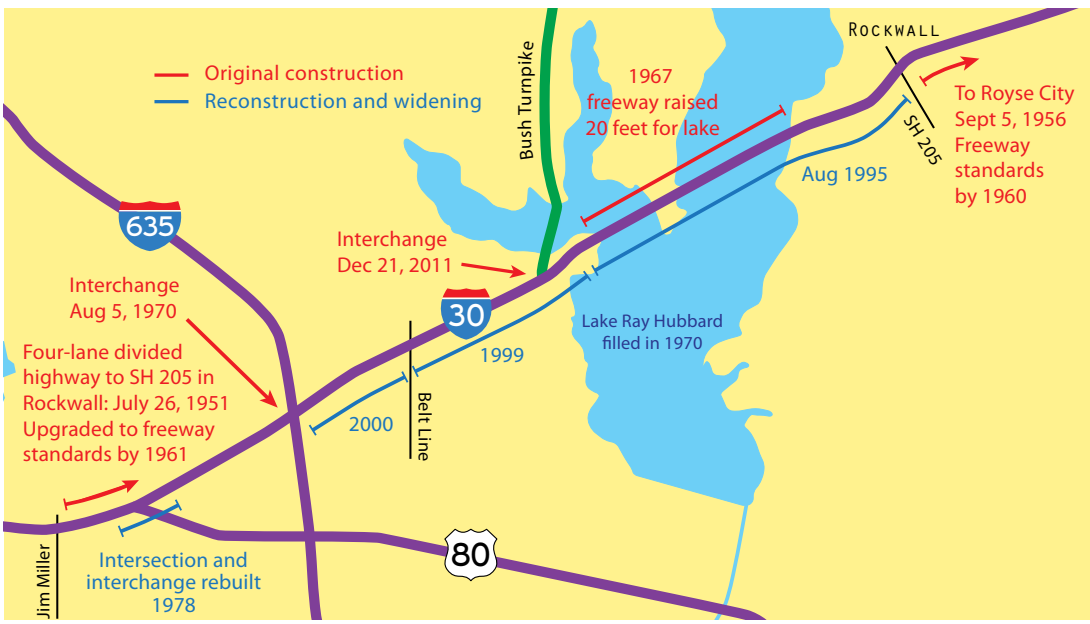
Robert L. "Bob" Thornton, 1880-1964

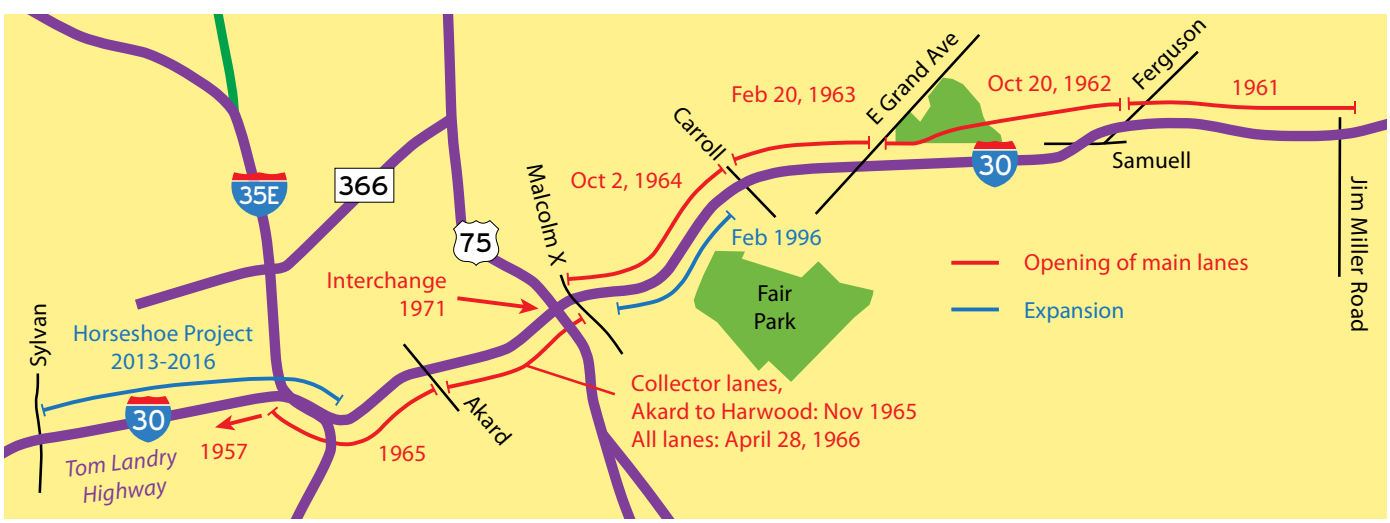
Robert L. "Bob" Thornton is the most influential and respected civic leader in the history of Dallas. His formal positions included president of the Dallas Chamber of Commerce from 1933 to 1936, president of the State Fair of Texas from 1945 to 1963 and mayor of Dallas from 1953 to 1961. Thornton is credited with bringing the 1936 Texas Centennial Exposition to Dallas, providing publicity and recognition for the city. He was given the nickname "Mr Dallas" for his civic service to improve the city, and he was commonly called Mr Bob or, in his later years, Uncle Bob. His efforts and encouragement to "keep the dirt flying" became his signature political slogan. Thornton was an active supporter of freeway planning and construction in Dallas.

Thornton was born August 10, 1880, in Hamilton County, about 100 miles southwest of Dallas, the son of a tenant farmer. At the age of seven he moved with his family to Ellis County, just south of Dallas, where he completed high school, and moved to Dallas a few years later. In 1916 he borrowed $6000 to found a bank which became the highly successful Mercantile National Bank, a $400 million institution at the time of his death on February 15, 1964.[240]

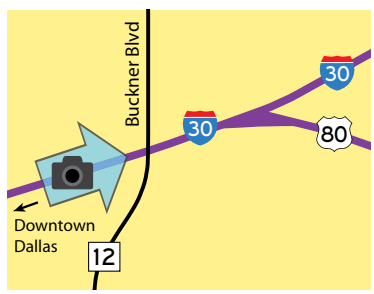


Above: The alignment of Thornton Freeway through downtown and east Dallas was the most difficult and politically contentious alignment decision in the original planning for the Dallas freeway system. This map shows the alignments that were proposed during the period from 1943 to 1951, with the final alignment receiving approval by Dallas City Council in September 1953.





This January 4, 1951, view shows the first section of Interstate 30 (then US 67), looking east at the Loop 12 (Buckner Boulevard) intersection in the foreground. The four-lane divided highway was officially dedicated on July 26, 1951, extending 16.6 miles to Rockwall. A stub-out is visible on the right for the future US 80 freeway. The intersection in the foreground was called a two-bridge rotary and was reported to be the first of its kind in the Southwest. It was also among the last of its kind in Texas, since rotary-style intersections were soon discarded in favor of other designs. This interchange, including both the rotary and US 80 split ahead, were modernized and expanded in 1978, removing the rotary entirely.



UT-Arlington Library Special Collections[241]

section became the Dallas-Fort Worth Turnpike, a separate project.

The first comprehensive study for an east-west superhighway across the Dallas-Fort Worth area came in 1944 with a detailed report for TxDOT from Parsons Brinkerhoff engineers. With a then unheard-of $61 million price tag for the complete project including $13.5 million for right-of-way, the proposal aligned the Dallas section on the north side of downtown. This plan was unpopular with both TxDOT and the City of Dallas, and in 1945 discussions were already underway to identify alternate alignments. Studies continued for the next several years with the City of Dallas, TxDOT and the Dallas Chamber of Commerce closely involved. In 1949 alignments on the north and south sides of both downtown and Fair Park were still under consideration. A formal study was launched in late 1949 and by early 1950 an alignment north of downtown emerged as the leading candidate. In October 1951 TxDOT proposed its preferred alignment, north of Fair Park and south of downtown. Alignments north of downtown were ruled out from that point forward, but the alignment at Fair Park, either north or south, still remained under discussion. In January 1952 three alignments were being considered, the TxDOT proposal north of Fair Park, a second proposal south of Fair Park supported by the Dallas Chamber of Commerce and a substantially different alignment devised by the City of Dallas which catered to interests in Oak Cliff (see map).[33]

By September 1952 the process reached a stalemate, so TxDOT and the City of Dallas agreed to launch a new alignment study with four predefined control points the freeway would cross. The control points established that the alignment would be north of Fair Park, south of downtown and continue into Oak Cliff. In September 1953 the study was complete and Dallas City Council officially approved the alignment which defines present-day IH 30 from downtown eastward to Loop 12 and IH 35E south

UT-Dallas Library[242]

Prior to the construction of Interstate 30 south of downtown Dallas, traffic had to pass through the center of downtown. This view, dated 1967, looks east along Commerce Street with Akard Street just ahead. The Adolphus Hotel is on the left, with a Braniff International Airlines ticket office at street level. The signpost shows that US 67, US 80 and US 175 were all aligned on Commerce Street prior to the completion of IH 30 in 1966. US 67 traffic would have been aligned on the new Interstate 30, and the signs probably had not yet been removed, or perhaps the date on the photo is incorrect. The US 75 shield also was obsolete at the time of this photo and appears to be a relic from the period in the 1940s and 1950s when US 75 entered downtown from the south via Lamar Street. Dallas-based Braniff Airlines ceased operations in May 1982 when it went bankrupt.

TxDOT Travel Information Division

The first interstate-style highway marker to be installed on the Texas highway system was along Interstate 30 between Rockwall and Greenville in December 1958. Officials are shown admiring the new sign which would soon become ubiquitous along interstate highways nationwide. The shield was designed in Texas by TxDOT employee Richard Oliver who submitted it to the Bureau of Public Roads in 1956 as the Texas entry in a nationwide competition to determine the standard shield for the new Interstate Highway System. Oliver chose the design because the shape indicated federal authority and could be easily manufactured. In 1957 word was received that Oliver's design had won, allowing him to see his design all over the United States.[243]

Dallas Morning News

This aerial view looking west in winter 1962 shows construction in progress with the Samuell Boulevard crossing in the foreground. Interstate 30 passed through a fully urbanized area of Dallas in the direction of this photo, making the right-of-way clearance for the freeway one of the most difficult and costly in the construction of the Dallas freeway system.

TxDOT Travel Information Division

Mary Thornton, widow of R. L. Thornton, cuts the ribbon for the opening of the final section of Thornton Freeway in downtown Dallas on April 28, 1966. R. L. Thornton had died two years earlier in 1964. In the photo, from left to right: Earl Hayes, chairman of the Dallas Chamber of Commerce Central Highway Committee; Jack Kultgen, member of the Texas Transportation Commission; Henry Brian of General Motors; Mrs Thornton; Lawrence Jones of the Bureau of Public Roads; and Dallas Mayor Eric Jonsson. The Dallas Chamber of Commerce had organized the public education campaign for the freeway opening with financial backing provided by General Motors. This is the only documented freeway-related event attended by Dallas Mayor Eric Jonsson, whose term in office from 1964 to 1971 was a busy freeway-building era. Except for this event, Jonsson had no visible involvement in promoting freeways, instead focusing his efforts on restoring Dallas' image after the John F. Kennedy assassination, planning and construction of the Dallas-Fort Worth International Airport, designation of the University of Texas at Dallas, downtown planning and efforts to build a new city hall.[244]

from downtown to US 67 (Marvin Love Freeway).[34]

IH 30 from east Dallas to the downtown Mixmaster required one of the most extensive and costly right-of-way clearances in the history of North Texas freeways. Right-of-way acquisition had historically been the responsibility of local governments, but fortunately for the City of Dallas (and all local governments) the Federal-Aid Highway Act of 1956 transferred 100% of the right-of-way cost for interstate highways to the federal and state governments, with the federal government covering 90% of the cost. The 3-mile section from Ferguson to Haskell required the acquisition of 484 parcels of property, including a large shopping center on Grand Avenue, pushing the right-of-way cost to $7.75 million, higher than the construction cost of $6.0 million.[35]

SMU DeGolyer Library[245]

This is a wider view of the final ribbon-cutting on Thornton Freeway in the downtown "canyon" on April 28, 1966.

The Downtown Section

The opening of the downtown section of IH 30 was a huge milestone for Dallas freeways, connecting east Dallas into the downtown Mixmaster and finally providing an east-west freeway through the city. The new link also introduced never-before-seen complexity to the freeway system, with eleven entrances and exits in the 1.8-mile link and a design featuring both main lanes for through-traffic and collector lanes for traffic originating or terminating downtown. Local officials were concerned that motorists would be overwhelmed. With funding from General Motors, the Dallas Chamber of Commerce launched an educational campaign to prepare motorists for the new freeway. The theme of the campaign was "Know your route. Find your sign. Stay in your lane." The message was featured in billboards, posters, radio and television announcements, and printed brochures which were distributed at service stations and grocery stores.[36]

The final section of Thornton Freeway opened on April 28, 1966, when the widow of freeway namesake R. L. "Bob" Thornton cut the ribbon. So were motorists ready for the freeway and its jumble of connections? Probably not, according to press reports. In August 1966 a *Dallas Morning News* article reported "Tire skid marks all along the new freeway and its exits have drawn black patterns of human confusion, indecision, wrong turns and changed minds."[37]

Improvements and Future Plans

Study of bus lanes began in 1974 and in 1975 TxDOT announced a plan to implement a contraflow bus lane operation in which the inside lane of the off-peak direction would be used for buses traveling in the peak direction. However, the idea of contraflow lanes was dropped by 1977 due to safety and cost issues. The bus lanes were revived in 1983 when they were included in the plan of service for the new transportation authority, DART. Once again, bus lanes were on hold by 1986 due to cost and technical issues. By 1990 plans were back on track using a


ONE WAY
NOW ENTERING
WHOA
HELP
THORNTHON MAZE
(Freeway)
TEST YOUR DRIVING SKILLS (LOTSA LUCK)
DANGER
LOOK OUT
COOL IT
DO NOT ENTER
FAST
SLOW
54
40
OR FIGHT
TILT
FOREVER
AND YOU'RE TRAPPED
ONE WRONG TURN
SO VERY CLEVER-
FREEWAY NEW,

Good news, Dallas!

Soon all the freeway systems will hook up!

With completion of the new Downtown Loop of the R. L. Thornton Freeway (Interstate 20), all major routes in and out of, around and through, Dallas will meet. This folder from the Central Highway Committee of the Chamber of Commerce shows you how to use the new loop and how to get the most out of your Dallas freeway system.

Follow Me

Know your route. Find your sign. Stay in your lane.

The big, green Thornton Freeway signs will tell you everything you need to know. Find your signs and stay in the lane directly under them. Before your turn-off, the freeway signs will guide you into the proper exit lane with ample advance warning.

Know your route. Find your sign. Stay in your lane. You'll get where you're going faster and with more convenience than ever before.

The new freeway loop will untangle the downtown knot.

The new Downtown Loop of the R. L. Thornton Freeway (Interstate 20) connects the freeways on the east side of town (North and South Central Expressway and Interstate 20 East) with the ones on the west side of town (Stemmons Freeway, the Fort Worth Turnpike, and Interstate 35E).

You will be able to drive from the east side systems to the west side systems without going through downtown. Just get on any expressway, head for the center of town, and follow your signs!

Want to go from NorthPark to Waco? Take Central Expressway south to Interstate Highway 20 West; pick up your lane to Interstate Highway 35E South; follow the signs — and you're in Waco without ever touching the busy streets of downtown Dallas.

It's just as easy to get from Mesquite to Grand Prairie; or Farmer's Branch to Corsicana; or Oak Cliff to Fair Park.

Dallas will be easier to get around in than it has been in years! Use your great new freeway! Get on—follow your signs — and you can't miss.

In anticipation of the completion of the final section of R. L. Thornton Freeway, the "canyon" on the south side of downtown Dallas, the Dallas Chamber of Commerce and General Motors partnered to conduct a campaign to educate drivers on how to navigate the new downtown interchange complex. This brochure was distributed at service stations, and similar messages were featured on billboards and posters, and in radio and television announcements.[246]

(facing page) The "Thornton Maze" cartoon is adapted from a graphic which appeared in the *Dallas Times Herald* in February 1966, just prior to the April opening of the downtown "canyon" section of freeway. The cartoon had a little fun with an exaggeration of the freeway complexity. The original graphic (and this new version) include an obscure historical reference to "54-40-or fight", which was a campaign slogan of 1844 presidential candidate James Polk. Polk advocated taking control of the entire Oregon Territory, even if it meant war with Great Britain. The Oregon Territory then extended to latitude 54°40' to include about half of present-day British Columbia. Polk won the election, and the boundary was set to present-day 49° in the 1846 Treaty of Oregon.

Dallas Public Library

Dallas Public Library[247]

Photoshopped...with 1966 technology This photo appeared in the *Dallas Morning News* on July 20, 1966, with the title "Trails of Confusion" and the caption "Motorists are finding the new 1.8-mile Thornton Freeway interchange provides an easy way around downtown Dallas but also is extremely confusing. At this exit just west of Lamar, drivers often have difficulty deciding whether to exit right or go left…leaving many a skidmark." However, the original photo clearly shows that the skidmarks were added with a black marker. It was low-tech image manipulation—how it was done before the age of digital photography and software like Photoshop.

movable-barrier design and a groundbreaking ceremony was held in December. The high-occupancy vehicle (HOV) lane opened on September 23, 1991, and was so heavily used it almost became a victim of its own success in the following months.[38]

In 1989 TxDOT announced plans to widen IH 30 to ten main lanes from IH 45 to the US 80 split, including redecking of the elevated structure north of Fair Park. The work to rebuild the elevated structure proceeded out of necessity and was completed in February 1996, but the planned widening did not proceed. TxDOT did move forward with rebuilding and widening a 13-mile section from Interstate 635 LBJ Freeway to Rockwall, completing the project in 2000.[39]

By the late 1990s and 2000s, planning efforts focused on the downtown section of freeway—the trenched "canyon" section of freeway south of downtown, the Mixmaster interchange with IH 35E and the aging bridge over the Trinity River, which is part of Tom Landry Highway, not Thornton Freeway. In 1994 the City of Dallas launched the ambitious Trinity Corridor project which in 1999 first proposed the construction of three architecturally distinctive "signature" bridges over the Trinity River—a new bridge for an extension of Woodall Rodgers Freeway and replacement bridges for both IH 30 and IH 35E. The IH 30 bridge, originally opened in 1957 with the construction

Dallas Public Library[248]

Lake Ray Hubbard - before the lake This undated view from circa 1968-1969 shows the IH 30 crossing over Lake Ray Hubbard before water had reached the freeway. The freeway was raised 20 feet in 1967, mostly on embankment, to accommodate the lake. The dam's floodgates were closed in April 1970 and heavy rains in the following months filled the lake. The City of Dallas acquired 27,655 acres for the lake between 1959 and 1970. The IH 30 crossing was rebuilt and widened in 1995.[249]

of the Dallas-Fort Worth Turnpike, was envisioned to be the second signature bridge to be built. Internationally renowned Spanish architect Santiago Calatrava was hired as the designer of the bridges, unveiling the design of the Woodall Rodgers Freeway bridge in 2003. The Woodall Rodgers Freeway bridge, named the Margaret Hunt Hill Bridge, encountered numerous delays due to cost overruns and construction difficulty but was finally opened to traffic in March 2012.[40]

Next in line was the IH 30 bridge, planned by Calatrava to have four slender arches parallel to the freeway. However, by 2011 the signature design by Calatrava was expected to add $200 million to the cost of the bridge, but only $92 million was available for the signature components and work needed to proceed due to the deteriorating condition of the bridge. In 2011 the decision was made to build the main lanes of IH 30 as a conventional pier-and-beam bridge and use the available $92 million for enhancements to the two pedestrian bridges which will feature 300-foot-tall arches. In November 2011 officials launched the $798 million Horseshoe Project, scheduled for construction between 2013 and 2016, which will rebuild the downtown Mixmaster and build new bridges over the Trinity River for both IH 30 and IH 35E.[41]

The Mixmaster and adjacent "canyon" section of IH 30 was the focus of study during Project Pegasus, which developed a comprehensive plan for modernizing IH 30 and IH 35E through downtown Dallas. The study, which began in 2001, reported its recommendations in 2005 calling for a complete rebuild of the downtown canyon. In 2013 the project is not slated to move forward to construction prior to 2035, but its priority could change if the planned Trinity Parkway toll road is canceled or becomes infeasible.[42] ■

Author, November 2009

This November 2009 view shows repositioning of the movable HOV barrier on Interstate 30 at Dolphin Road using the "zipper machine". The zipper machine positions the barrier to take one lane from the off-peak traffic direction for use by high-occupancy vehicles traveling in the peak direction. When it opened in 1991 it was the first HOV lane in the United States to use a movable barrier. It remains the only freeway in North Texas with a movable barrier. The April 2007 view below looks west across the Lake Ray Hubbard crossing, which was expanded to its current configuration in 1995.[250]

Author, April 2007

Dallas North Tollway

If you are looking for premium residential property in Dallas, get on the Dallas North Tollway, take just about any exit and you'll find million-dollar properties nearby. North of LBJ Freeway you'll also find upscale shopping and major corporate hubs, including the sprawling Legacy corporate campus in northwest Plano. More than any other freeway or tollway corridor in North Texas, the Dallas North Tollway is surrounded by money from its beginning to its end.

But you never get the impression of extravagance on the actual toll road. For much of its length it is squeezed into the narrowest possible corridor for its number of lanes, and the tollway design falls well short of modern standards. The tollway was built on the cheap, while everything around it tends to be upscale. In spite of its shortcomings, the tollway has empowered the perennial development boom in the northern suburbs of Dallas as the tollway steadily marched northward toward Oklahoma.

Origins

The idea of a boulevard or highway on the Cotton Belt railroad alignment originated with the City of Dallas Major Street Plan prepared in November 1943, which suggested placing a major thoroughfare street in the corridor. The Department of City Planning 1957 Master Plan recommended an expressway-type facility. The first efforts toward construction of a traffic artery were made in January 1960 by the Central Business District Association (CBDA), a coalition of businesses and property owners working to promote downtown and provide improved access. Mayor R.L. "Bob" Thornton was a strong supporter of the Cotton Belt expressway and helped arrange preliminary discussions. It soon became clear that rerouting the trains on the Cotton Belt railroad would be fairly easy, but obtaining conventional highway funding for the project would be impossible for the foreseeable future because of the extensive commitments already made by TxDOT to build the interstate and state highway systems. In March 1960 the CBDA began discussions with the Texas Turnpike Authority (TTA) to make the project a toll road.[43]

However, gaining approval for a toll road requires comprehensive traffic and revenue studies, and someone was going to have to pay for them. A partner at the TTA's engineering consultant performed an initial study at no cost, and the preliminary study indicated that the project was feasible. In May 1961 the CBDA arranged for fourteen firms and individuals to underwrite an $80,000 bank loan (approximately $620,000 in 2013 dollars) to fund a more detailed study. It was a definite risk for the underwriters, because if the project was found to be infeasible the underwriters would be left to cover the cost. By the fall of 1962 the new study found that the project was definitely feasible, and then a $135,000 engineering study was required

Quick Facts for the Dallas North Tollway

- First section opened in 1968
- The second toll road to be built in North Texas, after the Dallas-Fort Worth Turnpike which opened in 1957
- North of IH 635 LBJ Freeway, the tollway is a major retail, business and corporate headquarters corridor
- First electronic tolling in North America, August 1989
- The most recent main lane extension opened in 2007

Key Dates in the History

1943	The Dallas 1943 Major Street Plan proposed a traffic artery in the Cotton Belt railroad corridor
1957	Dallas street plan recommends an expressway
1961	First feasibility study
1964	The Texas Turnpike Authority officially approves construction between downtown Dallas and IH 635
1968	The tollway opens between downtown and IH 635
1979	Prestonwood Town Center mall opens at Belt Line
1982	Galleria Dallas opens at the tollway and IH 635
1985	The first corporate headquarters open in the Legacy Business Park in Plano
1986	The first extension north of LBJ Freeway opens
1989	Electronic tolling begins
1994	A long extension opens to SH 121
1999	Prestonwood Town Center mall closes and is fully demolished in 2004
2000	The first phase of Legacy Town Center opens. Stonebriar Mall opens in Frisco near the tollway.
2001	The Shops at Willow Bend mall opens in August
2005	The soccer stadium for FC Dallas and sports complex opens in Frisco, named Toyota Stadium in 2013
2007	The tollway is extended from SH 121 to US 380
2013	The "Circle D" sign for the tollway is retired
Future	Further northward extensions

THE COTTON BELT RAILROAD

SMU DeGolyer Library

A steam locomotive cruises through the University depot on the Cotton Belt railroad at Lovers Lane in this undated photo.

For 65 years before cars were cruising on the Dallas North Tollway between downtown and LBJ Freeway (IH 635), trains of the Cotton Belt railroad ruled the corridor. The Cotton Belt railroad was formed in Tyler (Tex.) in 1871 and by 1886 had built a network extending from St. Louis, Missouri to Waco, including the railroad through the northwest corner of Dallas County which passes through Addison. In 1901 the railroad link from Addison to downtown Dallas was built, forming the corridor which would become the tollway. Officially known as the St. Louis and Southwestern, the Cotton Belt was acquired by Southern Pacific in 1932. One of the notable features of the Dallas-to-Addison section was the University platform on the northeast corner of the Lovers Lane intersection. The "Lone Star Limited" train departed Union Station on the east side of downtown Dallas at 5 PM and enjoyed heavy patronage from commuters traveling from downtown to the University Park area. The trip took only 12 minutes, far faster than the bus, and cost only 15 cents.[251]

SMU DeGolyer Library

Acquisition of the Cotton Belt railroad right-of-way turned out to be fast, painless and fairly inexpensive, sharply in contrast to the costly 30-year struggle to acquire the Houston & Texas Central railroad for Central Expressway. Times had changed since serious efforts to acquire the H&TC began in the 1920s. By the 1960s truck transport had taken much of the freight market from the railroads, and consolidation of railroads in the Dallas area made it easy to shift the Cotton Belt trains to other tracks.

UT-Arlington Library Special Collections[252]

This December 1954 view looks east along Lovers Lane showing the crossing at the Cotton Belt railroad. The idea of transforming the Cotton Belt corridor into a traffic artery was first suggested in 1943. The tollway at this location opened in 1968 with an overpass over Lovers Lane.

to provide complete documentation for a bond sale. At this point the cities of Dallas, Highland Park and University Park stepped forward to provide the additional required funding. The inception of the Dallas North Tollway was the result of some risk-taking by the project backers, and generations of motorists can be thankful that those individuals took the initiative to make it happen.[44]

With the preliminaries taken care of, the TTA was ready to become fully involved in the project. In August 1963 the TTA began negotiation to acquire the needed right-of-way, and in August 1964 the TTA formally voted to approve construction. After some legal wrangling the Interstate Commerce Commission approved the abandonment of the railroad in March 1965 and the 9.6-mile-long, 100-foot-wide railroad strip was purchased in December 1965 for $1,090,160, approximately $8 million in 2013 dollars. While the railroad corridor was the backbone of the tollway, a total of 312 parcels of right-of-way needed to be acquired, mainly at intersections and on the section near downtown. The total right-of-way cost including the railroad was about $7 million.[45]

A legal dispute erupted in north Dallas in 1965 when homeowners sued to prevent the bond sale until the planned overpasses at Walnut Hill, Meaders, Royal, Northaven and Forest were redesigned to become underpasses. It was the first organized protest and legal action against a highway project in Dallas. TTA agreed to use underpasses at all intersections except Forest where an underpass would have caused unacceptable drainage problems. The bond sale proceeded and $33.5 million in funds were received in June 1965. A groundbreaking ceremony was held at the tollway intersection with Lemmon Avenue on March 24, 1966, and construction was soon underway. The first section opened in February 1968 and the tollway was completely open between downtown and LBJ Freeway on July 1, 1968. Motorists could drive the full length of the tollway for 15 cents, about $1.00 in 2013 dollars.[46]

UT-Arlington Library Special Collections[253]

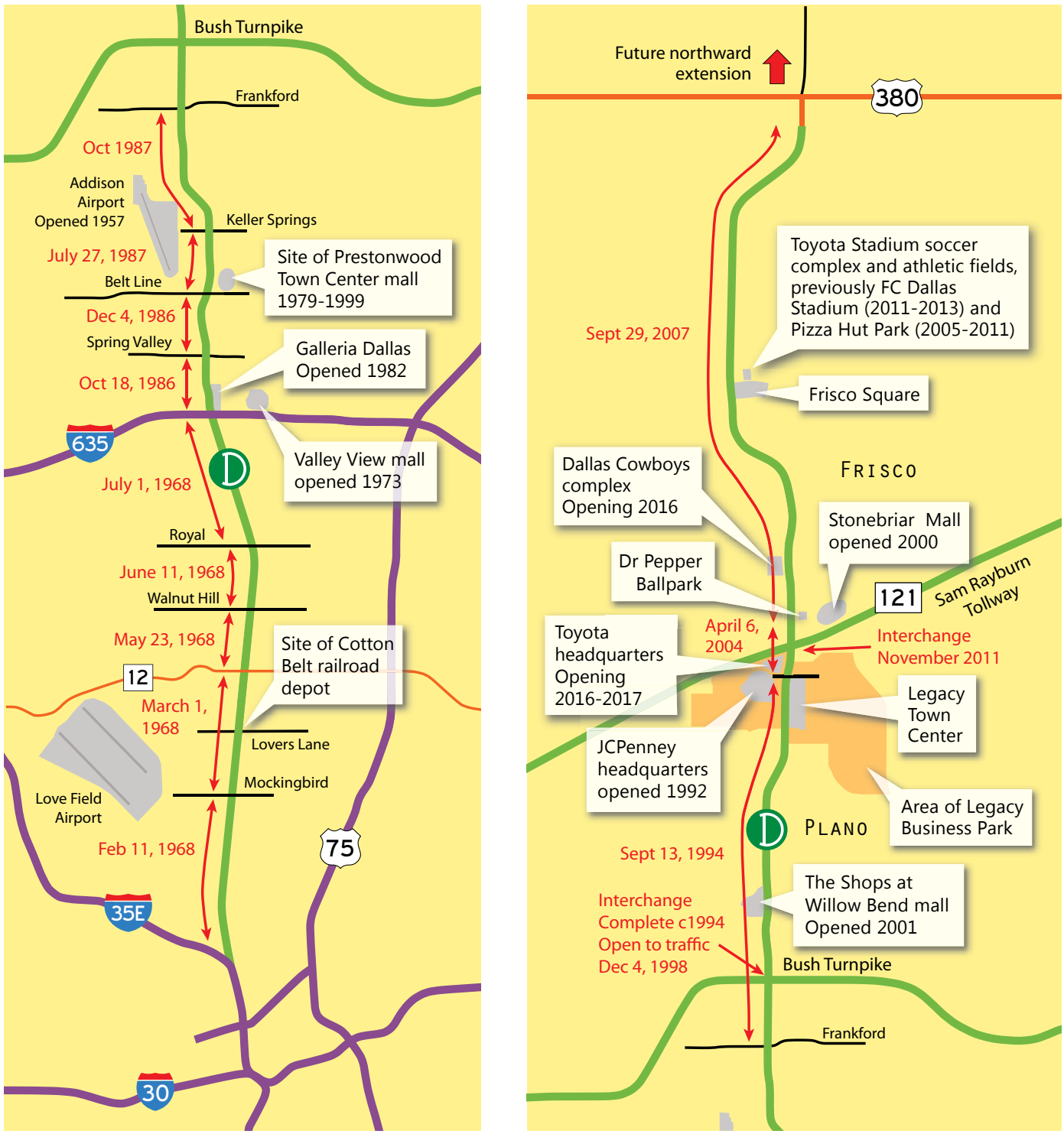
This July 1969 view looks north along the Dallas North Tollway at its original terminus at Interstate 635 LBJ Freeway. The area was minimally developed at the time, but by the 1980s the three vacant corners at the intersection were developed with high-rise office towers, including Galleria Dallas on the northeast corner.

Extensions and Improvements

The first study to extend the tollway north of LBJ Freeway began in January 1979. The tollway followed the alignment of the Dallas Parkway, once again introducing corridor width issues. While the original section of the Dallas North Tollway was constrained by the 100-foot width of the Cotton Belt railroad corridor, the northward extension necessitated the acquisition of expensive real estate along the Dallas Parkway. Further north, between Keller Springs and the present-day Bush turnpike, landowners were unwilling to donate land, forcing a compromise which placed the tollway on the narrowest feasible corridor. A groundbreaking ceremony for the first extension was held on November 17, 1983, and the first extension opened on October 18, 1986. A steady progression of openings followed, bringing the tollway to SH 121 in Frisco in 1994 and to US 380 in 2007 (see map).[47]

In 2008 and 2011 the NTTA board approved the schematic design and environmental documents for sections 4A, 4B and 5 which will extend 18 miles north from the present terminus at US 380 to near the city of Gunter in Grayson County. In 2013 there are no imminent plans to construct main tolled lanes on the extension; section 4A, from US 380 to the city of Celina, will be built first.

Improvements to the existing Dallas North Tollway have been small-scale enhancements to remove bottlenecks and improve flow, mostly the addition of merging lanes at entrances and exits. The first major expansion of the Dallas North Tollway will take place in Plano on the section between the Bush Turnpike (SH 190) and the Sam Rayburn Tollway (SH 121). The project, estimated to cost $200-250 million with completion by 2016, will expand the toll road to eight main lanes and modernize the poorly designed interchange at the Bush Turnpike, which has become the main cause of backups as traffic on the Dallas North Tollway and Bush Turnpike has increased.[48]



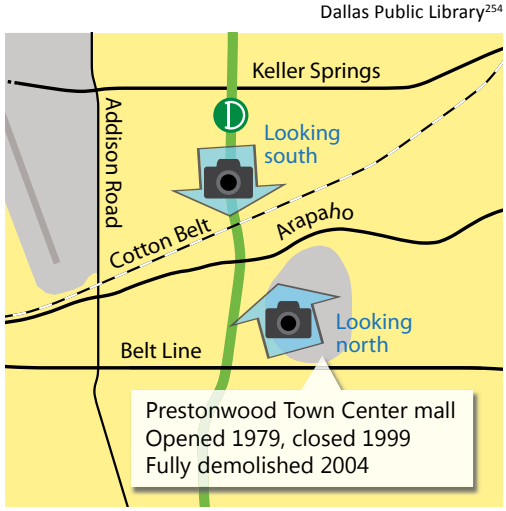
Electronic Tolls

To most motorists, the idea of stopping at a toll booth to throw coins into a basket is as outdated as stopping at a convenience store to use a payphone. In 2010 the option to use coins or pay an attendant disappeared entirely when the NTTA completed its transition to all-electronic tolling. The progression of technology to make manual toll collection obsolete began on the Dallas North Tollway in 1989. It was the first installation of electronic toll collection in North America and was brought to Dallas by a local entrepreneur who received funding from Ross Perot, founder of Electronic Data Systems.

In the mid-1980s local entrepreneur David Cook approached the Texas Turnpike Authority, then the operator of the Dallas North Tollway, about electronic toll collection. But the TTA wasn't ready to push into the uncharted territory of electronic toll collection, which had never been done in the United States. But to Cook, eliminating the

Dallas Public Library[254]

This aerial view from circa 1977 looks south along the Dallas Parkway just north of present-day Arapaho Road. Work was just underway on the Prestonwood Town Center shopping mall on the left, but the rest of the landscape in the corridor was almost entirely vacant. This area was densely developed in the 1980s following the opening of Prestonwood Town Center in 1979. The railroad in the foreground was part of the original Cotton Belt system which included the railroad corridor which was converted into the Dallas North Tollway between downtown Dallas and LBJ Freeway. In 2013 efforts are underway to convert the railroad shown in the photo into a transit corridor.



Dallas Public Library[255]

This circa 1977 view looks north along the Dallas Parkway at the location of Arapaho Road with work on Prestonwood Town Center just underway on the lower right. The Dallas Parkway was a two-lane road crossing through a mostly vacant landscape.

manual toll collection was not only a huge convenience to motorists but also a good business opportunity. So with $6 million in backing from Ross Perot and Mort Meyerson (namesake of the Dallas symphony center), Cook's firm Amtech developed the electronic toll collection system for the Dallas North Tollway. Amtech took on a big risk since the TTA had an option to cancel the contract with a 24 hour notice at any time.[49]

Tolltag operation began on August 1, 1989, on all 60 tollbooths on the then 17-mile-long tollway. Within a month 8000 motorists had signed up for a tolltag, and in ten months 22,000 tolltags were in use—about 15% of motorists on the tollway. Electronic toll collection was a success. The Dallas North Tollway paved the way for widespread use of electronic tolling and eventually electronic-only toll roads. Amtech would go on to become a leader in the industry, later becoming Transcore after a period of financial difficulty in the 1990s.[50]

While the majority of toll road motorists were using electronic tolling by the 2000s, motorists could still pay via traditional methods—tossing coins into a basket or with a toll collection attendant. After much study, in 2008 the NTTA made the decision to transition to an all-electronic, cashless toll collection system. Vehicles without tolltags would be photographed and billed using license plate information. The Bush Turnpike became all-electronic in 2009 and in late 2010 the conversion on the Dallas North Tollway was complete, including demolition of three major

City of Addison

This undated view from the early 1980s looks northbound along the tollway corridor just north of Keller Springs Road when the Dallas Parkway was still a two-lane road. The right-of-way set-aside for the tollway is clearly visible. The tollway at this location opened in October 1987. Below is an undated ground-level view from the early 1980s in the middle of the original Dallas Parkway north of Spring Valley Road. The tollway at this location opened in December 1986. On the left is a Fiat sign for the Ewing Buick automobile dealership, which also sold Fiats and Opels. Fiat left the United States market in 1983 and returned in 2011 to offer the Fiat 500 through its partnership with Chrysler.

City of Addison

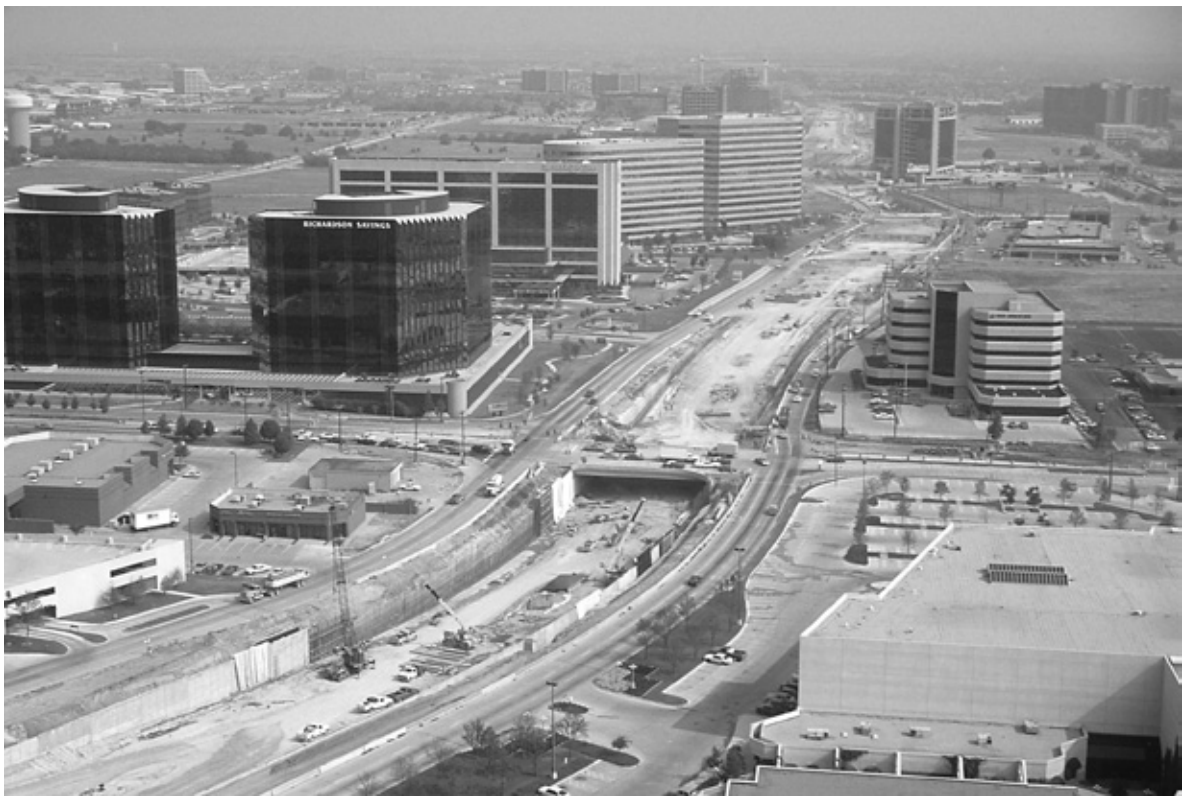
City of Addison

These undated views look southwest across the Dallas Parkway at the Belt Line Road interchange. The upper photo is from circa 1980, and the lower photo is from circa 1983. The tollway at this location opened in July 1987. Belt Line to the west of the Dallas North Tollway has the densest concentration of restaurants in North Texas, and also has an ample selection of retail and liquor stores.

City of Addison

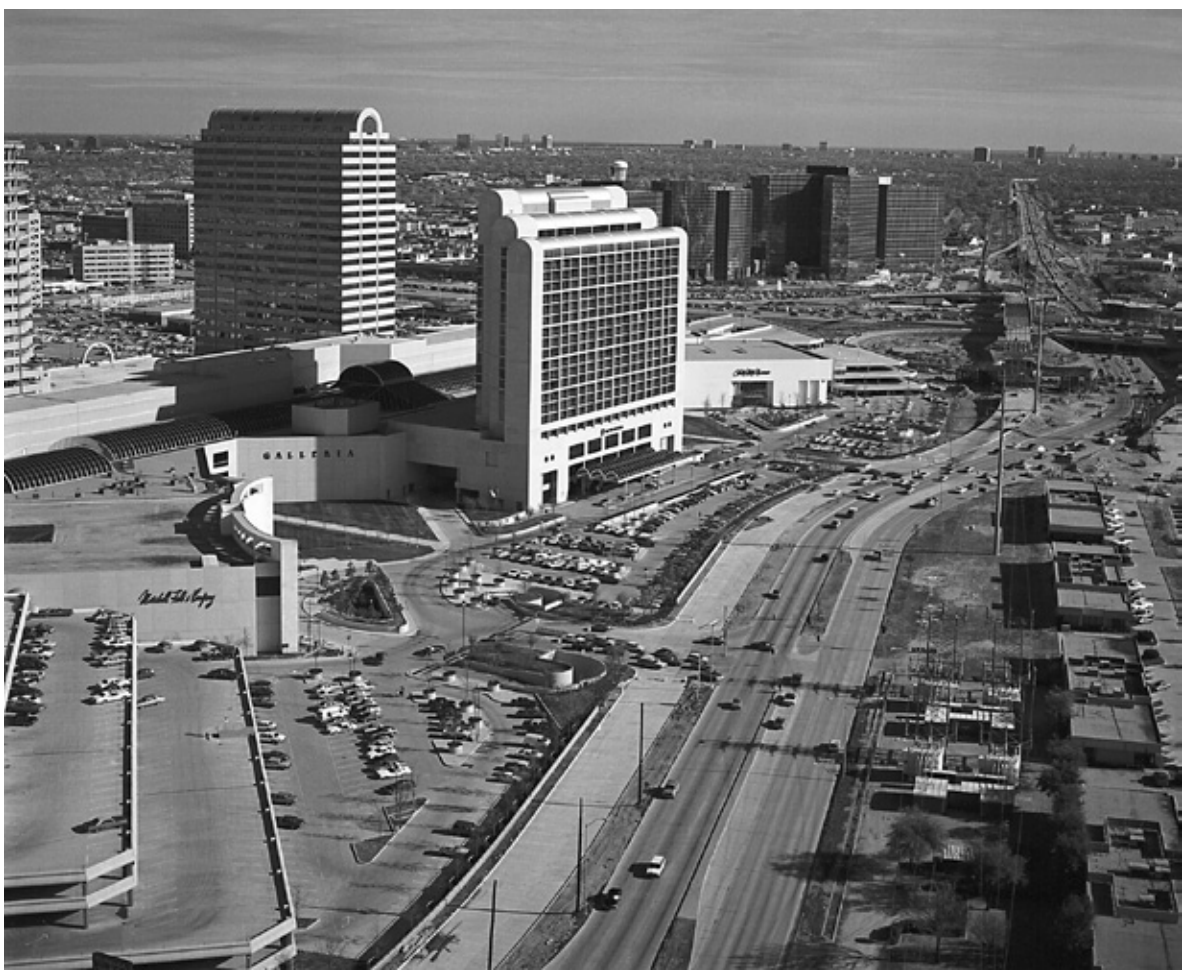
UT-Arlington Library Special Collections[256]

Dead mall This view looks south along the Dallas North Tollway corridor at Arapaho Road circa 1984 when work was just underway on construction of the toll road. The toll road followed the alignment of the Dallas Parkway, an arterial street, and widening of the corridor was needed to accommodate the toll road. Due to the high-value commercial real estate along the Dallas Parkway, right-of-way acquisition was expensive and the toll road was built on the narrowest possible corridor, making a much-needed widening very difficult and possibly financially prohibitive. On the lower left is Prestonwood Town Center mall which opened in 1979. With two other major malls (Valley View Mall and Galleria Dallas) about two miles away along Interstate 635 LBJ Freeway, this area was probably the most heavily malled area to ever exist in the United States. While all three malls performed well during north Dallas' peak of affluence in the 1980s, ultimately there was too much mall capacity and in 1999 Prestonwood Town Center closed. Two remaining open anchor stores closed in 2001 and final demolition took place in 2004. The site was promptly redeveloped with a Super Walmart and a strip shopping center. Demographic decline in the 2000s contributed to the demise of Valley View Mall, and in 2012 plans were announced to demolish the mall and redevelop the property. After the redevelopment of Valley View is complete, only Galleria Dallas along the Dallas North Tollway will remain from the glory days of north Dallas mall shopping.



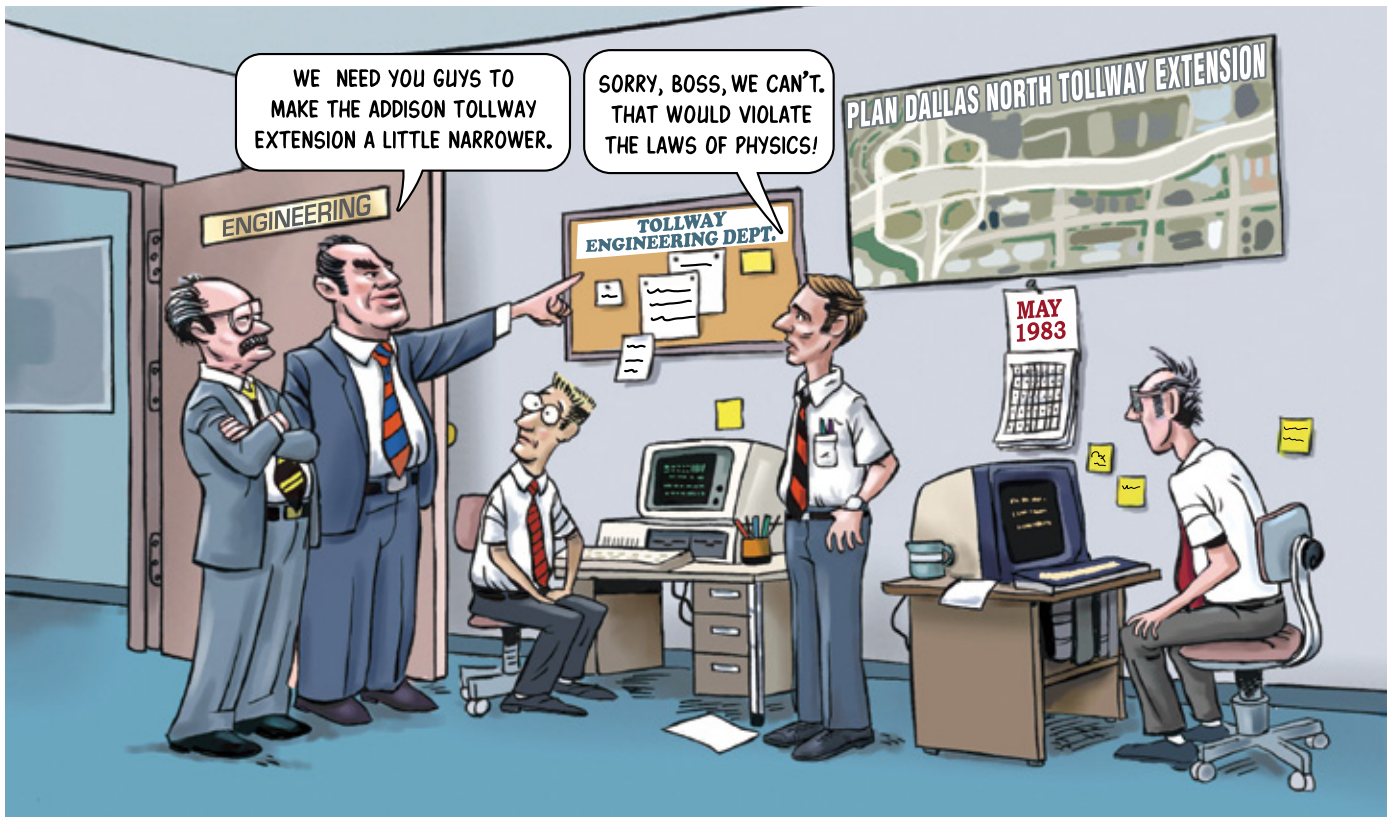
City of Addison

This 1986 view shows construction in progress looking north at Belt Line Road. This section opened to traffic in July 1987.



Dallas Public Library[257]

This view from circa 1984 at Galleria Dallas shows work just underway on construction of the first extension of the Dallas North Tollway. This section opened to traffic in October 1986.



The Dallas North Tollway through far north Dallas and Addison was built on an extremely narrow corridor, and this cartoon recycles an old joke to have some fun with the substandard, low-quality design.

toll plazas as well as the replacement of scores of collection points on individual ramps. In North Texas, traditional toll collection was extinct.

The conversion was a costly effort, requiring $92 million. In 2010 about 15% of motorists drove on the system without tolltags and 5% of system motorists could not be billed, costing NTTA about $18 million in lost revenue. But in spite of the growing pains, all-electronic tolling was expected to save about $12.5 million per year in administrative and toll collection costs.[51]

Real Estate Booms

Since the late 1970s the Dallas North Tollway has been the scene of an almost continuous real estate boom, starting near LBJ Freeway and then steadily progressing north into Frisco in the 2000s.

Galleria Dallas, an upscale shopping mall with 1.8 million square feet of retail space, opened in 1982 and several adjoining high rise office towers opened in the 1980s. About two miles north along the tollway the city of Addison saw an office and hotel boom in the early to mid-1980s, with infill development continuing until the 2000s. Belt Line Road west of the tollway became a leading commercial strip with the densest concentration of restaurants in North Texas, and the Addison Circle mixed-use community alongside the tollway first opened in 1998.

In 1979 the land along the present-day Dallas North Tollway south of SH 121 in northwest Plano was nothing more than cotton fields and cow pastures. But Dallas billionaire Ross Perot had a vision for transforming the rural area and he began acquiring land, originally purchasing over 2000 acres which ultimately became the 2665-acre Legacy Business Park. Perot's active involvement in the development ended in 1984 when General Motors purchased Perot's firm Electronic Data Systems and Perot's appointee Robbie Robinson guided future development. But Perot had laid the groundwork for what would become a highly successful and influential real estate property.[52]

The first major corporate offices in the development opened in 1985, new headquarters for Frito-Lay and a 362-acre headquarter campus for Electronic Data Systems. In July 1987 J.C. Penney, then the nation's third largest retailer, announced its plans to construct a headquarters complex in the Legacy project, opening the offices in 1992. The completion of the Dallas North Tollway through the Legacy development in 1994 ensured steady growth in the following decades, transforming Legacy Business Park into a regional corporate hub. The Legacy Town Center retail and residential development along the tollway first opened in 2000 and became a huge success with numerous expansions in the subsequent years.[53]

In the 2000s the real estate boom shifted even further northward into Frisco with the opening of Stonebriar Mall in 2000 followed by numerous office buildings and retail

Author, June 2009

This June 2009 view looks inbound at Mockingbird Lane, showing the narrow tollway corridor as it passes through Highland Park ahead. The original tollway was built in 1968 on the Cotton Belt railroad corridor which was only 100 feet wide, just barely wide enough for a six-lane facility. The tollway section shown was the first to open.

developments just north of SH 121, the Sam Rayburn Tollway. The Dr Pepper Ballpark for the minor league Frisco Roughriders baseball team opened in 2003. Further north at Frisco Town Square, the soccer-specific Toyota Stadium for FC Dallas (originally named Pizza Hut Park) opened in 2005. The prestige of the Dallas North Tollway was further enhanced in 2014 when Toyota announced it would move its North American headquarters from California to a site along the tollway in Plano at the intersection with the Sam Rayburn Tollway, and the Dallas Cowboys began construction of a new headquarters, training and entertainment complex along the tollway in Frisco. Plenty of vacant land remains along the tollway in both Plano and Frisco, ready to accommodate the next wave of development. ■

The January 2012 view below shows the terminus of the tollway at US Highway 380 in far north Frisco. If history is any guide, this vacant land will become heavily developed with offices and retail as development continues to move north along the tollway.

Justin Cozart, January 2012

Author, 2005

This May 2005 view looks northbound along the Dallas North Tollway in far north Dallas with the runway for Addison Airport visible in the background. Addison Airport, opened in 1957 in a rural landscape, is now surrounded by dense development and serves the general aviation market.

Author, 2004

The Addison Circle urban-style development first opened in 1998 along the tollway just north of Arapaho Road. The housing component of the development was a big success but the street-level retail fared poorly, most likely due to competition from the concentration of restaurants and retail along nearby Belt Line Road.

Author, April 2011

The above April 2011 view looks northbound along the tollway at Tennyson Parkway. Legacy Town Center, just ahead, is part of the larger Legacy Business Park which features numerous corporate headquarters and campuses. The office building below was among the first buildings at the development in 1985. It was the headquarters for Electronic Data Systems until Hewlett-Packard purchased EDS in 2008.

Author, April 2011

SPUR 366

Woodall Rodgers Freeway
Spur 366

Author, April 2012

Woodall Rodgers Freeway is the most action-packed two miles of freeway in North Texas. It provides great views of downtown Dallas. It has become the trendiest strip in downtown Dallas, the focus of the arts community and the location of nearly all new downtown development in the 2000s. Klyde Warren Park on top of the freeway's tunnel and the Margaret Hunt Hill Bridge are among the most distinctive structures in North Texas. If only Woodall Rodgers could see what his namesake freeway has become, he would be proud.

But nearly every aspect of the Woodall Rodgers Freeway was a struggle to build, culminating most recently with the near-miracle second-round bid which allowed the signature Margaret Hunt Hill Bridge to proceed. From its beginning in the early 1950s, every phase of the freeway required more time and money than initially anticipated.

The North Side Freeway

A freeway on the north side of downtown Dallas was first proposed in November 1944 as part of a comprehensive engineering study for an east-west freeway across the Dallas-Fort Worth region. The proposed alignment was parallel to and just north of Pacific Avenue, placing the freeway in a trench. However, Dallas officials immediately expressed displeasure with the alignment due to the high cost of right-of-way acquisition and disruption to the core of downtown. Defining the path of the east-west freeway through Dallas turned out to be the most difficult and controversial alignment decision in the original formulation of the Dallas freeway plan, and studies continued through the late 1940s into the early 1950s. An alignment north of downtown on the north side of Pacific Avenue remained under consideration until October 1951 when TxDOT recommended an alignment on the south side of downtown. The final alignment for the east-west freeway south of downtown was approved by Dallas City Council in September 1953.[98]

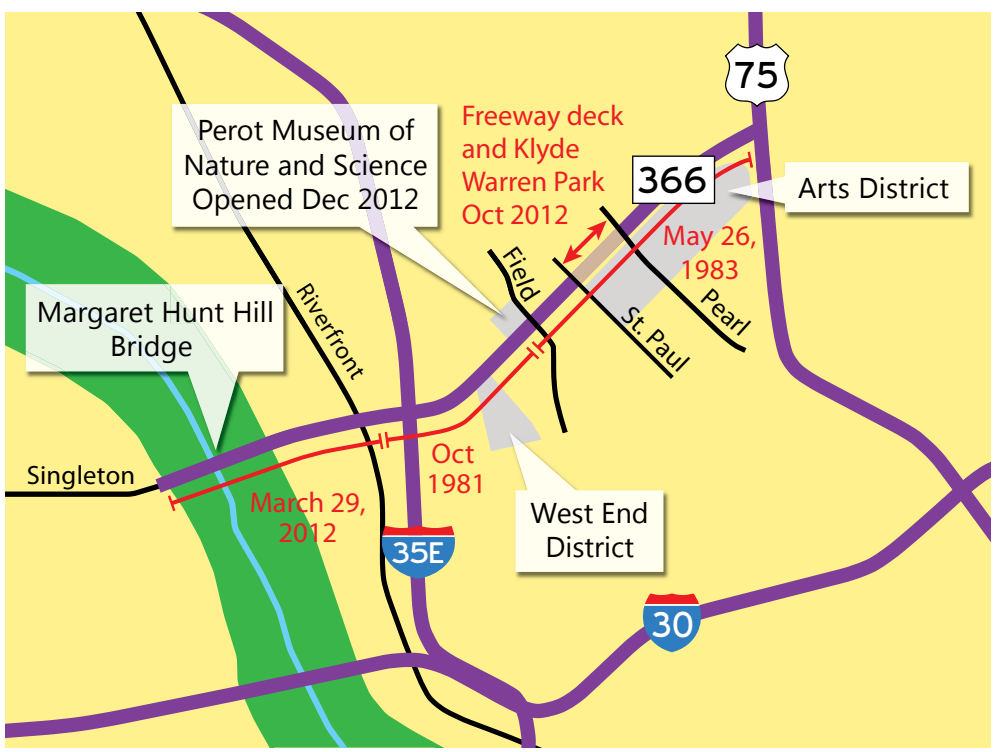
Traffic congestion in downtown Dallas was increasing rapidly in the late 1940s and early 1950s, threatening to reach gridlock proportions and make downtown an unattractive location for business. Starting in 1950 the City of Dallas began an aggressive program to relieve traffic congestion, initially focusing on bottleneck elimination, parking management and the creation of one-way streets. But it was clear that streets alone could not handle the crush of

Quick Facts for Woodall Rodgers Freeway

- Named for James Woodall Rodgers, Dallas Mayor 1939 to 1947 who provided key leadership to move Central Expressway to construction
- Completion of the original freeway on May 26, 1983, was long delayed due to the high cost of right-of-way
- Hosted the largest-ever celebration for a freeway opening in North Texas for the Margaret Hunt Hill Bridge on March 2-4, 2012
- Features the only freeway tunnel in North Texas underneath Klyde Warren Park

Key Dates in the History

1952	A downtown freeway loop is first proposed
1958	TxDOT approves the freeway
1967	Right-of-way acquisition halts when the City of Dallas runs out of money. An agreement with Dallas County to fund remaining acquisition is reached in 1968.
1968	Dallas commits to a trenched design; TxDOT concurs in 1971
1974	Right-of-way clearance is completed
1976	The freeway design is approved
1983	The originally planned freeway opens on May 26
2012	The western extension and Margaret Hunt Hill Bridge is celebrated with the largest-ever North Texas freeway celebration in March. The Klyde Warren deck park opens in October.



cars, and a freeway system would be the long-term solution to keep traffic flowing. In September 1952 Dallas city traffic engineer Lloyd Braff first recommended a complete freeway loop around downtown including a new freeway on the north side on a location very close to the present-day Woodall Rodgers Freeway. The north segment of the downtown loop was informally called the Cochran-Munger Expressway since its alignment was parallel to Cochran and Munger streets.[99]

In August 1955 detailed plans were revealed for the complete downtown freeway loop including the Cochran-Munger Expressway on the north. However, only the west section of the loop (IH 35E) and south section of the loop (IH 30) were approved and officially part of the state highway system. On July 1, 1958, a delegation of Dallas civic and business leaders led by Mayor R.L. Thornton went to Austin to make a presentation to the Texas Transportation Commission to request designation of the Cochran-Munger Expressway as part of the state highway system. Dallas offered to cover the entire cost of right-of-way acquisition

James Woodall Rodgers, 1890-1961

Civic leader and Dallas Mayor from 1939 to 1947, James Woodall Rodgers is viewed as one of the best and most influential mayors in the history of Dallas. Rodgers left a lasting legacy on Dallas by establishing a process of long-range planning to accommodate growth. In 1943 he initiated the first comprehensive master plan to meet modern-day needs, hiring renowned urban planner Harland Barholomew who produced the "Bartholomew Plan" which was advanced with a then-huge $40 million bond issue in 1945. (The 1911 Kessler plan was mostly obsolete by the 1940s.)

A native of Alabama, Rodgers earned a law degree from the University of Texas at Austin and started a practice in Dallas just after World War I. The law practice became one of the most successful in Dallas, propelling Rodgers into civic leadership positions where his tireless energy inspired his informal designation as a dynamo. As mayor, Rodgers played a key role in advancing the long-delayed Central Expressway to construction. Rodger's successor as mayor, James Temple, attempted to name Central Expressway for Rodgers but was unable due to a rule preventing the naming of a city project for a living person. Rodgers also launched the expansion of Love Field Airport, making it one of the nation's top airports of the 1950s and 1960s and establishing Dallas as an airline industry hub.[279]

Dallas Public Library[280]

Margaret Hunt Hill, 1915-2007

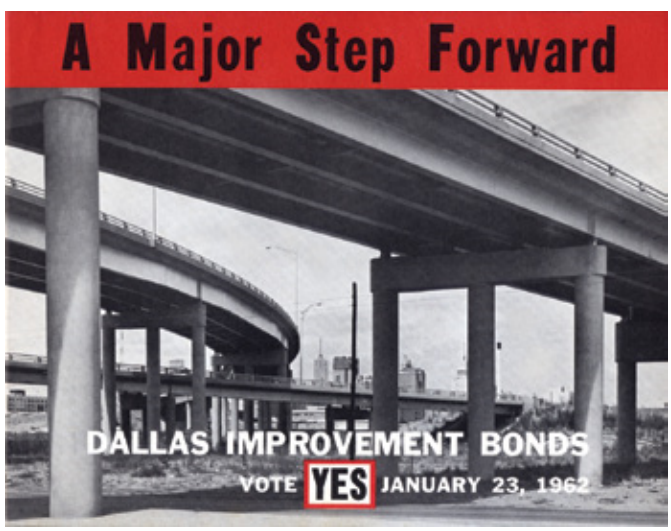
Margaret Hunt Hill was the first-born child of legendary Texas oilman H.L. Hunt Jr, namesake of Dallas-based Hunt Petroleum. H.L. Hunt achieved great wealth in the east Texas oilfields in the 1930s, making him one of the richest persons in the United States. Margaret Hunt worked for her father as executive secretary before marrying Al Hill in 1938.

Margaret Hunt Hill dedicated her life to family, charitable causes, historic preservation and her interest in gardening. The Trinity River bridge on Woodall Rodgers Freeway was named the Margaret Hunt Hill Bridge in February 2005 in recognition of Hunt Petroleum's $12 million donation to the Trinity Trust landmark parks project. Unfortunately, she did not see the bridge completed due to her death in 2007.[281]

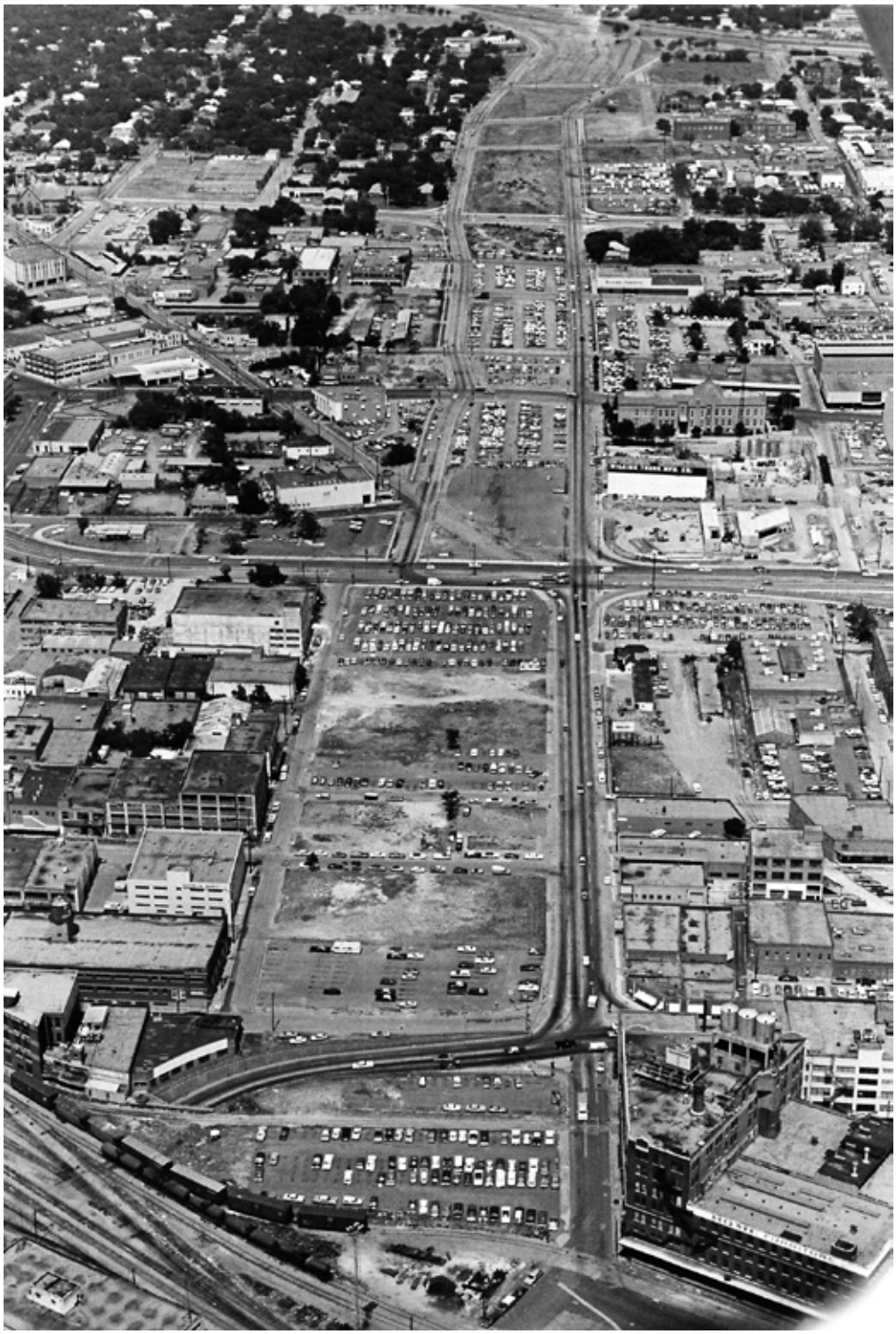
Dallas Morning News

City of Dallas Archives

The cause of the fuss This circa 1970 aerial view looking northeast from a point near Stemmons Freeway shows the Woodall Rodgers Freeway corridor with right-of-way clearance partially complete. In the upper part of the photo the cleared right-of-way for the freeway is visible, but numerous large structures still existed in the foreground. The City of Dallas had exhausted all available funds for right-of-way acquisition and was unwilling to allocate more funding, so city officials attempted to transfer the remaining costs to Dallas County. A nasty rift erupted between the City of Dallas and Dallas County in 1967 but an agreement was reached in 1968 in which Dallas County would cover $5 million of the remaining $10 million in costs. In 1975 the City of Dallas designated the West End Historic District in the foreground area, preventing the demolition of remaining buildings.



Funds for Woodall Rodgers Freeway right-of-way acquisition were included in 1958, 1962 and 1964 bond programs. The 1962 program included $4 million for the freeway, approximately $31 million in 2013 dollars, more than twice as much as any other single item in the $25.2 million bond issue. Still, the $8 million set aside in the three bond programs was far short of the total needed to clear the entire corridor.



Dallas Public Library[282]

This August 1976 view shows the cleared corridor for the Woodall Rodgers freeway. The upper two-thirds of the corridor had been clear for about 10 years, awaiting funding for the purchase and demolition of the structures that existed in the foreground. Freeway construction began in 1977.

for the originally planned 1.42-mile freeway, with TxDOT responsible for the construction cost. Three months earlier in April, the City of Fort Worth made a similar proposal to the commission for construction of the downtown Fort Worth freeway loop, offering to pay half of the right-of-way acquisition cost. In August 1958 the Texas Transportation Commission accepted the Dallas proposal and took no action on the Fort Worth proposal. It was a big win for Dallas, but the right-of-way acquisition became a promise that was very costly to deliver, and there was a long road ahead before construction could begin. Dallas City Council officially named the freeway for Woodall Rodgers on October 10, 1960.[100]

Acquiring the Right-of-way

The City of Dallas had taken an optimistic view of the project cost in 1958, estimating $6 million for right-of-way acquisition and $4 million for construction. TxDOT, however, estimated right-of-way costs at $11 million and construction at $6.25 million. It turned that even TxDOT's numbers were too low, and the unanticipated cost for right-of-way resulted in controversy and long delays.[101]

Using bond programs, the City of Dallas allocated $2 million in 1958, $4 million in 1962 and $2 million in 1964 for a total of $8 million, approximately $60 million in 2013 dollars. By 1966 the eastern two-thirds of the corridor, from Field Street to Central Expressway, had been acquired and cleared, allowing construction of the frontage roads to begin on that section. However, the City of Dallas had spent nearly all the available $8 million and the final section, from Field Street to IH 35E Stemmons Freeway, would be the most difficult and costly since it required the demolition of several large warehouse structures similar to the remaining structures in the West End District.[102]

In 1967 Dallas City Council was no longer willing to provide more funds for right-of-way acquisition and the council deliberately omitted the project from a planned

bond issue, opting instead to attempt to transfer responsibility for the remaining acquisition to Dallas County. Dallas County commissioners were not willing to cover the additional costs, and the City of Dallas held firm in its refusal to provide more funds. By January 1968 a major rift developed between the city and county, and land acquisition came to a halt.[103]

Powerful interests including the downtown business establishment wanted to get the project moving and politicians were under pressure to reach a solution. In June 1968 Dallas Mayor Erik Jonsson brokered an agreement in which the county agreed to pay for 50% of the remaining costs which were estimated to be $10 million, with the county contribution not to exceed $5 million. Right-of-way acquisition was complete in 1973 and demolition of structures was finished in 1974.[104]

The final cost of right-of-way acquisition was reported to be $16.3 million. In 2013 dollars, this translates to approximately $105 million. The City of Dallas and Dallas County also paid $6.7 million for drainage. The years in which the drainage expense was incurred is not reported, but assuming the expense was incurred evenly during the 1970s, this translates to approximately $29 million in 2013 dollars.

Deciding on the Design

Prior to 1960 there was no official indication that the middle section of the freeway was planned to be an elevated or subsurface design. A June 1957 artist's depiction of the downtown freeway loop showed an elevated freeway, but a map published in 1957 and 1958 showed the freeway in a trench.[105]

The first official statement for the freeway design came in December 1960 when the City of Dallas and TxDOT announced that an agreement had been reached to elevate the full length of the freeway. The elevated design was expected to minimize right-of-way acquisition and construction costs.[106]

In September 1961 the City of Dallas changed its mind and designed the section from Pearl Street to Akard Street as a subsurface freeway, receiving tentative TxDOT approved for the trenched design in May 1963. Due to the high cost of the subsurface design, however, the City of Dallas agreed to return to the TxDOT-preferred elevated design in April 1965. In August 1965 the influential Dallas Chamber of Commerce and Central Business District Association both endorsed the elevated design.[107]

Plans for the elevated freeway were once again under scrutiny in July 1968 when the City of Dallas hired traffic engineering consultant Warren Travers and planning consultant Vincent Ponte to review the design. In October the consultants recommended a subsurface design with a deck over the freeway between Akard and St. Paul streets. Travers suggested that parking garages or other structures could also be built above the freeway. It was obvious the subsurface design would be much more expensive than the elevated design. The City of Dallas, having already financed most of the costly right-of-way acquisition, stood firm in its support of the subsurface design. TxDOT was responsible for paying for construction and was hesitant to agree to the new design.[108]

In April 1970 a formal TxDOT design study still strongly recommended the elevated design due to cost, safety and ramp design issues, but in December 1971 TxDOT agreed to the subsurface design when the City of Dallas agreed to cover some of the added costs. Then more problems arose. The steep grade required to transition the elevated east end of the freeway to the subsurface middle section was in violation of design standards, and disputes arose over the number of entrance and exit ramps, with local interests lobbying for more ramps and design standards requiring less. Studies and revisions continued until May 1976 when the Federal Highway Administration reluctantly approved the design only after the most unsafe elements were removed. The final design included an 8% down-grade and 7% up-grade at the east end of the freeway. Even with fewer ramps than the City of Dallas wanted, special designs were needed to accommodate the large number of entrances and exits on the short freeway.[109]

Construction

With the right-of-way cleared by 1974 and the non-controversial interchange at Stemmons Freeway ready for construction, it seemed like work could finally begin. But there was yet another problem. TxDOT was out of money. In the early-to-mid 1970s gasoline tax revenue was stagnant and construction costs rapidly escalated as inflation was running rampant. By 1975 TxDOT was in a deep financial crisis with almost no money available for new construction. In October 1975 Texas Transportation Commission member Charles Simons, who was from Dallas, summarized the status of the Woodall Rodgers Freeway, saying, "Frankly, the picture is bleak. … We don't have the money and I see no prospects for getting it unless Congress should vote more federal funds for freeways in metropolitan areas." In July 1976 TxDOT submitted a construction plan for 1977 which did not include the Woodall Rodgers Freeway.[110]

But there was funding available for a minimal amount of new construction, so local officials designated the first phase of Woodall Rodgers Freeway construction to be the top priority in North Texas and continued to lobby TxDOT to provide funding. In September 1976 good news arrived: TxDOT funded construction of the first phase of the Woodall Rodgers Freeway main lanes, the section west of Field Street including the interchange with Stemmons Freeway. When bids were received in March 1977, the winning bid of $13.2 million ($51 million in 2013 dollars) was well below the estimate of $23 million, inspiring optimism that the second and final construction contract would also be funded. In January 1979 TxDOT awarded a $27.5 million ($88 million in 2013 dollars) contract to build the subsurface section of freeway between Field Street and Central

Explo '72

Due to the long delays which plagued the Woodall Rodgers Freeway, the cleared right-of-way through downtown was vacant for about a decade between the late 1960s and late 1970s. In 1972 Explo '72, an international youth training congress on evangelism, took place in North Texas. The weeklong event culminated with a Christian-themed concert on the Woodall Rodgers Freeway right-of-way. The event was officially called the Jesus Music Festival and informally called Jesusfest '72. An estimated 150,000 people attended the event from its 7 AM start to 3 PM conclusion on Saturday, June 17. Well-known personalities performing or speaking included Johnny Cash, Kris Kristofferson and Billy Graham. With the 2012 completion of Klyde Warren Park on the deck above the freeway, the freeway corridor is once again ready to host concerts.[283]

This aerial view shows the huge crowd on the Woodall Rodgers Freeway right-of-way for the Jesusfest '72 concert. An estimated 150,000 people attended.

Dallas Public Library[284]

Dallas Public Library[285]

This ground-level view looks west along the Woodall Rodgers Freeway corridor during the Jesusfest '72 concert.

Expressway. The first main lanes of Woodall Rodgers Freeway opened in October 1981 and the full length of freeway was dedicated on May 26, 1983, with a large ribbon-cutting ceremony on the Field Street overpass.[111]

The Margaret Hunt Hill Bridge

The monumental 1967 *Regional Transportation Study* (see page 51) was the first plan to propose extending Woodall Rodgers Freeway, with new sections both to the east and west. The westward extension was a very short link into the east side of the Trinity River floodway where it would connect with a proposed new freeway then called the River Freeway and now called the Trinity Parkway. However, there was no bridge over the Trinity River. The proposed eastern extension of Woodall Rodgers was dropped from the plan in 1974, but the western extension remained in subsequent long-term plans, always into the east side of the floodway with no bridge over the river.[112]

There was no serious consideration of actually building the freeway extension until 1994 when the Trinity River Citizens Committee prepared a new long-term master plan for improving the Trinity River corridor. The plan revived the idea of the Trinity Parkway inside the floodway to allow traffic to bypass the congested downtown Mixmaster interchange, but instead of terminating Woodall Rodgers Freeway into the Trinity Parkway like prior plans, the new plan extended Woodall Rodgers Freeway over the river to connect into west Dallas to help spur redevelopment of the blighted area. In 1997 local officials approved a comprehensive plan to ease downtown freeway congestion including the Woodall Rodgers Freeway bridge and improvements to IH 35E and IH 30.[113]

By 1998 the bridge had wide support and officials were working to make the bridge a "signature" span, an artistically designed structure that would become an architectural asset to the city. Dallas voters approved a $246 million bond proposition in May 1998 for the overall Trinity River improvement program with $28 million earmarked for the Woodall Rodgers Freeway bridge. The consultant developing the comprehensive plan hired renowned Spanish architect Santiago Calatrava to help develop ideas for up to five Trinity River bridges—the Woodall Rodgers Freeway bridge, new bridges for IH 30 and IH 35E, and two potential bridges for the Trinity Parkway based on its preliminary design with highway lanes on both sides of the river. The bridge concepts first shown in February 1999 all featured arches in their designs and the Woodall Rodgers bridge was described as a "tri-arch" with the structural arches running parallel to the traffic direction. In June 1999 Calatrava made a presentation to Dallas City Council which endorsed the bridge plan with a 14-1 vote.[114]

Signature bridges would be substantially more expensive than a basic pier-and-beam bridge design, and

UT-Arlington Library Special Collections[286]

This October 1980 view looking southwest shows construction underway on Woodall Rodgers Freeway. The south (far) side of the freeway corridor was nearly entirely vacant and was designated to become the future Dallas Arts District in 1978. The freeway opened on May 26, 1983, and the first structure in the arts district, the Dallas Museum of Art, opened in 1984. Major venues opened regularly until completion of the arts district in 2012.

TxDOT would pay only for the cost of a conventional pier-and-beam bridge with the City of Dallas or other agencies responsible for covering the extra costs. The estimated $67 million cost for the Woodall Rodgers Freeway bridge included $18 million for the signature enhancement, and all five bridges were estimated to cost $120 million more than conventional designs. It appeared that funds would be available for the Woodall Rodgers Freeway bridge, but the other bridges remained unfunded and would ultimately become the responsibility for a future generation of politicians. In November 1999 TxDOT officially approved its involvement in the Woodall Rodgers bridge project, allocating $30 million in state funds. Officials were relying on private donations to cover Calatrava's design fee, then estimated to be $4.7 million. Also in November preliminary design work was able to move forward when $2 million was received from an anonymous donor who was later identified as Margaret McDermott, widow of Texas Instruments co-founder Eugene McDermott.[115]

In 2001 an additional $2.7 million in private donations was still needed to cover the design fee, which had risen to $5.9 million. Three Dallas billionaires came to the rescue in May 2001 to provide the needed funds—Mark Cuban, Tom Hicks and Ross Perot Jr all made unspecified contributions to eliminate the $2.7 million deficit. The final tab for bridge design was $6.3 million.[116]

The final bridge design was unveiled in June 2003. The earlier designs with arches parallel to the highway were replaced with a new design featuring a single, soaring parabolic arch over the centerpoint of the bridge with geometrically arranged cables supporting the deck span. The design was the "cable-stayed" type, a very popular design for modern bridges. The estimated $73 million needed for construction was fully funded. In February 2005 the City of Dallas officially named the bridge for Margaret Hunt Hill, the matriarch of the H.L. Hunt family whose Hunt Petroleum Corp. made a $12 million donation to be used for parks and design work on the planned third signature Trinity River bridge, the IH 35E crossing.[117]

Excitement reached a crescendo with the daylong

Author, 2006

Lots of bad memories The Suzanne L. Kays Detention Facility (jail) along Riverfront Boulevard was demolished for the freeway extension to connect to the Margaret Hunt Hill Bridge. Surely many folks with memories of the inside were pleased to see it razed. TxDOT paid Dallas County $36 million for the property. Suzanne Kays was a Dallas County deputy who died in the line of duty on January 4, 1989, just six days after graduating from the training academy.

project groundbreaking celebration on December 9, 2005. After a private luncheon at the Meyerson Symphony center and a public lecture by Calatrava attended by hundreds, the entire Dallas political establishment, the Spanish ambassador to the U.S. and guests braved the cold and wind for a carnival-like kickoff ceremony on the Continental Street bridge just north of the project location. Just after sunset the ceremony concluded with fireworks and streamers, wrapping up the most extensive groundbreaking ceremony in the history of Dallas-Fort-Worth freeways.[118]

The Budget is Busted and the Savior Emerges

But there was still a major hurdle to be cleared: awarding the construction contract within budget. In March 2006 the City of Dallas officially maintained that its cost estimate of $51 to $57 million was still valid, but the *Dallas Morning News* reported that project insiders expected the cost to be closer to $100 million, potentially leaving a huge gap in the budget which the city was not prepared to fill. The moment of truth came on June 8, 2006, when three bids for the construction contract were opened. Officials were shocked and stunned at the price tag on the bids: $113 million from Houston-based Williams Brothers, $122 million from Indiana-based Traylor Brothers and $133 million from North Texas-based Austin Bridge and Road. Mayor Laura Miller and other city officials immediately stated that the cost would need to be brought down to within about $10 million of the estimate, even if it meant redesigning the bridge or downsizing it.[119]

Amid the gloom of the budget-busting bids, officials may not have realized that their best and only hope for building the bridge as originally envisioned was already a player in the process—Williams Brothers Construction, the low bidder at $113 million. Williams Brothers is among the largest highway construction firms in Texas but is little-known in North Texas since it does nearly all its work in the Houston area. Williams Brothers has a reputation for lowering the cost of construction projects with its aggressive bids, delivering top-quality work and, in the 2000s, completing projects on or ahead of schedule. And, most importantly for the Margaret Hunt Hill Bridge, Williams Brothers is 100% owned by a living legend in the Texas highway construction industry—James "Doug" Pitcock (born 1928). Pitcock joined Williams Brothers Construction when it was founded by the Williams brothers in 1955 and has run the company ever since, gaining full ownership of the firm in 1991. Pitcock has shown a particular interest in having his firm build the most impressive and largest projects in the Houston area, and the monumental Margaret Hunt Hill Bridge was perhaps an opportunity which he couldn't resist.

Calatrava's firm, the City of Dallas and TxDOT reviewed

Jay Barker

The opening celebration for the Margaret Hunt Hill Bridge during the weekend of March 2-4, 2012, was the largest freeway celebration in the history of North Texas. Saturday featured a well-attended festival on the bridge which included the Parade of Giants, a procession of 15-foot-tall puppets of historical west Dallas figures. This puppet depicts Victor Considérant, a French explorer who founded the French-speaking La Reunion colony in what is today west Dallas.

Author, March 2012

This view shows the bridge festival on Saturday March 3. An estimated 40,000 people attended events on the bridge during opening weekend.

Also see: Additional photos of the opening celebration page 4

Fireworks concluded the day's festivities on Friday and Saturday night.

Author, March 2012

Williams Brothers Construction, 1991

Author, March 2012

When the funding situation for construction of the Margaret Hunt Hill Bridge became grim in June 2006 after budget-busting bids were received, a new savior of the project emerged—Houston's Williams Brothers Construction Company.

In the original bidding Williams Brothers submitted the lowest bid, $113 million, which was nearly 100% above the original estimate of $57 million. The bridge cost had to be dramatically lowered in order to move forward. Williams Brothers was the only contractor to continue to a second round of bidding in October 2006. Williams Brothers worked closely with TxDOT and its Italian steel fabrication partner Cimolai to identify cost savings. Williams Brothers' owner, rarely photographed Texas highway construction legend Doug Pitcock shown above in 1991, surely had an influence in making the project happen. Williams Brothers reduced the cost to $69.7 million, allowing the bridge construction to proceed. Above, employees of Williams Brothers Construction participated in the Parade of Builders during the opening celebration on March 3, 2012.

This April 2012 view looking north shows the bridge span between the levees of the Trinity River floodway. The freeway terminates on the left (west) side of the bridge at a traffic signal. The bridge is a cable-stayed design.

Author, April 2012

The final section of steel to complete the arch was lifted into position 400 feet above the ground on June 24, 2010. The steel was fabricated by Cimolai in Italy, arriving at the Port of Houston and then shipped to the bridge site on special carriers.

iStock

the design for cost reduction, changing the central arch to a circular cross-section from the original seven-sided design and making other minor changes which did not affect the bridge appearance. The arch and cable-supported sections of the bridge are made of steel, and federal law allowed the use of foreign steel only when the total project cost (not just the steel cost) was reduced by a minimum of 25%. Williams Brothers entered into a partnership with Italian steel supplier Cimolai, a firm well-experienced in producing steel for complex bridges including designs by Calatrava.[120]

The make-or-break moment for the bridge came on October 4, 2006, when TxDOT scheduled a second round of bids. There was only one bidder, Williams Brothers Construction. The atmosphere of apprehension and uncertainty was instantly changed to elation when the bid was revealed to be $69.7 million, still slightly above the revised estimate of $65 million but within the range that was feasible to proceed.[121]

The dramatic cost reduction raised some eyebrows—after all, how could the construction cost be reduced by 38% with a few minor changes? But skeptical observers failed to recognize the influence of Doug Pitcock, a man who believes in getting things done. Williams Brothers and Cimolai steel met the challenge of delivering the project within budget, and Dallas would get its first signature bridge.[122]

More Problems

Preliminary work on the bridge began in June 2007, but more troubles were ahead. In mid-2008, nearly two years after the contract award, there was very little progress on the bridge—only some pier footings in the Trinity River flood plain and nothing actually rising above the ground. In August 2008 it was reported that Cimolai steel had difficulty completing the engineering analysis of the bridge, delaying approval of the design. The steel fabrication job missed its scheduled slot in Cimolai's production shop schedule, forcing the job to be pushed back ten months.[123]

After the levee failures in New Orleans during Hurricane Katrina in August 2005 the Army Corps of Engineers dramatically increased oversight of any activities which affected levees. The Corps monitored work on the bridge, and in 2008 sand was discovered in the soil where holes were being drilled for the bridge, including sand underneath the west levee discovered in 2009. Although not a risk to the bridge, the sand did pose a risk to the levees since water migrates easily through sand and could potentially migrate from the sand layer up into the levee along the shaft of the bridge footing. The sand discovery prompted an extensive review of the integrity of the entire levee system. Construction of the bridge sections near the levees was allowed to proceed in December 2009 when the Corps approved remedial measures to strengthen the levees.[124]

Finally, the Bridge Starts to Rise

After all the delays and controversies, 2010 promised to be the year that real progress on the bridge would finally be realized. The first shipments of steel arrived at the Port of Houston in March 2009 and the huge steel sections of the main arch began to reach the construction site in July. The first section of the steel arch was lifted into position in late May 2010, and when the soaring arch was completed on June 24 it became clear that the bridge would be a stunning addition to the Dallas skyline.

Finally in early 2012 the bridge and adjacent section of new freeway connecting to the existing Woodall Rodgers Freeway was nearly complete and local officials formulated plans for a huge celebration—the largest-ever freeway celebration in North Texas. The festivities took place during the weekend of March 2-4, beginning with a $200-per-ticket, sold-out Friday night gala on the bridge which featured entertainment by Lyle Lovett and His Large Band and a fireworks show. Saturday featured an all-day festival on the bridge including the Parade of Giants, a procession of fifteen large puppets representing historical figures which have impacted west Dallas. The day concluded with a second fireworks display. Sunday featured an early-morning official dedication with Calatrava and top political leaders. Instead of a traditional ribbon cutting, hundreds of

Author, June 2009

Before the deck These 2009 views show the Woodall Rodgers Freeway just prior to construction of the deck for Klyde Warren Park. The above view looks west with Pearl Street crossing in the foreground. The deck extends from Pearl three blocks west to St. Paul Street. The view below looks east from St. Paul, with the area of the view now inside the tunnel.

Author, September 2009

Woodall Rodgers Park Foundation

Key political leaders and project backers gathered along Woodall Rodgers Freeway on November 30, 2009, to launch construction of the deck over the freeway. Included in the photo are Mayor Tom Leppert (second from the left), U.S. Representative Eddie Bernice Johnson (third from the left) and U.S. Transportation Secretary Ray Lahood (fourth from the left).

local girl and boy scouts were positioned at opposite ends of the bridge and ran to the middle of the bridge holding ribbons. Separate from the bridge events was the Bridge-O-Rama festival in west Dallas featuring over 30 events with everything from art exhibits to a lowrider rally. For additional coverage of the huge celebration, see page 4. The bridge opened to traffic on March 29. The final cost of the project including engineering, right-of-way, construction and other expenses was $182 million.[125]

Decking the Trench

While the purpose of the Margaret Hunt Hill Bridge was to achieve maximum visibility of the signature structure, another group of downtown advocates was seeking to hide the subsurface section of the freeway by covering it with a deck to provide a platform for a new park.

The 1968 study which recommended sinking the Woodall Rodgers Freeway into a trench had suggested overdecking the freeway for one block between Akard and St. Paul streets, but the concept was nothing more than wishful thinking by urban planners and was surely ruled out by cost considerations since officials were in a struggle to get funding for the basic design.[126]

By the 2000s, however, Woodall Rodgers Freeway had become far more than a just a freeway. It was the center and focus of the most vital and active part of downtown, including the Arts District, the nearby American Airlines center and Victory Park, the burgeoning Uptown district to the north and along its south side the only new downtown office towers built in the 2000s. Woodall Rodgers Freeway had become the best part of downtown, and downtown promoters believed it could be made even better by covering the freeway with a park. The Real Estate Council, a Dallas organization of real estate professionals which organized charitable efforts to support their industry, revived the idea of a deck park in 2002 and raised $1.5 million to fund a feasibility study, publicly announcing the grant and the deck-building campaign in February 2005. Of course, raising the funds to build the deck would be the biggest challenge and proponents envisioned that the estimated $60 million cost would be covered by $20 million in state funds, $20 million in local funds and $20 million in private donations.[127]

The park received strong support from the downtown business community and detailed plans for the park were revealed in June 2006. By October 2006 park advocates had secured $20 million in City of Dallas bond funds, $20 million from TxDOT and $17 million from private donors, within $10 million of the revised cost of $67 million. Reaching the needed total proved to be elusive, but the delay turned out to be very fortuitous. The cost of construction dropped with the great recession of 2008 and the American Recovery and Reinvestment Act of 2009 provided $16.7 million in funding. Limiting the tunnel to a

Author, April 2012

This April 2012 view looking northeast shows Klyde Warren Park atop the freeway deck nearing completion. The 42-story glass-clad Museum Tower with luxury residences on the right side of the freeway was also nearing completion. The Museum Tower became highly controversial soon after its completion since its glass surface reflected bright glare on the next-door Nasher Sculpture Center.

Also see: Photos of the park opening celebration page 25

Below: Park namesake Klyde Warren raises two ribbons which were symbolically joined at the park dedication on October 27, 2012. Just behind Klyde is his father Kelcy Warren who purchased naming rights for the park for around $10 million.

Dallas Morning News

three-block section between St. Paul and Pearl streets also kept the project within budget. By May 2009 $77 million in government and private funding was secured for the project, and the winning bid for the physical deck came in at $44.5 million, leaving the remaining funds to expedite completion of the actual park. An official kickoff celebration was held on September 14, 2009, and major work was underway soon afterward. Beams covering the freeway to form the deck for the park were installed in 2010 and 2011, creating the only freeway "tunnel" in North Texas. In February 2012 Dallas billionaire Kelcy Warren obtained naming rights to the park by making a large donation to the project, the amount not officially disclosed but reported to be in the neighborhood of $10 milllion. The park was named Klyde Warren Park in honor of Warren's 9-year-old son. The park was completed and opened to the public with a weekend celebration on October 27 and 28, 2012. The final cost of the project was $110 million.[128] ■


NO WORRIES... WE CAN DO THE IMPOSSIBLE.
THE MISSION
BUILD TX 199
BUILD TX 161
BUILD LOOP 9
LONDON
DALLAS
BEIJING
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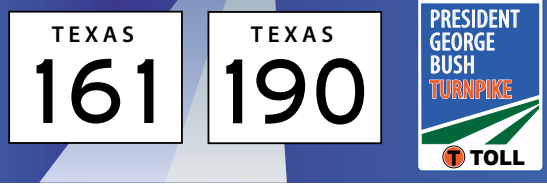


Bush Turnpike
SH 190 and SH 161

Building the Dallas outer loop would have been so simple if voters had approved a bond issue to finance its right-of-way in 1964. But the bond proposition fell short of the two-thirds majority required for approval, and the project became an epic struggle spanning half a century.

The idea for the Dallas outer loop originated in the 1957 Thoroughfare Master Plan prepared by the Dallas Master Plan Committee which was heavily influenced by City of Dallas Planning Director Marvin Springer. Springer was a leader of North Texas street and freeway planning during the 1950s and 1960s, and was nationally recognized for his expertise (see photo page 47). The outer loop was originally envisioned as a major arterial street or a highway. Springer's first efforts to define the alignment were in Richardson in 1959, and in January 1960 the City of Richardson approved the designation of a highway-type route on a 140-foot-wide corridor on Campbell Road. In 1961 the Dallas Chamber of Commerce began efforts to launch a more comprehensive study, and in April 1963 the Greater Dallas Planning Council hired Springer to fully develop the outer loop concept. By early 1964 the outer loop project had been designated as a freeway on

(facing page) This illustration pays tribute to the near-superhero efforts which were required to build the Bush Turnpike. Due to the controversy and lawsuits engulfing the project in the 1970s and 1980s, it seemed like a mission impossible to get the freeway built. The illustration scene is a room like the Hall of Justice, the fictional headquarters for superheroes, where our superheroes are receiving instructions from the veteran manager, a guy modeled after the character "Q" in James Bond films. ("Q" is the eccentric mastermind responsible for Bond's high-tech gadgets.)

The first superhero on the left is Legalonic Woman, inspired by Wonder Woman. She represents the power needed to achieve victory in the lawsuits against the project. The middle superhero is Captain Toll, inspired by Captain America. He represents the role of tolls in making it financially possible to build the turnpike. The right superhero is Super TxDOT-man, inspired by Superman. He pays tribute to TxDOT's perseverance in planning and developing the project, keeping it alive through the freeway dark age of the 1970s and the controversy of the 1980s.

Quick Facts for the Bush Turnpike

- Named for George H.W. Bush, Texas businessman and politician who served as president from 1989 to 1993
- Originally designated as Loop 9
- First frontage roads opened in 1989, first main lanes in 1993, most recent section opened in 2012
- The Carrollton and Grand Prairie controversies rank number two and three on the list of top freeway controversies in the history of North Texas (see page 64 for detailed rankings).

Key Dates in the History

1957	A non-freeway outer loop is first proposed
1964	The loop is designated as a full freeway; a bond issue for right-of-way acquisition fails
1969	The project is designated as Loop 9 by TxDOT
1970	First controversy on the corridor, in Richardson
1976	The project is near death due to public opposition, escalating costs and lack of funding
1977	Improved TxDOT finances allows the resurrection of the project. The Loop 9 designation is canceled and replaced with SH 190 on the north and SH 161 on the west.
1978	The alignment through far north Dallas is defined
1983	A lawsuit is filed against SH 161 in Grand Prairie. It remains active until 2000.
1984	A lawsuit is filed against SH 190 in Carrollton. It is decided in favor of the freeway in 1989.
1989	Controversy erupts in Garland and Rowlett, and is settled in favor of the freeway in 1994. The first frontage roads open in Garland in 1989.
1994	A section of free main lanes opens on SH 161 in Irving; all future main lanes except the US 75 and IH 35E interchanges are tolled.
1995	The project is converted into a toll road
1999-2001	Tolled main lanes opened on SH 190 from IH 35E in Carrollton to SH 78 in Garland
2001	The first tolled main lanes on the SH 161 alignment open in Irving
2012	The final section of toll lanes on SH 161 opens
Future	Southward extension of the east segment

Bush Presidential Library

George H.W. Bush born 1924

George H.W. Bush first moved to Texas in 1948, settling in Midland after completing World War II service as a pilot and graduating from Yale. He co-founded Zapata Petroleum in 1953 and in 1958 moved the headquarters to Houston. Bush served as United States congressman for a Houston district from 1967 to 1970, and made unsuccessful bids for the United States Senate in 1964 and 1970. (See election billboard page 356.) Bush served in numerous high-level appointed positions in the 1970s before running for the Republican nomination for president in 1980, losing to Ronald Reagan. Bush joined Reagan as the vice-presidential candidate on the 1980 Republican ticket, serving as vice president during the Reagan administration from 1981 to 1989. Bush defeated Michael Dukakis to become the 41st president of the United States, taking office in 1989. Bush exited the White House in January 1993 after losing to Bill Clinton in the 1992 presidential election, spending his post-presidency in Houston and at his summer home in Kennebunkport, Maine.

Dallas Morning News

The Bush Turnpike was officially named at a November 6, 1996, event in Plano which featured the unveiling of a ceremonial sign. Former first lady Barbara Bush, on the right, attended. On the left is prominent Dallas lawyer David Laney, chairman of the Texas Transportation Commission, and State Senator Florence Shapiro, who led the effort to name the highway for Bush while Plano mayor from 1990 to 1992.

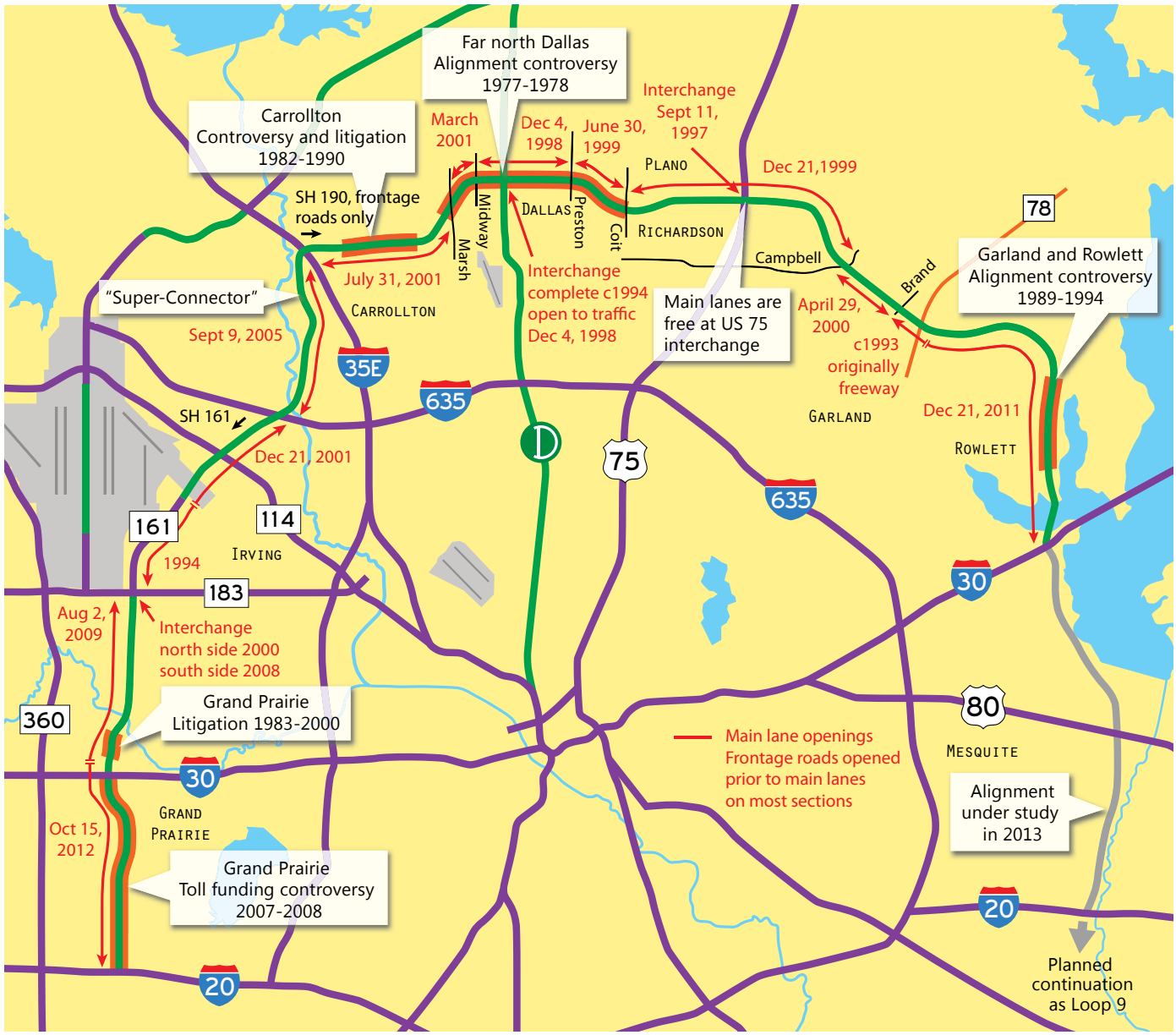
Efforts to name the turnpike for George H.W. Bush were initiated by Plano mayor Florence Shapiro in 1991, and in July Plano City Council voted to officially name the turnpike for Bush. Other cities followed Plano's lead, but some cities, including Dallas, were hesitant to name the turnpike while Bush was still serving as president. By 1996 all entities along the corridor approved the name and an official sign unveiling was held in Plano on November 6 with former first lady Barbara Bush in attendance.[271]

a 300-foot-wide right-of-way, generally following a path inside Dallas County near the county limits. Dallas County planners emphasized the need to acquire the right-of-way before suburban sprawl encroached on the corridor, saying land costs were escalating at rate of $1 million per month.[59]

A vote on a $20.25 million bond issue (about $152 million in 2013 dollars) was scheduled for December 12, 1964. Dallas County decided to make the bonds an obligation of a Dallas County Road District rather than a general obligation bond since the county's tax rate for general obligation bonds was limited to 0.95% and commissioners did not want to use remaining available taxation authority for the road bonds. Although the Dallas County Road District had no tax rate limit, it required a two-thirds majority for approval rather than the simple majority required for general obligation bonds.[60]

By fall 1964 most business groups, cities, and officials were rallying around the outer loop concept but support was not unanimous. Some were concerned about possible tax increases to finance the bonds, some were concerned about the lack of details particularly relating to alignment and some felt the plan was not yet ready for voter consideration. The bonds received 57% approval by the voters, short of the needed 67%.[61]

Had approval been obtained, the Dallas outer loop would have been on the fast track to construction in an era when there was virtually unanimous support for freeway construction and minimal environmental regulation. In retrospect, one can only wonder how relatively simple and painless the construction of the outer loop could have been. This setback to the outer loop would be the start of decades of controversy, legal battles, financial challenges and political disputes. And in the end, the Dallas outer loop could prevail only as a tollway.



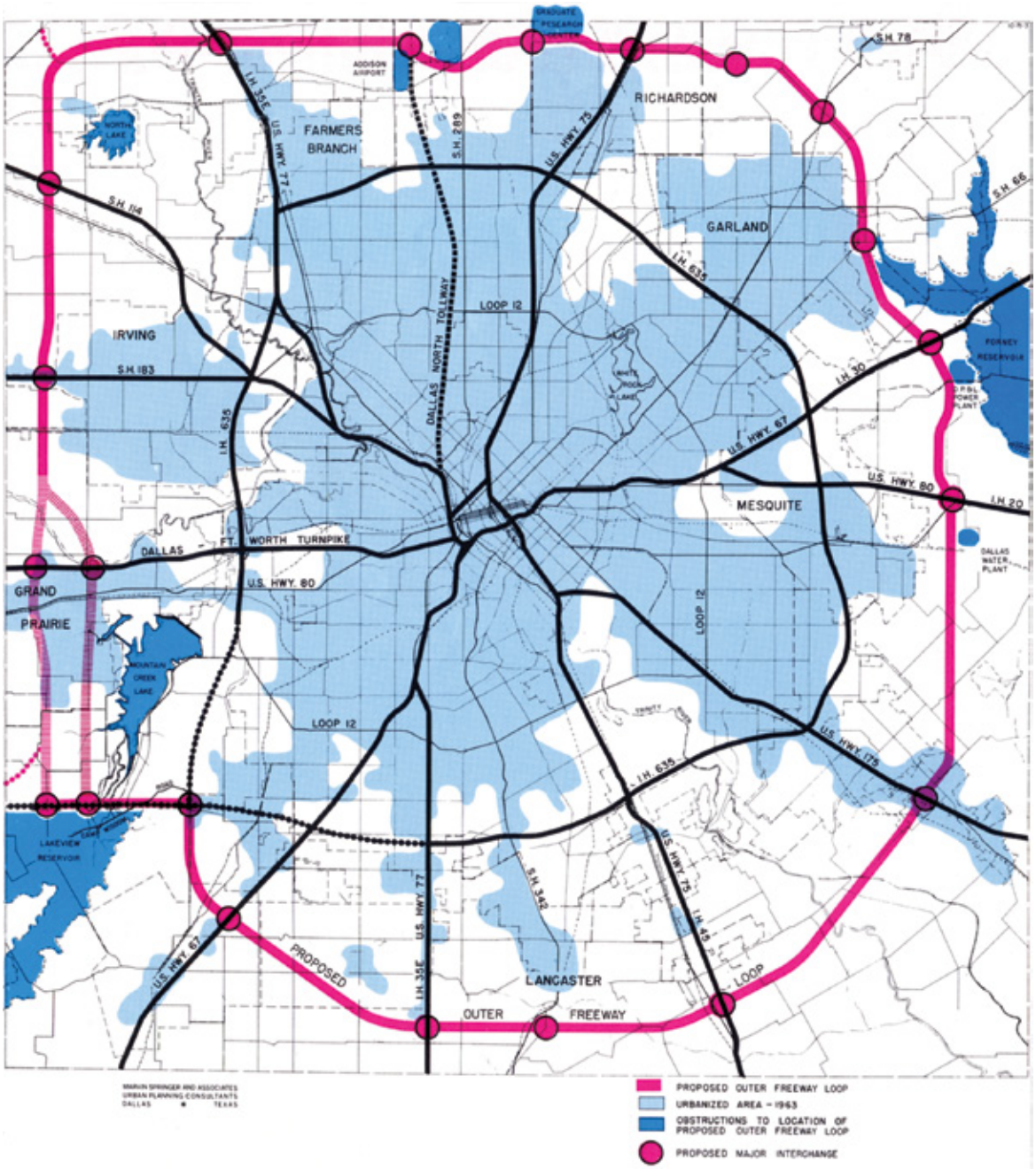
Fighting a Losing Battle

As North Texas grew and sprawled rapidly in the 1960s, officials recognized the need for continued planning and included the project in the monumental 1967 regional transportation plan which proposed numerous new freeways in North Texas (see page 51). In 1968 a Dallas County Commissioners Court committee ranked the outer loop as number two on the region's list of top highway priorities, with the Woodall Rodgers Freeway in downtown Dallas number one. But an alignment for the outer loop freeway had not been defined and money was still lacking for any meaningful right-of-way acquisition.[62]

It was starting to become clear that Dallas County could not advance the outer loop on its own and assistance from TxDOT would be needed sooner rather than later. Local officials made a presentation to the Texas Transportation Commission in August 1968 requesting official adoption of the outer loop into the state highway system.[63]

In February 1969 Dallas County earmarked $5.8 million for right-of-way acquisition for the outer loop in a bond issue which was approved by voters. The allocation was only a tiny fraction of the estimated total right-of-way cost of $94 million (approximately $595 million in 2013 dollars) and was intended for purchasing land which was about to be developed. The Texas Transportation Commission was sufficiently pleased with the county's financial contribution and voted in May 1969 to adopt the outer loop into the state highway system, designating it as Loop 9.

TxDOT approval was certainly good news, but Loop 9 was poised to move forward just as the climate was starting to become increasingly hostile toward new freeways. Communities no longer automatically welcomed new freeways with open arms but instead often vigorously opposed them. Construction and land costs were skyrocketing, but funding



These images are from a 1964 brochure in support of the bond proposition for right-of-way for the outer loop. The image above shows the originally proposed alignment, which was generally closer-in than the actually built alignment. On the north it followed Campbell Road and Trinity Mills Road, and on the west it followed Belt Line Road. Only the section along Trinity MIlls in Carrollton (north of Farmers Branch) was built on the originally proposed alignment. The bond proposition required a two-thirds majority to pass, and it failed with only 57% of the vote. If the proposition had passed, the construction of the outer loop would have been far easier than the subsequent 50-year struggle.

was stagnant. New federal rules required the preparation of comprehensive environmental impact statements.

Local officials became painfully aware that the new era had arrived at a public meeting at the Richardson High School auditorium on April 22, 1970. A hostile crowd of 700 filled the auditorium and TxDOT officials were booed by protesters. Opposition focused on the planned Campbell Road alignment, a corridor which had seen substantial residential development since the original plans were developed in 1964. Protesters and local officials urged TxDOT to move the alignment north into Collin County, but that introduced new issues since the project funding agreements were with Dallas County. However, by 1972 TxDOT had abandoned efforts to align the outer loop on Campbell and proposed a corridor in Collin County. In 1973 Richardson and Plano entered into an agreement to place the boundary between the cities along the newly planned alignment, making it necessary for the two cities to swap land in deals which were completed mostly in the 1980s. It turned out that the more contentious problems for the north section of Loop 9 would be further west, where the freeway passed through far north Dallas and Carrollton.[64]

Elsewhere around the loop other problems were simmering. The EPA rejected the initial environmental impact statements for the north and east sections in 1973, citing insufficient study of alternatives and adverse impacts. Other communities along the loop were generally supportive but there were concerns about the exact alignment. A 1975 scandal involving a land purchase on the recommended alignment in Rowlett by county commissioner Mel Price cast additional taint on the project.[65]

In Grand Prairie and Irving the freeway generated no substantial opposition, at least for the moment, so TxDOT officially selected an alignment from IH 20 in south Grand Prairie to north Carrollton in April 1971. Within a month the first reports surfaced of opposition in an affected residential area of Grand Prairie. That section of SH 161 in north Grand Prairie would later become the longest-running legal battle in the history of North Texas freeways.[66]

Already in September 1972 the combination of high cost, lack of funding and alignment controversies prompted the *Dallas Morning News* to declare the project in serious trouble and at risk for cancellation. In November the Dallas County director of public works expressed doubt that the project could ever be finished.[67]

TxDOT pressed on with preliminary work in 1973, focusing on the west section in Grand Prairie and Irving. Despite some early concerns from affected neighborhoods, there was strong support for Loop 9 from both citizens and political officials at a project hearing in Grand Prairie on June 14, 1973. In October 1974 TxDOT made the Grand Prairie segment its top priority on Loop 9 and instructed Dallas County to begin purchasing right-of-way in Grand Prairie. But there was an immediate problem: Dallas County did not have the $18 million ($94 million in 2013 dollars) needed for the land acquisition and would need to sell bonds to generate the funds. The issue was further complicated when a May 1975 bond issue including funds for right-of-way acquisition was rejected by voters.[68]

Meanwhile, the situation was no better for the north section of Loop 9. Although the alignment controversy in Richardson appeared to be solved, the alignment further west remained undetermined and a real estate boom in the area was driving up property values. There were no efforts to acquire right-of-way on the north side of the loop.

In 1975 TxDOT was facing a financial crisis as construction costs were skyrocketing due to the rampant inflation of the mid-1970s, while fuel tax receipts were stagnant. In April 1976 the Texas Transportation Commission ordered a halt to all land acquisition for future projects, including Loop 9 in Grand Prairie. An internal study to determine departmental priorities, called the McKinsey report, recommended that TxDOT focus on smaller, short-term projects and Loop 9 was very low on the priority list. Dallas County began discussion of converting the west Loop 9 into an arterial street.[69]

By August 1976 TxDOT stated it did not anticipate being able to construct the route for the indefinite future. Loop 9 appeared to be dead.[70]

Resurrection, and the Real Battles Begin

But local officials were not willing to give up on Loop 9. They knew it would be critical for meeting future mobility needs, and if potential alignments became urbanized the opportunity to build the freeway would be lost forever. The Texas legislature took action in April 1977, injecting new funds into TxDOT to increase the budget from $662 million in 1977 to $922 million in 1978 and $1.02 billion in 1979. As part of its resurrection, Loop 9 was rebranded in October 1977 to give it a fresh start. The north section, from IH 35E eastward, became SH 190. The west section from IH 635 south to IH 20 became SH 161. The east and south sections of the loop were removed from the project. By the end of 1977 TxDOT had allocated around $15 million for right-of-way acquisition.[71]

Politically influential real estate interests including Hunt Properties also became more involved since there is nothing better than a freeway to boost land values. In the east section of the SH 190 corridor landowners banded together and offered to donate $9 million in property needed for the loop. It was an offer that caught the attention of TxDOT and helped spur the resurrection.[72]

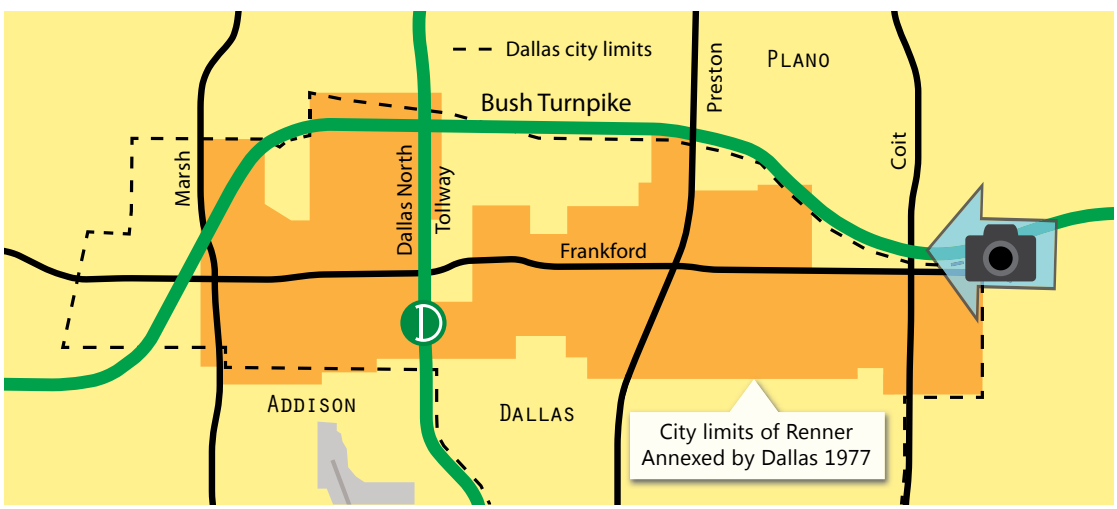
The outer loop was back to life, but just barely. And the biggest battles were yet to come.

Battle #1, Far North Dallas

Far north Dallas was a boom area in the late 1970s with new development rapidly gobbling up available land and driving up prices. In 1977 Dallas annexed the previously independent City of Renner along Frankford Road near Preston Road, directly in the corridor of SH 190. Dallas was targeting the area for high-end residential develop-

Author, April 2011

Battle #1 This April 2011 view looks west along the turnpike at Coit Road in far north Dallas. Dallas annexed the area ahead, previously the city of Renner, in 1977 and did not want the alignment of the freeway to bisect the new territory. Dallas opposed the planned alignment in 1977 which took the freeway straight ahead. In December 1978 a compromise was reached, shifting the alignment northward to the far north edge of Dallas. In the above photo the freeway veers right to the north to avoid the Renner area.



The city of Renner, shown in the orange shading, had an inadequate water supply and was having serious financial problems in 1977. Both Dallas and Renner residents voted in favor of the Renner annexation in 1977. Renner was the last large tract of land available for annexation in far north Dallas and was highly desired by Dallas in the fast-growing area. This map shows how the alignment of the Bush Turnpike was curved northward to avoid the Renner area.[272]

Author, April 2011

Battle #2 This view looks west along the Bush Turnpike in Carrollton, the scene of major controversy and litigation in the 1980s. Anti-freeway organizations wanted the alignment shifted northward away from residential areas shown in this view, and in 1983 Carrollton voters approved an ordinance requiring a 600-foot-wide buffer along both sides of the freeway, a requirement which was impossible to achieve and was intended to kill the planned alignment. In 1984 anti-freeway and pro-freeway groups filed lawsuits which were decided by the courts in favor of the freeway in 1989 and 1990. Carrollton City Council had shifted to become pro-freeway in 1985, and by 1990 the project was ready to proceed on the alignment shown above. The turnpike opened July 31, 2001. In retrospect, fears and concerns of the anti-freeway interests were not realized and the turnpike became a valued asset for Carrollton. When the extension from Carrollton to Irving, the so-called super-connector, opened in September 2005, Carrollton mayor Becky Miller commented, "When the George Bush was first proposed, I think a lot of people kind of felt a little negative toward it. They thought it would divide the city. But I've not seen any negative coming from it."[273]

ment, not freeway-compatible commercial development, so the City of Dallas, historically a key promoter of freeways, found itself in the role of opposing freeway construction. Dallas was not willing to accept the planned alignment through the center of the Renner area and was pushing for additional alignment studies to find an acceptable route north of Renner.[73]

Dallas was under heavy pressure from TxDOT, Collin County, Plano, Richardson, Carrollton and Garland to approve an alignment. But a proposed compromise fizzled in June 1978, and in September the issue was taken over by the regional planning council (now NCTCOG) for further study. In November a consultant recommended a new alignment and Dallas began its review of the corridor. On December 20, 1978, the City of Dallas endorsed the alignment recommendation, ending the stalemate and allowing project planning to proceed. The final plan placed the corridor mostly on the north edge of Dallas, avoiding bisecting the Renner district, and included a noticeable southward dip near Coit Road at the insistence of the University of Texas at Dallas.[74]

Battle #2, Carrollton

In April 1982 the Texas Transportation Commission voted to approve the alignment based on the 1978 compromise in north Dallas. The alignment continued west through Carrollton along Trinity Mills Road, alongside several residential areas where considerable opposition developed. The opposition was seeking to align SH 190 to the north of Carrollton, well away from their neighborhoods, inspir-

Author, April 2011

Battle #3 This April 2011 view overlooks the scene of the longest-running and legally most contentious battle on the Bush Turnpike, in Grand Prairie about half a mile north of Interstate 30. The opposition lawsuit was filed in 1983 by residents of the neighborhood on the left side of the photo. On the right side of the turnpike is Waggoner Park, the focus of the legal challenge since the turnpike was slated to acquire land from the park, which is generally allowed only if there is no other feasible option. The courts ruled against the freeway in 1985, launching more than a decade of new environmental studies. In 1998 the courts approved the revised environmental documents and the planned alignment. The freeway opposition filed an appeal with the Fifth U.S. Circuit Court of Appeals which ruled in favor of the freeway in 2000. The 17-year battle had finally ended. In the photo above looking north, the turnpike through the disputed area is complete with work in progress in the foreground on the main lanes toward the south.

ing their name and acronym: Citizens United to Relocate Vehicular Expressway, or CURVE. CURVE let its presence be known at a public hearing in fall 1982, prompting TxDOT in December to modify the design to be below ground level through most of Carrollton. CURVE had gathered enough signatures to force a referendum election on January 15, 1983, to require a 600-foot-wide buffer zone between each side of the freeway and adjacent residential areas. Opponents hoped passage of the ordinance would kill the SH 190 project because acquiring such a wide buffer was infeasible. The buffer was approved with 53% of the vote. In addition, Carrollton voters elected three new council members, providing a 4-3 majority against the Trinity Mills alignment. In May Carrollton City Council approved a resolution withdrawing its endorsement of the previously approved alignment and proposed new studies to identify an alignment further to the north. Both the City of Carrollton and supporters of the original alignment presented their cases to the Texas Transportation Commission in June. In September 1983 the commission approved the originally planned route on Trinity Mills. Carrollton was facing an impossible task to comply with the buffer ordinance since 742 homes were within 600 feet of the freeway corridor. It was time to bring in the lawyers.[75]

A second opposition organization called HAVEN, Homeowner Association for Values Essential to Neighborhoods, began raising funds for a lawsuit. But even before HAVEN filed its case, Collin County filed a lawsuit against HAVEN and numerous other entities in March 1984, attempting to get a legal opinion supporting the sufficiency of the environmental impact statement and barring HAVEN from interfering in the construction of SH 190. HAVEN

responded with a $6 million lawsuit against Collin County, asking for the damages in order to deter similar actions by others. By May 1984 the Collin County lawsuit involved virtually all the major players in the project as a plaintiff, with HAVEN, Carrollton and Dallas County as defendants. However, the court did not issue an injunction against the project so planning was able to proceed. In August 1984 one Carrollton council member reversed his position, allowing a 4-3 vote for a resolution favoring the Trinity Mills alignment. The April 1985 Carrollton City Council election strengthened the majority in favor of the Trinity Mills alignment, and from that point forward Carrollton became an active supporter of the project on the Trinity Mills alignment. The U.S. District Court ruled on the case on June 30, 1989, upholding the validity of the environmental impact statement and denying HAVEN's request to stop the project. The HAVEN lawsuit was finally dismissed on appeal in 1990.[76]

With the favorable legal ruling clearing the way, in September 1989 Carrollton proceeded with donating 30 acres of right-of-way and approved a resolution urging TxDOT to proceed to construction. Later that month TxDOT officially approved funding for the construction of SH 190 through Carollton, from IH 35E to the Dallas North Tollway. However, the money was not available immediately and construction was not about to begin anytime soon.[77]

Battle #3, Grand Prairie

By 1975 opposition to Loop 9 in northwest Grand Prairie had already become vocal. The section being protested was along Northwest 19th Street and Carrier Parkway just north of IH 30, where the alignment would have to either displace homes on the west side of the existing roadway or be built through a wooded parkland area, Waggoner Park, on the east side of the roadway.[78]

Local residents didn't want the freeway nearby and vigorously opposed it through the 1970s and into the early 1980s, urging TxDOT to align the freeway near Belt Line Road as proposed in the original 1964 bond election documents. TxDOT ultimately recommended the alignment along 19th Street and Carrier Parkway, choosing to avoid displacement of homes and build the freeway through Waggoner Park. Local residents wanted to preserve the wooded area and also had a viable legal basis for opposing the freeway since federal rules generally prohibited the use of parkland for freeways unless there was no other feasible alternative. On April 6, 1983, the anti-freeway homeowners group Association Concerned About Tomorrow for Grand Prairie (ACT) gathered at the park and announced the filing of a lawsuit to halt planning, financing and construction of the freeway.[79]

In April 1985 the case was ready to go to trial in the court of U.S. District Judge Harold "Barefoot" Sanders. It was a fortuitous court assignment for ACT since Sanders was well established as a liberal judge and was expected to be sympathetic to protest groups. Sanders heard eight days of arguments with 20 witnesses and more than 40,000 pages of evidence. On April 8, 1985, Sanders issued his ruling, halting work on the project and requiring additional environmental studies before the project could continue. The impact on Waggoner Park was a key issue in Sanders' opinion. Victory in round 1 of the battle went to the freeway opposition.[80]

In 1986 a completely new and comprehensive study of alternatives and environmental impacts was underway. After years of study the recommended alignment was identified. It was determined that the only reasonable alignment through the contentious area of north Grand Prairie was the original alignment which passed alongside the neighborhood and through Waggoner park. Revised plans included remediation to offset the loss of parkland. In March 1990 the City of Grand Prairie endorsed the recommended alignment in spite of protests from residents. In 1994 a new environmental study was issued with public hearings continuing until 1996, and in April 1997 local officials asked Judge Sanders to lift the injunction against the project and allow it to proceed. Sanders agreed to hear the case and ACT began to raise the $100,000 needed for legal expenses. Sanders appointed a mediator to attempt to reach a settlement, but the sentiments on both sides were just too strong. A nonjury trial with Sanders presiding was held in July 1998. On August 18, 1998, Sanders issued his ruling. The revised environmental statement was adequate and TxDOT could proceed with plans to build the freeway. Two months later Sanders denied ACT's request to rehear the case. Victory in round two of the battle went to the freeway.[81]

But the legal battle wasn't over yet. ACT was determined to continue the fight and in December 1998 filed an appeal with the Fifth U.S. Circuit Court of Appeals in New Orleans. On February 11, 2000, the appeals court upheld Sanders' ruling in favor of the freeway. Other than a futile appeal to the United States Supreme Court, ACT had run out of legal options. The 17-year legal battle was over. Victory in round three and the final decision went to the freeway.[82]

Battle #4: Paying for the Right-of-way on SH 190

By 1984 the alignment for SH 190 through the north suburbs had been defined and it was time to move on to the next problem, paying for the right-of-way. The real estate boom in the area had caused explosive growth in the cost of the needed property, increasing from an estimated $34 million in 1982 to $366 million in July 1984 for the entire project from IH 35E to State Highway 78. Right-of-way cost was expected to be nearly as much as the estimated $383 million construction cost. Comparable values for construction and right-of-way had historically been seen for inner-city freeways which plowed through densely developed urban areas but not for freeways built mostly over vacant land. Controversy raged about the cost of right-of-way in far north Dallas with critics labeling it a land scam benefit-

ing wealthy landowners and large real estate firms.[83]

As always, TxDOT had insufficient funds to meet its needs and an astronomical right-of-way bill would surely make the project a low priority for TxDOT. In order to improve the attractiveness of the project, in 1984 a consultant recommended that local entities provide at least 50% of the right-of-way.[84]

To close the funding gap, local officials were hoping to rely on land donations from the large real estate interests which owned most of the property in the corridor. But landowners were becoming impatient with the endless delays. In 1986 local officials offered to provide less than two-thirds of the right-of-way cost, and the Texas Transportation Commission was not satisfied. It wasn't enough. Suburban mayors realized the time had come for decisive action to save the project. In January 1987 local officials sweetened the offer to TxDOT as much as they could by providing 75% of the right-of-way, including 100% of the $90 million in right-of-way from Renner Road to Coit Road. The City of Dallas would provide $12 million for purchases between Coit Road and the Dallas North Tollway, estimated to cost $46 million. The commission was satisfied and voted to officially approve construction of SH 190 from Renner Road to the Dallas North Tollway. In September 1987 work was underway on the frontage roads. It was a huge milestone to launch actual construction on SH 190. But it was just the beginning and getting more construction underway would become increasingly difficult.[85]

Battle #5: Garland and Rowlett

Just as the Carrollton controversy was settled, new opposition started to boil over on the east end of SH 190 in Garland and Rowlett. In March 1988 TxDOT launched an alignment study of the east section of SH 190, from SH 78 in Garland to IH 20 in either Mesquite or Sunnyvale, depending on the path selected. By mid-1989 substantial opposition had developed.[86]

Opposition in Garland first became vocal in May 1989 at a town hall meeting where an angry crowd expressed its opposition to the project. By July 1989 a group of citizens had formally organized and formed an opposition group called Citizens for Fair Government. Garland City Council stood firm in its support for SH 190, voting 6-2 to continue Garland's involvement in the alignment study. On February 7, 1990, freeway protesters packed Garland City Council chambers to express their opposition prior to a vote on the freeway. Garland council received a chorus of boos after voting 7-2 to approve the planned alignment in Garland. Mayor Ruth Nicholson was voted out of office in May 1990 due to several issues including SH 190, but political and business community support for SH 190 in Garland remained strong so the project continued to move forward.[87]

Opposition to SH 190 in Rowlett also began to develop in 1989, with controversy focused on two potential alignments, the north-south alignment through the city and the east-west alignment through the north side of the city which would take SH 190 to the east side of Lake Ray Hubbard. The dispute continued to build and in May 1992 Rowlett City Council, with three new anti-SH 190 members, voted 5-2 to oppose a north-south alignment. The contentious issue was far from settled, and in May 1994 the SH 190 issue was put on the ballot. By a 2-to-1 margin voters endorsed the north-south alignment through Rowlett, and pro-SH 190 officials were elected into city government.[88]

On the south end of the study corridor the community of Sunnyvale was officially in opposition to the project by 1990 and would remain in opposition. The section north of IH 30 was more urgent in terms of traffic relief, so the north section moved forward separately from the south section. In the mid and late 1990s the alignment north of IH 30 continued to be studied, scrutinized and adjusted. Local approval of an alignment through Garland and Rowlett was received in September 2003, and final federal approval came in January 2005. It was the conclusion of yet another long and painful struggle for SH 190, this one lasting 17 years. But of course it would not be the last struggle as efforts continued in the 2000s to define an alignment south of IH 30.[89]

The $958 million extension of the Bush Turnpike through Garland and Rowlett, connecting SH 78 to IH 30, opened December 21, 2011.[90]

Tolls to the Rescue

After years of bickering about the alignment, fighting lawsuits, lining up land donors and spending local funds for planning and right-of-way, local officials may have thought they could savor the accomplishment and hand over the job of construction to TxDOT. Well, they certainly could hand over the job, but there was no assurance the freeway would ever get built.

As part of the right-of-way donation agreement TxDOT began work on the frontage roads in late 1987 and the first section opened in Garland in October 1989. By early 1993 frontage roads were complete from Central Expressway to SH 78 in Garland, with work on the interchange at US 75 and a westward extension of the frontage roads to Coit Road underway. But the vast majority of the work and expenditure was still ahead, with virtually all of the main lanes still to be built. Just when SH 190 needed a big infusion of funding, a project with a voracious appetite for money was designated as a higher priority. The final and most costly phase of the Central Expressway reconstruction project in Dallas, sinking six miles of freeway into a trench, was underway, consuming virtually all of the funding available in the Dallas area. So there would be yet another delay, this time to wait for funding which wasn't assured to arrive anytime soon, if ever.[91]

As early as 1991 local officials began contemplating the idea of turning SH 190 into a toll road. In June 1994 a coalition of officials from Richardson, Plano, Carrollton and Collin County endorsed the conversion to a toll road and

TxDOT Travel Information Division

This early 1990s view looks north along Coit Road at the location of the future SH 190. The City of Plano marked the corridor location with signs designating the "Future 190 Freeway". Year after year motorists saw the signs, but year after year there was no construction. In 1995 the project was designated as a toll road in order to expedite it. On the right in the background are towers for the Texas Instruments radio tower range on the northeast corner of the turnpike and Coit Road. The radio facility was dismantled in the 1990s and a retail center was built on the site in 2002.

TxDOT Travel Information Division

began to work with the Texas Turnpike Authority to do preliminary planning. The project was declared financially viable with toll revenue in April 1995. If the toll road was going to happen, it was going to require cooperation between agencies that historically were rivals—the Texas Turnpike Authority and TxDOT. It had become legal for TxDOT to participate in toll roads only four years earlier in 1991 with new federal and state legislation. TxDOT and the Texas Turnpike Authority required several months to reach an agreement on the financial terms of the project in October 1995, a small political battle which would foreshadow the much larger toll-related battles to come on the subject of toll revenue. Governor George W. Bush was on hand for the groundbreaking for the first section of the tollway on May 2, 1996 (see photo page 15). The first tollway section opened in December 1998 and the full length from IH 35E in Carrollton to SH 78 in Garland was complete on July 31, 2001 (see map).[92]

Super-connector, Relatively Super-easy

It seemed that the only way a section of SH 190 could proceed without controversy would be if it crossed an uninhabited area. Fortunately, the westernmost section of SH 190, the so-called "super-connector" between IH 35E and IH 635, crossed an area with virtually no homes, only warehouses and flood plains. The super-connector section of SH 190 was approved by TxDOT in August 1988 after a short eight-month lobbying effort by local officials and landowners.[93]

But it couldn't be that easy, and it wasn't. The alignment skirted the wetlands of the Elm Fork of the Trinity River, and when the project did not receive environmental clearance on its planned schedule in 1998 it became subject to the much stricter requirements of the TEA-21 transportation legislation of 1998. Three more years were needed for additional environmental studies, and by 2001 the estimated cost had risen from the original $179 million to $428 million for the 5.4-

TxDOT Travel Information Division

These views show the interchange at US 75 Central Expressway. The above view from winter 1996 shows piers in place for the Bush Turnpike main lanes. The design of this interchange is unusual since it has main lanes on the top level, a design practice not used in Texas since the 1960s and at only one other interchange in North Texas, IH 45 at IH 30 in downtown Dallas. This is a short freeway section of SH 190 and motorists can drive through the interchange without paying a toll. Unfortunately the interchange suffers from substandard design at the merge points of connection ramps, causing backups for connecting vehicles. In 2012 Plano officials were working to secure funding for a $34 million project to correct the most egregious design flaws of the interchange.[274]

Author, April 2005

Author, April 2011

This April 2011 view looks southwest across the interchange with IH 35E, showing the turnpike's curve toward the south. The east side of the interchange (in the foreground) was opened in conjunction with the completion of the turnpike through Carrollton in July 2001 and the west side was completed with the opening of the extension to IH 635 in September 2005.

mile link. The Elm Fork flood plain necessitated long bridge structures and an area of landfills along the alignment added complications. The final cost came in at $338 million when the tollway section opened on September 9, 2005. But all things considered, it was the most painless section of the outer loop and a welcome relief for beleaguered local officials who had perhaps become weary of the endless battles.[94]

The 161 Toll Battle

Except for a short section of SH 161 north of SH 183 which opened in 1994 as a freeway, the entire Dallas outer loop was designated to become a tollway. In the original 1995 negotiations between the Texas Turnpike Authority (TTA) and TxDOT for building the main toll lanes of the north section of SH 190, TxDOT was generally cooperative, granting the TTA the needed right-of-way and legal authority, leaving financing and control to the outside entity. Construction of tolled main lanes for the north section of SH 161 also proceeded amicably. But TxDOT's policy toward toll roads began to shift in the following years as needs for new highway construction continued to vastly outpace available funding. Instead of viewing toll roads as a responsibility to be handled locally, TxDOT decided it would retain control and use them everywhere possible to build facilities more quickly and generate profits. Governor Rick Perry and his legislative allies pushed new landmark legislation through the legislature in 2003, empowering TxDOT to use an array of toll-based approaches to build new highways. Many toll road projects could be developed using an arrangement called a comprehensive development agreement (CDA). CDAs typically were complex financial contracts usually intended to convert future toll revenue into immediate cash for TxDOT by requiring the toll road developer to make a

Author, April 2011

This view looks southwest along the Bush Turnpike in Irving on the west side of the Las Colinas development with the MacArthur Boulevard intersection in the foreground. This area features the highest concentration of office buildings along the turnpike. These main lanes, opened in 2001, were the first to open on the SH 161 alignment of the turnpike. A section of free main lanes in the distance opened in 1994.

large upfront payment called a concession fee. Historically, toll rates in North Texas had been set to the lowest values which covered bond payments and highway maintenance. Now, toll rates would be much higher and control would be handed over to private, potentially foreign entities. The controversy over CDAs in North Texas became intense in 2007 with the proposed privatization of SH 121 to Spanish firm Cintra, which offered to make a $2.1 billion concession payment and other toll-sharing arrangements (see page 310).

So, when it came time for local authorities and TxDOT to reach an agreement for the construction of the SH 161 main lanes south of SH 183, TxDOT was determined to squeeze every possible dollar out of the project by privatizing it for a concession fee. As a consequence, toll rates would be set very high and local interests would have little or no input in the control of the tollway and its fees.[95]

After the SH 121 controversy and statewide complaints about TxDOT's use of an iron fist to force local governments to accept toll road privatization, the Texas legislature passed new legislation in 2007 giving local entities the first opportunity to build toll roads and requiring TxDOT and local toll authorities to agree on terms and control. For the SH 161 project, an agreement would need to be reached with the North Texas Turnpike Authority (NTTA). By November 2007 negotiations had broken down over projections for future traffic and revenue. Negotiations resumed and an agreement on business terms was reached at 10:28 PM on the TxDOT-imposed deadline of December 21, 2007, but the difficult task still remained—determining the exact amount of the concession fee NTTA would pay TxDOT. By February 2008 negotiations for the financial terms had broken down again and an April 16 deadline loomed to complete the agreement. NTTA submitted its "best and final" offer on April 7, but a final agreement could not be reached by the deadline and on April 17 it was unclear what would happen. Negotiations continued, with Lieutenant Governor David Dewhurst becoming involved to turn up pressure on both sides to reach an agreement. Finally on April 18 an agreement was reached.[96]

The whole process had been very ugly and contentious, prompting the *Dallas Morning News* to publish an editorial on April 19 headlined, "Collision on 161 – Nastiness, confusion needless in toll road planning". The article went

Author, April 2011

This April 2011 view looks north along the Bush Turnpike over the construction zone at the Interstate 30 interchange. The five-level interchange has frontage roads on the third level, an unusual design since frontage roads are on the first or second level of all other five-level interchanges in Texas. The March 2012 view below shows a ground-level view of work in progress. The Bush Turnpike main lanes and five connecting ramps opened to traffic in October 2012 and all ramps were open in early 2013.

Author, March 2012

This image shows the long-term 2035 mobility plan for North Texas. The routes annotated with colored lines are scheduled for construction or expansion before 2035. The southeastern section of the Bush Turnpike (SH 190) and the connecting section of Loop 9 on the south edge of Dallas County are shown on this map. If Loop 9 is built, the original 1964 vision for the Dallas outer loop will be realized.

on to say, "Sanity we don't have in North Texas. Witness the hair-pulling, teeth-gnashing, mind-numbing process over the development of State Highway 161 in western Dallas County."

But there was still more trouble ahead when the economic and financial meltdown of 2008 made it impossible for NTTA to obtain financing for the project. A new agreement emerged in October 2008, this time with TxDOT backing some of NTTA's debt in order to get acceptable terms in the credit market. The final agreement called for NTTA to make an upfront payment of $458 million to TxDOT, with NTTA retaining the tolls for the first 52 years of the project and then splitting toll revenue 50-50 with TxDOT afterwards. In the end, state and local officials were patting each other on the back for the new spirit of cooperation, a marked departure from the previous years of TxDOT's hard line with local agencies. It was the conclusion of yet another painful battle in the story of the Dallas outer loop, but like all battles before, the result was that the project would move ahead to construction. The first section of the toll road, which was under construction during the negotiations, opened on August 2, 2009, and the final link between IH 30 and IH 20 opened on October 15, 2012.[97]

Past, Present, Future

Starting with the original freeway plan in 1964 which ultimately became the Bush Turnpike, the Dallas outer loop has been the most contentious highway in North Texas. During the 48 years from 1964 to 2012 there was nearly always a controversy in progress, including two of the three most intense controversies to occur in North Texas freeway history. And more challenges lie ahead in 2013 as officials continue efforts to move forward with the southeast section of the Bush Turnpike and possibly the south section which has the original highway designation, Loop 9.

As the dust settled after each battle, the highway always prevailed and was actually built. It is a testament and credit to the officials who kept the project alive, recognizing that the Dallas outer loop is a critical part of the regional transportation system.

The long-term mobility plan for North Texas approved by the regional planning council in 2011 includes both the southeast section of the Bush Turnpike and the south section of Loop 9 as projects scheduled to be constructed prior to 2035. A formal corridor feasibility study for Loop 9 was in progress in 2013. If Loop 9 is built, the original 1964 vision for the Dallas outer loop will be realized. The long-term plan also includes the addition of lanes to the north section of the Bush Turnpike. As always, improvements are dependent on the financial feasibility of toll-financed construction. And of course, new plans may be accompanied by the long-running tradition of the Dallas outer loop—controversies and opposition. ■

Interstate 35E South
R.L. Thornton Freeway South

Planning for Interstate 35E south of downtown was part of the highly political process for determining the alignment of the US 67 freeway through Dallas, at the time called the east-west expressway project (see page 218 for map and story). After nine years of study the final alignment of IH 35E south into Oak Cliff was approved by Dallas City Council in September 1953. Interests in West Oak Cliff which had promoted an alignment into their area along Clarendon Drive were upset that the approved alignment bypassed their area.[54]

The project agreement made IH 35E south into Oak Cliff the top priority for freeway construction in Dallas. Construction would begin with the Trinity River bridge and then proceed south into Oak Cliff, followed later by construction of IH 30 in east Dallas. Work on the Trinity River bridge, which incorporated the existing Cadiz Street bridge, was underway in December 1955 after a delay caused by

Quick Facts for Interstate 35E South

- Follows the alignment of US 77
- First section opened in 1959, freeway complete in 1965
- Commonly called "R.L. Thornton South" in Dallas
- The Dallas Zoo is located alongside the freeway

Key Dates in the History

1953	The freeway alignment is approved
1959	The first section, including the Trinity River bridge, opens
1965	Freeway complete
2002	HOV lane added in Dallas
2004-2009	Freeway rebuilt and widened south of Dallas from IH 20 to the south side of Red Oak
2005	The Southern Gateway study defines the future plans for expansion in Dallas
2013-2016	Construction of a new Trinity River bridge and reconstruction of the downtown Mixmaster as part of the $798 million Horseshoe Project
Future	Widening in Dallas

For biographic information on R.L. Thornton, see page 217

TxDOT Travel Information Division

Before the freeway This undated view shows the predecessor of IH 35, US 67, aligned on Zang Boulevard through Oak Cliff just south of downtown at the intersection with Beckley Avenue. The three highway shields show that this alignment also served US 77 and US 80. The narrow streets leading into downtown were unable to handle increasing traffic after World War II, making freeway construction a top priority.

Also see: Freeway opening events on pages 28, 39, and 42

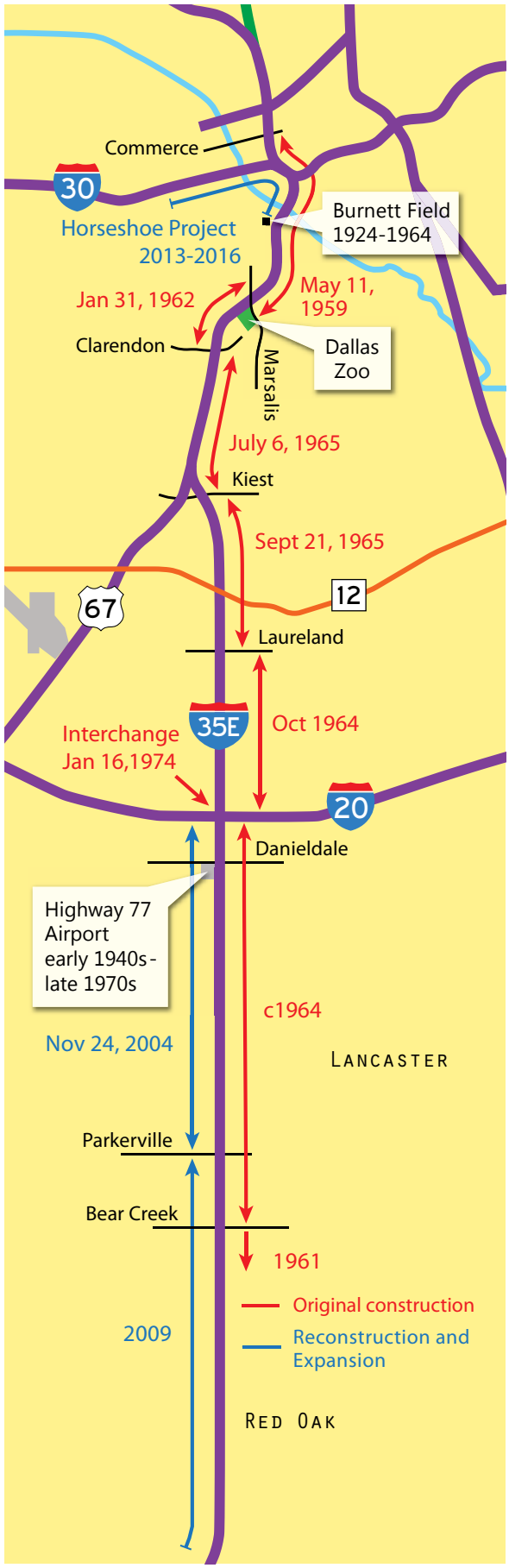
tight steel supplies. The first section of IH 35E including the bridge opened on May 11, 1959, and IH 35E south was complete in Dallas County on September 21, 1965 (see map).[55]

In Dallas the freeway serves an area which is mostly low-income and economically disadvantaged. The only notable landmark along the freeway is the Dallas Zoo and its large giraffe sculpture at Marsalis Avenue. The section of freeway between downtown Dallas and IH 20 remains in its original configuration with the only improvement the addition of the reversible HOV lane in the median in March 2002. South of IH 20 the freeway was reconstructed to modern standards and widened between 2004 and 2009.[56]

Future Plans in Dallas

Planning for the future reconstruction and expansion of the freeway in Dallas was conducted from 2002 to 2005 as part of the Southern Gateway transportation study, which also included US 67. The planned improvements will expand the freeway to ten main lanes and two reversible HOV lanes from downtown to US 67, and add a single reversible HOV lane between US 67 and IH 20. In 2013 the project is unfunded with no construction scheduled.[57]

However, the oldest part of the freeway, the bridge over the Trinity River, was aging and had to be rebuilt in advance of the rest of the Southern Gateway project. The new bridge was envisioned to be part of the ambitious Trinity Corridor project, first launched in 1994 and later enhanced to include three distinctive "signature" bridges over the Trinity River on Woodall Rodgers Freeway (Spur 366), IH 30 and IH 35E. The Woodall Rodgers Freeway signature bridge designed by renowned architect Santiago Calatrava opened in March 2012. The IH 30 bridge was second in line and the IH 35E bridge was third. In 2011 the IH 30 bridge was urgently in need of replacement. The signature components of the IH 30 bridge were estimated to cost $200 million above the cost of a basic bridge, but only $92 million was available with little hope for closing the funding gap. In 2011 the decision was made to downsize the signature components of the IH 30 bridge to conform to the $92 million budget and cancel the signature bridge for IH 35E. In November 2011 officials launched the $798 million Horseshoe Project with construction between 2013 and 2016, which will rebuild the downtown Mixmaster and build new bridges over the Trinity River for both IH 30 and IH 35E. The IH 35E bridge will be a conventional pier-and-beam design.[58] ■



UT-Arlington Library Special Collections[258]

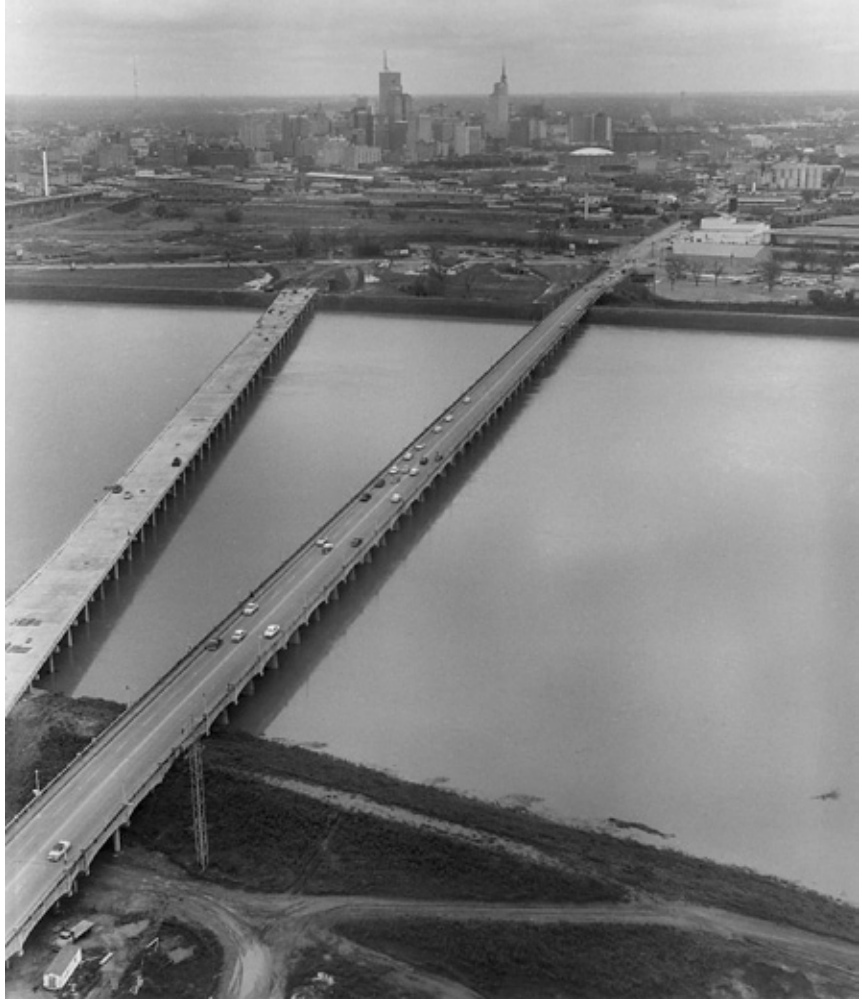
This January 1959 view looks north along IH 35E with construction in progress on the first section. The Dallas Zoo is in the foreground.

This view shows the terminus of the first section of IH 35E at Marsalis Avenue in August 1959, just three months after the opening on May 11, 1959. The freeway blazed a new trail through Oak Cliff, necessitating right-of-way clearance on its entire path through the area.

UT-Arlington Library Special Collections[259]

This view, taken just over a year later in October 1960, shows right-of-way clearance through Oak Cliff complete with freeway construction not yet underway. A section of new freeway on the distant right-of-way opened in January 1962, and the freeway opened in the foreground in July 1965.

UT-Arlington Library Special Collections[260]



This view shows construction in progress on the southbound span of the Trinity River bridge in April 1957. On the right is the Cadiz Street viaduct, which was converted into the northbound lanes of IH 35E. The Cadiz Street viaduct was widened in 1965 to provide 12-foot-wide lanes and full shoulders. The flooding rains which filled the river floodway were a godsend for North Texas, ending the great drought of the 1950s and filling empty reservoirs, including the new Lake Lewisville north of Dallas. The years 1951 through 1956 had received below-average rainfall including a devastatingly low 21.75 inches in 1956.[261]

UT-Arlington Library Special Collections[262]

This August 1959 view looks southbound across the Trinity River crossing with Burnett Field on the far side of the bridge. Built in 1924 and demolished in 1964, the stadium was home to the minor league baseball Dallas Steers, Rebels and Eagles of the Texas League and the Dallas Rangers of the American Association. The stadium site was vacant land until 2013 when it became the staging area for the construction of the Horseshoe Project, which includes a new Trinity River bridge for IH 35E.[263]

UT-Arlington Library Special Collections[264]

UT-Arlington Library Special Collections[265]

This August 1959 view looks north at the downtown approach and the partially complete downtown Mixmaster interchange three months after the freeway opened on May 11, 1959. Interstate 30 (then Interstate 20) opened toward the right in 1965.

UT-Arlington Library Special Collections[267]

These undated views from circa 1962-1963 show the original IH 35E through Oak Cliff. The upper view looks north just north of Colorado Blvd and the lower view looks northbound approaching 8th Street. The freeway was constructed without a median barrier, as was common for that era. The median barrier was added in late 1963.[266]

UT-Arlington Library Special Collections[267]

This June 1960 view looks south just north of Bear Creek Road in Lancaster. The original two-lane US 77 is visible in the near foreground with work on the interstate underway ahead. This section of freeway was rebuilt and widened in 2009.

UT Arlington Library Special Collections[268]

This view from circa September 1963 looks north along the Interstate 35E corridor at Danieldale Road with construction in progress. Visible in the lower left is the Highway 77 Airport, built in the early 1940s and closed in the late 1970s. The construction of IH 35E took a strip of land along the airport's east side, displacing two large hangars and leaving the two remaining hangars along Danieldale Road. After closure of the airport, the site remained vacant land until 2013 when a warehouse was built. Reconstruction and widening to eight main lanes at this location was completed in November 2004.[269]

UT Arlington Library Special Collections[270]

Author, April 2011

Wider, but nothing fancy This April 2011 view looks northbound along the freeway with the Trinity River crossing in the foreground. Officials began planning for replacement of the aging spans in the 1990s, and starting in 1999 the crossing was envisioned to become the third of three architecturally distinctive "signature" bridges over the Trinity River. The first signature bridge, on Woodall Rodgers Freeway (Spur 366), opened in March 2012. However, in 2011 lack of funds for the remaining two bridges forced officials to downsize the second planned signature span on IH 30 and entirely cancel the plans for a signature span on IH 35E. The bridges shown above will be replaced by wider spans with a conventional pier-and-beam design with construction taking place from 2013 to 2016. Below, the giraffe sculpture at the Dallas Zoo is the only landmark along the freeway.

Author, October 2007

Interstate 345
(signed as US 75, Central Expressway)

Prior to 2014, very few North Texans were aware of Interstate 345. Even TxDOT tried to keep it a secret. Motorists driving on the freeway signed as US 75 on the east side of downtown are actually driving on Interstate 345. The highway section has never been signed as IH 345 because it would create confusion in an area of downtown where the freeways are already complicated. Officially, the freeway between IH 30 and Spur 366 (Woodall Rodgers Freeway) is Interstate 345.

But the secrecy of IH 345 came to an end in 2014 when the *Dallas Morning News* and *D Magazine* launched a campaign to demolish the elevated freeway, referring to it by its official designation. The future of IH 345 was the focus of discussion in 2014, with TxDOT poised to move forward with a project to rehabilitate the structure to extend its life and anti-345 interests actively promoting its removal.

So why was the freeway designated as IH 345 rather than IH 45 or US 75? Local officials wanted the Interstate designation because it provided 100% state and federal funding for the freeway, whereas a US highway designation would have required a local contribution for the expensive right-of-way acquisition. At the time of the designation as an interstate highway in 1964, administrative policies for interstate highway numbering classified the route as a spur interstate. Spur interstates are numbered with three digits, an odd number followed by the two digits of the associated primary interstate route, which in this case is Interstate 45.

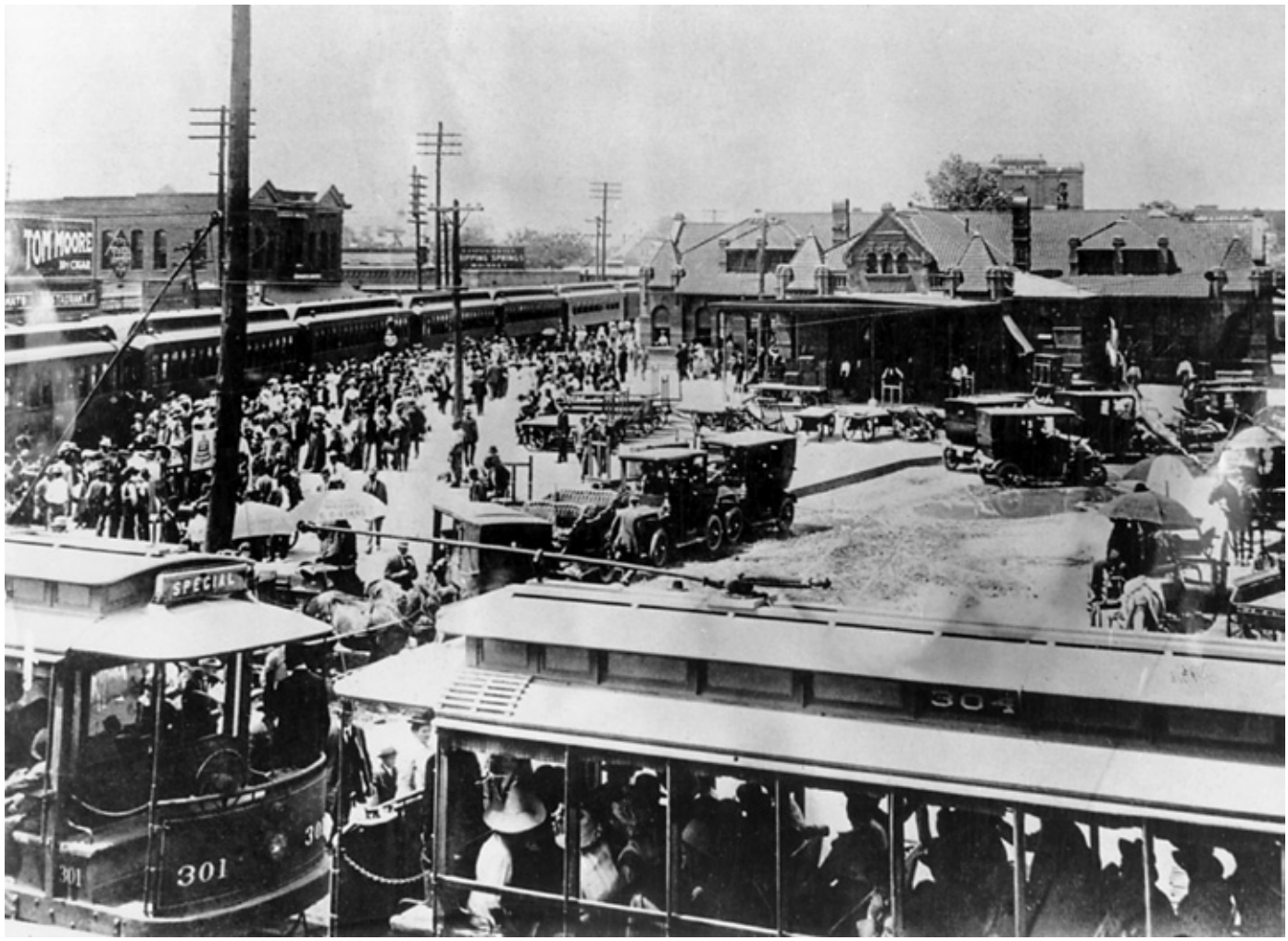
Quick Facts for Interstate 345

- The interstate is not signed with IH 345 markers. It is signed as US 75.
- 1.4 miles long
- Completed in 1973

Key Dates in the History

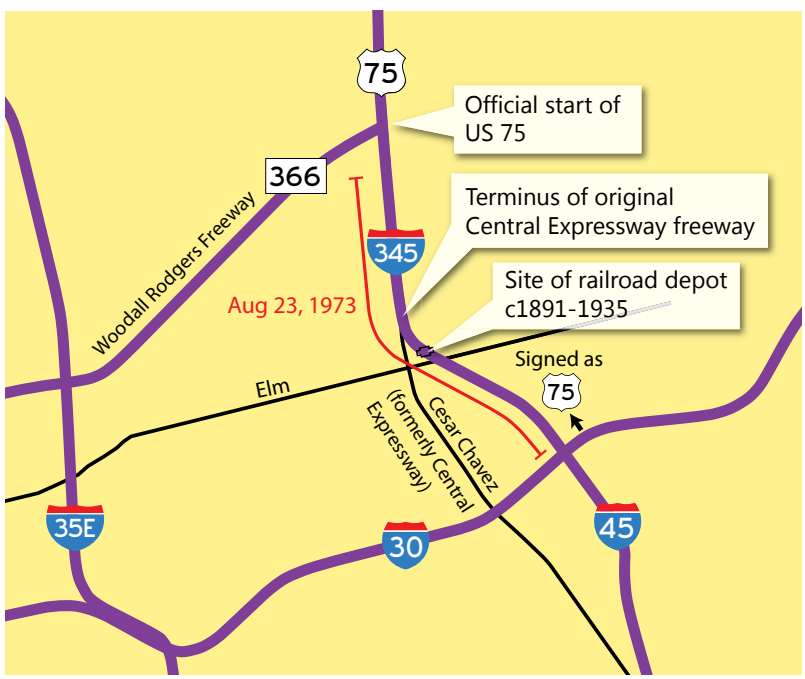
1952	The need for a freeway is first identified
1956	Efforts begin to obtain interstate highway designation
1964	Designated as Interstate 345
1968	Construction begins
1973	The freeway is complete

This 1959 planning map shows an alternate alignment for Interstate 345 to the east of the actually built freeway. No reports with a reason for the alternate alignment were found, but most likely it had less costly right-of-way. The alternate route was dropped from consideration by 1964.[275]



Dallas Public Library[277]

Once upon a time This undated photo shows the depot for the Houston and Texas Central railroad and Texas and Pacific railroad looking north from Elm Street. A streetcar is in the foreground and a passenger train is on the Houston and Texas Central tracks on the left. The depot was built around 1891 and fell out of use after 1916 when the five railroad stations in downtown Dallas were consolidated into Union Station on the west side of downtown. The building was used by the railroad for non-depot purposes until it was demolished in 1935. The Houston and Texas Central railroad corridor was converted into Central Expressway in the 1940s, although Central Expressway was not built through this location during the original construction of the freeway. Central Expressway is named for the Houston and Texas Central railroad. Interstate 345 through this location was completed in 1973 and today motorists drive over the location of the former depot on the freeway's elevated structures.[276]



Dallas Public Library[278]

This 1969 view looking north shows IH 345 under construction at the interchange with IH 30.

Origins

The original plan for US 75 presented to the public in May 1946 showed two separate sections of freeway, with North Central Expressway terminating on the northeast side of downtown at Bryan Street and South Central Expressway terminating about one mile southeast of downtown at Grand Avenue. Between the two expressways vehicles would drive through downtown on upgraded streets.[129]

In 1952 planners first identified the need for a complete freeway loop around downtown and in 1954 the Dallas Chamber of Commerce began efforts to build an elevated freeway between North and South Central Expressways to bridge the gap. A 1955 artist's depiction of the freeway superimposed on an aerial view showed the elevated structure and, at the IH 30 intersection, a proposed four-level interchange, then a very new concept since only one four-level interchange existed in the United States, in Los Angeles.[130]

IH 45 south of IH 30 was included in the planned route list of the Federal-Aid Highway Act of 1956 and was officially designated in 1959. There was no interstate highway designation between IH 30 and the terminus of North Central Expressway. Interstate status for the missing freeway section was highly desired since it would provide 90% federal funding for the project and relieve the City of Dallas of any responsibility for the costly right-of-way acquisition. In September 1956, just three months after approval of the federal highway act, Dallas City Council began efforts to designate the missing section as an interstate highway. The Dallas Chamber of Commerce joined the lobbying effort soon afterward, but the coveted interstate status was not granted in the late 1950s or early 1960s.[131]

Starting in 1957 planning maps showed an alternate alignment to the east of the as-built alignment (see map). The alternate was still shown on maps in 1962, but by 1964 it had been dropped from consideration. Local officials achieved their goal of interstate status for the freeway in October 1964 when official federal approval as Spur Interstate 345 was secured.[132]

The project proceeded very quickly with a final public hearing in August 1965 followed by right-of-way clearance. Construction on the elevated freeway began in 1968 with the first lanes opening on July 9, 1971, allowing westbound IH 30 motorists to connect to northbound IH 345 and then exit at Main and Elm Streets. All northbound lanes were open in September 1972 and the freeway was complete when the southbound lanes opened on August 23, 1973.[133]

In 2012 TxDOT launched a study to identify a recommended action to address structural deficiencies of the elevated freeway lanes. The study prompted the organization A New Dallas to launch an effort to demolish the freeway with no replacement. In 2013 and 2014 both the *Dallas Morning News* and *D Magazine* embraced the idea and launched a campaign for the freeway removal. In January 2014 TxDOT disclosed tentative plans for a rehabilitation of the structure costing up to $242 million, with completion slated for 2020, to extend the life of the IH 345 elevated lanes for at least 20 years. An approved, final plan for the structure remained pending as of August 2014.[134] ■

North Central Texas Council of Governments, 2007

This October 2007 view looks north along IH 345 with the IH 30 interchange in the foreground. This interchange was proposed to be a four-level interchange as early as 1955, taking design inspiration from the nation's first four-level interchange in Los Angeles.

TxDOT Travel Information Division

This undated photo taken shortly after the completion of the freeway in 1973 shows the Southland Life and Sheraton Buildings with their classic 1950s design featuring turquoise-colored cladding. The buildings opened in 1958 and the turquoise panels have been replaced. The Southland Life building is now a Sheraton hotel. In the foreground is a yellow AMC Gremlin, a distinctive but not-so-classic car of the 1970s.

Interstate 45 Julius Schepps Freeway

The construction of Interstate 45 south of downtown Dallas was at the forefront of the modern era of anti-freeway protest in Dallas.* In 1970 a group of local activists opposed TxDOT's plans to build IH 45 as an elevated freeway through their neighborhood. The timing was appropriately symbolic as the 1960s came to an end and freeways became engulfed in controversy, protest and cancellations in the 1970s. There was never any doubt that IH 45 would be built—connecting Texas' two largest cities was a top priority. But local government and TxDOT officials became painfully aware that freeway construction would never again be like it was in the 1950s and 1960s.

Origins

In 1952 TxDOT authorized planning to upgrade US 75 between Dallas and Houston to a controlled-access freeway. Work proceeded promptly on the freeway south of Dallas. On October 20, 1959, a large dedication ceremony was held for the 14.5-mile section from Ennis northward to the Ellis-Dallas county line. The freeway was complete from near present-day Interstate 20 southward to the south limit of Ellis county in 1960.[139]

Work proceeded more slowly in the city of Dallas. The Dallas freeway system was substantially defined by 1957, but maps of the era still showed the alignment of the freeway on the present-day US 175, originally South Central Expressway and now the S.M. Wright Freeway. In 1958 TxDOT authorized engineering studies, alignment identification and right-of-way acquisition for IH 45 south of downtown Dallas. The alignment was defined soon afterwards, but construction did not begin until the 1970s.[140]

Controversy

TxDOT planned to build IH 45 on a continuous elevated structure from downtown to the south end of the Trinity River bridge. In the one-mile section between Grand and Lamar, through an area then called the Spence neighborhood, the elevated design minimized right-of-way acquisition and displacements. In August 1970 the Spence Community Block Partnership voiced its opposition to the plans, citing visual blight of the elevated structure and lack of freeway entrances and exits in their neighborhood. The Spence Partnership

* The first anti-freeway protest in Fort Worth occurred in 1945 for the downtown section of IH 30. In 1965 north Dallas residents filed a lawsuit to oppose overpasses on the Dallas North Tollway, and in April 1970 Richardson residents opposed the alignment of the planned Loop 9 (now the Bush Turnpike). This was the first significant protest against a state highway project in Dallas.

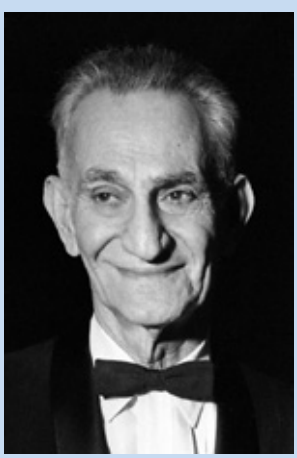
Quick Facts for Interstate 45

- Completed on February 25, 1976
- The section south of downtown became the first major controversy for a state highway in Dallas
- Named for civic leader Julius Schepps but rarely called the Schepps Freeway

Key Dates in the History

1952	Designated as a freeway
1960	Freeway completed from south of present-day IH 20 to Ennis
1970	The first major controversy on a state highway in Dallas erupts over plans for an elevated structure. The design is changed to ground level.
1976	Freeway completed on February 25
2015-2020	Planned connection to the new extension of US 175, part of the S.M. Wright Freeway removal

Julius Schepps, 1895-1971



Dallas Public Library[293]

Julius Schepps was a Dallas civic leader best known for his service as president of the Park and Recreation Board. Other civic involvement included the Dallas Chamber of Commerce, Salesmanship Club, Dallas Community Chest, Citizens Council, Jewish Welfare Federation and the State Fair Executive Committee. Schepps' father built a successful bakery business that supplied 80% of the bread sold in Dallas in 1922. Julius Schepps was involved in numerous business interests and is best known for his proprietorship of the Schepps Wholesale Liquor Company, opened in 1933 after the repeal of prohibition. Schepps is not associated with present-day Schepps Dairy. Dallas City Council named Interstate 45 for Schepps on December 31, 1973. However, the freeway is rarely called Schepps Freeway.[292]

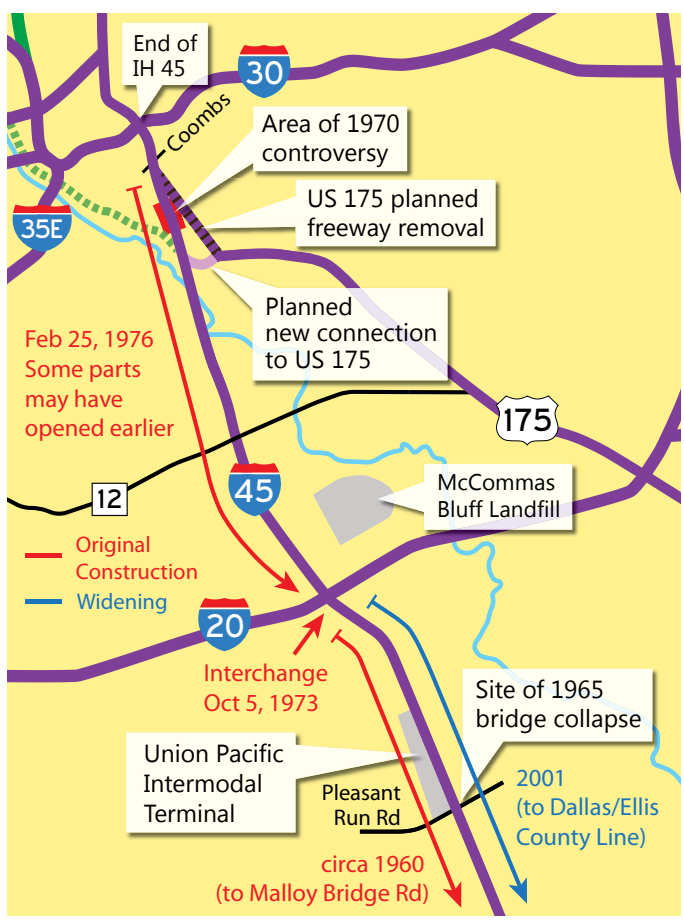
TxDOT Travel Information Division

On May 11, 1965, a tractor-trailer with a load of reinforcing steel struck the center support of the Pleasant Run Road overpass, causing the bridge to collapse and killing the driver. Each side of the bridge span weighed 182 tons, so the collapsed sections had to be dismantled to be removed. The bridge deck was broken off with jackhammers and then the beams were placed on the ground and also jackhammered to rubble for removal. Four days later the main lanes reopened to traffic.[294]

wanted the freeway lowered to ground level and preferably sunk into a trench below ground level.[141]

Within a week the Spence group had made a presentation to Dallas City Council and successfully persuaded the council to request TxDOT to schedule another public hearing on the project. It was yet another sign of the changing times. Local political leaders had previously supported highway department engineering plans without question, but in the changing political climate they did not hesitate to support the opposition group. A coalition including Dallas City Council, the complete 15-member Dallas-area state legislative delegation, two state senators and at least 11 prominent civic organizations joined forces to make a presentation to the Texas Transportation Commission on September 16 to ask for a restudy of the freeway's design. The request was granted.[142]

On November 6, 1970, TxDOT announced that it would alter the plans and build the freeway at ground level through the Spence neighborhood. It was a quick and decisive victory for the Spence Partnership, but not the ultimate victory of sinking the freeway into a trench. Funding was approved for the project in August 1973 and work was soon underway. The freeway through the Spence neighborhood opened on February 25, 1976, completing the final section between Dallas and Houston.[143]



Dallas Morning News

The Park Cities of the homeless community The area underneath the elevated structure of Interstate 45 at Coombs Street became the most prestigious address in the homeless community in 2005, with approximately 100 residents constructing a shantytown complete with portable toilets and electricity tapped from an outlet on a nearby billboard. The area underneath the freeway had been a favorite location for the homeless numerous times in the past, including 1994 when 200 residents were removed. In May 2005 authorities decided to clear the area due to drug and prostitution activity in the camp, as well as complaints from nearby neighborhoods. In the above photo, City of Dallas officials evict the last remaining residents. The area underneath the freeway was secured with an 8-foot-tall fence after the May 2005 clearance to prevent future camps from developing.[295]

Interstate 45 Today

The IH 45 corridor in Dallas serves a mostly low income and sparsely populated region. The most notable features near the freeway corridor in Dallas are the Great Trinity Forest and the McCommas Bluff landfill. South of IH 20 at Fulghum Road, Union Pacific railroad opened a large intermodal freight terminal in 2005 to move shipping containers between trains and trucks. The area has been targeted for additional logistics and warehouse development.

IH 45 south of IH 20 to Corsicana, originally constructed in the late 1950s and early 1960s, was in poor condition by the 1990s. During the 1990s and 2000s the 40-mile stretch was rebuilt and widened to six main lanes, with work finishing in 2010. The long-term transportation plan for North Texas, Mobility 2035, does not include any major improvements to IH 45. However, plans are moving forward to decommission the US 175 S.M. Wright Freeway (originally South Central Expressway) and construct a new section of freeway between the US 175 C.F. Hawn Freeway and IH 45 (see map). IH 45 will be modified to accommodate the new extension of US 175 and needed connections. Work is expected to take place in the 2015-2020 period. ■

Author, April 2011

Dallas Public Library[296]

These views show the section of Interstate 45 which caused the first major controversy on a state highway project in Dallas. TxDOT planned to build an elevated structure through this area, but quickly changed the design to be at ground level when opposition erupted in 1970. The view on the left shows construction in progress in 1975. The freeway through this area opened on February 25, 1976. The above view looks northbound along IH 45 in April 2011.

Dallas Morning News

North Texas was transformed into a winter wonderland on February 12 and 13, 2010, after a record-setting snowfall. An all-time record snow accumulation for a 24-hour period, 12.5 inches, was recorded at DFW Airport. This view looks northbound along IH 45 near South Lamar Street.[297]

US 175
S.M. Wright, C.F. Hawn Freeway

On July 16, 1872, the first train to enter Dallas chugged into town from the south on the tracks of the Houston & Texas Central railroad. Today, motorists trace the same path when driving on the S.M. Wright Freeway section of US 175. The conversion of the H&TC railroad to an automobile traffic corridor was the original vision which launched the Dallas freeway system, first in 1949 with North Central Expressway and in 1956 with South Central Expressway, present-day S.M. Wright Freeway. The railroad which launched the transformation of Dallas from a small prairie outpost to a major urban center gave way to the technology of the automobile, which would propel Dallas to even greater success. The corridor is slated for yet another evolution—the planned decommissioning of 1.8 miles of freeway and conversion into an urban boulevard, scheduled to happen between 2015 and 2020.[144]

Origins

The idea of converting the H&TC corridor north of downtown into a traffic artery originated with the Kessler plan of 1911 and the City of Dallas' first serious effort to acquire the railroad began in 1921. By the late 1930s the conversion of the railroad north of downtown to the envisioned Central Boulevard (later to become North Central Expressway) was the top priority of city hall. Civic organizations and political representatives in south Dallas insisted that the H&TC railroad in south Dallas also be removed and converted into a parkway or highway, effectively preventing North Central Expressway from proceeding independently.[145]

The demand from south Dallas greatly complicated efforts to purchase the railroad right-of-way from Southern Pacific, owner of the railroad. Southern Pacific was ready to abandon the H&TC track north of downtown in the late 1930s but not the track south of downtown since the south-

Also see: Complete history of Central Expressway page 77

The section of US 175 originally designated as South Central Expressway and now called S.M. Wright Freeway is aligned on the corridor of the Houston & Texas Central railroad, the first railroad to reach Dallas. The first train entered Dallas on July 16, 1872. On the right, officials unveil a plaque commemorating the arrival of the first train. The plaque was placed on the Southern Pacific Railways freight terminal in downtown Dallas on the southeast corner of present-day Cesar Chavez and Canton. The freight terminal was demolished and apartments now occupy the site.

Quick Facts for US 175

- The north section was originally South Central Expressway, part of the first freeway planned for Dallas
- Serves mostly lower-income and sparsely populated southeast Dallas.
- The S.M. Wright Freeway section is planned to be converted into a boulevard, which will be the second demolition of a freeway in North Texas

Key Dates in the History

1930s	South Dallas interests demand that South Central Expressway be included in the overall Central Expressway project
1941	The Houston & Texas Central railroad is purchased for the construction of Central Expressway
1946	Plans for South Central Expressway are finalized and revealed
1953	TxDOT designates freeway status for the full length of US 175 in Dallas county
1956	South Central Expressway opens
1972	Freeway completed in Dallas county
2015-2020	Planned demolition of the S.M. Wright Freeway and construction of a new link to IH 45

Dallas Historical Society[298]

TxDOT Travel Information Division

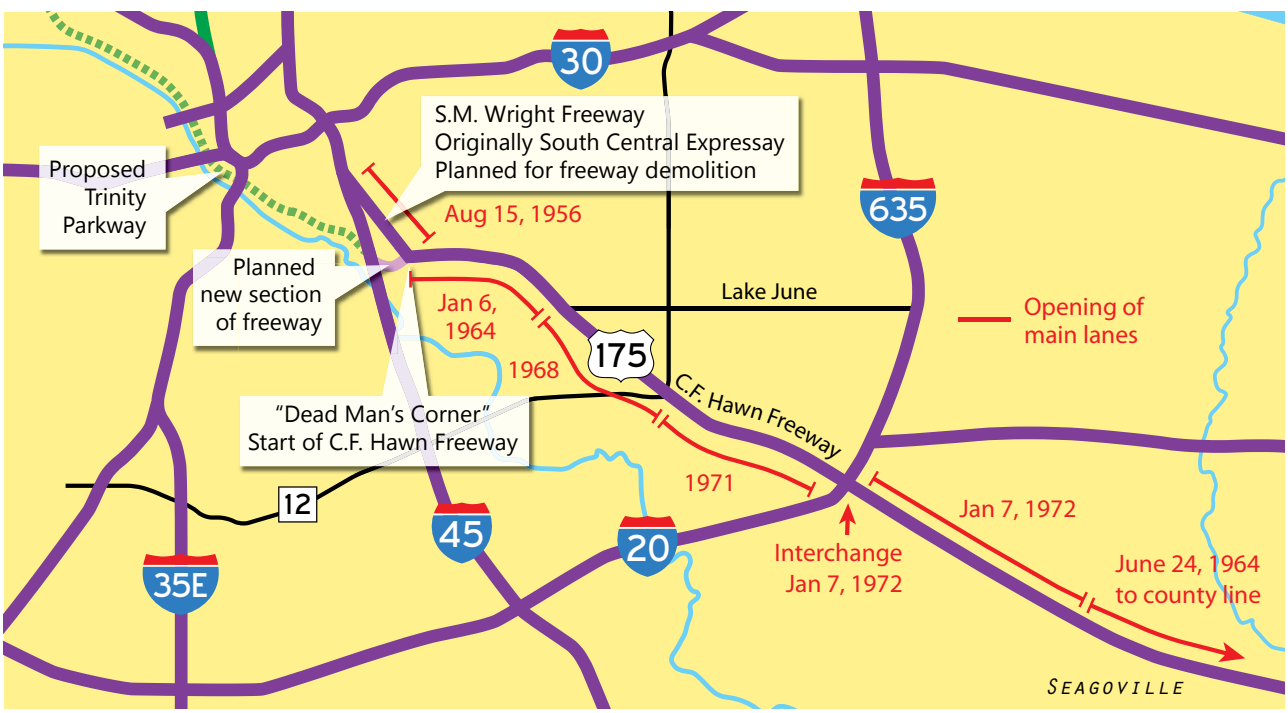
Charles Hawn, 1907-1996

Charles F. Hawn was a civic leader from Athens, 70 miles southeast of Dallas, who served as a member of the Texas Transportation Commission from 1957 to 1963 and was influential in Dallas highway planning during his tenure. Born on October 3, 1907, Hawn attended the University of Texas at Austin and was a standout lineman for the Longhorn football team in 1929 and 1931, earning him a place in the Longhorn Hall of Honor. Hawn was active in his family's lumber business and also had interests in ranching, land development, oil production and banking. In 1961 Hawn helped defuse a funding controversy between the City of Dallas and Dallas County. He was very well liked and Dallas business interests held a huge tribute for Hawn in conjunction with the official naming of the freeway in January 1964.[299]

Dallas Public Library[301]

S.M. Wright, 1927-1994

Born in Dallas in 1927, Sylvester Marilyn Wright was a civil rights leader who is credited with helping prevent civil unrest in Dallas during the turbulent 1960s. Before African-American political representation developed in the 1970s, he served as a liaison to the white Dallas establishment and represented the black community's interests. Wright was pastor of Peoples Baptist Church on Pine Street less than a mile north of his namesake freeway. The section of US 175 between IH 45 and SH 310, as well as SH 310 extending south from US 175 to Loop 12, was designated as the S.M. Wright Freeway by state legislation in 1995. The freeway was named in a formal ceremony at the Pine Street overpass with Governor Bush in attendance on July 12, 1995 (see photo page 14). With the planned demolition of the freeway, the corridor will become S.M. Wright Boulevard.[300]



This view shows construction of South Central Expressway (now S.M. Wright Freeway) at Forest Avenue (now Martin Luther King Jr Blvd) on September 29, 1955. The Forest Cinema is visible on the lower right.

UT-Arlington Library Special Collections[302]

ern link served the railroad's downtown freight terminal. But south Dallas interests stood firm and the City of Dallas would not settle for anything less than the complete H&TC corridor, both north and south of downtown. In 1941 an agreement was reached to construct new track to the Southern Pacific downtown freight terminal and an agreement was signed for the acquisition of the full H&TC corridor by the City of Dallas. With the acquisition, TxDOT could proceed with the conversion of the railroad into a freeway both north and south of downtown. North Central Expressway was the first priority, with the first section opening on August 20, 1949. On August 15, 1956, South Central Expressway was completed from Grand Avenue to the present-day "Dead-Man's Corner" at SH 310. It was the second distinct freeway to open in Dallas after North Central Expressway. The South Central Expressway section of US 175 was renamed the S.M. Wright freeway in July 1995 in honor of Sylvester Marilyn Wright (1927-1994), the influential pastor of Peoples Baptist Church near the freeway who was a civic leader and is credited with helping ease racial tensions in Dallas (see photo of the freeway renaming on page 14).[146]

UT-Arlington Library Special Collections[303]

This November 11, 1955, view looks northbound along US 175 at Hatcher Street with the original construction in progress. The freeway opened on August 15, 1956. This section of the freeway was originally signed as US 75 and called South Central Expressway. This section is now the S.M. Wright Freeway, which is planned for demolition.

UT-Arlington Library Special Collections[305]

These views show the original north terminus of the freeway prior to the construction of Interstate 45, which was completed at the freeway end in 1976. The aerial view, taken February 11, 1957, shows Pennsylvania Avenue in the foreground and Martin Luther King Jr Blvd (then Forest Avenue) crossing just behind the Forest Cinema. The undated ground-level view from the same period shows the end of the freeway with motorists having the option of going left to stay on Central Expressway or right on Good-Latimer Expressway, neither of which were freeways.

Dallas Public Library[304]

Dallas Public Library[306]

US 175 in Dallas County was completed on January 7, 1972, with the opening of the interchange at IH 20 and a section of freeway southeast of IH 20. Freeway namesake Charles F. Hawn is second from the left in this photo, cutting the ribbon. In the photo from left to right: TxDOT head J.C. Dingwall, Hawn, Chamber of Commerce Central Highway Committee Chairman Russell Perry and Chamber of Commerce President Gar Laux.

Continuing to the South

Cities southeast of Dallas in Kaufman County were looking for speedy travel into Dallas and in December 1953 the Texas Transportation Commission approved a request from Dallas and Kaufman Counties to designate US 175 as a freeway. Plans for the project, including the new freeway link from South Central Expressway to the existing US 175 on South Second Avenue, were disclosed at a public hearing in April 1958 and construction in Dallas County was underway in 1960. The US 175 freeway in Dallas County was complete in 1972 with the opening of the interchange at IH 20.[147]

The construction of the US 175 freeway was pushed by Charles F. Hawn, a businessman from Athens (Tex.) and member of the Texas Transportation Commission from 1957 to 1963. Dallas and Athens were connected via US 175 and it was a top priority of Hawn to get a first-class highway between his hometown and Dallas. In 1961 Hawn helped defuse a dispute between the City of Dallas and Dallas County over freeway right-of-way funding, and as a gesture of appreciation local officials made the US 175 freeway a priority and promised to name the freeway for him, making the name official in August 1961. The naming ceremony coincided with the opening of the first section of the C.F. Hawn Freeway on January 27, 1964, followed by a luncheon in Hawn's honor at Dallas Market Hall attended by 1000.[148]

From Freeway to Boulevard

The demolition of a freeway with no direct replacement has been a rare event in the United States. In fact, only four significant freeway removals and one minor removal occurred in the United States prior to 2010, and in all cases there were special circumstances which led to the freeway removal. The unsightly, dead-end Embarcadero Freeway in San Francisco was demolished after the 1989 Loma Prieta earthquake damaged it, and a very short section of the elevated Central Freeway in San Francisco was also demolished due to earthquake damage. The West Side Highway in New York City was slated for demolition after a large section collapsed in 1973 and repair or rebuilding was financially infeasible. The 1-mile-long Park East Freeway

Author, April 2011

S.M. Wright Freeway, rest in peace? This April 2011 view shows the S.M. Wright Freeway section of US 175, originally South Central Expressway. Planning is underway to remove this section of freeway and convert it into a boulevard. In the foreground is the "Dead-Man's Corner" intersection where US 175 makes a sharp turn. Plans for the freeway removal include construction of a new section of freeway extending west (left) from Dead Man's Corner to connect to IH 45, visible in the distance crossing from left to right.

in Milwaukee became a short dead-end freeway after its connecting section was canceled, and the freeway was demolished in 2003. The Harbor Drive Freeway in Portland was a short dead-end freeway poorly aligned along a waterfront which became unnecessary for traffic flow when nearby interstate highways opened. The freeway was closed in 1974 and replaced by a park in 1978.

Freeway relocations and removals are expected to increase after 2010 due to the aging infrastructure and opportunities for urban redevelopment. In 2013 the largest freeway relocation project in progress is the $3.1 billion Alaskan Way Viaduct Replacement Program in Seattle. Several proposals are under consideration in other cities. In 2013 the freeway removal most likely to proceed next is the demolition of the S.M. Wright Freeway section of US 175. It will not be a "pure" freeway removal since it will involve the construction of a new freeway link to shift traffic onto nearby Interstate 45. But it will be distinguished by the fact that the freeway is a vital, functioning highway link, whereas all other removals have been dead-end or structurally deficient freeways.

Efforts to remove the freeway were partly motivated by the low-income, overwhelmingly African-American makeup of the neighborhood along the freeway and the belief that the original construction of the freeway was discriminatory. However, the original planning for the freeway in late 1930s and the May 1946 final plan including South Central Expressway (present-day S.M. Wright Freeway) took place when the area was entirely or overwhelmingly white. In the late 1930s the civic association representing the area, the South Dallas Improvement League, insisted on the removal of the railroad and construction of a highway-type facility. The transition from a predominantly white to a black neighborhood began after approval of the freeway plan. A map published in the *Dallas Morning News* in February 1950 showed the black areas of housing in south Dallas along the freeway corridor, and the area was still over 50% white. Freeway construction began in 1954 and was complete in 1956. Transition to a black majority occurred rapidly during the 1950s and by January 1959 the overall area of southeast Dallas was reported to be 57% black.[149]

This graphic published in the February 26, 1950, edition of the *Dallas Morning News* shows South Central Expressway, depicted by the thick black line, and the racial makeup of the surrounding neighborhoods. The corridor was still over 50% white but rapid transition was in progress and by 1959 the overall southeast area of Dallas was reported to be 57% African-American.[307]

The removal of S.M. Wright Freeway was originally proposed in June 2003 as part of a consultant's review of the controversial Trinity Parkway toll road plan. A freeway or tollway in the Trinity River corridor connecting to US 175 at "Dead-Man's Corner", the sharp curve at the SH 310 intersection, had been first proposed in 1970 but the project did not move forward. Interest in the Trinity River highway was resurrected in 1992 and Dallas voters approved an $84 million bond issue for the project in 1998, but controversy and discussion has continued nonstop since the mid-1990s. As the Trinity Parkway project experienced an ongoing series of delays, challenges and cost increases, in 2009 local officials separated the freeway demolition from the Trinity Parkway so the demolition could move forward independently. Plans for the S.M. Wright Freeway corridor call for the removal of all freeway overpasses, removal of the frontage roads and construction of a six-lane boulevard with pedestrian trails, landscape features and gateway monuments.[150]

A new section of freeway is planned to connect US 175 to IH 45, eliminating the "Dead-Man's Corner" curve. The entire project including the conversion of S.M. Wright Freeway was estimated to cost $151 million in 2012 with construction taking place between 2015 and 2020. If the project proceeds as planned, it will be a milestone in North Texas and the United States—the first removal of an existing freeway in North Texas without a direct replacement* and the first removal of a functioning, non-dead-end and structurally sound freeway in the United States.[151] ■

* The section of IH 30 in downtown Fort Worth along Lancaster Avenue was moved to a new location in 2000 and the original freeway was demolished in 2001.

LOOP 12

Loop 12
Walton Walker Boulevard

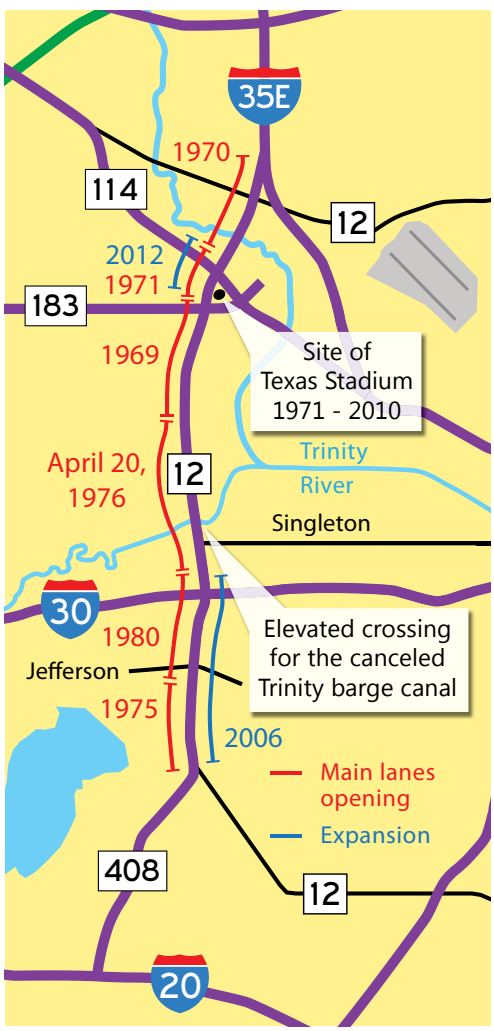
The west section of Loop 12 originated in a 1940 highway construction plan which included a highway to provide access to the planned North American Aviation aircraft factory on Jefferson street in west Dallas along the boundary with Grand Prairie.* However, World War II appears to have postponed construction and the project began to move forward as part of Loop 12 in the late 1940s. By 1951 there was a paved road built to minimal standards in the Loop 12 corridor, but parts of the road did not follow the present-day alignment. It appears that a two-lane paved highway following the final alignment was complete in 1955.[135]

The west section of Loop 12 was designated as a freeway in May 1959, forming the west segment of a freeway loop around Dallas which was comprised of several route numbers. Construction was underway in 1966 and the first freeway segment opened in 1969. The most costly segment was the Trinity River crossing. In the early 1970s the planned Trinity River barge canal was still very much alive and the bridge was designed to provide a

Also see: Chapter 8 Texas Stadium Freeways, page 370

Key Dates in the History

1951	Two-lane highway opens
1959	Designated as freeway
1969	First freeway section opens
1971	Texas Stadium opens
1980	The freeway is completed
2010	Texas Stadium is imploded
2012	Expansion completed at SH 114
Future	New interchange planned at SH 183. Corridor-wide expansion is unfunded with no timetable for construction.



Walton Walker, 1889-1950

George C. Marshall Research LIbrary

Walton H. Walker was a United States Army general who led the U.S. advance through Europe in World War II and served as commander of U.S. and United Nations forces in the Korean War. In June 1945 Walker became commander of the Eighth Service Command which was headquartered in Dallas. Walker left Dallas in June 1946 after the Eighth Service Command was disbanded. The west section of Loop 12 was named Walton Walker Boulevard in January 1951, one month after Walker's accidental death in Korea. Loop 12 was designated as a freeway in 1959.

* The North American Aviation factory opened April 7, 1941. Since the 1960s the facility has produced structural components for aircraft and has been managed by numerous entities, including Chance Vought, LTV Corp., Northrop Grumman, Vought Aircraft Industries and, starting in 2010, Triumph Group. In February 2013 Triumph announced that it was shutting operations at the location and vacating the facility in 2014.

Who Was Walton Walker?

While millions of North Texans know the Walton Walker Boulevard freeway, the namesake of the freeway remains relatively unknown since he was overshadowed by the big names of World War II and the Korean War–Patton, Eisenhower and MacArthur.

Born in Belton, Texas, on December 2, 1889, Walton H. Walker began his army career when he graduated from West Point in 1912. Walker first gained widespread recognition for his service in World War II as commander of the XX (Twentieth) Corps which became known as "Ghost Corps" due to its speed of advance. Serving under General George S. Patton, Walker's forces spearheaded the allied push through Europe starting in July 1944, taking XX Corps through France and Germany, reaching Austria in May 1945. Walker was regarded as one of the Army's best tank commanders and was promoted to lieutenant general, three stars, in April 1945.[288]

Walker's Dallas connection began in June 1945 when he became commander of the Eighth Service Command in Dallas, which served as the administrative office managing Army operations in Texas and the four adjacent states. Walker was the highest-ranking officer stationed in Dallas up to that time and was welcomed with a proclamation of June 25 as General Walker Day and a large luncheon at the Adolphus Hotel. President Truman abolished the Eighth Service Command in May 1946 and Walker left Dallas to become commander of the Fifth Army in Chicago in June 1946.[289]

Walker's most challenging assignment took him to Korea as commander of the Eighth Army and United Nations forces, reporting to General Douglas MacArthur. Major action began in July 1950 as Walton's poorly trained and underequipped army was pushed southward down the Korean peninsula by North Korean forces until Walker made a legendary defensive stand at Busan (Pusan) on the south coast of the peninsula. With reinforcements, Walker's forces advanced north. As U.S. forces approached the Chinese border, Chinese forces entered the war in October 1950 and stopped the U.S. advance, inflicting serious damage with a massive attack in November. Walker was forced to retreat to a line near latitude 38° (the 38th parallel) in December 1950 to minimize losses. Walker was an on-the-ground commander, regularly speeding to the front lines in his specially equipped jeep. On December 23, 1950, Walker died in a jeep accident near the front lines. Walker was posthumously promoted to full General (four stars) in January 1951.[290]

Two freeways and a Frenchman Walton Walker (left), John W. Carpenter (center) and mayor of Metz, France Gabriel Hocquard inspect the barbecue at the Carpenter family ranch in Irving in March 1946. Hocquard was in Dallas to thank the United States and Walker for the liberation of Metz in November 1944 by forces under the command of Walker. Both Walker and Carpenter would have freeways named for them, with SH 114 being named the Carpenter Freeway.[291]

George C. Marshall Research LIbrary

U.S. Army Heritage and Education Center

This 1945 image in Germany includes the A-list of top U.S. Army Generals in Europe. On the far left, with his ivory-handled pistol in the holster, is General George Patton. Walton Walker reported to Patton. In the center is Dwight Eisenhower, supreme commander of European forces, looking somewhat angry in this photo. To the right of Eisenhower is Walton Walker, with two stars on his helmet. On the far right is four-star general Omar Bradley, who would later be promoted to a five-star general and was the last surviving five-star general on his death in 1981.

Walker reported to controversial general Douglas MacArthur during the Korean conflict. In this photo MacArthur greets Walker in Korea in December 1950, shortly before Walker's death in a jeep accident on December 23.

George C. Marshall Research LIbrary

Dallas Public Library[287]

This undated view from circa the early 1960s looks southbound along Walton Walker Boulevard at Singleton Boulevard, showing the original two-lane Loop 12 highway. In the foreground is a guide sign directing motorists to the Dallas-Fort Worth Turnpike, visible in the distance.

This April 2011 view looks northbound along Loop 12 with the Jefferson Boulevard and Davis Street overpasses just ahead. Interstate 30 Tom Landry Highway crosses from left to right across the top of the photo. In 2006 this section of Loop 12 was expanded from six to eight main lanes.

Author, April 2011

Author, May 2005

These May 2005 views show Texas Stadium alongside Loop 12. Texas Stadium opened in 1971 and was imploded in April 2010. The site is used by TxDOT as a construction staging area in 2013. The above view looks north with the SH 183 intersection in the foreground, and the lower view looks south with the SH 114 intersection in the foreground. In 2012 work was completed on an expansion project which widened Loop 12 between SH 114 and SH 183, and added two direct-connection ramps at SH 114.

Author, May 2005

52-foot vertical clearance above the average river level and a 350-foot-long main span. A groundbreaking ceremony was held on March 9, 1973, and four days later voters rejected a bond issue to provide the local share of financing for the Trinity barge canal. Although the canal was not officially dead until 1978, the rejection of the bond issue was, for practical purposes, the end of the project. Nevertheless, the river was still officially designated as a navigable waterway and the $10 million bridge (approximately $52 million in 2013 dollars) proceeded with the high-clearance design. The extra cost for the high clearance was $2.5 million, a 33% increase over a basic design. The bridge was officially opened on April 20, 1976, and was the last high-clearance bridge constructed over the Trinity River.[136]

One last section, from Jefferson Boulevard to IH 30, remained to be upgraded to freeway standards in 1976 when TxDOT plunged into a financial crisis which threatened to bring all new construction to a halt. Officials managed to find the money to complete the missing link, awarding the final contract in September 1976 and completing the freeway in 1980.[137]

Loop 12 passes through a lightly urbanized area with mostly industrial and warehouse facilities north of the Trinity River and sparse residential development along its south half. The only landmark to exist along the freeway was Texas Stadium, opened between SH 114 and SH 183 in 1971. Texas Stadium was imploded in April 2010 and in 2013 the site is used by TxDOT as a construction staging area.

Modernization

On its completion Loop 12 was a basic 6-lane freeway and lacked modern interchanges at all three freeways which intersected it—SH 114, SH 183 and IH 30. Only the SH 114 intersection has been brought to modern standards in a project completed in 2012 with the addition of two direct connection ramps and widening of the Loop 12 main lanes. The interchange at SH 183 is a tight-radius cloverleaf and will be upgraded to a full multilevel interchange in conjunction with the expansion of SH 183, a public-private partnership in the planning phase in 2013 and expected to be a multiphased project, with the first phase potentially beginning as soon as 2015. At IH 30 motorists navigate a circuitous connection which is a relic of the Dallas-Fort Worth Turnpike toll collection system. There are long-terms plans for the addition of a modern four-level interchange at IH 30.

Loop 12 received only minimal attention for overall corridor improvements until the late 1990s when TxDOT launched an official study for future reconstruction and expansion. In 1999 the study recommended a $1.5 billion expansion of Loop 12 to eight main lanes and two reversible managed lanes. Environmental approval was received in 2002. However, in 2013 the project is a low priority on the long list of regional projects with no corridor-wide construction planned in the next 20 years.[138] ■

This October 2013 view looks northbound from the Texas Plaza Drive overpass with the SH 114 intersection ahead. This section of Loop 12 was widened and modernized in 2012, with two new connector ramps to SH 114 visible in the distance. There is a wide set-aside of pavement in the center for planned future managed lanes.

Author, October 2013

SH 121
Sam Rayburn Tollway

SH 121 through Denton and Collin counties, the Sam Rayburn Tollway, was the scene of one of the most intense controversies in the history of North Texas freeways. But unlike most other freeway battles, the public had a minimal role in this controversy—it was a government vs. government conflict. On one side was TxDOT and the State of Texas, attempting to turn over the operation and finances of the tollway to a foreign private firm to maximize short-term financial gain. On the other side were local governments, attempting to retain control of the toll road, its toll rates and its expected long-term profits. In the end the local interests prevailed, but the cost of retaining local control was very high and only time will tell if the local victory pays off financially.

Origins

The idea of a highway connecting Fort Worth to McKinney originated in Fort Worth in 1928 and an agreement was reached in which Fort Worth would build the highway in Tarrant County and TxDOT would build the eastern half in Dallas, Denton and Collin Counties. Fort Worth voters approved bond funds to build the Tarrant County section of the highway and it was completed to the county line in 1930. The highway was extended east to present-day IH 35E at Lewisville around 1940. TxDOT did not proceed with the eastern half until 1949, finally completing the original SH 121 to McKinney in 1951. In 1962 SH 121 was extended east from McKinney to Bonham, hometown of congressman and Speaker of the United States House of Representatives Sam Rayburn who died in November 1961. There was discussion at that time of naming the highway the Sam Rayburn Memorial Highway, but the official naming would not occur until the opening of the

Quick Facts for SH 121

- Controversy over control of the toll road and its revenue was the most intense intergovernment dispute in North Texas freeway history
- Serves the affluent and growing far north suburbs of Dallas
- All toll and freeway main lanes completed in 2009; interchanges completed in 2011

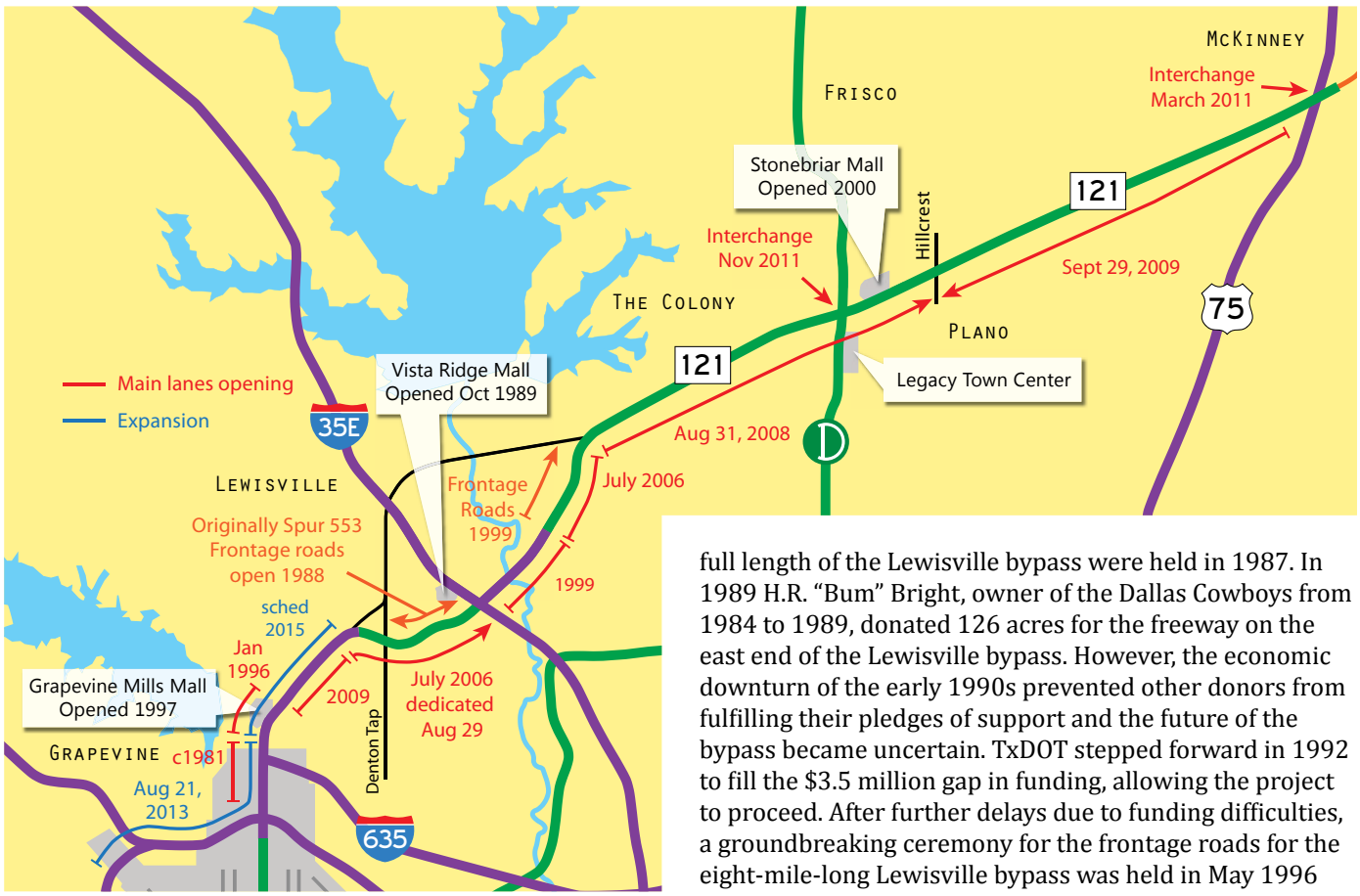
Key Dates in the History

1928	Highway first proposed by Fort Worth
1951	Original highway completed from Fort Worth to McKinney
mid 1980s	First efforts to make the corridor a freeway
1999	Frontage roads of the Lewisville bypass open
2004-2005	Most of the length is designated as a toll road
2007	NTTA takes over the project with a $3.2 billion up-front payment
2011	Construction is complete on the Sam Rayburn Tollway
2015	Scheduled completion of new lanes in Grapevine

Sam Rayburn, 1882-1961

Dallas Public Library[309]

Sam Rayburn was a United States congressman from Bonham, situated along SH 121 seventy miles northeast of the center of Dallas and forty miles northeast of the eastern terminus of the Sam Rayburn Tollway. Born in Tennessee on January 6, 1882, Rayburn moved to Texas at age five and was elected to the Texas House of Representatives in 1906. He became a U.S. congressman in 1913 and was Speaker of the House from 1940 to 1947, 1949 to 1953, and 1955 to 1961, the longest tenure of any speaker. Rayburn is among the three most influential Democrats in the history of Texas politics, the other two being President Lyndon B. Johnson and House Speaker and Vice President John Nance Garner IV, also known as "Cactus Jack". Rayburn was a mentor to Johnson and a key ally of President Franklin D. Roosevelt during the New Deal era. The tollway was officially named the Sam Rayburn Tollway by the NTTA in March 2009 in spite of opposition from some board members who preferred a more relevant name.[308]



tollway in 2009.[152]

Planning the Freeway

By the mid-1980s the expanding northern suburbs of Dallas were about to reach SH 121, prompting business interests and political leaders to seek freeway designation for the highway. In January 1985 a large delegation went to Austin to ask the Texas Transportation Commission to grant SH 121 freeway status from DFW Airport to US 75 in McKinney, including the addition of a new bypass around Lewisville. Landowners along the route, including H. Ross Perot, Electronic Data Systems (EDS), IBM and Fox & Jacobs homebuilders, offered to donate 360 acres of right-of-way valued at $31 million (approximately $67 million in 2013 dollars). The commission was receptive to the idea but took no immediate action. In 1986 the official regional mobility plan designated the full length of SH 121 from DFW Airport to McKinney as a freeway.[153]

Planning to develop SH 121 to freeway standards began near DFW Airport and proceeded eastward. The City of Lewisville 1971 comprehensive plan included a non-freeway bypass for SH 121 through Lewisville shown about 1.5 miles north of today's bypass. A 2.3-mile section of frontage roads for the bypass from IH 35E west to Denton Tap Road opened in 1988 with the designation Spur 553. Studies and public meetings to determine the alignment of the full length of the Lewisville bypass were held in 1987. In 1989 H.R. "Bum" Bright, owner of the Dallas Cowboys from 1984 to 1989, donated 126 acres for the freeway on the east end of the Lewisville bypass. However, the economic downturn of the early 1990s prevented other donors from fulfilling their pledges of support and the future of the bypass became uncertain. TxDOT stepped forward in 1992 to fill the $3.5 million gap in funding, allowing the project to proceed. After further delays due to funding difficulties, a groundbreaking ceremony for the frontage roads for the eight-mile-long Lewisville bypass was held in May 1996 and the project was complete in 1999.[154]

Efforts to advance the freeway east of the Lewisville bypass were ongoing in the 1980s and 1990s. In 1989 Collin County cities asked the Texas Transportation Commission to officially designate SH 121 as a freeway for its 16 miles in Collin County. When TxDOT authorized right-of-way acquisition and design work for SH 121 from Preston Road to US 75 in 1996, planning was officially underway for the full length of freeway. But as always, the issue of funding remained the most difficult challenge and the financing of the main lanes would go on to become one of the most intense controversies in the history of North Texas freeways.[155]

In 1999 Denton County officials began studying funding alternatives including tolling the main lanes or obtaining a loan from the State Infrastructure Bank. Denton County Commissioner Sandy Jacobs spearheaded the effort to secure funding, and in 2001 a $170 million funding package was in place to build the toll-free main lanes in Denton County using $120 million in TxDOT funds and a combination of regional discretionary funds, a State Infrastructure Bank loan and contributions from local governments to cover the remaining $50 million. Construction on the section from north of DFW airport to the Dallas North Tollway was underway in 2004. Tolls remained the leading candidate for building the eastern section from the Dallas North Tollway to US 75.[156]

Author, April 2005

This view looks east along SH 121 at Legacy Drive in April 2005 with construction of the tollway underway. The four-lane divided highway which existed prior to the tollway construction is visible on the left. This construction project was financed with traditional highway funds from fuel taxes and was originally planned to be a freeway, but in 2004 and 2005 TxDOT converted the project into a toll road and incited a contentious battle over control of the toll road and its revenue.

The Battle for Toll Road Control

But complications had only just begun for the western section even though it was already under construction. The philosophy for funding transportation in Texas was changing drastically in the early 2000s with the arrival of Rick Perry in the governor's office in 2001. In general, Perry wanted to toll everything that could possibly be tolled with the highest possible toll rates, using private firms to finance and deliver projects. His appointees on the Texas Transportation Commission, particularly Ric Williamson, and new legislation in 2003 empowered TxDOT to enforce this policy with little or no regard for local opinions or interests. Highway 121 in Denton and Collin Counties ranked as the most lucrative potential toll project in Texas in terms of the revenue it was expected to generate. There was money to be made, and there was no way Perry-influenced TxDOT was going to let SH 121 become a freeway even though it was already under construction to become a freeway.[157]

In March 2004 TxDOT's plan to toll the already-underway western section of SH 121 became public, prompting strong opposition from the most-affected cities, The Colony and Frisco, and concern from other government officials in Denton County. TxDOT tried to gain support for the tolling by stating that tolling SH 121 would be the only way to raise funds for other needed projects in the region. TxDOT also earmarked toll profits for the widening of US 75 in McKinney, gaining McKinney's strong backing for tolls. Cities and governments in the corridor reluctantly voted to approve the toll road in September and October, culminating with a vote of the regional planning council (NCTCOG) in October 2004 to officially convert the Denton County section to a toll road.[158]

But even as the local governments succumbed, a myriad of complicated questions would need to be addressed. Who would fund and build the toll road? How would the

TxDOT Travel Information Division

This sign was posted on the location of the Lewisville bypass prior to the start of construction. The bypass was the subject of a formal alignment study in 1987 and plans for construction were finalized in 1992. The frontage roads were completed in 1999 and the tolled main lanes opened in 2006.

Brian Kosich

A 2.3-mile section of the Lewisville bypass between IH 35E and Denton Tap Road opened in 1988 as Spur 553. The highway was redesignated as SH 121 in 1999. This March 2011 view shows a legacy Spur 553 sign still in use in Lewisville.

profits be collected, up front as an advance payment or as they were generated? Who would get the profits, and would they stay in the toll road corridor? Would a foreign firm be allowed to operate the toll road? How high would the tolls be set? How much would the tolls increase over time? The biggest battle was still to come to answer these questions.

TxDOT believed that contracting with a private firm to build and manage the toll road would result in the highest upfront payment. The first private proposal, an unsolicited bid from Swedish firm Skanska, was received in February 2005 and TxDOT then proceeded with the solicitation of competing proposals. A study of the revenue-generating potential of the Collin County section of SH 121 released in April 2005 reported that toll profits over the following forty years would support an immediate $381 million advance payment for other highway projects. With tolls seeming to be inevitable, Plano, Allen, Frisco and Collin County all reluctantly agreed to toll the Collin County section of SH 121 in August 2005, but their support was conditional on retaining local control. In October 2005 they proposed a Collin County local government corporation to oversee construction and operation of the toll road, keeping surplus revenue in the area for other construction projects. The idea of a Collin County toll corporation was dropped a month later, but local hopes were lifted in December when the North Texas Turnpike Authority tentatively agreed to bid on the project.[159]

By early 2006 TxDOT was evaluating four private proposals for building the toll road. In April 2006 the regional transportation council approved toll rates 20% higher than other local toll roads with even higher rates during rush hour to generate more revenue*, prompting the City of Frisco to withdraw its support. There was more bad news for Frisco in August when the NTTA withdrew its planned bid for the toll road as part of a comprehensive agreement with TxDOT for jurisdiction over planned North Texas toll roads. While all the wrangling continued, Governor Rick Perry dedicated the first section of SH 121 in Denton County on August 29, 2006, keeping the lanes temporarily toll-free until after the November election.[160]

In February 2007 TxDOT was finally ready to select a private firm to build and operate the toll road for fifty years. The winner was Spanish firm Cintra, which submitted a plan with a $2.1 billion up-front payment and $700 million in future payments in addition to the costs of building the toll road in Collin County and operational costs for the entire length of the tollway. It was a lucrative deal for TxDOT, but local interests still held hope that the deal could be matched by the NTTA, allowing toll road control to remain local. In March state lawmakers asked that the NTTA be allowed to submit a bid in a last-ditch effort to maintain local control. In May 2007 NTTA submitted its bid with a $2.5 billion upfront payment and $833 million in future payments, an offer which was later changed to a single upfront payment of $3.2 billion. It appeared to be more lucrative than the Cintra offer, but TxDOT continued to support the Cintra plan. The recommendation of the Regional Transportation Council would be critical in ending the controversy which had raged for the previous three years.[161]

* The higher rate for rush hour was not implemented.

North Texas Turnpike Authority

On November 30, 2007, the North Texas Turnpike Authority (NTTA) presented a ceremonial check for almost $3.2 billion to local officials as part of the agreement to hand over control of the tollway and its revenue to the NTTA. The NTTA sold bonds to make the payment, placing it in heavy debt and ensuring regular toll increases on the entire North Texas toll road system. The $3.2 billion was earmarked for use on other North Texas highway and transit projects.

In June 2007 the Regional Transportation Council voted 27-10 to recommend the NTTA proposal. TxDOT was not legally required to adhere to the local recommendation, but as a matter of standard practice the Texas Transportation Commission normally followed local guidance. But nothing was certain, given the tremendous acrimony which had engulfed the decision. A large delegation of local officials went to Austin for the June 28 vote of the Texas Transportation Commission. By a vote of 4-1, the Commission approved the NTTA bid.[162]

It was a victory for North Texas interests seeking to maintain local control, but it came with a huge price tag which would financially encumber the NTTA for decades into the future. In November 2007 the NTTA sold $3.49 billion in bonds and on November 30 a check for $3.2 billion was presented to the State of Texas. It was the second-largest upfront payment for a toll road in the United States, behind the $3.8 billion Cintra and its partner paid to the State of Indiana in 2006 for rights to collect tolls on Indiana toll roads for 75 years. In addition to the upfront payment, NTTA would cover the estimated $700 million cost of completing the toll road in Collin County.[163]

Work proceeded quickly and the main length of toll road in Collin County opened on September 29, 2009. The interchange at US 75 opened in March 2011 and all planned construction was complete with the opening of the final two connections at the interchange with the Dallas North Tollway in November 2011.[164]

Due to the severe recession which began in 2008, traffic and toll revenue on SH 121 and other toll roads in the NTTA system lagged behind projections. In September 2009 motorists using NTTA toll roads felt the impact of the huge financial obligation imposed by the $3.2 billion advance payment when the NTTA implemented an average 32% system-wide toll increase to maintain a financial position which complies with bond covenants. Regular 6% toll increases were scheduled to occur automatically every two years.[165]

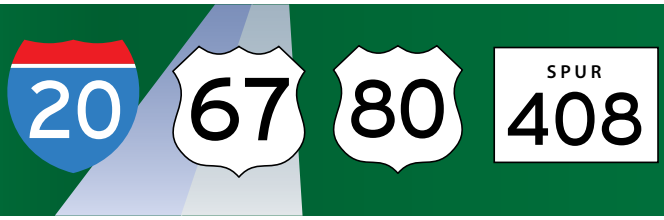
Author, April 2011

This April 2011 view looks west along the SH 121 Sam Rayburn Tollway with construction in progress on the interchange at the Dallas North Tollway. The tollway was closed at the time of this photo for the positioning of steel beams for a connector ramp. The interchange was fully open in November 2011, completing all planned construction on the Sam Rayburn Tollway.

With the SH 121 deal and a smaller deal for the SH 161 section of the Bush Turnpike, political leaders have squeezed just about every possible dollar out of future toll revenue. For decades to come, toll-paying motorists will be reminded of the SH 121 controversy every time they see the large, and regularly increasing, entries from the NTTA on their credit card statements.

DFW Airport

The SH 121 freeway continues south and west of the Sam Rayburn Tollway to the north entrance of Dallas-Fort Worth International Airport. A short section of main lanes just north of the airport opened around 1981 in conjunction with the completion of the interchange with IH 635. The remaining section to the north was slowly upgraded during the following decades, with the full length finally reaching freeway status in 2009 when two signalized intersections were replaced with overpasses. The $1 billion DFW Connector project, which expanded all freeways on the north side of DFW Airport and rebuilt the SH 114/SH 121 interchange, was officially dedicated on August 21, 2013. In 2014 work was scheduled to begin to add new free lanes between IH 635 and the start of the Sam Rayburn Tollway. ■



Other Dallas Freeways

US 80

Construction of US 80 from just east of Loop 12 to Forney was underway in 1955 and the 11-mile section was formally dedicated with a ribbon-cutting ceremony on October 9, 1956. The entire corridor was built to freeway standards except for a two-mile section between IH 30 and IH 635; that short section was completed to freeway standards in 1959.[166]

US 80 distinguished itself as the first freeway in North Texas to serve as the home for an enclosed shopping mall. Big Town Mall, opened alongside the freeway on February 26, 1959, was the first air-conditioned mall in the southwest United States and featured a full lineup of leading retailers of the 1950s including Sangers, Woolworth Variety Store, Wrigley supermarket, Volk's and the first Montgomery Ward in Dallas. A huge crowd jammed the mall on opening day, with many in attendance hoping to win one of the six $1000 bills ($8000 in 2013 dollars) which were given away. The mall was highly successful in the 1960s but began a steady decline in 1971 when nearby Town East Mall opened. Retailers abandoned the mall in the 1990s and when Montgomery Ward closed in 2001 the mall was vacant. The mall was demolished in 2006.[167]

Also see: Opening photo of US 67 page 29; opening photos of IH 20 pages 19 and 34

In 2012 US 80 remains mostly in its originally constructed configuration with only four main lanes. In 2004 TxDOT conducted a study to determine future improvements to the corridor. However, no substantial improvements are scheduled prior to 2035. US 80 is the only freeway in the Dallas area without a designated name and is known as "US 80".[168]

US 67, Marvin Love Freeway and S.M. Alexander Freeway

Before the Interstate Highway System became the backbone of transportation in the United States, the United States highway system with the "US" designation formed the principal routes. US 67 was among the most important

UT-Arlington Library Special Collections[310]

Huge crowds visited Big Town Mall during its opening celebration on February 26-28, 1959. The above view was taken on February 28 with US 80 in the foreground. Below is an undated, 1960s-era ground-level view of US 80 with the original Big Town sign visible.

UT-Arlington Library Special Collections[311]

Big Town Mall started its decline in the 1970s and the mass exodus from the mall began in 1989 when Foley's closed its store. By the 1990s the mall was mostly vacant and Montgomery Ward was the last to close in 2001. This July 2006 view shows demolition of Montgomery Ward in progress with the mall sign in the background.

Author, July 2006

highways in Dallas. In fact, planning for the East-West Freeway in Dallas followed the corridor of US 67 from east Dallas into Oak Cliff (see page 219). Today US 67 still exists but is overshadowed by the interstate routes which it follows. In southwest Dallas US 67 breaks away from Interstate 35E and regains its own identity with the Marvin Love Freeway.
The alignment of US 67 was defined in the late 1930s and was originally planned to be a four-lane divided highway. Right-of-way acquisition and construction were underway in 1939 with land costs in south Dallas County averaging $35 per acre. The original highway on the US 67 alignment was complete by 1941 as a two-lane highway.[169]

US 67 southwest of IH 35E was designated as a freeway by TxDOT in 1958. Right-of-way acquisition was authorized in 1961 and final planning for the first construction was underway in 1965. The first freeway main lanes opened in 1969 and the freeway was complete to Duncanville in 1983. In 2012 the freeway remains mostly in its originally constructed configuration with four regular main lanes. HOV lanes were added between IH 35E and IH 20 in 2002. The Southern Gateway transportation study, conducted from 2002 to 2006, defined the long-term plan for expanding US 67. The planned expansion, which is slated to occur before 2035, will have six regular main lanes, two reversible managed lanes between IH 35E and IH 20, and one reversible managed lane south of IH 20 to Belt Line Road.[170]

Interstate 20 in South Dallas

The section of IH 20 in south and southeast Dallas east of IH 35E was originally designated as IH 635. It was redesignated

Dallas Public Library[312]

Marvin D. Love, died April 1964 age 69, was branch manager of the Oak Cliff division of Dallas Power & Light and a civic leader with a lengthy resume of leadership positions. Love, who has no relation to the namesake of Love Field Airport (Moss Lee Love), served as chairman of the Dallas Chamber of Commerce Central Highway Committee. The freeway was named for Love in June 1964.[313]

L. Alexander

S.G. "Gus" Alexander Sr, died October 1993 age 75, was a Duncanville civic leader who served as chairman of the Duncanville Chamber of Commerce Highway Committee and was influential in bringing transportation improvements to Duncanville, including US 67. US 67 through Duncanville was designated as the S.G. Alexander Freeway by the city council in 1989.

Dallas Public Library[315]

This view looks northeast along the US 67 corridor at Polk Street in November 1962, showing the original two-lane US 67 highway. Work was just underway on construction of the frontage roads for the freeway. The freeway main lanes at this location opened on July 29, 1969.

UT-Arlington Library Special Collections[314]

The lower view from circa 1972 looks west along IH 20 in south Dallas at the intersection with Houston School Road showing construction in progress. IH 35E is in the distance in the upper part of the photo.

as IH 20 in 1971 and construction on the section formerly IH 635 was complete in October 1973. This section of IH 20 is named Lyndon B. Johnson Freeway.

The 20-mile eastern link of IH 20 between IH 635 southeast of Dallas and US 80 at Terrell was the last section of interstate highway to be completed in North Texas and among the last interstate links to be completed in the United States when it opened in 1989.* Funding shortages and the availability of an existing freeway route via present-day US 80 were responsible for the delay. Public hearings on the alignment were held in 1974 and a final route was selected in 1975. After seven years of construction the freeway section was dedicated on January 27, 1989, completing Interstate 20 in North Texas.[171]

* The originally planned Interstate Highway System was designated as complete in 1992 with the opening of a section of Interstate 70 in Colorado. Additional mileage has been added and proposed since 1992.

Author, April 2007

Motorists stop to appreciate the bluebonnets in the Spur 408 median in 2007. Spur 408 just north of IH 20 is typically one of the best spots for bluebonnets in North Texas.

Spur 408

The Spur 408 freeway was approved by the Texas Transportation Commission in April 1965. The south terminus of the approved section was at IH 20, which had been officially designated as a freeway by TxDOT in April 1964 and as a federal interstate highway in October 1964. Spur 408 formed the final link of a loop of freeways around Dallas which consists of IH 20, IH 635, IH 35E, Loop 12 and Spur 408.[172]

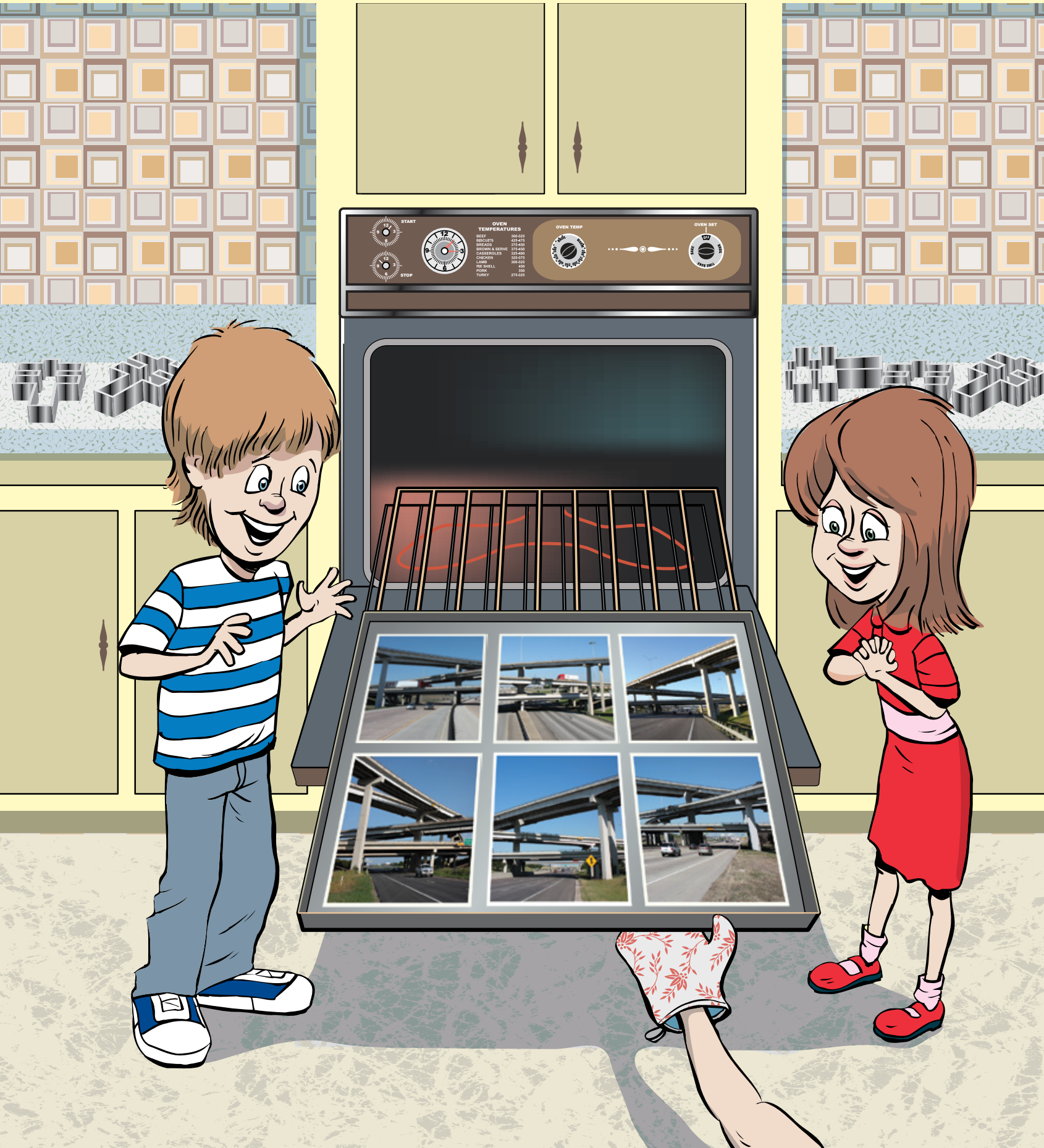
The freeway was planned in the late 1960s to early 1970s, an era when freeways were designed with very wide right-of-way. IH 635 between IH 35E and DFW Airport was also planned in this era and has similar design characteristics. The 1967 long-term regional freeway plan showed Spur 408 extending south of IH 20 to connect with US 67 in Cedar Hill. The proposed extension remained in the official long-term plan until 1986 when it was removed (see pages 55, 58 and 73). It appears that little or no effort was expended on the proposed south extension.

The freeway was completed in 1976. The extension over IH 20 to connect to Clark Road was completed in 1990. In 1997 the state legislature officially designated Spur 408 as the Patriot Parkway in recognition of the nearby Dallas-Fort Worth National Cemetery operated by the United States Department of Veteran Affairs. The wide freeway right-of-way just north of IH 20 is typically carpeted with bluebonnets in spring, making it a popular site for taking photographs. The freeway does not have frontage roads and is still in its originally constructed configuration with three lanes in each direction. No improvements are currently planned for Spur 408.[173] ■

This view looks north along Spur 408 at IH 20 in May 2005.

Author, May 2005

The COOKIE CUTTER Interchanges



The Cookie-Cutter Interchanges

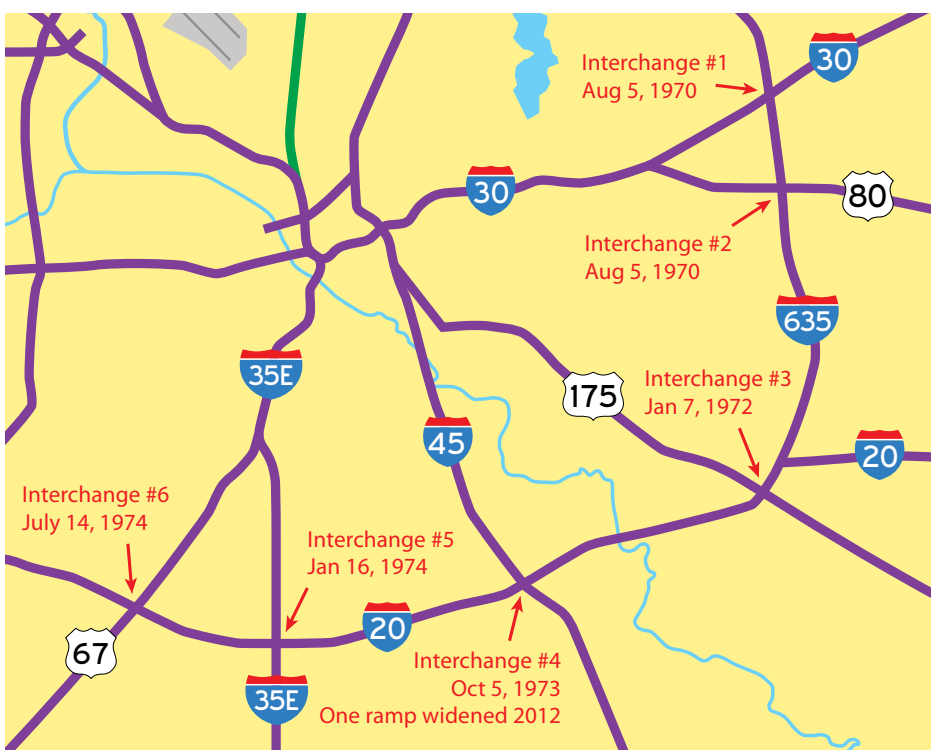
Motorists driving along Interstates 20 and 635 in south and east Dallas are apt to get a feeling of deja vu. Each freeway-to-freeway interchange looks just like the previous one—and the next one ahead. In all, six interchanges opened between 1970 and 1974 have a nearly identical design, earning them an informal designation in this book as the cookie-cutter interchanges.

These interchanges are more than just a design curiosity. They were the first modern-design, four-level interchanges in North Texas. Until the opening of the first cookie-cutter interchange in 1970, North Texas had been an underperformer in freeway-to-freeway interchanges. Los Angeles opened its first four-level interchange in 1953, the iconic "stack" at the intersection of the Harbor (CA 110) and Hollywood-Santa Ana (US 101) Freeways. Houston opened its first four-level interchange in 1962. But by the late 1960s North Texas still had only one four-level interchange, the original Mixmaster in Fort Worth, which may have been "modern" when it opened in March 1958 but was soon exposed as substandard due to the sharp curves on its ramps, left lane exits, steep grades and inadequate merging zones.

While planning Interstates 635 and 20 in the early-to-mid 1960s*, TxDOT determined that all freeway-to-freeway interchanges would be four-level designs with high-speed ramps for all connecting traffic. The design for the cookie-cutter interchanges was developed in the mid-1960s by TxDOT engineer James Dunlevy with the objective of minimizing the number of columns in the center of the interchange. Fewer columns would leave more space for roadways and was believed to be less distracting to drivers. The centerpiece of the cookie-cutter interchange is the central double-T pylon which supports the four connecting ramps between the intersecting freeways.[193]

The first construction contract was awarded in December 1966 for the first two interchanges on IH 635 at IH 30 and at present-day US 80 (then IH 20), and the section of IH 635 connecting the two interchanges. The $12.7 million construction contract was the largest single contract awarded by TxDOT up to that time. The cost of the interchange at IH 30 was reported to be $2.47 million for construction with an overall cost of $3.5 million including right-of-way acquisition and engineering. That translates to $18 million for construction and $25 million overall in 2013 dollars when adjusted by the consumer price index—definitely a bargain since comparable interchanges today cost around $100 million. The low inflation-adjusted cost confirms that the cost of highway construction has gone up much faster than the overall rate of inflation reported by the consumer price index.[194]

As the first interchanges started to take shape the construction zones attracted attention from many curious onlookers, especially local photographers. The center double-T pylon, symmetric ramps and small forest of piers created a landscape never before seen in North Texas. One amateur photographer to take notice was Texas Instruments engineer Jack Kilby, inventor of the integrated circuit in 1958. His photograph of the interchange at IH 30 is among his best-known photos and was featured on the



* IH 635 originally extended around the south side of Dallas to IH 35E south before the south section was designated as IH 20 in 1971.

SMU Degolyer LIbrary

This 1969 construction view of cookie-cutter interchange #1 at Interstates 30 and 635 was taken by Jack Kilby, the Texas Instruments engineer who invented the integrated circuit in 1958 and received the Nobel Prize in 2000 (see photo page 106). This photo appeared on the cover of the guide for a 2009 exhibition of Kilby's photography at the Meadows Museum at SMU.

cover of a brochure for a 2009 exhibition of his work at the Meadows Museum at SMU.[195]

The opening of the first two cookie-cutter interchanges on August 4, 1970, featured one of the most notable freeway opening stunts in the history of North Texas freeways when Clyde the cheetah from the nearby World of Animals in Mesquite broke through the ribbon to officially dedicate the freeway (see photo page 31).[196]

The third cookie-cutter interchange at IH 20 and US 175 was dedicated on January 7, 1972, with a ceremony honoring Charles F. Hawn, namesake of the US 175 C.F. Hawn Freeway. On October 5, 1973, a crowd gathered on the third-level ramps at the center of the interchange at IH 20 and IH 45 for its dedication ceremony, which coincided with the completion of the Dallas freeway loop from IH 35E north to IH 35E south. The fifth cookie-cutter interchange at IH 35E was dedicated on January 16, 1974, and the sixth and final at US 67 was dedicated on July 12, 1974. Comedian Phyllis Diller happened to be in town during the opening of the US 67 interchange and made an appearance at the opening event, biting and severing the ceremonial ribbon (see newspaper clipping page 43).[197]

The six cookie-cutter interchanges remain in their originally constructed configuration in 2013 except for the interchange at IH 45 which had one ramp widened in 2012. Although the era of new cookie-cutter interchanges ended in 1974, the double-T center pylon would make an encore showing in two four-level interchanges constructed in the 1990s. The interchanges on SH 190, the Bush Turnpike, at US 75 Central Expressway and the Dallas North Tollway both feature the double-T design to support the connecting ramps at the center of the interchange. ■

TxDOT Travel Information Division

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The above photos show the signature design feature of the cookie-cutter interchanges: the central double-T pylon which supports all four connector ramps at the center of the interchange. The left photo is at US 80 and the right photo is at IH 30. The lower view of construction at the IH 30 interchange shows the symmetry of the connecting ramps, a feature common to all the cookie-cutter interchanges.

TxDOT Travel Information Division

Author, April 2011

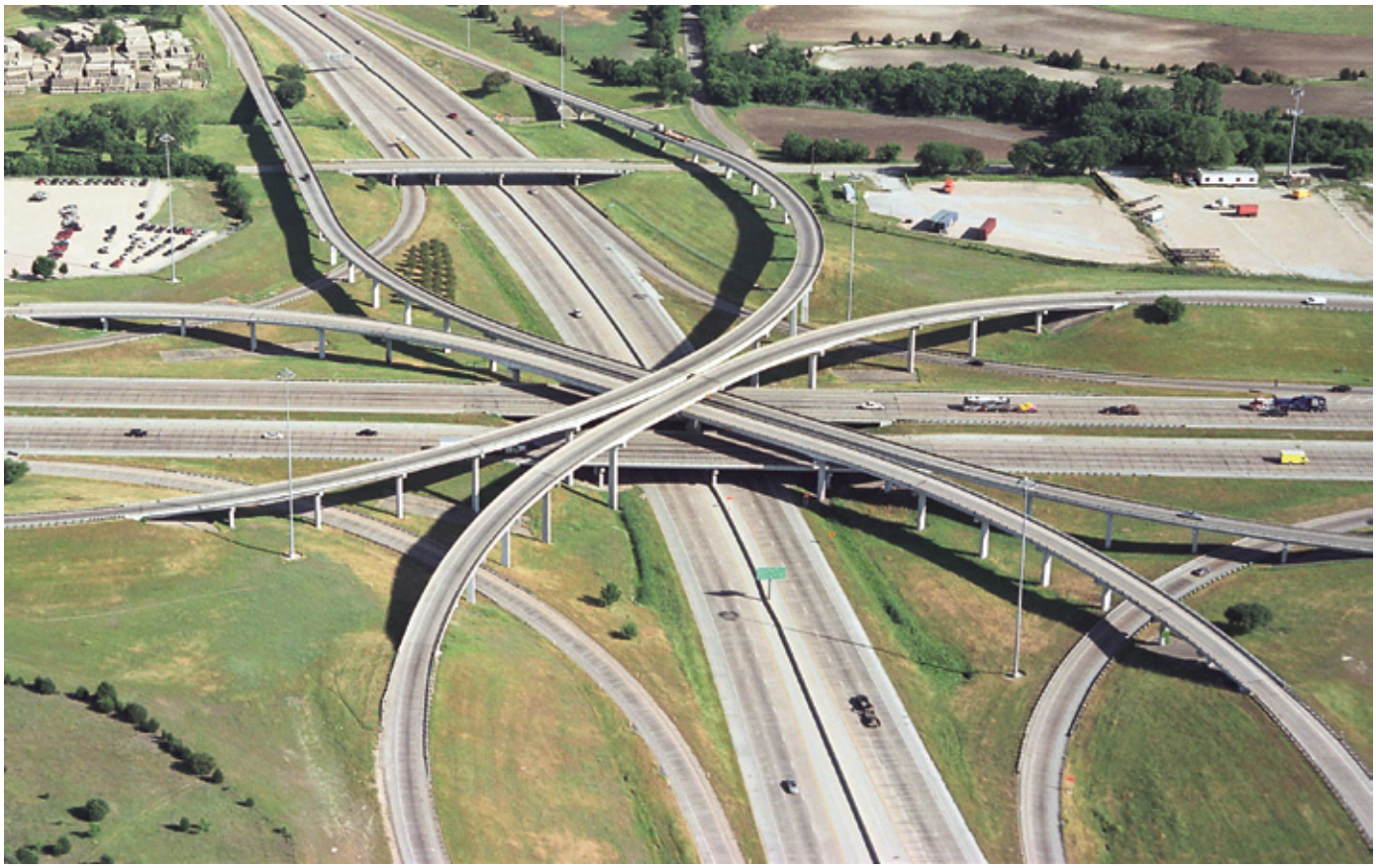
Cookie-cutter interchanges #1 and #2 The first two interchanges opened together on August 7, 1970, in conjunction with the opening of IH 635 between the two interchanges. The above view looks west along IH 30, and the lower view looks north along IH 635 at US 80.

Author, April 2011

Author, August 2009

Cookie-cutter interchange #3 The interchange at IH 20 and US 175 opened on January 7, 1972, completing the US 175 freeway in Dallas County.

Author, May 2005



Author, May 2005

Cookie-cutter interchange #4 This view of the interchange at Interstates 20 and 45, opened October 6, 1973, looks south along IH 45. It is the only cookie-cutter interchange to be modified since original construction with the widening of one connector ramp in 2012 (not shown in this 2005 photo).

Cookie-cutter interchange #5 This view looks south along IH 35 with IH 20 crossing from left to right. This interchange opened on January 16, 1974.

Author, May 2005

Author, May 2005

Cookie-cutter interchange #6 The final cookie-cutter interchange to be built, at IH 20 and US 67, opened on July 14, 1974. Both views look east along IH 20.

Author, May 2009

The Trinity Parkway

To many people, it's a great idea which can't be allowed to die. To others, it's a bad idea which needs to be killed off once and for all. Since its origins in 1967 the proposed tollway along the Trinity River has been studied and promoted nearly continuously. The incarnation of the project under consideration in 2013, the highly controversial Trinity Parkway, will be the final word on the project. Either it will be built, or it will die with no chance of ever being resurrected.

Origins

The first official document to include a freeway alongside the Trinity River was the 1967 *Dallas-Fort Worth Regional Transportation Study*, the long-term plan for North Texas freeway and highway construction which was the product of three years of study. The route was called the River Freeway, and it began in Dallas at the west end of Woodall Rodgers Freeway and continued west to a terminus at present-day SH 161 in Grand Prairie just north of IH 30 (see map). The route remained unchanged in the 1971 update of the plan.[174]

The Texas Turnpike Authority (TTA) first discussed the route in December 1968 when a consultant advised the authority that a new turnpike would be needed to meet future demand arising from population growth. In April 1970 the TTA launched a formal study of a turnpike extending from Woodall Rodgers Freeway in downtown Dallas to the intersection of IH 820 and SH 121 in northeast Fort Worth.[175]

In October 1970 the engineering consultant studying the proposed River Freeway recommended that it be extended southeastward from Woodall Rodgers Freeway to connect with the C.F. Hawn Freeway (US 175) southeast of downtown Dallas. The original concept had the turnpike crossing over the Trinity River near Continental and then proceeding on the south side of the river to US 175. This appears to be the first consideration of the tollway corridor which was ultimately proposed for the downtown section of the current Trinity Parkway project. However, the entire turnpike project, estimated to cost $100 million ($600 million in 2013 dollars), was placed on hold at that time due to rapidly increasing construction costs and high interest rates.[176]

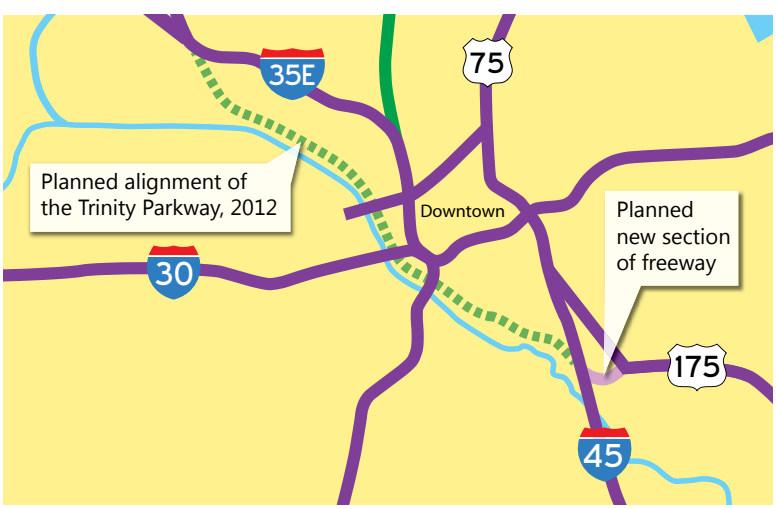
Consideration of the Trinity Turnpike resumed when the formal engineering report was issued in late 1971. Fort Worth immediately expressed its op-

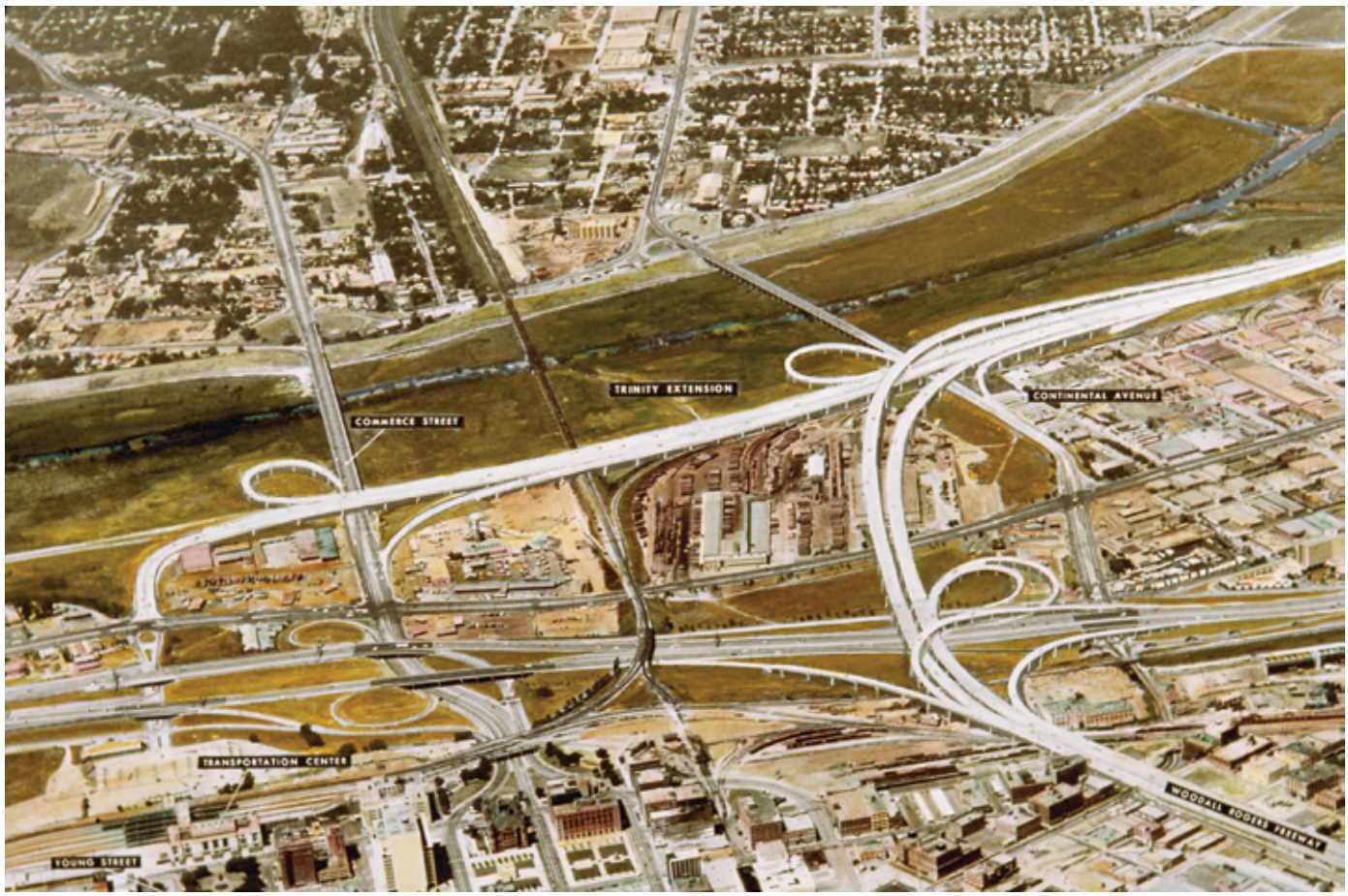
Quick Facts for the Trinity Parkway

- Under study in numerous proposals since 1967; intended to relieve downtown freeway congestion
- Was the subject of a voter referendum in 2007
- Estimated cost in 2013 is $1.8 billion

Key Dates in the History

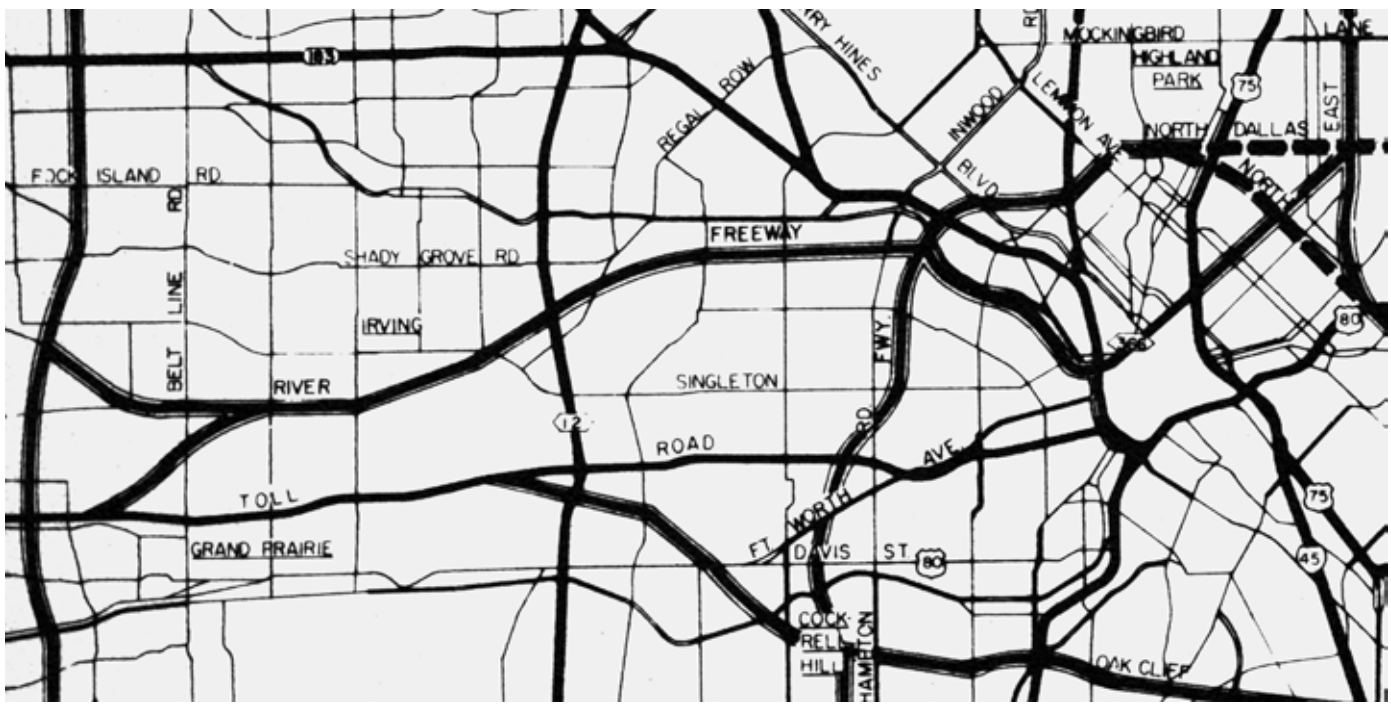
1967	First included in planning documents with an eastern terminus in downtown Dallas
1974	The updated regional plan extends the highway southeast from downtown to meet with US 175; project is suspended due to lack of funding and support
1988	New studies completed, including a branch to Carrollton along the Elm Fork of the Trinity River
1992	The project is revived as part of a new plan to relieve downtown traffic congestion
1998	Allocated $84 million in a Trinity Corridor bond issue approved by Dallas voters
2005	Hurricane Katrina strikes New Orleans, prompting much closer scrutiny of levee integrity
2007	Project opponents force a referendum on the project. Voters approve the project by a narrow margin.
2009	Problems mount due to rising costs, concerns about impacts on the levees and lingering opposition
2012	A recommended alignment is identified with a cost of $1.76 billion





UT-Arlington Library Special Collections[316]

This illustration shows the original plan for the Trinity Parkway, first proposed in the 1967 *Dallas-Fort Worth Regional Transportation Study*, the long-term freeway planning document for North Texas. The tollway terminated at downtown Dallas with connections into Woodall Rodgers Freeway, Commerce Street and Reunion Boulevard. Below is an excerpt from a map in the 1967 plan showing the originally proposed alignment which was called the River Freeway.



position to a proposal to continue tolls on the Dallas-Fort Worth Turnpike beyond the planned toll removal date to finance the Trinity Turnpike. Around this time there was also a proposal to seek the designation of the route as an extension of IH 30 to obtain federal funding for a freeway.[177]

The TTA authorized a more detailed study in February 1972. By April 1972, however, political support for the project was fading. The state senate approved a resolution opposing the use of Dallas-Fort Worth Turnpike tolls to finance the project, Governor Dolph Briscoe stated his support for a freeway rather than a turnpike, and Dallas and Fort Worth interests could not agree on a unified approach to promote the project. In July 1972 the regional planning council released a report which concluded there was no immediate need for the turnpike. Nevertheless, in August a delegation of 200 Dallas-Fort Worth officials went to Austin to ask the Texas Transportation Commission to continue studying the project, and the commission agreed. Studies continued until March 1974 when additional funding was needed. The Texas Transportation Commission denied additional funds to continue studies, effectively killing the Trinity Turnpike for the moment.[178]

Keeping it Alive

Although the immediate future of the project was uncertain, a new revision of the long-term regional freeway plan released in June 1974 retained the project, still calling it the River Freeway. The new plan showed it extending from IH 820 in east Fort Worth to downtown Dallas and then continuing southeastward to US 175. This was the first official planning document to include the extension southeast of downtown Dallas. In November 1974 TxDOT included the downtown bypass in its 15-year construction plan.[179]

The project remained an item of discussion in the 1970s. The removal of tolls from the Dallas-Fort Worth Turnpike on January 1, 1978, eliminated the possibility of using turnpike toll revenue to help finance the Trinity Turnpike.

The project was revived in 1985 when business interests led by John Stemmons and his Industrial Properties Corporation began advocating construction of a freeway or tollway in the Trinity River corridor, using the originally planned route around downtown Dallas but then turning northward along the Elm Fork of the river to connect with IH 35E at Trinity Mills Road (present-day SH 190 Bush Turnpike) in Carrollton. The alignment was intended to be a relief freeway for Stemmons Freeway since chronic congestion on the freeway was making Stemmons' property along the freeway near downtown less attractive. After local governments endorsed the idea, TxDOT provided funding for a new study including both the original alignment from Dallas to Fort Worth and the newly proposed northern branch. In January 1988 the study concluded that the $1.1 billion project was not financially feasible with toll revenue, but the project would be needed in the long term and right-of-way preservation was recommended. However, local authorities were still committed to the idea and in July 1988 Dallas City Council offered to pay for ongoing studies of the project. TxDOT also agreed that a facility in the Trinity River corridor was probably the only hope for substantial traffic relief on Stemmons Freeway.[180]

The Trinity Parkway

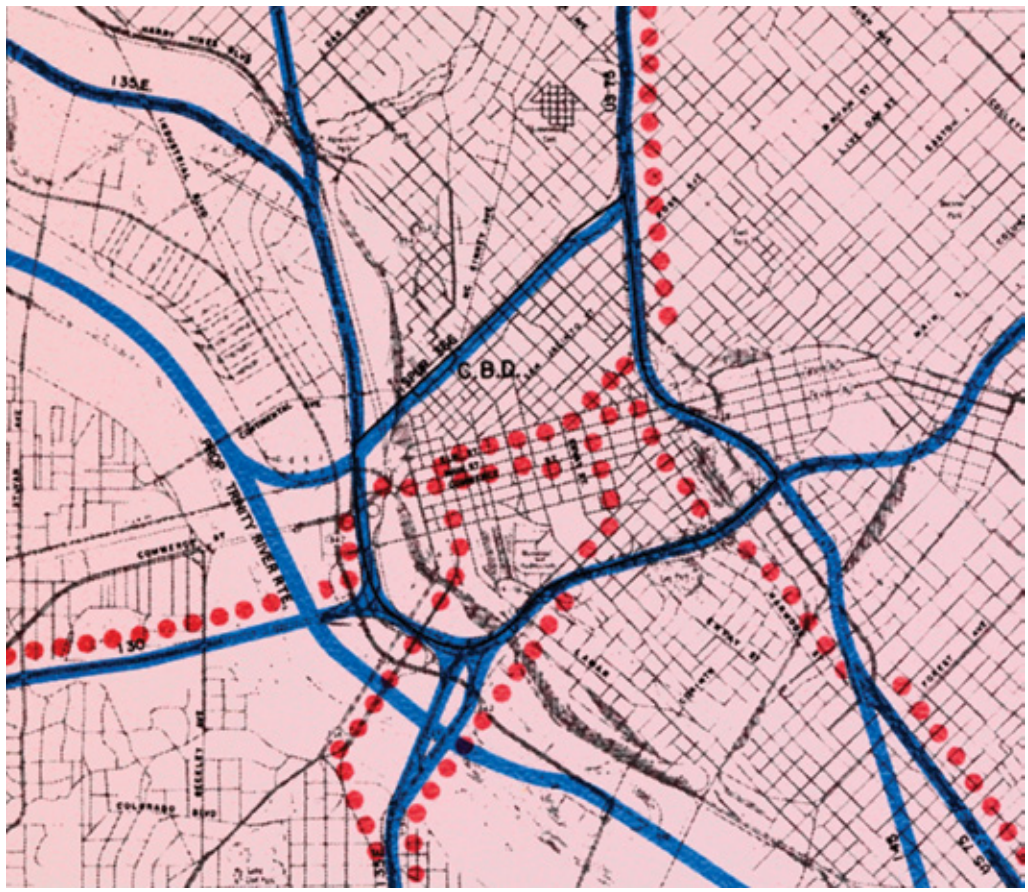
In 1992 a group of Dallas political leaders made a presentation to the Texas Transportation Commission to promote a new plan for building the section of the toll road around downtown Dallas, from SH 183 in northwest Dallas to US 175 in southeast Dallas. The new name of the project was the Trinity Parkway, and this proposal was the beginning of the current incarnation of the project which became a centerpiece of the more comprehensive Trinity Corridor plan. In the following years studies continued and political support continued to build. In 1995 Ron Kirk became Dallas mayor and the comprehensive project to improve the Trinity River corridor including the toll road was one of his top priorities. After the formulation of a detailed plan in 1997, in May 1998 Dallas voters were presented with a $246 million bond issue for the Trinity Corridor project which included $84 million for the Trinity Parkway. The bonds were approved with 51.6% of the vote, a slim margin which portended more controversy ahead. The cost estimate for the Trinity Parkway was $424 million and the preliminary, conceptual plan was a split design with four southbound lanes alongside the west levee and four northbound lanes alongside the east levee.[181]

Some difficult questions needed to be answered first. Where exactly would the traffic lanes be built? How many lanes would it have? What would the speed limit be? How could any potential negative impacts on the planned park in the floodway be minimized? There was no obvious answer to any of these questions, and the entire Trinity Corridor project became engulfed in controversy and indecision for the next several years. Obtaining environmental clearance would prove to be particularly difficult since the tollway would impact the Trinity River wetlands and floodway levees, necessitating close involvement of the Army Corps of Engineers.[182]

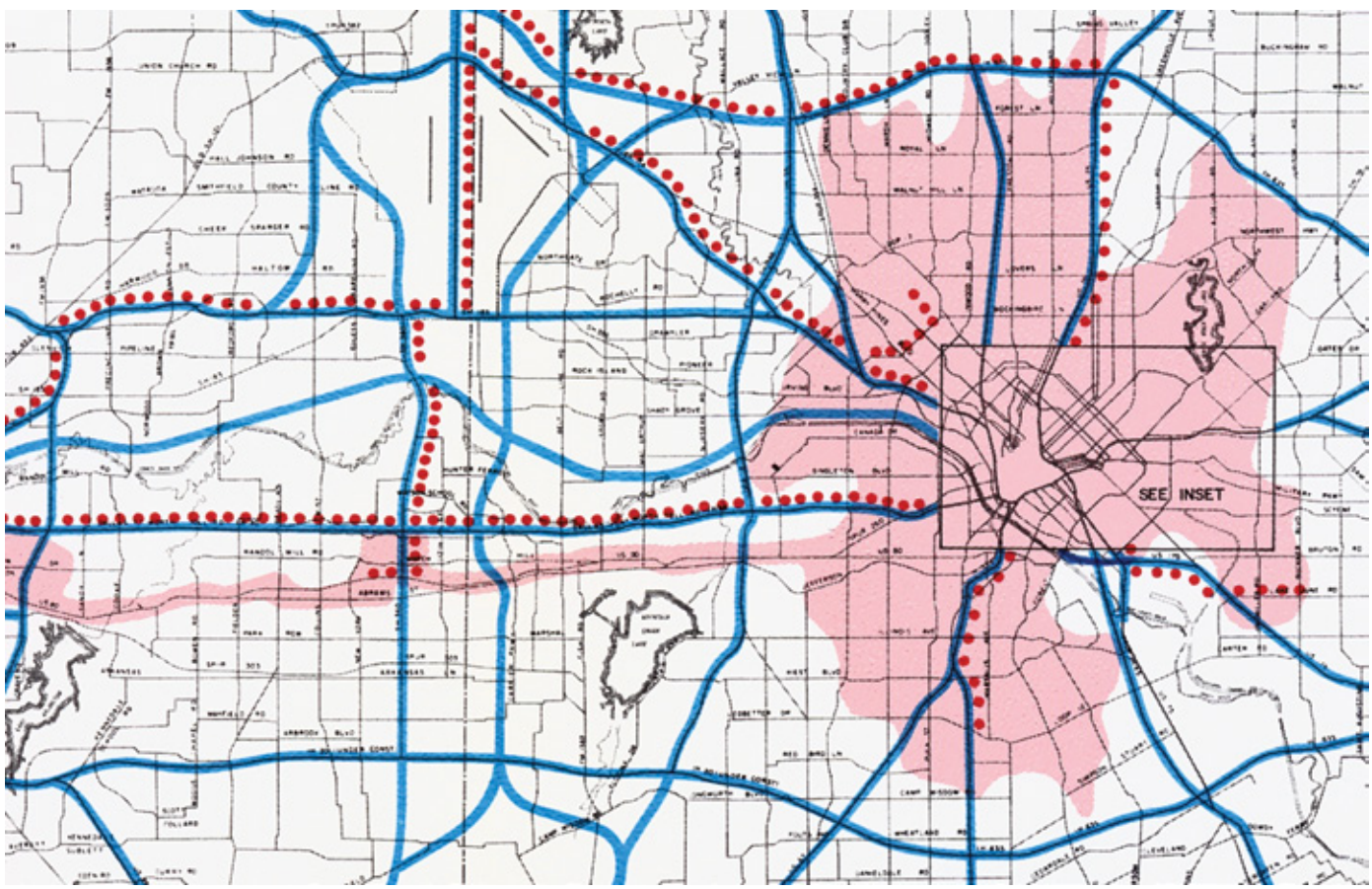
In August 2002 Mayor Laura Miller launched a new study with recognized national experts to review the entire plan. In June 2003 the consultants gave their recommendation, retaining the parkway in the overall plan but shrinking its size to six lanes north of downtown and four lanes through downtown and southward. The concept closely integrated the parkway and levees, an idea which ultimately would be infeasible as concerns about levee integrity mounted.[183]

Progress continued to be elusive, and on August 18, 2004, the project was designated as one of six projects in the United States to receive an accelerated federal environmental review. In April 2005 Dallas City Council reaffirmed

The 1974 *Dallas-Fort Worth Regional Transportation Study* was the first official planning document to extend the proposed Trinity River corridor freeway around the west and south sides of downtown to connect with US 175 southeast of downtown. The 1974 plan also extended the freeway westward all the way to downtown Fort Worth. The 1974 planning document removed numerous proposed new freeways which were included in the 1967 and 1971 plans, so the expansion of the planned route, called the "proposed Trinity River route" in this map, was a rare new freeway addition during a time when freeway planning was in serious decline.



Right: downtown inset of map below



KEEP THEIR TOLL ROAD OUT OF OUR PARK.

VOTE YES! FOR PROP 1.

Election day is November 6.
Early voting starts October 22.

IT'S OUR CITY. IT'S OUR PARK. IT'S OUR CHOICE.

Right now, cities all over the country are spending millions to undo misguided projects like this. They learned the hard way that green spaces and waterfronts can be amazing economic engines when handled right.

There are special interests and high-priced lobbyists who really want to put their toll road in our park. And they didn't want to give us the right to vote on it. But it's not up to them. It's up to us.

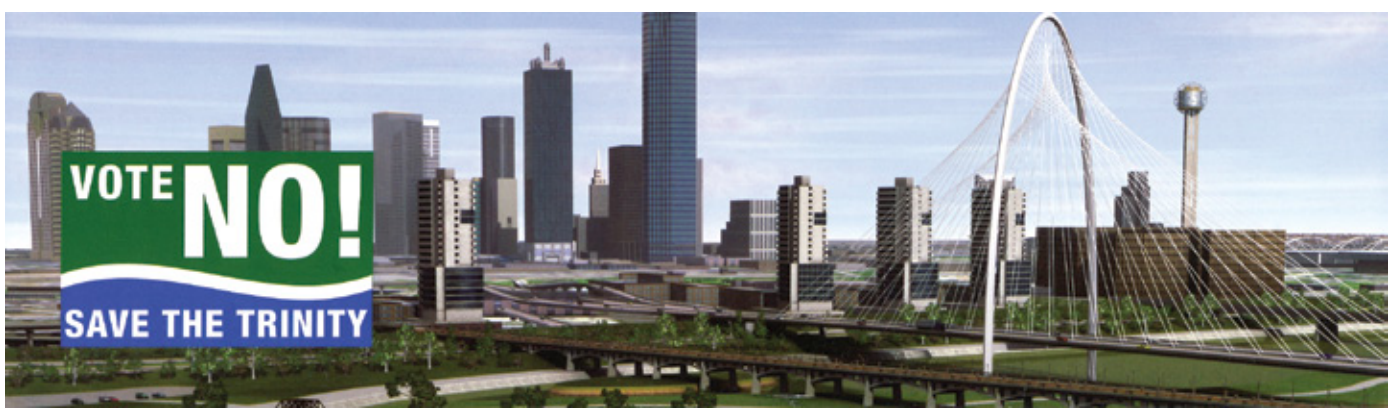
Vote YES! for common sense.

Vote YES! for a better quality of life.

Vote YES! to keep their toll road out of our park.

The opposition to the Trinity Parkway adopted the slogan "Keep their toll road out of our park" for the 2007 referendum on the project. The message was prominently featured in mailings to Dallas voters and on numerous billboards around downtown. This billboard was along IH 30 at Fort Worth Avenue.

Author, 2007



Say No to taxes.
No to traffic.
No to flooding.

A vote of "no" on the proposition was a vote in favor of the Trinity Parkway, and pro-parkway interests ran an extensive campaign to promote their case. The images on this page are excerpts from the many brochures mailed to Dallas voters prior to the election. The campaign slogan was "Vote No, Save the Trinity".

its commitment to the project and endorsed a $691 million alignment with a single highway inside the east levee, one of six alignments under consideration.[184]

But on August 29, 2005, a huge complication emerged. Hurricane Katrina made landfall in New Orleans, flooding the city when levees failed. In the aftermath of the disaster, the management of the levees in New Orleans came under close scrutiny and as a result the Army Corps of Engineers became increasingly strict in its role of protecting levees nationwide. With the new awareness of the cost of levee failure, the Trinity Parkway was set to be studied even more closely to ensure it would not compromise the levees.

By November 2006 the Army Corps of Engineers was taking a more active role in the planning and required design changes to ensure that there would be no impact to the flood protection capabilities of the levees. Additional controversy arose in February 2007 when the Corps demanded rights to close and potentially damage the tollway in the event of a levee emergency.[185]

While the Trinity Parkway was strongly supported by the mayor, most members of city council and business interests, opposition from park supporters, environmental groups and anti-highway interests persisted. In 2007 the leader of the opposition movement emerged: city council member Angela Hunt, a first-term representative elected in 2005 whose top priority was to kill the Trinity Parkway. Hunt and her supporters believed the Trinity Parkway tollway was no longer consistent with the plan approved by voters in 1998. Hunt wanted the project to focus on the park aspect of the Trinity Corridor plan. Hunt and her supporters launched an effort to place a referendum on the ballot for Dallas voters. The referendum language limited the Trinity Parkway to only four traffic lanes with a 35 mile-per-hour speed limit—a restriction which would kill the tollway.

Hunt's team collected signatures in May and June 2007, submitting over 80,000 signatures on the June 30 deadline and receiving official certification on July 29 that the needed 48,000 valid signatures had been provided. It was only the third time that a specific highway project would be the subject of a ballot vote in North Texas, the first being a successful 1983 proposition in Carrollton for a buffer zone which was intended to kill the SH 190 project and the second a referendum on the alignment of SH 190 in Rowlett in 1994. To further complicate the issue, a vote in favor of the proposition was a vote against the toll road.[186]

The stage was set for a showdown on the Trinity Parkway, with Mayor Tom Leppert and business interests leading the pro-parkway effort using a campaign called "Vote No! - Save the Trinity". The parkway opposition slogan, "Keep Their Toll Road out of Our Park – Vote Yes! For Prop 1", was featured on billboards around downtown. Voter mailboxes were flooded with literature from both sides of the campaign, with the pro-parkway literature targeting the "Angela Hunt plan" and how it could derail the entire Trinity Corridor plan, not just the parkway.

The heated debate finally went to voters on November 6, 2007. The proposition failed in a close vote, receiving 47.1% in favor, handing the victory to the pro-tollway effort. It was a big victory for Mayor Tom Leppert, but also an impressive battle fought by Angela Hunt which underscored the divided sentiment on the issue. The Trinity Parkway had overcome the most difficult political hurdle in its path, but the path ahead was far from clear. In fact, trouble had only just begun.[187]

In January 2008 Mayor Tom Leppert had high hopes for expediting the project to early completion in 2013, holding a Trinity River summit meeting to jumpstart the process. But by the end of 2008 none of the critical issues to move the project forward had been resolved. The precise alignment and location of the parkway still had not been finalized. The project, with its minimum price tag of $1.4 billion, was not funded and tolls would cover less than half the cost. The Federal Highway Administration had not approved the project. And, most serious of all, the Army Corps of Engineers was still studying the integrity of the levees and was nowhere near being able to approve the toll road. In an effort to resume forward progress, the North Texas Turnpike Authority (NTTA) awarded $30 million in design contracts in December 2008 to work toward a milestone of completing 30% of the project's design, the threshold at which the Army Corps of Engineers could evaluate the project and potentially grant approval.[188]

In 2009 problems began to multiply. In February the NTTA announced that it was $1 billion short of financing the estimated $1.8 billion total cost, and there was no easy way to solve the funding shortfall. Also in February the Army Corps of Engineers reported results of a study which found the levee system deficient in 34 of 170 inspection categories. Although the parkway was always required to have no detrimental effect on the levees, now it appeared that the levee deficiencies would need to be corrected before any parkway construction could proceed. In March details emerged of a serious issue that was being closely scrutinized by the Corps—sand underneath the levees. Clay, the material used in levees, resists water well but in a flood situation water can flow through the sand deposits underneath the levees, and a bridge pier sunk through the layers of soil on or near a levee could provide a path for water to seep up into the levee, possibly causing failure. The prevalence of sand underneath the levees was discovered during construction of the Margaret Hunt Hill Bridge in 2008 and sounded alarms at the Corps, which had become super-conservative in its granting of permits since the Katrina levee disaster in New Orleans. The sand issue added yet another layer of cost and uncertainly to the parkway project. In a worst-case scenario, levee repair alone could cost hundreds of millions of dollars before work could even begin on the parkway. To fully understand the sand issue and provide sufficient data to satisfy the Corps, Dallas City Council approved $29 million for a comprehensive levee study including 1500 borings in June 2009.[189]

The Dallas Morning News

Texas' Leading Newspaper 50 cents Dallas, Texas, Wednesday, November 7, 2007 dallasnews.com

ELECTIONS '07

Trinity tollway is a go

53 percent of voters reject plan to scrap highway; Leppert says it's time to move forward; Hunt praises grass-roots effort

Project still faces a long and winding road

By MICHAEL A. LINDENBERGER
Transportation Writer
mlindenberger@dallasnews.com

The battle over whether the Trinity Parkway belongs inside the Trinity River park may be over, but construction of the toll road is still years away.
Plus, there are still obstacles to the high-speed highway's ulti-

Turnout at polls exceeds forecast for city election

By BRUCE TOMASO, DAVE LEVINTHAL and RUDOLPH BUSH
Staff Writers

The Trinity toll road lives.
Dallas voters on Tuesday rejected a plan to kill the highway, a key element of the city's ambitious effort to transform the Trinity River Corridor.
The vote means the city's

Woodall Rodgers Park Foundation

The November 2007 referendum on the future of the Trinity Parkway featured two Dallas politicians going head-to-head, pro-parkway leader Dallas Mayor Tom Leppert and anti-parkway leader Councilwoman Angela Hunt, shown here together in a photo. The proposition, which would have killed the Trinity Parkway if it passed, was rejected by a narrow margin of 53 to 47 percent. The newspaper headline accurately predicted that the "Project still faces a long and winding road". Six years later in 2013, the project remained alive but faced an uncertain future.

While the engineering issues were threatening to bring the project to a halt, prospects for obtaining the needed $1.8 billion in funding continued to look increasingly grim. Legislation sponsored by Dallas state representative John Carona to allow voter-approved tax increases at the local level for transportation improvements died at the end of the 2009 legislative session. The financial standing of the NTTA continued to decline through 2009 and into 2010 as the massive payments for rights to the SH 121 and SH 161 toll roads forced a toll increase on existing facilities in 2009 and left no reserve funds or bonding capacity for projects like the Trinity Parkway. Other sources of funds, including federal stimulus and State of Texas bond issues, were allocated to other projects which were ready to move forward. There was no hope of a project bailout by TxDOT since traditional highway funding from the gasoline tax

The Trinity Waterway, canceled 1978

Author, 2009

Imagine a barge cruising the Trinity River below this bridge Since the inception of Dallas in 1841 until the 1970s, political and business leaders dreamed of turning the Trinity River into a navigable waterway to allow barge traffic to reach North Texas. This view shows the Interstate 20 bridge over the Trinity River in southeast Dallas, with its 52-foot vertical clearance and long span to allow the future conversion of the river into a navigable canal. Three freeway bridges and one non-freeway bridge were constructed to navigation standards in North Texas between the official navigation designation in 1965 and the cancellation of the project in 1978.

Over the years many motorists have surely been intrigued by the hump in certain Trinity River bridges. Why are the bridges elevated? Why are some bridges elevated, and others not? Do boats cruise on the water below, or did boats navigate the river in the past?

The elevated bridges are a product of one of the longest-running dreams in the history of North Texas. Soon after the founding of Dallas in 1841, leaders dreamed of transforming the Trinity River into a navigable waterway. The first successful passage to Dallas was in 1868 followed by several other trips in subsequent years. In 1893 the *H.A. Harvey*, a 113-foot-long river boat, arrived in Dallas after a journey from Galveston which took two months and ten days, spurring a huge celebration in anticipation of regular river traffic. The *Harvey* showed it was possible for a large vessel to reach Dallas on the Trinity, but travel remained unreliable and uneconomical. Water flow was highly variable, too low for vessels during much of the year, and the river was prone to becoming clogged with debris. Making the Trinity navigable would require a major engineering project to improve the waterway.[317]

In the first half of the twentieth century efforts in Dallas focused on flood control after the great flood of 1908. Realignment of the river and construction of the levees was completed in 1932. After World War II North Texas political leaders revived efforts to obtain federal funding for making the Trinity River navigable for barge traffic, with influential Washington politicians Sam Rayburn and Lyndon Johnson taking the lead at the federal level. The Trinity barge canal was still just a proposal with no formal federal endorsement when the first freeways were built in the 1950s. The bridges for IH 35E and the Dallas-Fort Worth Turnpike (now IH 30) in downtown Dallas were built as regular structures, not designed to accommodate navigation.

In 1962 the U.S. Corps of Engineers completed four years of study and designated the barge canal as feasible, recommending that it receive federal support. The 1962 plan called for a 370-mile barge canal to the Gulf of Mexico with nineteen locks and numerous new reservoirs including a huge, 119,500-acre reservoir near Corsicana called the Tennessee Colony Reservoir. In 1965 Congress officially authorized the comprehensive Trinity River improvement program including the barge canal extending to Fort Worth and four new reservoirs

in North Texas. With congressional authorization, the project was eligible for funding. The improvements were estimated to cost $911 million ($6.7 billion in 2013 dollars), with the federal government paying for 81%, $738 million.[318]

With the 1965 federal authorization, new bridges over the Trinity were required to have a 52-foot vertical clearance and a minimum main span of 300 feet. Freeway bridges being planned in the period included IH 20 in southeast Dallas, IH 45 south of downtown and Loop 12 in west Dallas. All three were built to accommodate navigation and have the elevation rise to achieve the 52-foot vertical clearance. One non-freeway bridge, the Jefferson Boulevard viaduct, was also built to navigation standards. In general, the cost of a navigation-compatible bridge was 33% higher than a regular bridge. All older bridges would need to be rebuilt to navigation standards, a huge cost for the 15 affected crossings in Dallas County and a total of 45 bridges along the entire length of the Trinity River from Fort Worth to the Gulf of Mexico.[319]

While the navigation-compatible bridges were being built, no significant work was underway on the actual barge canal since no appropriations had been made. By 1973 the estimated cost had risen to $1.6 billion ($8.4 billion in 2013 dollars), with plans for a 384-mile canal, numerous new reservoirs including the Tennessee Colony Reservoir and about 20 locks to raise barges to the 480 foot elevation of North Texas. A crucial election was held on March 13, 1973, for voters in 17 counties to decide on a property tax increase to finance $150 million in bonds for the local share of the project cost. The bond proposition was rejected by voters by an overall margin of 54% against and margins of 56% against in Dallas County and 53% against in Tarrant County.[320]

The vote was, for all practical purposes, the end of the Trinity River navigation dream and the end of navigation-compatible bridges. The groundbreaking for the Loop 12 Trinity River bridge was just four days before the election defeat, but bridge construction proceeded because the Trinity remained an officially designated navigable waterway. It would be the last high-clearance bridge to be built in North Texas.

Local political and business leaders who had worked so long to realize the project were not yet ready to give up, however. Officials supported continued study of the river including navigation, and influential federal politicians including Fort Worth congressman Jim Wright kept the project alive in Congress. In April 1977 a delegation of hundreds of North Texans went to Washington to show support for Trinity River improvements at a House appropriations subcommittee hearing.[321]

But the forces working against the barge canal were just too much to overcome. Rapidly increasing construction costs, a declining benefit-cost ratio and environmental concerns all finally put an end to the dream. In August 1978 the U.S. Corps of Engineers released the results of a new study and officially declared the barge canal to be economically infeasible.[322]

The elevated river bridges in Dallas are the most visible historical artifacts of the plans for the Trinity barge canal. Until the one non-freeway and three freeway bridges in Dallas need to be replaced sometime in the distant future, motorists will continue to be intrigued by those mysterious elevated crossings.

Industrial Properties Corporation

This August 1965 photo shows members of the Trinity Improvement Association boarding an American Airlines jet to go to Washington DC to lobby for federal approval of the Trinity Waterway. The Trinity Improvement Association was a well-organized group of business and political leaders which waged an ongoing campaign to secure approval and funding for the canal. The person at the bottom of the staircase appears to be John Stemmons.

Author, April 2012

This April 2012 view looks south along the Trinity River and the floodway with the Margaret Hunt Hill Bridge in the foreground. If the Trinity Parkway is constructed, it will be along the east levee on the left side of the photo. Below is a ground-level view from the Hampton Road bridge. The planned tollway route follows the dirt roadways on the right side of the levee.

Author, November 2013

All photos by author, June 2014

Opponents of the Trinity Parkway renewed efforts to kill the project in 2014. With support for the project declining among influential civic interests and a new proposal from the Army Corps of Engineers to place the Trinity River on a meandering path within the levees, opponents held a symbolic, New Orleans-style jazz funeral for the Trinity Parkway on June 8, 2014, in the Bishop Arts District, at the corner of North Bishop Avenue and West Seventh Street.[323]

But officially the project was still alive and moving forward. It remained in the regional transportation plan and retained the support of key political entities which would ultimately decide its future. Above, the funeral procession of about 80 people rounded the corner. Below left, participants hold the symbolic casket for the Trinity Parkway. Former Dallas City Council member Angela Hunt, leader of the opposition during the 2007 referendum, served as a pallbearer and is shown in the return parade at lower right, wearing the large black hat.

was in decline and already overextended.

In March 2010 the *Dallas Morning News* reported on the increasingly grim situation for the Trinity Parkway. Key project supporters, including Mayor Tom Leppert, remained optimistic that the project would move forward. But other officials expressed concern that the project obstacles could become insurmountable.[190]

In 2012 project supporters once again began another push to move forward. Mayor Tom Leppert, who had worked to ensure the project's survival, had exited office in February 2011. The future of the project was now in the hands of Mayor Mike Rawlings who entered office in June 2011. Rawling's position on the project during his campaign was that he would review it before making a final decision to support or oppose it. In May 2012 a public hearing was held to present the findings of the latest study, the Supplemental Draft Environmental Impact Statement, or SDEIS. The SDEIS presented detailed studies of four alignment options for the toll road, including two options outside of the Trinity River floodway, and affirmed that the option for a single roadway inside the floodway along the east levee was the least expensive and most feasible. In conjunction with the public hearing, Mayor Rawlings announced his support for the project but later moderated his support, saying he could change his mind depending on project cost and benefit data.

In June 2012 the Army Corps of Engineers reported that the Trinity River floodway levees were in much better condition than was determined in 2009 when a preliminary report was issued. The finding that the levees were safe minimized concerns over the impact of the Trinity Parkway on the levees, likely eliminating levee integrity as an issue which could block construction.[191]

In 2013 the path to construction remained difficult. The Federal Highway Administration is expected to select a preferred alignment in 2014. Then the U.S. Army Corps of Engineers can proceed with a comprehensive analysis to determine if two permits will be granted to allow the project to move forward. If the permits are denied, or possibly granted only with financially prohibitive conditions, the project is dead. There is a substantial funding shortfall for the current estimated cost of $1.76 billion. Opponents, including Angela Hunt and two other council members, continue efforts to kill the project. And if Mayor Rawlings changes his mind and opposes the project, it is also likely the end. The earliest the project could be completed is 2019. But if history is any guide, the best-case timeline for construction is unlikely to be achieved and only time will tell if the Trinity Parkway will actually be built.[192] ■

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209. Squire Haskins collection, AR447 A6389
210. “White says stadium not up for sale” DMN, 19660908; “Making history - Early facilities came in all shapes, sizes” DMN, 20090910
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218. PA83-41-1967-10-4-KH-13-5a
219. “Cascading your way again on Stemmons” DMN, 20090319
220. PA83-41-1973-00-00-RA2-12
221. “No more racing at DIMS” DMN, 19731211; “Peace, love and rock ‘n’ roll–Texas style” DMN, 20090830
222. Squire Haskins collection AR447 S1061
223. “Dallas City Council–not all are ready to raze reunion” DMN, 20080602
224. Squire Haskins collection, AR447 Box 7 09/22/1965
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226. "Dallas hissed, applauded LBJ" DMN, 19730124
227. "Jim Wells boxes opened in search" DMN, 19480929; "Coke sees attempt to count him out" DMN, 19480904
228. "Another 635 segment named LBJ freeway" DMN, 19670323; "LBJ won't seek second term" DMN, 19680401
229. "No retreat in Vietnam, LBJ pledges in talk" DMN, 19680228
230. Squire Haskins collection, AR447-6-22
231. Squire Haskins collection, AR447 A7612-2
232. PA83-29-TI Building
233. "Freeway chopping on small airports" DMN, 19650302
234. "Loop to clip runways at 3 airports" DMN, 19640630; "Highway to trim airport runways" DTH, 19640630; "Park Central's vast scope told" DMN, 19700607
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237. PA83-29-541-10
238. PA83-29-3561-5
239. PA83-29-675-1
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251. "Cotton Belt describes tollway" DMN, 19680624
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253. Squire Haskins collection, AR447 A8817 [#1]
254. PA83-29-4217-40
255. PA83-29-4217-45
256. Squire Haskins collection, AR447 S2077-5
257. PA2007-5-85-19-10
258. Squire Haskins collection AR447 A3606-1
259. Squire Haskins collection AR447 A3924 [frame #7]
260. Squire Haskins collection AR447 A5344
261. "County's interstate roads may exceed $160,000,000" DMN, 19650212; *Dallas*, June 1968
262. Squire Haskins collection AR447-11-43
263. "Making history - Early facilities came in all shapes, sizes" DMN, 20090910
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265. Squire Haskins collection AR447 A3924 [frame #8]
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281. "Margaret Hunt Hill: 1915-2007 - Oil baron's first-born a civic leader" DMN, 20070615; "Bridges to be named for two Margarets" DMN, 20050226
282. PA83-42-1976-8-6
283. "100,000 guests will attend rally" DMN, 19720311; "Music festival climaxes Explo" DMN, 19720618; "Graham speaks at final rally" DMN, 19720618
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296. PA83-41-1978-00-00-1-9-3
297. "Record snow leaves a Tex mess behind" DMN, 20100214
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299. "Hawn paved way for roads" DMN, 19941002; "Freeway namesake C.F. Hawn dies at 89" DMN, 19961010
300. "S.M. Wright - A preacher and a diplomat" DMN, 19880814; "1000 mourn S.M. Wright" DMN, 19941111; "Getting a new Wright of way" DMN, 19950713
301. PA2005-4-7036-1-1
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305. Squire Haskins collection AR447 A2545
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310. Squire Haskins collection, AR447 A8271
311. Squire Haskins collection, AR447-11-44
312. PA76-1-17335-2
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314. Squire Haskins collection, AR447 A6178 [#2]
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317. "1841-1966: Dallas and the Trinity River" DMN, 19660620; "The Trinity River – water highway to the world" *Dallas*, August 1961; "Boats on the Trinity" DMN, 19630506; "Red letter day in Dallas marking navigation of Trinity" DMN, 19430822; "Steamboat Harvey docked here fifty years ago" DMN, 19430524; "Dam at Lewisville to aid navigation" DMN, 19481016
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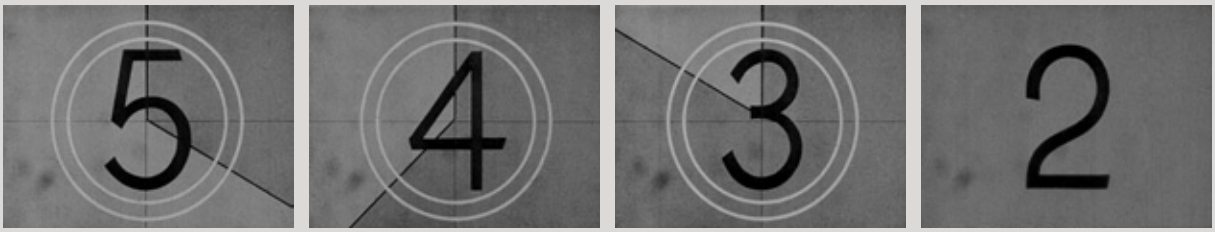
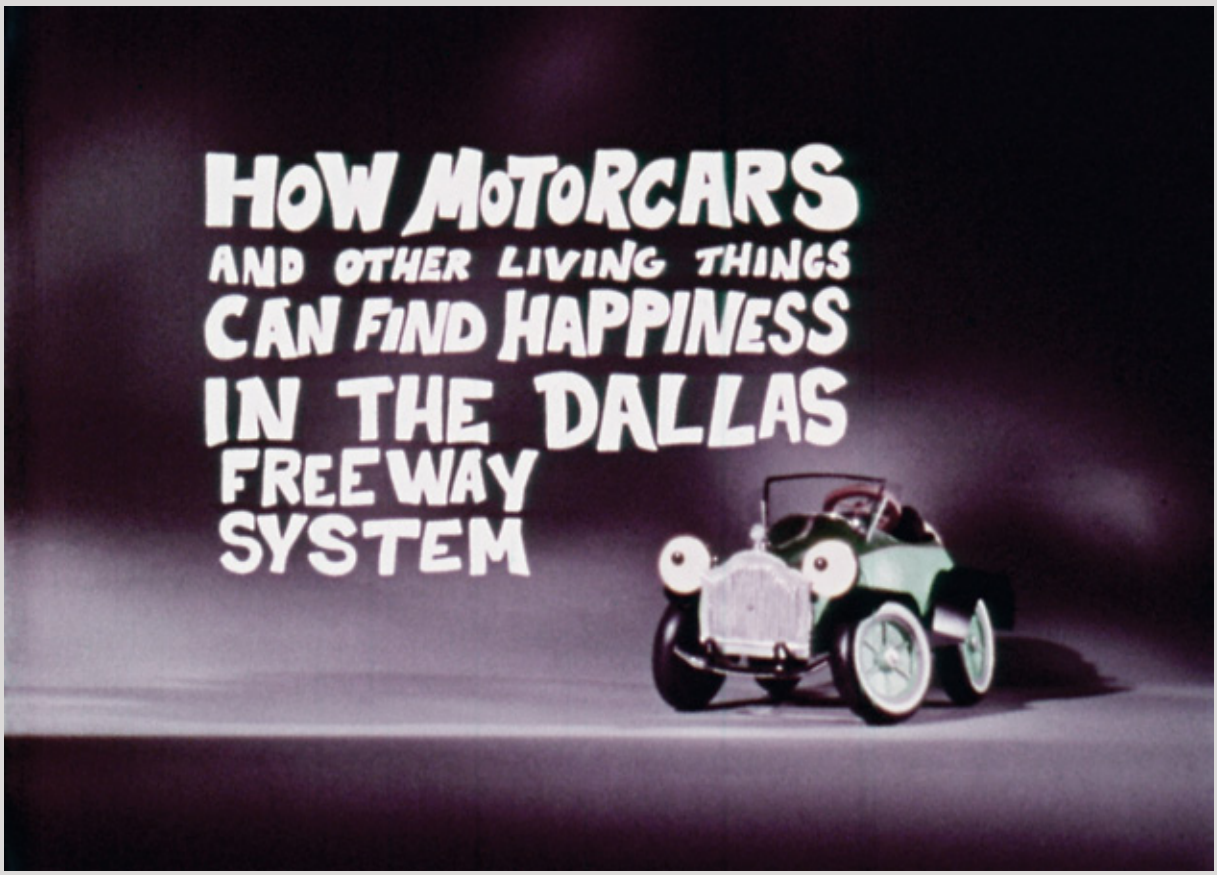
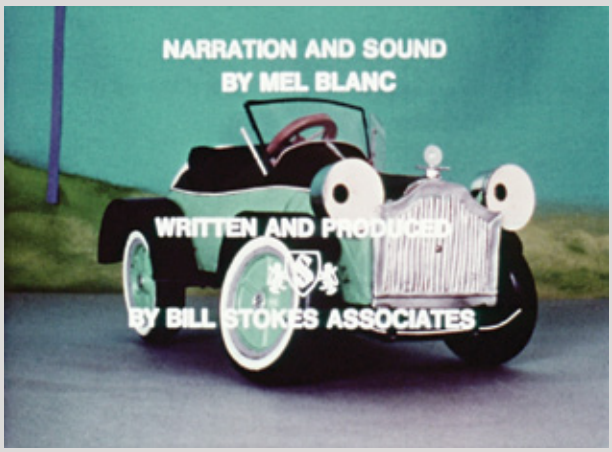
GAS
PLEASE DRIVE CAREFULLY
FREEWAY ADVENTURES
in the big city
DALLAS
WELCOME TO DALLAS
DALLAS

CHAPTER
7

Freeway Adventures in the Big City







During a search in the *Dallas Morning News* digital archive for an unrelated topic in 2009, a 1970 article with an interesting title appeared in the results: "Freeways Spotlighted in Movie". That headline certainly warranted a closer look, and the article did not disappoint. It revealed the existence of a highly unusual historical artifact of the Dallas freeway system.

The article began, "'How Motor Cars and Other Living Things Can Find Happiness in the Dallas Freeway System,' a 25-minute locally produced film, will be premiered by the City Council at the close of its business session Monday.

"Star of the film is a whimsical little automobile named Candide, who, accustomed to frolicking about the byways and country lanes of the wide open spaces, is one day suddenly swept onto the Dallas freeway system. His route takes him along North Central Expressway, LBJ Freeway, Stemmons to the Mixmaster area onto Thornton and back to Central. The color movie, narrated by Mel Blanc, will be made available to schools, civic organizations and businesses."

The storyline and narration by legendary animation voice Mel Blanc, one of the best-known voice actors of all time, certainly suggested it was no ordinary highway safety film. It had the potential to be a fascinating part of Dallas freeway history. A search for a copy of the film began right away.

The search started with the film's owner, the City of Dallas. Several departments and the city's archivist were contacted, but no one was aware of any copies in the city's possession. The local firm which produced the film was then contacted. The firm was well aware of the film and the film's chief animator was still alive, but neither the firm nor the animator had a copy or any suggestions for finding one. TxDOT, a partner and funding source for the film, was contacted but nothing was found. The search moved on to libraries. Local libraries with film collections were contacted and the catalogs of other libraries were searched, but nothing was found. Then it was on to the next hope for discovery, school district archives. That turned out to be a dead end since Dallas-area school districts had disposed of films long ago. The last hope for finding the film was national-level film archives and the federal Department of Transportation. Once again, nothing.

The film can be viewed online at the web site of the Texas Archive of the Moving Image, www.texasarchive.org

Mel Blanc (1908-1989) is probably the best-known voice actor of all time. He was the voice of many Warner Brothers animated characters from the "Golden Age of American Animation", circa 1930 to 1960, including characters Bugs Bunny, Daffy Duck, Porky Pig, Sylvester the Cat, Tweety Bird, Foghorn Leghorn, Yosemite Sam, Woody Woodpecker and many others. In the photo Blanc nibbles on a carrot in honor of his most famous voice, Bugs Bunny. In the 1960s his voice acting broadened to numerous studios, including the Hanna-Barbera studio where he voiced Barney Rubble of the Flintstones and others. It is somewhat unusual to find Blanc in the lead narration role for a small-budget, local-interest educational film, making How Motor Cars and Other Living Things Can Find Happiness in the Dallas Freeway System *all the more unique.*

Sadly, the quest to find the film in 2009 came to an end with the unfortunate conclusion that the film was a lost artifact of Dallas freeway history and we would never know what the character Candide did on Dallas freeways while Mel Blanc narrated.

Then, in 2010, an amazing stroke of luck occurred. An employee of the City of Dallas streets department was retiring. While sorting through old department files in preparation for his departure he came across a film labeled "Dallas Traffic". The film was with the records of the defunct Dallas Civil Defense Office which had been merged into the streets division long ago. The retiring employee contacted the Dallas city archivist and of course he was willing to take the film into city archives. But at this point, with the label "Dallas Traffic", there was no indication of the potential importance of the discovery. When the archivist unrolled the film and took a closer look he soon realized that the long-lost 1970 film had been found.

Everything that is known about the origins of the film is from the September 26, 1970, *Dallas Morning News* article and the film's credits. (There was no report in the *Dallas Times Herald*.) The $26,400 film was commissioned by the City of Dallas with a funding grant from TxDOT. The film was coordinated by the traffic safety education division of the City of Dallas traffic control department, and many highway-related organizations are listed as advisors in the film's credits. It appears that the film's producer, Dallas-based Bill Stokes Associates (known as Post Asylum in 2013), was responsible for the story and creative content. The producer most likely brought in Mel Blanc for the narration and sound effects.

The film's main character Candide is a Ford Model A, a design manufactured between 1927 and 1931 immediately following the hugely successful Model T. There are two parallel storylines in the film: the on-location freeway scenes and the animated sequences. Scenes filmed on Dallas freeways and streets follow an actual Model A as it drives the route, while animated sequences show a cartoon depiction of a Model A using mainly stop-motion photography with some additional sequences using conventional drawn animation. The film screenshots shown on the following pages include both on-location driving views and animation views.

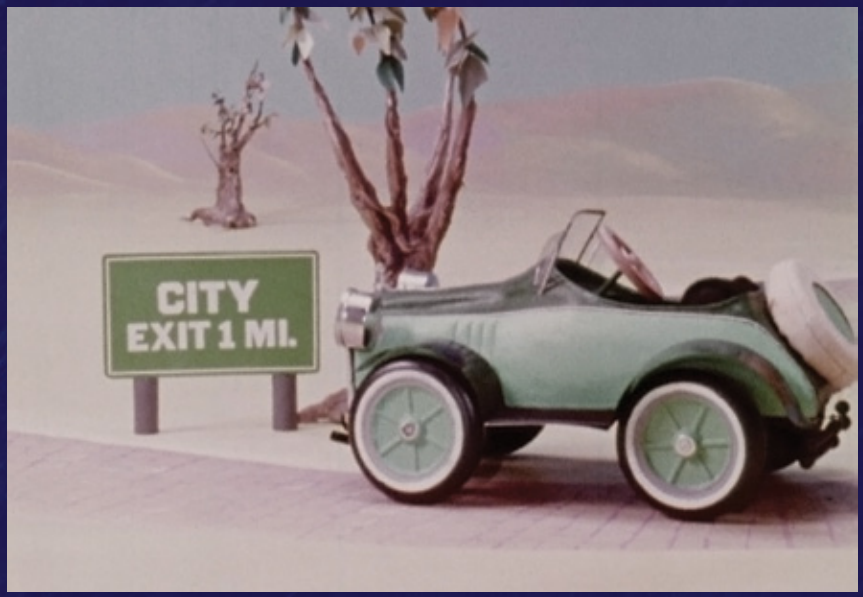
It is difficult to make any definitive superlative conclusions about unique and distinctive highway safety awareness films. But it is surely safe to say that the film is among the most creative and unconventional films ever produced on the topic, and perhaps the most distinctive ever. And it took place in Dallas, on Dallas freeways.

This map shows the route followed for the on-freeway scenes in the film. The Ford Model A was filmed mostly from a nearby vehicle on the freeway, but also from aerial and fixed ground positions. The numbers indicate the locations of the photos in this chapter.

Note: The framed text boxes have excerpts from the narration of the film by Mel Blanc. Additional information is provided in this font.

There was once this artless motorcar named Candide who cavorted about the countryside honking happily and feeling deep within his deferential differential that this was certainly the best of all possible worlds.

Filled with simple joy and a few gallons of classical gas, Candide spent hour upon hour frolicking along the utopian lanes. Wow, it was wonderful. Look how wonderful it was.



Then one day Candide found himself on the road to the city, and a shadow fell across his day. The shadow of a trash truck, and a cement mixer, and a moving van full of anvils.

But wait. Let's begin this whole thing at the beginning, which in this case is as follows:

#1: This view is at the south end of the downtown Mixmaster interchange, IH 30 at IH 35E. This freeway interchange is being fully rebuilt and modernized by the $798 million Horseshoe project, underway in 2013 and scheduled for completion in 2017.

Not too long ago somebody sat down and invented the freeway. It got so popular that most cities bought a whole bunch of them to decorate the urban landscape. And they wove them together into great systems leading here and there and everywhere about the great city.

Whether the father of the freeway will live in history is debatable, but the thing he invented is either a blessing or a nightmare depending on your point of view.

#2: This view looks northwest along the downtown Mixmaster, IH 30 at IH 35E.

If you know how to drive the freeway properly, then they're the safest, most convenient way to get from here to there. But if you don't, then they can truly be a nightmare, or a daymare as the case may be.

And so with the help of Candide here, we're gonna explore some ways you can keep out of trouble on the freeway. Ways to stay alive and healthy in one of the world's most potential hostile environments.

As you remember, Candide had found himself on the road to the city. And before he could say "Chitty-Chitty-Bang-Bang" he was swept into the freeway system. Heading south on North Central US 75, and if you've ever been there about five in the evening, you know what he was getting into.

#3: This view looks northbound along Central Expressway just north of LBJ Freeway with the Midpark Road overpass in the background.

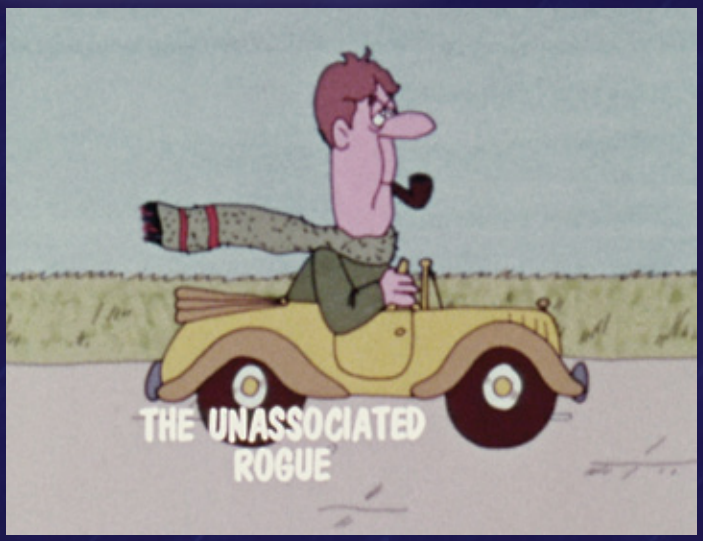
#4: This view is on the connector from southbound Central Expressway to westbound LBJ with the Texas Instruments South Building visible in the background. The connection at the original interchange was a ground-level ramp. The connection at today's High Five interchange is an elevated structure.

And so he escaped west to the wide, inviting stretches of LBJ, or more correctly known as Interstate 635.

#5: This view is westbound on LBJ just west of White Rock Creek.

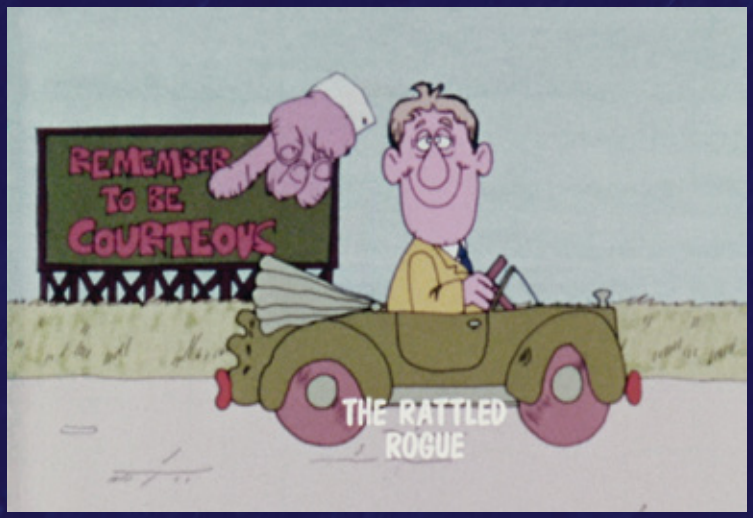
The Road Rogues

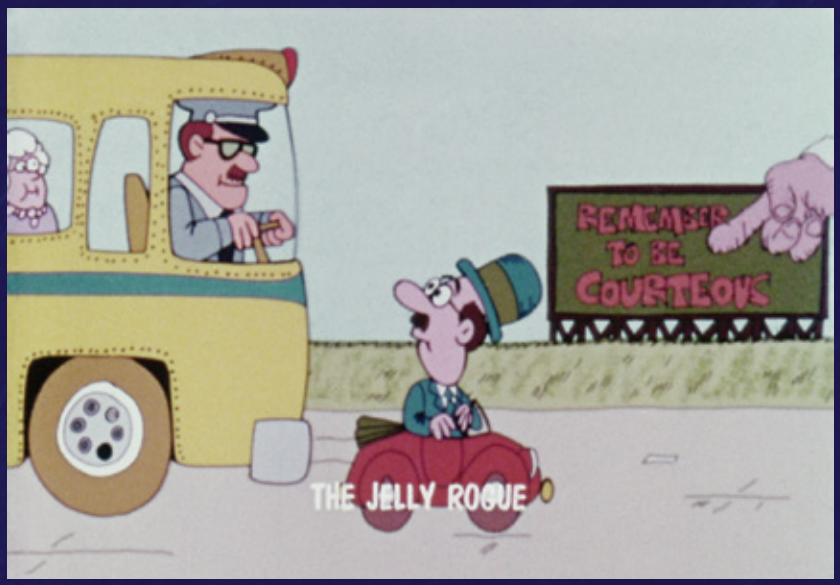
At first things seemed to go pretty well, and just as he began to think maybe this freeway driving stuff wasn't so bad after all, he began to notice some weird things going on all around him. He looked in his mirror and found to his horror that he had been set upon by…the Road Rogues—that singularly dangerous bunch of characters who have been known to turn freeways into cemeteries at the drop of a hat.



For instance, there was the Unassociated Road Rogue. He can usually be found wheeling along the freeways at the top legal speed limit with his right arm draped across the back of the seat, his mind draped along a day dream, driving purely on luck and intuition. His thoughts are a million miles away and his days are numbered.

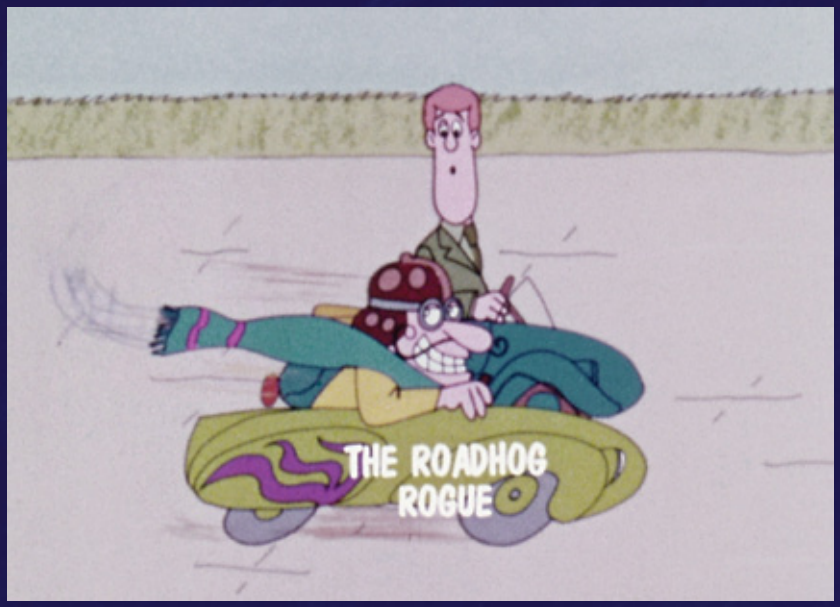
Then there was the Rattled Rogue. This dangerous character usually operates at speeds near the minimum and his break lights come on frequently for no apparent reason. The rear-end of his car is redesigned at regular intervals.

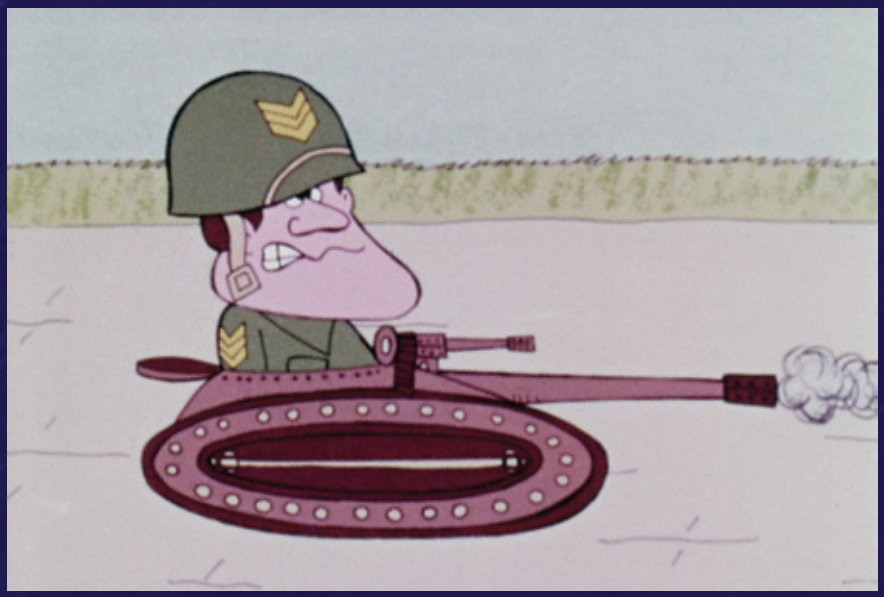




Meet the Jelly Rogue. The Jelly Rogue rarely exposes himself until he is forced to make a choice at an interchange. Then, in a flash, he turns to jelly – a quivering mass of indecision.

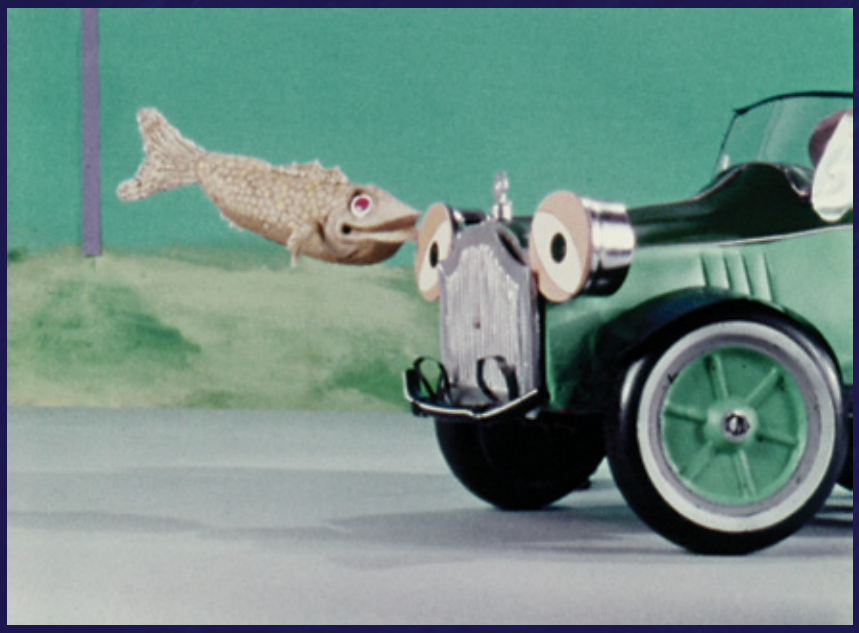
And then there was the Road Hog Rogue. He's the one you see tailgating and speeding and cutting people off and breaking every rule in the book, and at the same time being totally convinced that all other drivers are incompetent.

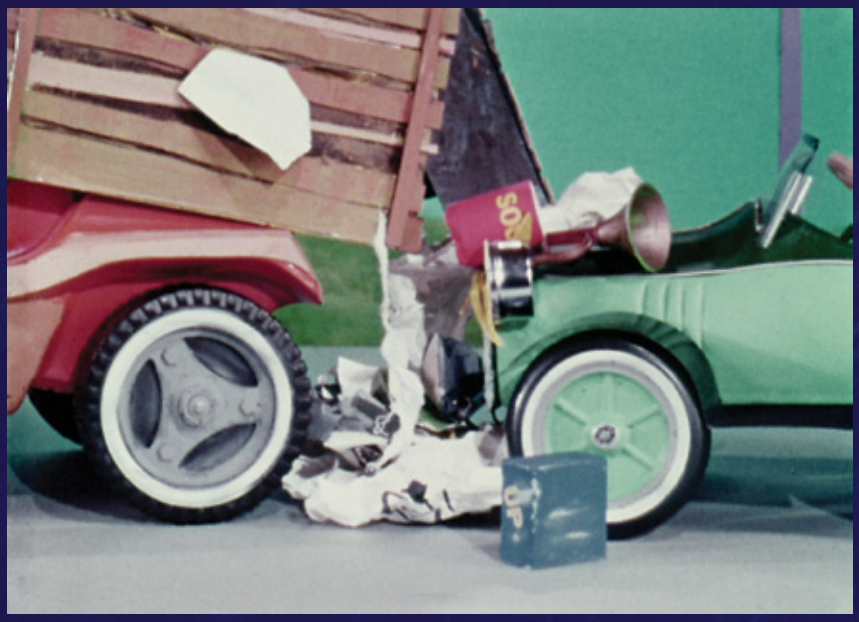




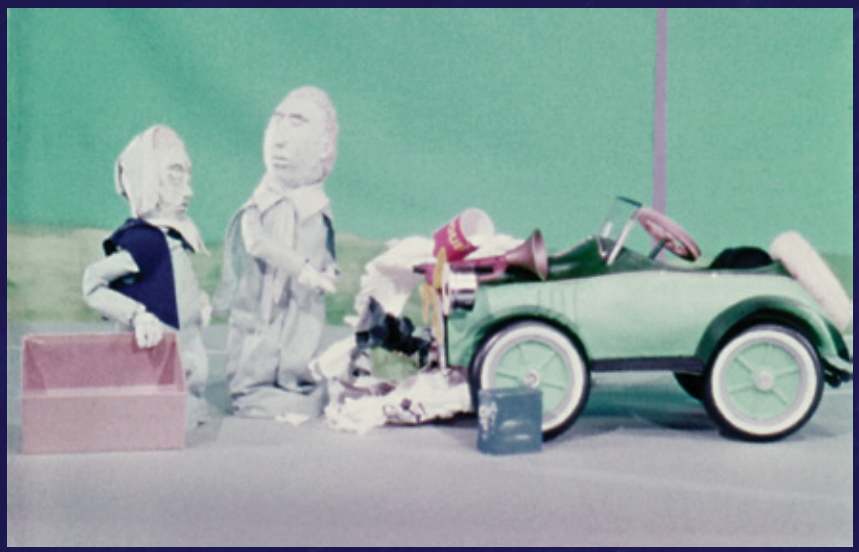
What can you do about the Road Rogues? Absolutely nothing at all. Just don't be one of them, and keep out of their way.

Strange as it may seem, there's a similarity between freeway driving and deep sea diving. They say, when a diver gets deep beneath the sea he sometimes gets what's called "rapture of the deep", a deep and peaceful illusion of invulnerability. It's easy to get lulled into this same illusion on the freeway – it seems so straight and orderly and easy, and the day is so peaceful. Remember this: no matter how peaceful a freeway may seem, things can happen, and they can happen fast. The best defense on the freeway is to avoid the possibility of being surprised.





And of course, it's especially important to watch out for … trash trucks and other people entering from acceleration lanes.



#6: This is the most interesting roadside landmark in the film—a billboard for George H.W. Bush on the northeast side of the LBJ-Stemmons interchange in the summer of 1970. Bush (born 1924) was a congressman representing a Houston district and in 1970 was making a second run for a United States Senate seat, facing Democrat Lloyd Bentsen in the November election. The text on the billboard reads "We can't solve today's problems with yesterday's programs." Bentsen defeated Bush with 54% of the vote. Of course, Bush recovered nicely from his Senate election defeats in 1964 and 1970, becoming vice president under Ronald Reagan and once again facing Bentsen in the 1988 presidential contest, with Bentsen the running mate on the Dukakis ticket. Bush easily won the election over the Dukakis-Bentsen ticket and served a single term as president. See page 262 for additional Bush biographical information.

#7: This view on Stemmons Freeway is on the Empire Central Drive overpass with three office buildings under construction in the background along the 8700 block of Stemmons Freeway.

The Bandwagon

And so Candide moved on toward the city. This might be a good time to mention the one thing that causes more accidents on the freeway than anything else, and that is when people follow too close behind another car.

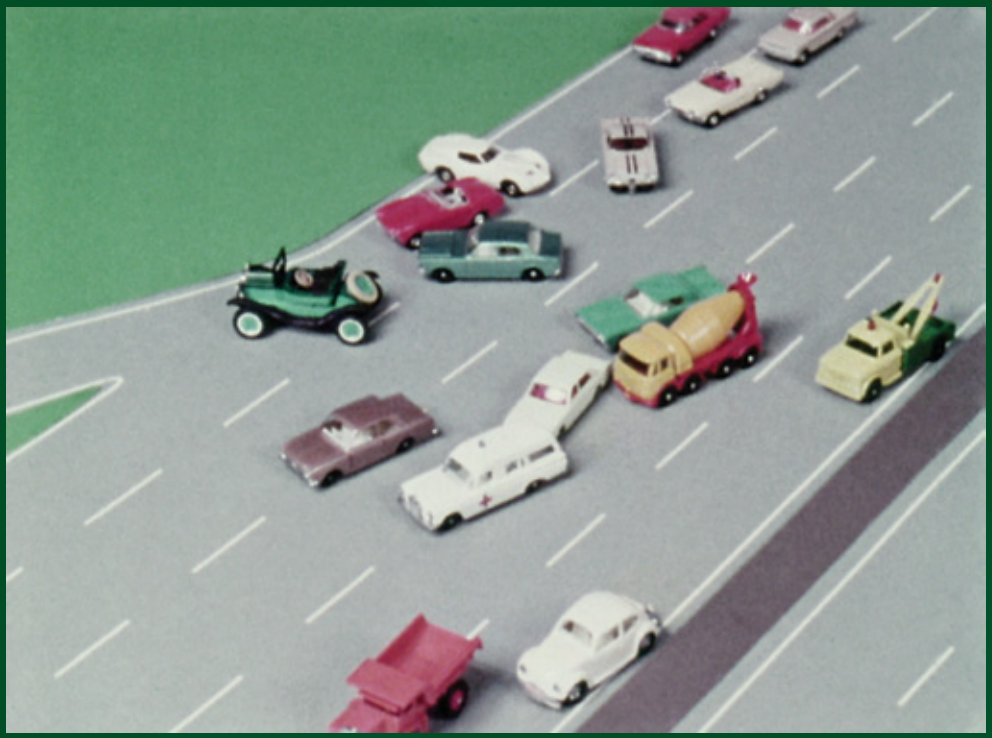
For instance, take the case of Candide. As Candide zipped along Stemmons he suddenly found himself crowded from the rear by a bandwagon. If for any reason at all Candide would have had to stop suddenly, he probably would have had to join the musicians' union.

The Pink Unicorn

Another way to measure a proper space cushion is to allow a two-second space between your car and the one in front of you. As you move along, pick out a conspicuous object along the road ahead, like a sign, a light pole, or a pink unicorn. As the rear of the bandwagon passes the checkpoint, Candide begins to count. One thousand one, one thousand and two. That's two seconds. If the front of the car passes the checkpoint before you finish counting, then you're too close. So let up on the gas a little and increase your cushion.

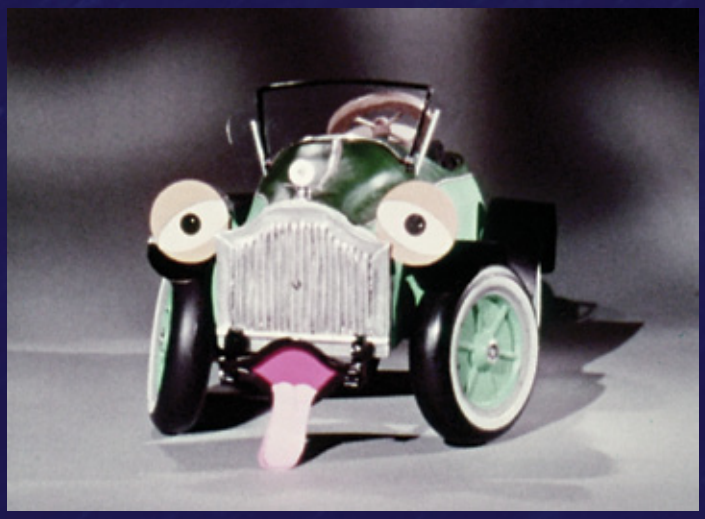
Although Candide seemed to be doing pretty well at this point, he is about to have one of the most harrowing experiences a driver can have. Up ahead, Stemmons and Carpenter Freeway converge.

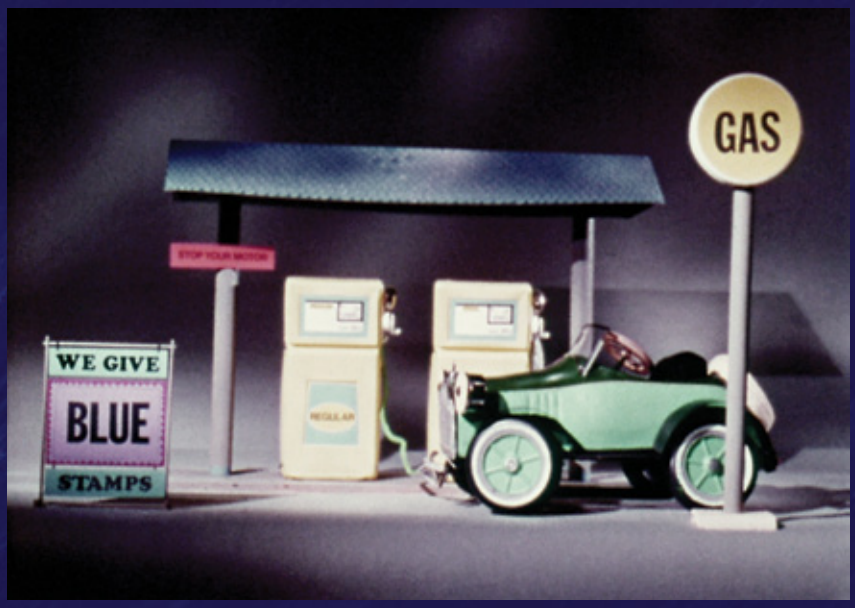
#8: This view shows the merge point of Stemmons Freeway on the right and Carpenter Freeway (SH 183) on the left. This highway location remains basically the same in 2013.



Exiting from Stemmons across the incoming Carpenter traffic to the Irving exit is not easy. At this interchange and several others like it in Dallas, there is one major rule to follow. Whatever you do, do it one lane at a time. If you don't, the results may be something like this.

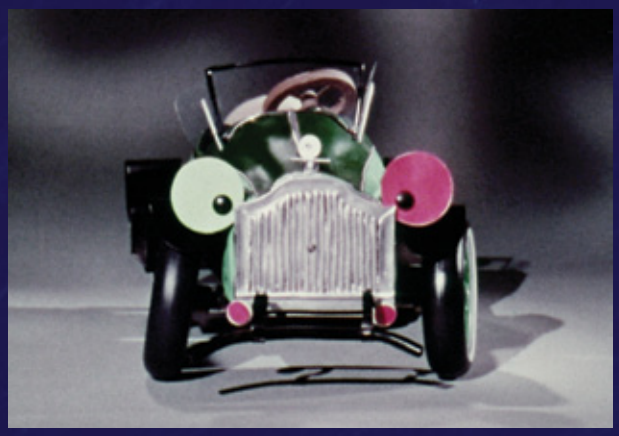
As Candide headed on toward town, he did have a few things going for him — finding things that could keep him and you out of trouble. For instance, if he had been fatigued or ill,





or if he had been taking a cold medicine or other drugs, or if he'd been hitting the booze, then his physical and mental reactions would have been inhibited and the odds of having an accident would have been greatly increased.

Or, if his seat belts had not been properly fastened



or if his front and back lights and signal lights had not been working properly, then again his chances of staying safe on the freeway for very long would have been very slim.

#9: This view at a Stemmons Freeway on-ramp includes a billboard for the Marriott Motor Hotel along Stemmons at Market Center Boulevard. The Marriott opened in September 1960 was billed as the world's largest motor hotel after a 1963 expansion. It was a fixture alongside the freeway until its demolition in 1989. See photos page 194.

#10: This closer view of the Stemmons Freeway on-ramp shows that the US 77 highway designation was still used as a route indication.

#11: This view on the overpass at Medical District Drive, which was then called Motor Street, shows downtown ahead. The Southland Life building is visible above the Model A car and the Republic Bank building with its spire is visible on the right.

#12: This view shows the Dallas Steam Power Generating Plant plant alongside Stemmons Freeway and a good view of the 52-floor First National Bank building on the left. The power plant remained operational until 1995 and was demolished in 2002 to clear land for development after the opening of American Airlines Center just north of the power plant in 2001. The First National Bank building at 1401 Elm Street opened in January 1965 and its 628-foot height made it the tallest skyscraper west of the Mississippi River. Known as Elm Place in recent years, it became totally vacant in 2010 when its last tenant moved out. The building was purchased in August 2011 by Eastern European investors who had plans to renovate the asbestos-infested building but instead sold the still-empty building to a New York investment firm in November 2013. In February 2014 plans were announced for a $170 million redevelopment of the tower including 500 residential units.

About this time old Candide began to feel pretty good. There was the city dead ahead, a straight and easy shot right into Dallas. It looked like he had it made, but then, just as he began to relax a little, he came over a rise. And leaping lizards, he was suddenly enveloped in a weird sort of psychedelic people-eating nightmare. Four major highways going everywhere at once, and no city.

#13: This overhead sign on IH 35E southbound approaching the downtown Mixmaster shows some interesting historical sign artifacts. The Dallas-Fort Worth Turnpike was in existence at that time, with motorists being guided by the "Turnpike Ft Worth" sign. IH 20 went through downtown Dallas. IH 20 was shifted to its present-day route on the south edge of Dallas in 1971 and the freeway formerly IH 20 became IH 30. We can also see that US Highway markers dominated the overhead signs, and two different styles of US route shields were used—the standard-shaped US markers in the middle sign and the markers on a square white background in the right sign.

#14: This image shows the most interesting artifact—the IH 35E shield. Notice that there is a very small "E" beneath the "35" number. Modern signs have the "E" immediately to the right of the "35" in the same font size as the numbers.

And even when you know where you're going the downtown interchanges can be pretty frightening. But they really needn't be. For one thing, traffic moves slower here, and the signs are placed in such a way that, if you're observant, you're given plenty of directional warning. And so he follows the signs, maneuvers into the indicated lane, being careful to watch for vehicles moving up on his right, and remembering to move only one lane at a time.

#15: This view shows a guide sign to Central Expressway with "button copy" on the lettering and outlines. Button copy placed small reflectors along the paths of letters and outlines to illuminate those features. It was typically used on signs which did not have independent lighting. Today, freeway guide signs are made of highly reflective material which is brightly visible from automobile headlights alone, eliminating the need for sign lighting or button copy.

#16: This view shows a reassurance marker along the downtown street section of Central Expressway near Commerce Street. The downtown section of Central Expressway was renamed Cesar Chavez Boulevard in 2010. This old-style US route marker included the text "TEXAS" and "US". Modern US route shields do not include text .

#17: This view shows a guide sign along Central Expressway with a white background and black lettering. The sign was probably a relic from the early days of Central Expressway. In January 1958 green was designated as the standard background color for signs on the Interstate Highway System and became the standard for all highways. Signs conforming to obsolete standards, such as this one, were replaced with signs having a green background.

#18: After reaching downtown, Candide went north on Central Expressway. This remarkable view captures a moment in time when construction was just underway on the elevated main lanes which were built on both sides of the original Central Expressway, shown here. The elevated structures were completed three years later in August 1973.

Homeward-bound at last. But this is a different kind of freeway than any he's traveled before. It takes some additional rules to drive it safely. For instance, take a look at this. This is just one of the things that can happen to you if you drive North Central in the right-hand lane. And none of them are good. Every once in a while like here at Washington and Lemmon the right lane simply ends and you're forced onto the service road.

#19, 20: These views show the original exit and intersection at Lemmon Avenue, with Central Expressway crossing over Lemmon on the left. Today's Central Expressway is in a trench at Lemmon.

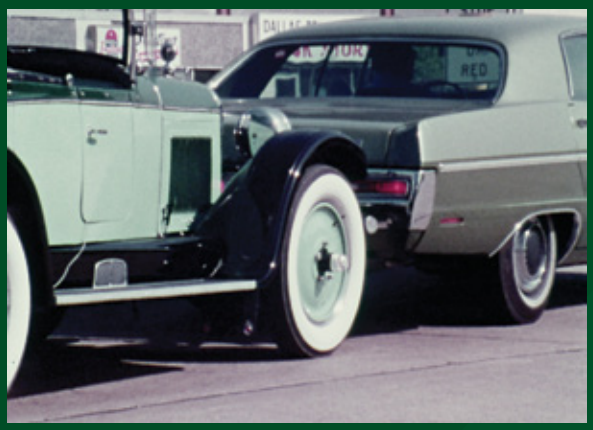
#21: These views show the original Central Expressway north of downtown Dallas. This view on the northbound frontage road shows the narrow width of the freeway corridor, with only a thin strip of grass between the main lanes and the frontage road. The high cost and disruptiveness of widening the corridor made it very difficult to find a feasible solution for expanding the freeway. Study and controversy, particularly on the subject of proposed elevated lanes, lasted for twelve years between 1974 and 1986. See page 120 for complete coverage of the Central Expressway expansion controversy.

#22: This view is approaching the Fitzhugh Avenue intersection. The original Central Expressway went underneath all intersecting streets between Lemmon Avenue and Walnut Hill Lane, but was at ground level between the intersections. Today's freeway is in a continuous trench between downtown and Park Lane, just north of Northwest Highway.

#23: This view shows the exit ramp at Fitzhugh Avenue with its minimal merging space. Most motorists who experienced the original Central Expressway remember the harrowing on-ramps which had virtually no merging space. The exit ramps were also poorly designed but not nearly as stressful as the on-ramps.

It's a funny thing about North Central. Not only can you get swept off of it, but you can also get swept back on. Just as Candide was feeling safe and secure on the frontage road, he got up close to Mockingbird and got forced back on. And this, entering the old freeway like North Central, requires a different technique from that on the newer freeways where we have longer acceleration lanes.

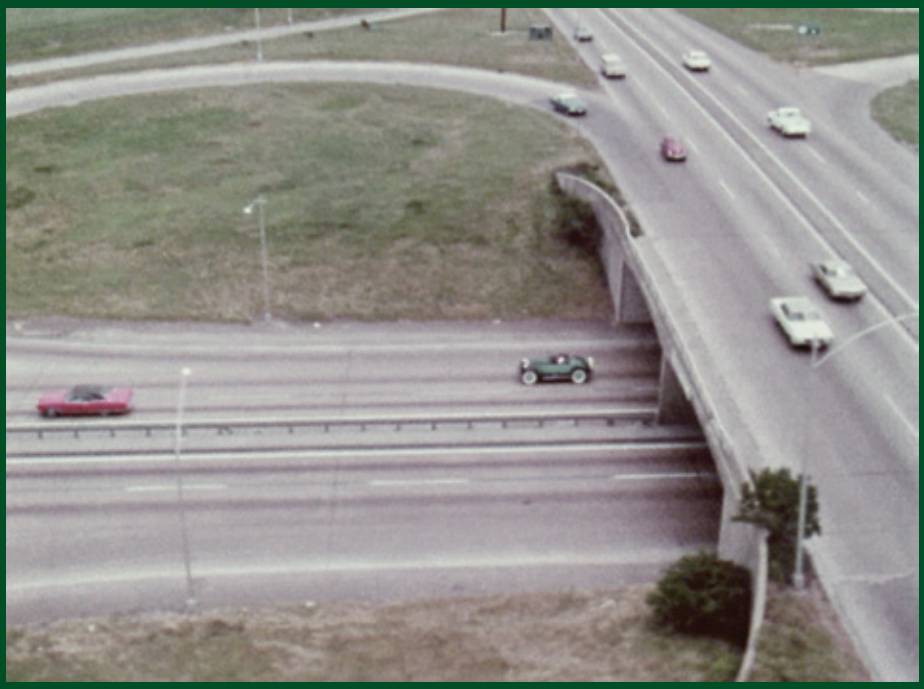
But here on North Central we now have signal lights to help you. The lights are tied into a computer which records and analyzes traffic flow. It's actually simple. When it's red, you wait. And when it's green, you make your move. But make sure the guy in front of you has entered the traffic stream first.



#24: The film shows Candide bumping into the vehicle ahead of it at the on-ramp to help educate viewers of the risk of rear-end collisions. On-ramp rear-end collisions were a common occurrence in the 1950s and 1960s due to the virtually non-existent merging space of the on-ramps and vehicles which would stop on the ramps to await a gap in the traffic.

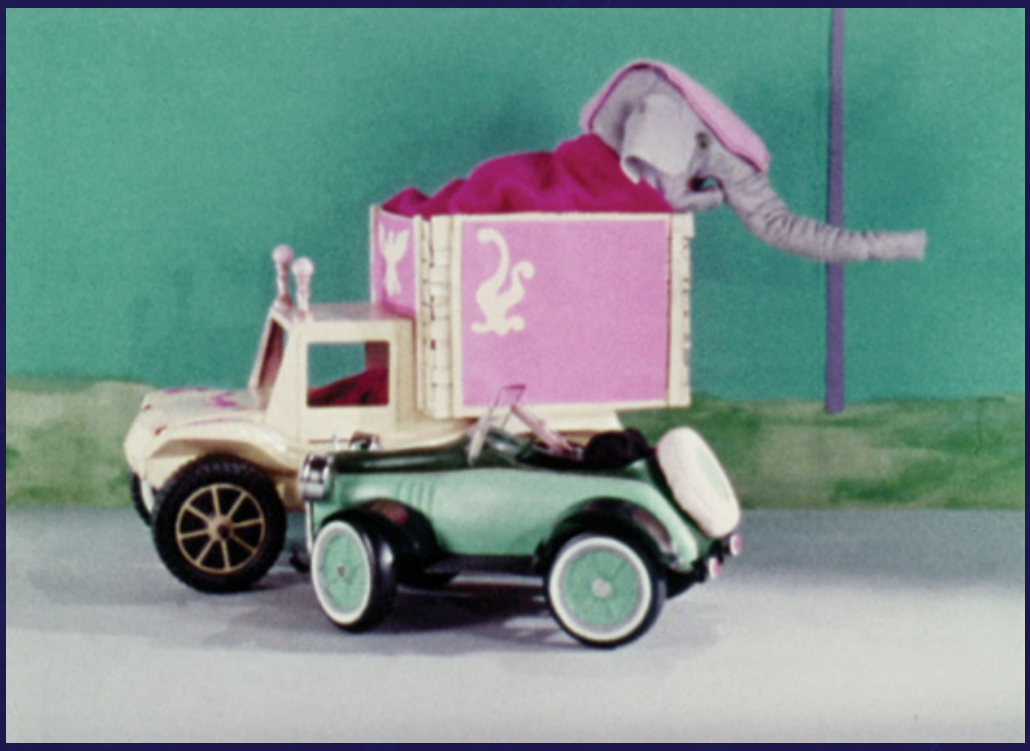
#25, 26, 27: The first ramp signals had just been installed in the summer of 1970 when the film was made. These views show the northbound entrance ramp and ramp signal at McCommas Boulevard. At the time, there was a gap in the frontage roads between McCommas and Mockingbird Lane due to the railroad tracks of the MKT railroad, which is now the Katy Trail walking and biking path.

The sign in the background for "sick-room equipment" shows an interesting language oddity. The word "sick-room" has fallen into total disuse in American English. The use of the term "motorcar" in the film's title also seems curious because the term is rarely used today in American English and is more associated with British English.

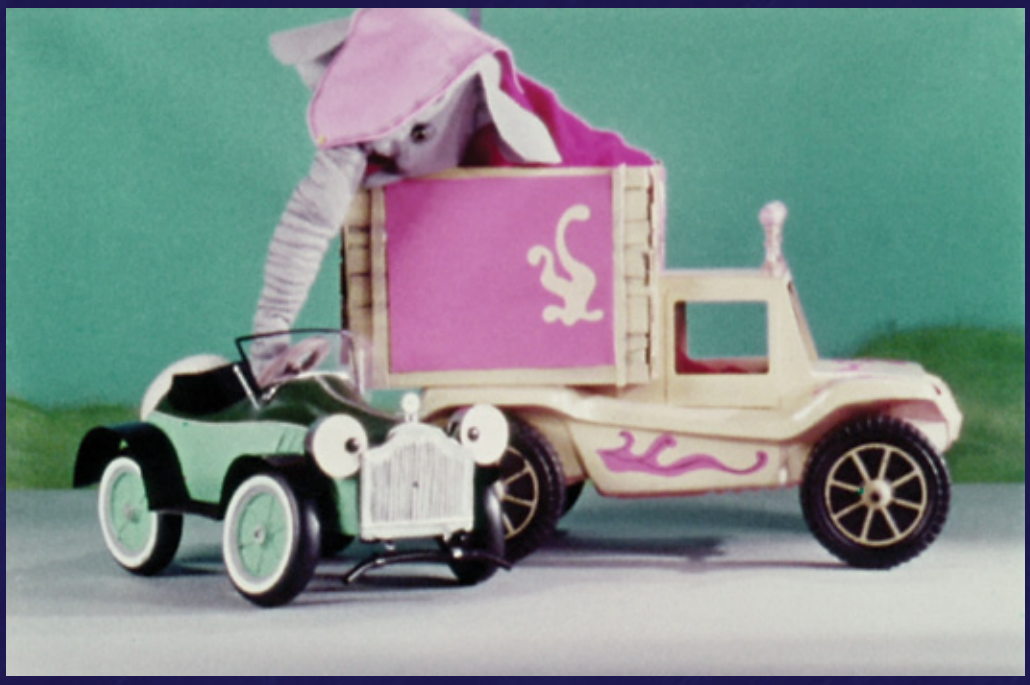


#28, 29, 30: These views show the intersection at Loop 12 (Northwest Highway) which was a cloverleaf interchange. Northpark Mall opened on the northwest corner of Central Expressway and Loop 12 in 1965, but the other three corners were vacant in 1970. For additional historical photos of this intersection see page 100, and for modern photos see page 145.

#31: This view at the Park Lane exit is the end of the freeway driving tour. The freeway lacked a median barrier north of Loop 12 and was recognized as a safety hazard in a March 1970 report. A median guardrail was installed in 1971.



Be alert to everything that is going on around you. Watch where you are going and where you have been. Help other drivers as much as possible, even when they do something wrong.



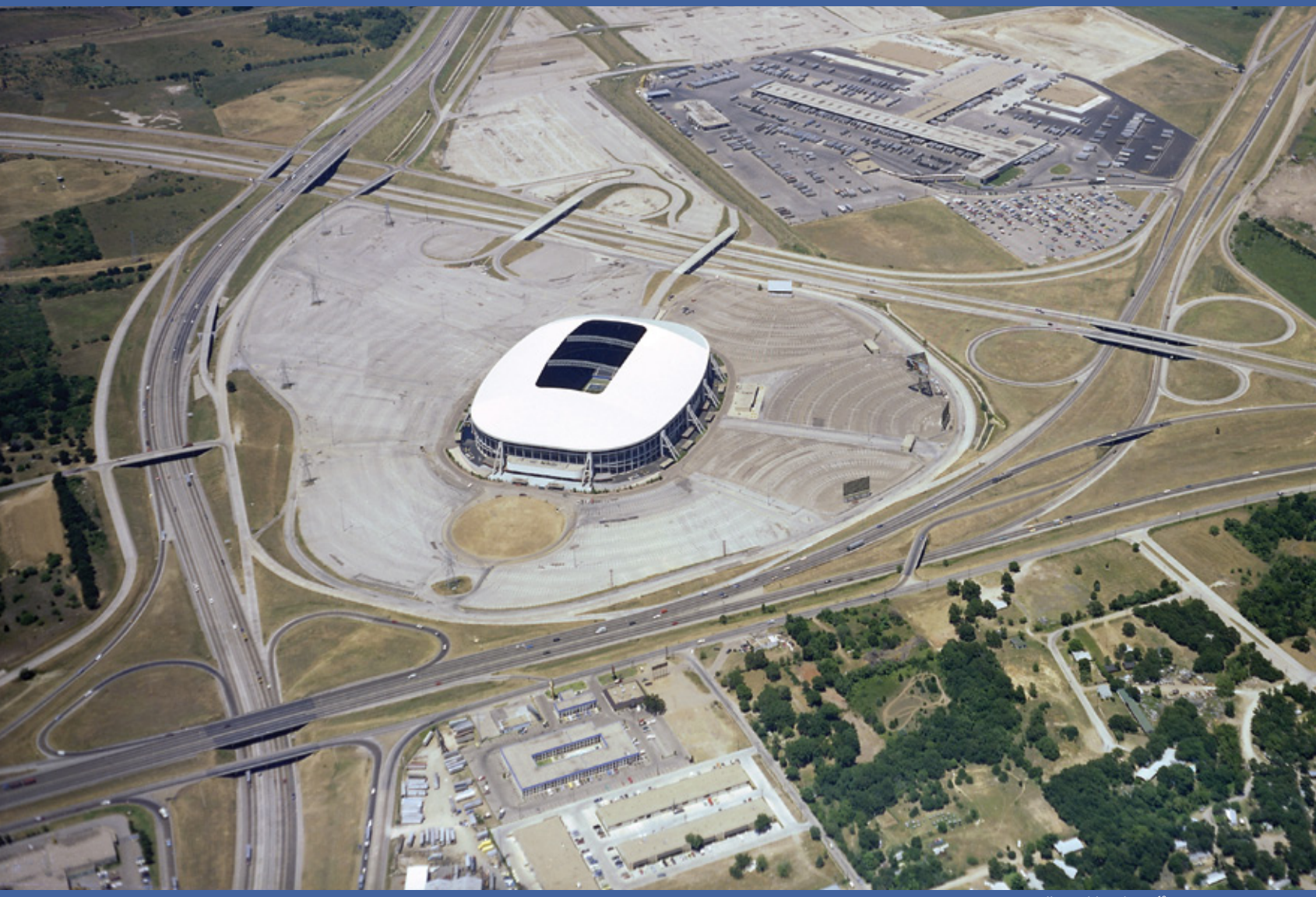
And so my friends, our story draws to a close. Candide, a weary but wiser motorcar, moves homeward through the friendly countryside. Behind, somewhere in the cement labyrinth, the trash truck and cement mixers and pink unicorns and road rogues and elephants are merely memories now mercifully fading. But Candide knows if he must ever leave his gentle meadow road and head for the city he will never be quite this innocent again.

And that's how motorcars and other living things can find happiness in the Dallas freeway system.

The End

Texas Stadium 1971-2010

Inside the Freeway Loop



Dallas Public Library[19]

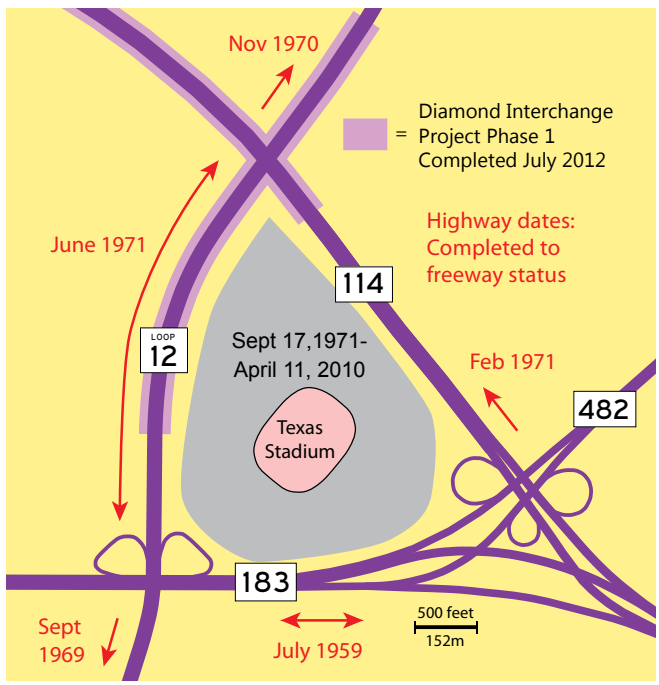
Surrounded by freeways This 1977 view looking northeast shows Texas Stadium and its surrounding freeways—SH 183 at the bottom, Loop 12 on the left and SH 114 on the top right. The Texas Stadium Drive-in cinema screens, operational from December 1972 to November 1982, are visible to the right of the stadium.

CHAPTER

8 Texas Stadium Freeways

When people look back on the history of Texas Stadium they'll remember the great legends who played there, the five Superbowl championship teams and the great moments like Emmitt Smith setting the all-time NFL career rushing record. But from the perspective of freeways, Texas Stadium was also very distinguished. No other stadium in the United States has been as closely surrounded by freeways as Texas Stadium. You could walk about 500 feet in nearly any direction from the stadium and you would be at a freeway.

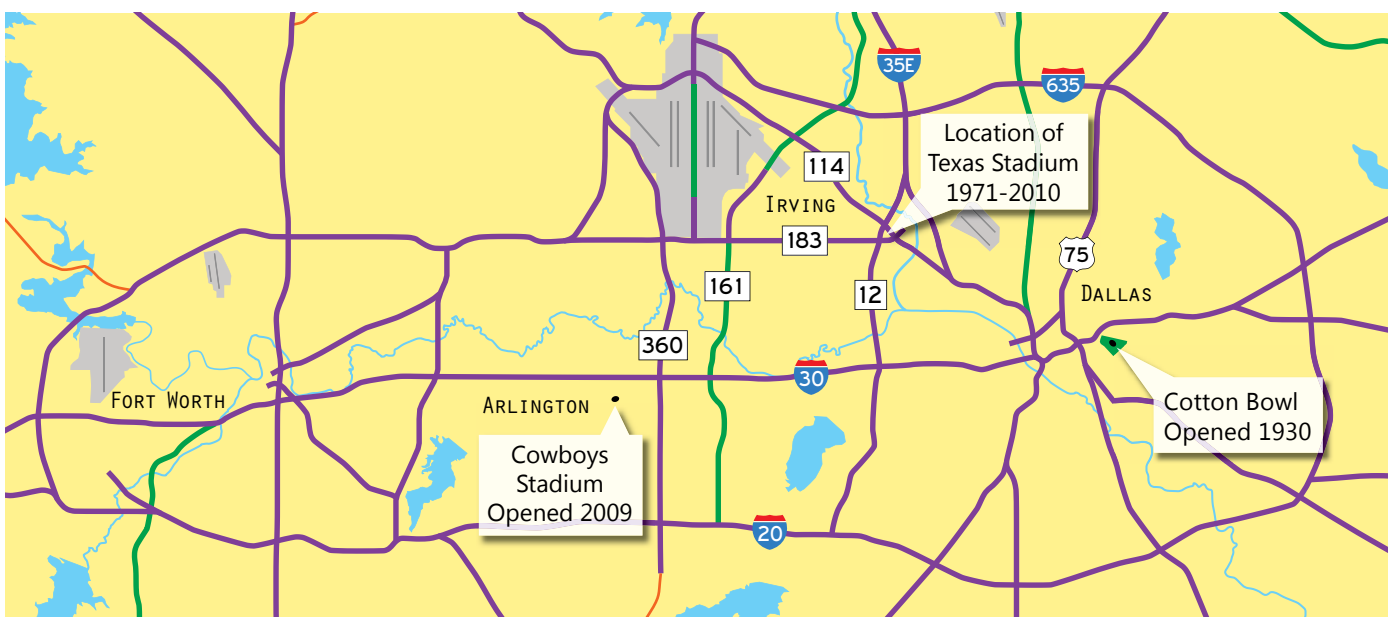
Sitting in the middle of the nexus of northwest Dallas County freeways, Texas Stadium was the most freeway-focused stadium in United States history. The idea of combining so many freeways and so many parking lots with a stadium was a product of its place in time, the late 1960s. New stadiums still tend to be close to a freeway or sometimes even two freeways, but today the emphasis is more on integrating the stadium into a community to promote development and revitalization.



The Freeway Loop

The existence of a small-radius freeway loop away from a city center is very unusual in freeway systems, and the loop formed by SH 114, SH 183 and Loop 12 is the only such loop in North Texas. So how did it come to be?

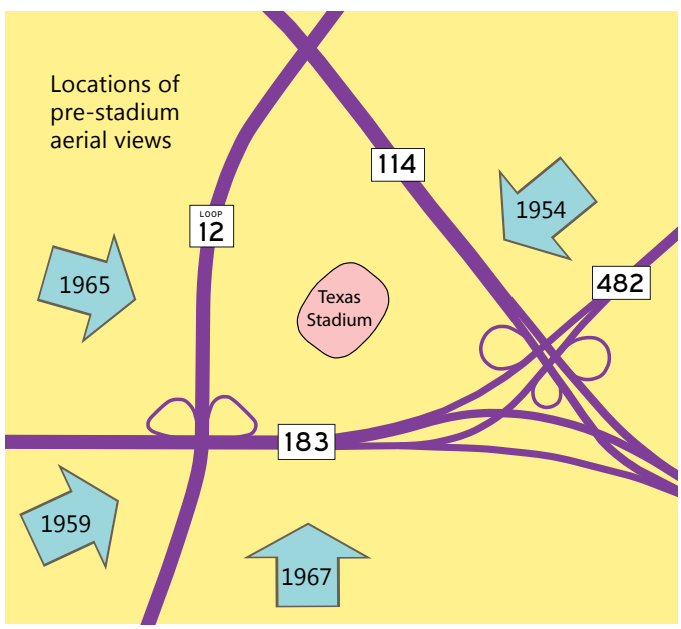
SH 183 between Dallas and Fort Worth was originally opened as a two-lane highway in 1944 (see photo page 439). Loop 12 south of SH 183 opened in 1949 as a basic two-lane road. Both highways were later designated to become freeways. The freeway loop was formed when SH 114 was aligned through the area. SH 114 was first designated as a freeway



UT-Arlington Library Special Collections[20]

Pre-stadium 1954 This view looks southwest with SH 183 crossing from left to right and Loop 12 in its original two-lane highway configuration. The freeway loop was not yet in planning documents at the time of this May 30, 1954, photo.

in January 1953 when TxDOT approved the Dallas County highway master plan. At that time SH 114 was envisioned to be along the alignment of present-day Northwest Highway, about 1.5 miles to the north. Influential civic leader John Carpenter owned most of the land northwest of Texas Stadium—land which was later developed into Las Colinas (see page 421). Carpenter offered to donate the right-of-way for the freeway to shift the alignment through his property, an offer eagerly accepted by local officials who were struggling to find sufficient funds to build the Dallas County freeway system. In recognition, SH 114 was named the John W. Carpenter Freeway in January 1960, seven months after Carpenter's death in June 1959. The first freeway planning map showing the realignment of SH 114 with the freeway loop in Irving was in July 1957. Formal agreements for the construction of SH 114 were completed in 1958 and a public hearing for the new alignment with the freeway loop was held in September 1959. The SH 183 segment of the freeway loop was completed in 1959, and the SH 114 and Loop 12 segments began construction in 1966 with completion in 1971. The timing for completing the freeway loop was ideal as Cowboys owner Clint Murchison began looking for a location for his new stadium in 1966.[1]



Stadium Origins

By the mid-1960s the Cotton Bowl in Fair Park near downtown Dallas was no longer a suitable home for the Dallas Cowboys. The aging facility with virtually no amenities, splintering wood plank benches, a lack of restrooms and insufficient parking was barely suitable for any team or any major event. In 1965 State Fair officials were still studying the possibility of renovating the aging Cotton Bowl, much to the dismay of Murchison who wouldn't settle for anything less than a new, state-of-the-art stadium. First, Mur-

UT-Arlington Library Special Collections[21]

Pre-stadium 1959 This January 15, 1959, photo shows construction in progress to upgrade SH 183 to a freeway. The freeway opened in June 1959 as a four-lane freeway and was later widened to six lanes. The freeway loop had been adopted into the official regional plan by 1957, and the interchange at the upper right was designed to accommodate the future SH 114.

Pre-stadium 1965 This January 1965 view looks southeast one year before work began on the north and west sides of the freeway loop.

UT-Arlington Library Special Collections[22]

UT-Arlington Library Special Collections[23]

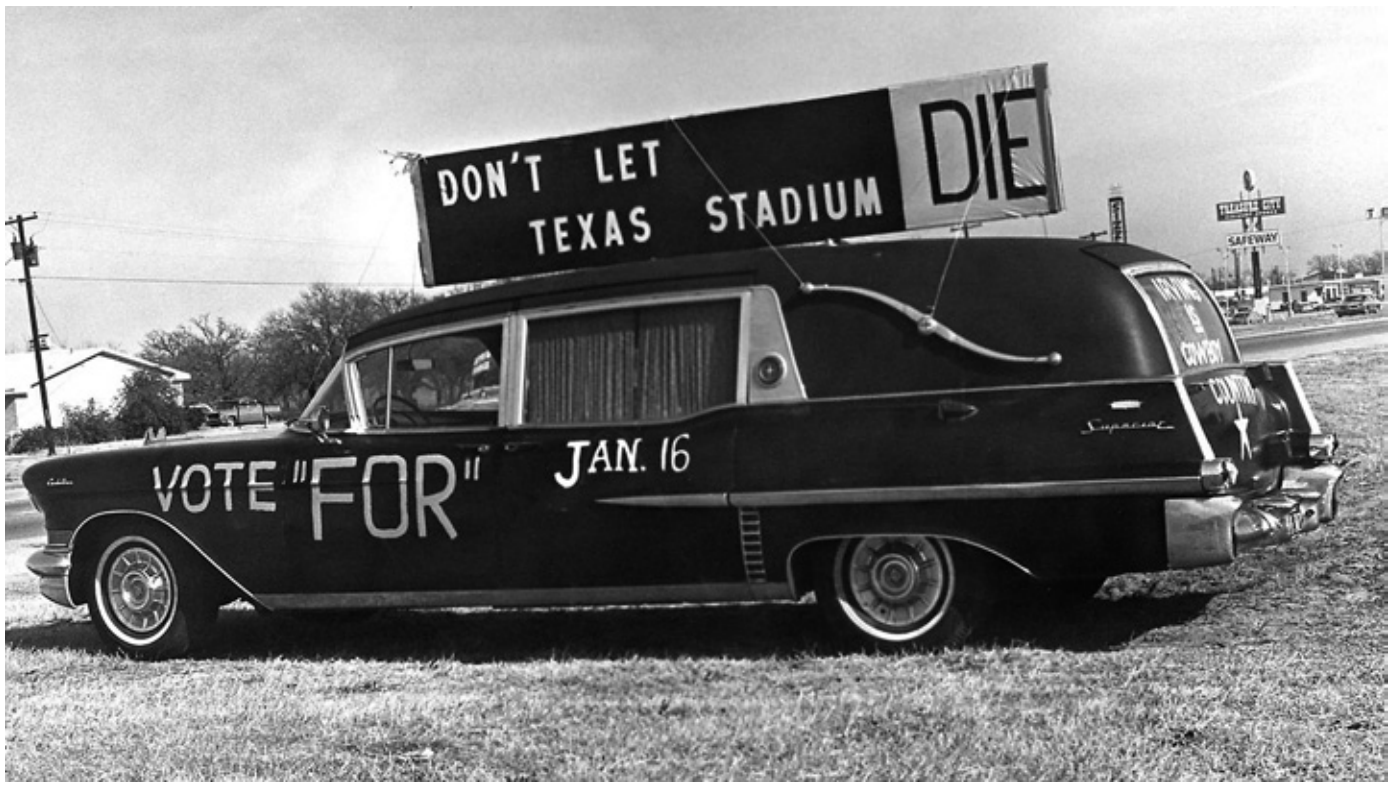
Pre-stadium 1967 This October 14, 1967, view shows work underway on SH 114 and Loop 12 with the freeway loop clearly defined. Cowboys owner Clint Murchison had arranged options to buy most of the land within the freeway loop by January 1967 when the stadium location was first reported by the press. An official announcement of the stadium site was made on December 23, 1967.

chison needed to select a location for the new stadium.[2]

In 1966 there were proposals for new stadiums in downtown Dallas and at Fair Park to replace the Cotton Bowl. Murchison preferred a downtown stadium site but could not get Mayor Erik Jonsson's support. Jonsson had other priorities at the time, including building DFW Airport, a new city hall and the University of Texas at Dallas. In October 1970 Murchison directly blamed Jonsson for the demise of plans for a downtown Dallas stadium, and Jonsson responded that nationally recognized urban planners working on a master plan for downtown recommended against the stadium since it would be "dead space" the vast majority of time. Jonsson's tenure as mayor from 1964 to 1971 is viewed favorably for its civic accomplishments and Jonsson's effort to restore Dallas' image after the 1963 assassination of John F. Kennedy. However, many viewed Jonsson's lack of interest in the stadium as an opportunity lost.

Stadium speculation became the local sport of the day in 1966, and Murchison had a new plan—a plan that involved the land surrounded by the three freeways in Irving. But being a businessman first and foremost, Murchison knew that to avoid land speculation and rising land costs, he needed to be stealthy about his plans.[3]

Perhaps taking inspiration from the legendary secretive land acquisition used by Walt Disney to acquire land in Florida in 1965 for Disney World, Murchison set up the Industrial Foundation of Irving to acquire property for the stadium. When news of the potential new stadium site was first reported in January 1967, Murchison had options to purchase 70 of the 86 acres in the freeway loop. The Irving stadium remained in rumor mode for the rest of 1967 until December 23 when Murchison officially announced plans for the estimated $15 million stadium at the Irving site and its name, Texas Stadium. The stadium would be financed by bonds from the City of Irving which were partially funded by $250 bonds purchased by fans for the right to buy season tickets. Bonds for 38,000 sideline seats



both images: Irving archives, Irving Public Library

Irving voters first voted in favor of Texas Stadium with 62% of the vote in a nonbinding referendum on April 2, 1968. The financial plan for the stadium stated that the City of Irving would issue bonds to finance construction without using tax funds, with much of the funding coming from bonds required for the purchase of season tickets. However, a lawsuit against the bond issuance was filed by Irving construction executive Howard Currens in December 1968, just before the December 31 deadline to issue the bonds. Currens maintained that the stadium would not be built as originally presented to the voters due to planned cost-saving measures to keep the stadium on budget. Currens' suit remained active as the deadline approached and the Texas Attorney General would not approve municipal bond issuance with litigation in progress. Late in the evening on December 31, with the deadline about to arrive without the issuance of the bonds, Irving and Currens reached an agreement in which Currens agreed to drop his lawsuit for a second vote on January 16, 1969. The images above are from the campaign to ensure passage on the January 16 vote. The hearse was parked along the south side of SH 183 just west of MacArthur. The stadium was reapproved by voters with 69% of the vote.

were slated to be sold, with prime seats between the 30 yard lines requiring the $1000 purchase of four bonds. The $1000 bond cost in 1968 is equivalent to $6700 in 2013 dollars.[4]

In January 1968 Murchison announced that a sliding cover would be added to the roof to allow the stadium to be fully enclosed for non-football events. There was some grumbling from season ticket holders about the high price of the season ticket bonds and some season ticket holders filed a short-lived lawsuit, but bond sales proceeded well, with 15,827 bonds sold by the end of February. In April 1968 Irving voters voted 62% in favor of bonds to finance the stadium in a non-binding election. However, Murchison's hopes for a quick start of construction were thwarted by a series of problems and controversy which arose in 1968.[5]

Dallas Public Library[24]

This summer 1970 photo looking southeast toward downtown Dallas shows the stadium under construction. Just visible at the bottom of the photo is Loop 12, which was substantially complete and opened in June of 1971. On the left side SH 114 was also nearly complete prior to its opening in February 1971.

An Ideal Location?

It seemed like an ideal location for a stadium, with three freeways converging around the site to bring in fans from all directions and disperse them after the games. But to TxDOT, the site was far from ideal. In November 1968 TxDOT officially announced its opposition to the stadium location and urged Irving to find another site. TxDOT was concerned about gridlock on the freeways in the stadium area during events, blocking the main route to the planned Dallas-Fort Worth International Airport. TxDOT's official statement went on to say, "We can confidently assure you that with the construction of this stadium at the present site it will create a colossal traffic jam at this critical location which will result in a complete breakdown of vehicular movement on the other traffic arteries within the area … ." Of course, it was really too late to change the stadium location since the land was purchased and the plans were made, and TxDOT was possibly looking to publicize the need for improvements to the freeways to handle stadium traffic and shift the cost to the City of Irving.[6]

Financial issues also arose in late 1968. The cost of the stadium grew to exceed the budget and in November it was reported that some planned frills would need to be cut. In December Murchison stated that there never had been a definite design for the retractable roof and it was cut from the final plans. Murchison's own construction firm was the only bidder for the stadium, placing a bid of $18.0 million. There were reports that the stadium had been watered down from its planned first-class status, with rumored cost-saving items including the elimination of seatbacks for about half of the seats. Concerns over cost-cutting measures prompted an Irving resident to file a lawsuit against the stadium financing plan. Irving was unable to issue the bonds before the December 31, 1968, deadline because the state attorney general would not grant approval with litigation pending. Late in the evening on December 31 a deal was struck in which the lawsuit was dropped for a second referendum on the bonds. On January 16, 1969, the bonds were approved with 69% of the vote. It was time to build Texas Stadium.[7]

A groundbreaking ceremony was held on January 25, 1969. In 1969 the Texas Transportation Commission

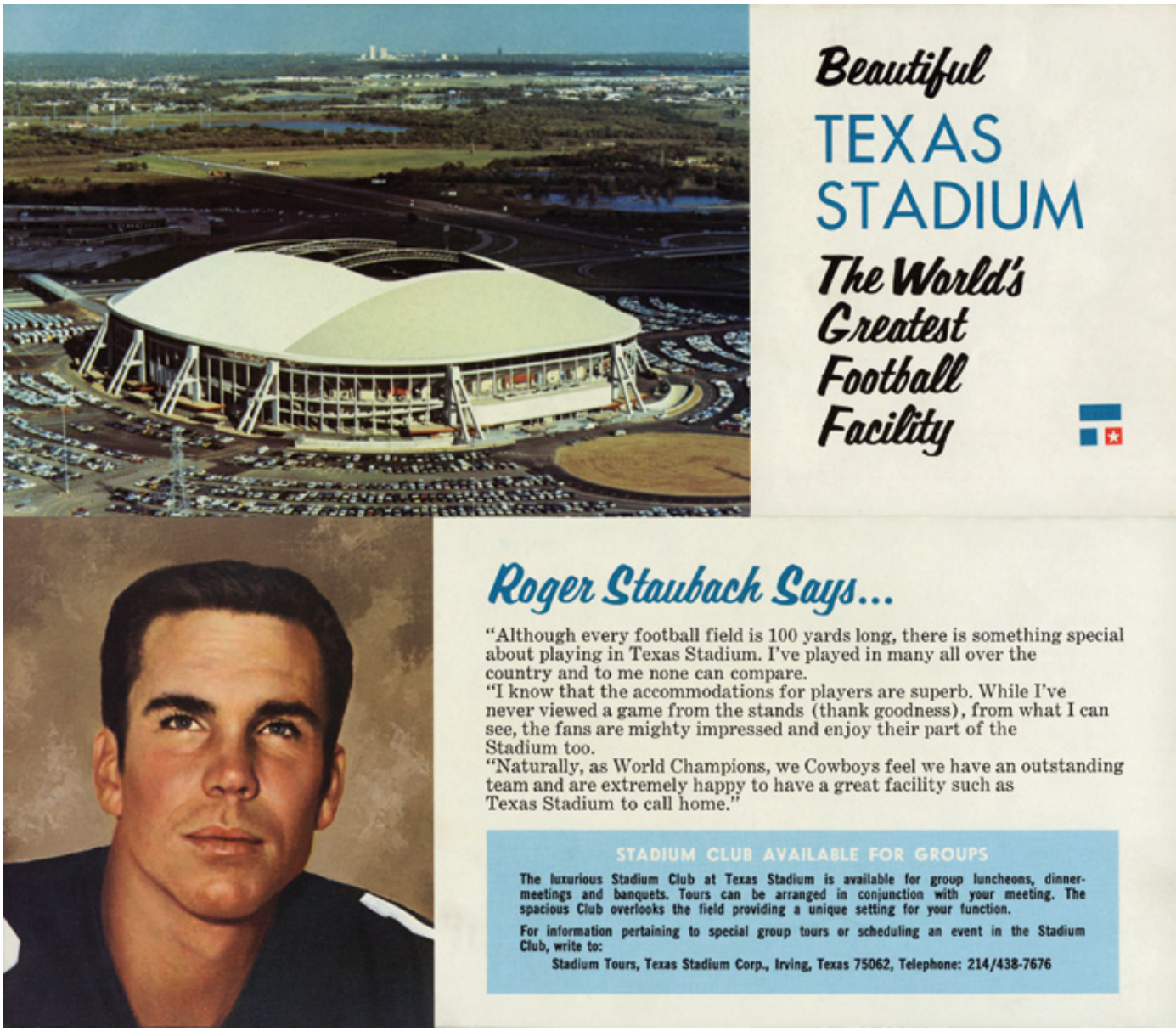
Dallas Public Library[25]

Cowboys owner Clint Murchison (1923-1987), right, and Tex Schramm pose for a photo in the nearly-complete Texas Stadium in 1971. Texas Earnest "Tex" Schramm Jr (1920-2003), president of the Cowboys organization from 1959 to 1989, was a forward-looking football visionary who had a huge influence in the success of the Cowboys and in making the modern-day NFL what it is today. After being hired by Murchison in 1959 to build the newly founded Dallas Cowboys franchise, Schramm hired Tom Landry as head coach who went on to achieve twenty consecutive winning seasons from 1966 to 1985. Among his many accomplishments, Schramm is credited with the luxury boxes at Texas Stadium, the founding of the Dallas Cowboys cheerleaders in 1972 and designating the Cowboys to play on Thanksgiving day. At the league level, Schramm originated the 1966 merger of the NFL and the American Football League in an April 1966 meeting with AFL owner Lamar Hunt at Love Field Airport. Schramm originated or was influential in many features of the modern-day NFL, including instant replay as an officiating tool, the wild card playoff system, moving the hash marks closer together to give offenses more room to operate, raising the goal post uprights, instituting sudden-death overtime for all games, giving wireless microphones to game officials and adding the wider white border around the playing field.

approved a $2.2 million plan for highway improvements around the stadium, with the City of Irving covering $1.8 million of the cost. Construction proceeded mostly on schedule but last-moment delays caused by a plumbers strike and wet weather dashed hopes of having the stadium ready for the 1971 season opener. The stadium officially opened to the public on September 17, 1971, with a Billy Graham Crusade religious gathering. The initial cost was reported at $25 million, with construction of the actual stadium around $19.4 million. Additional expenditures for scoreboards and contingencies pushed the final reported cost to $29.5 million, with later reports placing the cost at $35 million, about $201 million in 2013 dollars.[8]

Finally it was time for the first Cowboys game on October 24, with the Cowboys beating the New England Patriots 44-21. Even better, traffic flowed in and out of the stadium parking lots relatively smoothly with far less traffic congestion than had been feared. The story for the first season at Texas Stadium ended perfectly when the Cowboys brought home their first Super Bowl championship.[9]

Texas Stadium and its hole-in-the-roof design went on to become one of the most iconic stadiums in professional sports in the 1970s and beyond. The Cowboys and their AFC rival Pittsburgh Steelers were the two most successful NFL



Dallas Public Library

teams of the of 1970s, bringing frequent national television coverage to Texas Stadium for regular season and playoff games. Families gathering for Thanksgiving meals would see the Cowboys host the annual Thanksgiving Classic at Texas Stadium. Even television viewers with no interest in sports would see Texas Stadium in the opening sequence of the well-hyped hit television drama *Dallas* from 1978 to 1991. From the business and financial perspective, the success of Texas Stadium was driven by its luxury suites. The stadium had 150 suites in the original design, with strong demand prompting Murchison and subsequent owners to bring the total number of suites to 399 by 1996.[10]

The Beginning of the End

Texas Stadium reached the peak of its glory as the Cowboys won three Super Bowl championships in 1993, 1994, and 1996. But even with all the success, recognition and emotion, the inexorable passage of time had exposed the shortcomings of the once state-of-the-art Texas Stadium. As early as 1990 there was consideration of adding a fully-enclosed dome to the stadium to make it suitable for all types of events year-round, including a Super Bowl. Talk of renovation, expansion and a fully-enclosing roof continued through the 1990s with Cowboys owner Jerry Jones and the City of Irving discussing a $130 million plan in 1994 to increase seating capacity to 104,000, add a retractable roof and replace the artificial turf with natural grass. In 1996 Irving voters decided to remain in the DART mass transit agency, continuing to pay the 1% sales tax to DART rather than freeing the sales tax for potential stadium improvements. Year after year, Jerry Jones and the City of Irving were not able to develop an improvement plan which could

City of Irving

move forward. In January 1998 the first reports surfaced of discussions between the Cowboys and the City of Arlington. The wheels were set in motion for the Cowboys' departure from Texas Stadium and, ultimately, the end of the stadium.[11]

In 2000 Jones said it was time for action, either a completely renovated Texas Stadium or a new stadium. By 2001 it was clear that Jones wanted a new stadium and by 2003 there was no doubt that the Cowboys would get a new stadium, the only question was when and where. Irving and downtown Dallas were the early leading contenders and Fair Park in Dallas became the leading contender in 2004. When stadium finance negotiations between the Cowboys and Dallas County broke down in June 2004, the Cowboys took another look at Arlington and in August a deal was reached to place a $325 million finance package on the November ballot. When the vote was counted on November 3, 2004, it was finally official: the Cowboys were moving to a new stadium in Arlington.[12]

the HOLE in the Roof

The most distinctive design feature of Texas Stadium was the "hole in the roof" which made the stadium instantly recognizable in aerial views during television broadcasts. With the two truss beams spanning the hole (and two side trusses added later, after this photo), it almost appeared as if the 2.5-acre-sized hole was an afterthought in the stadium's design.

The roof hole inspired various lore over the years regarding its origins, including the much-repeated line that the hole was there to allow God to watch his favorite team. Was the hole the originally intended design? Yes, according to the stadium's architect A. Warren Morey. Cowboys owner Clint Murchison felt football was an outdoor game which should be exposed to the elements, but he wanted the spectators to be shielded from the elements. Morey says the idea of enclosing the stadium "was never discussed."[26]

However, in January 1968 Murchison called a press conference to announce that the stadium roof would have a sliding plastic cover which would close the hole and fully enclose the stadium. Press reports in the *Dallas Morning News* and *Irving Daily News* showed diagrams with a design similar to the present-day Cowboys Stadium in Arlington, renamed AT&T Stadium in July 2013. The sliding cover was intended mainly for non-football events. It is unclear if the roof cover was fully studied for engineering feasibility or just a preliminary idea. If technical issues didn't cause the demise of the plastic cover, escalating costs and budgetary constraints surely did. By the end of 1968 the sliding roof cover was gone from the design, and the iconic hole would personify the stadium for its entire 39-year life.[27]

Associated Press[29]

Cowboys owner Jerry Jones paces the sideline during a December 3, 1995, game at Texas Stadium versus the Washington Redskins. Jones spent most of the 1990s trying to develop a plan to expand and improve Texas Stadium, but by 2001 Jones decided he wanted a new stadium. Downtown Dallas, Fair Park in Dallas and a nearby location in Irving were all candidates for the new stadium, but Arlington took the prize when its voters approved a package of tax increases including a half-cent sales tax hike in November 2004 to provide $325 million in stadium financing. Jones decided to build the biggest, best and most extravagant stadium in the United States and probably the world. The final cost for the new Cowboys Stadium, opened in 2009 and renamed AT&T Stadium in 2013, was $1.2 billion. The City of Arlington looked absolutely brilliant when all was done, paying just $325 million to get the world's best stadium (see stadium photo page 410).

It became a virtual certainty that Texas Stadium would be demolished when the City of Irving announced plans in January 2007 for a major redevelopment of the stadium site. The Cowboys' final season at Texas Stadium in 2008 was a time for reflection and celebration of the Cowboys' great run at the stadium—the five Super Bowl championships, the great legends and the records that were set. Unfortunately there wasn't a perfect ending for the final Cowboys game on December 20 when the Baltimore Ravens defeated the Cowboys 33-24.[13]

Aging Freeways Turn Into a Diamond

The freeways around Texas Stadium were also aging, remaining in their originally constructed, bare-basic 1960s configuration. Motorists were still slowing to a crawl to make connections on the 1959-vintage cloverleaf interchange at Loop 12 and SH 183, and the intersection at Loop 12 and SH 114 remained a signalized frontage road connection with no direct-connection ramps. The growth of the nearby Las Colinas development, with around 100,000 jobs, and the Dallas Fort Worth International Airport had brought far more traffic than the freeway junction could handle.

The Most Memorable Moment at Texas Stadium

Dallas Morning News

With an 11-yard run on October 27, 2002, against Seattle at Texas Stadium, Emmitt Smith broke Walter Payton's 1987 record of 16,726 career rushing yards. The official farewell web site for Texas Stadium held a contest to determine the most memorable moment in stadium history, and Smith's record-breaking run easily took the prize. Emmitt Smith completed his career with 18,355 yards and one of the most commanding records in the NFL and all sports. In 2013 the record is not even slightly at risk from an active player and many observers believe Smith's record may never be broken, especially if the NFL maintains 16-game seasons. But, many records once deemed as unbreakable have fallen, so only time will tell.

A series of three transportation studies beginning in 1998, one each for SH 183, SH 114, and Loop 12, defined the future of the Irving freeway loop. By the early 2000s preliminary plans were in place for expansion of all three freeways, the addition of toll lanes to all three freeways, the construction of a modern interchange at SH 183 and Loop 12, and major improvements to the interchange at SH 114 and Loop 12. Final plans also integrated the new DART Orange Line light rail along SH 114. In 2008 the freeway interchange complex was officially designated as the Diamond Interchange project, recognizing the approximate diamond shape of the freeway loop and promoting a new image for the area, reflecting Irving's high hopes for redevelopment of the site. The first construction project for the Diamond Interchange, at SH 114 and Loop 12, was underway in 2009 and completed in July 2012.[14]

It was perhaps ironic that the freeways which once brought Texas Stadium to Irving would later ensure the prompt demolition of the stadium. On January 22, 2009, the City of Irving officially entered into an agreement with TxDOT under which TxDOT would pay Irving $15.4 million to use the stadium site for 10 years as a staging area for the planned $518 million Diamond Interchange construction project. Just months after the last Cowboys game, construction equipment and a cement batch plant moved into the north side of the Texas Stadium parking lot.[15]

Heroes of the 1990s

Associated Press[28]

On September 19, 2005, during the halftime of a Monday Night Football game, Emmitt Smith (left), Michael Irvin and Troy Aikman were inducted into the Cowboys Ring of Honor. The names of Ring of Honor inductees were displayed on a strip between the upper and lower seating sections. Running back Smith, receiver Irvin and quarterback Aikman formed the core of the Cowboys team which won Superbowls in 1993, 1994 and 1996.

Also see: Photo of Tom Landry being inducted into the ring of honor at Texas Stadium, page 395

The End of Texas Stadium

It was the stadium that was near-and-dear to the hearts of legions of loyal Cowboys fans. It was the home of five Superbowl championship teams. It was nationally and even internationally recognized for its iconic hole-in-the-roof design. And as its final act, the stadium would be imploded in one of the most anticipated and well-publicized planned destruction events in the history of the United States.

After the final Cowboys game it was only a matter of time before the stadium would be demolished. Exactly when and how, via implosion or piece-by-piece demolition, wasn't yet known. The final event on the stadium property was a farewell festival and memorabilia auction on the parking lot on February 22, 2009. In March the City of Irving hired an engineering consultant to plan the demolition including specification of the method to be used. The verdict: implosion. Irving awarded a $5.8 million contract for the implosion to Dallas-based Weir Brothers in September.[16]

The spectacle of a dramatic, explosive end to Texas Stadium opened up the potential for a major event in conjunction with the implosion. In December Irving designated Kraft Foods as the official implosion sponsor, and Kraft

Author, 2005

This May 2005 view looks southeast along SH 114. Seven months earlier Arlington voters approved a sales tax increase to finance the new Cowboys Stadium, sealing the fate of Texas Stadium.

City of Irving

Fans arrive at Texas Stadium for an event in this 2000s-era photo.

Author, 2008

This view shows Texas Stadium on April 5, 2008, the year of the final Cowboys season at the stadium. Here vehicles are making the connection from southbound Loop 12 to westbound SH 183. Future phases of the Diamond Interchange project will add a multilevel interchange at this freeway intersection.

Dallas Morning News

The Cowboys' last game at Texas Stadium was on December 20, 2008. The Baltimore Ravens spoiled the farewell party by defeating the Cowboys 33-24.

Author, August 2009

The Diamond Interchange Shortly after the final event at Texas Stadium, a farewell festival and memorabilia auction in February 2009, the north side of the parking lot became a staging area for the Diamond Interchange project, a $518 million reconstruction and expansion of the freeways surrounding the Texas Stadium site. The first construction contract, completed in 2012, focused on the SH 114-Loop 12 intersection and adjacent sections of freeway.

named the event the "Cheddar Explosion" to publicize its new line of "cheesier" macaroni and cheese. Kraft launched a nationwide contest for 9- to 12-year-olds who could submit essays on how they had a positive impact in their community. The winner would have the honor of pushing the button to launch the implosion. It was somewhat unnerving to Cowboys fans that the winner could be a Redskins fan from Washington DC or a Giants fan from New York. But the result turned out well when 11-year-old Cowboys fan Casey Rogers of Terrell, just southeast of Dallas, was named the winner. Rogers had been helping the homeless in Dallas since he was eight years old and founded the charity Casey's Heart.[17]

The implosion was set to take place at 7 AM on Sunday, April 11, 2010. Spectators began to arrive on Saturday evening and continued to assemble throughout the night at the official viewing location north of the stadium and at other locations alongside the freeways. A crowd exceeding 20,000 was on hand by 7 AM for the main event and others watched from nearby office towers and hotels. First, a short fireworks display took place over the stadium. Then Casey pushed the button to start the implosion. Blasts from the 2715 pounds of dynamite pierced the morning air as Texas Stadium crumbled into rubble, starting at the southwest side and then proceeding to the northeast side. When the dust cleared, only three buttresses remained standing. The stadium site was cleared of all debris and rubble in the following months, becoming a vacant lot by July.[18]

In June 2012 the first structure on the site of the actual stadium was built, a temporary casting yard for prefabricated beams for the expansion of nearby Interstate 635 (LBJ Freeway). In May 2014 TxDOT awarded an $848 million contract for the first phase of work on SH 183 in Irving, including the addition of two connection ramps at the SH 183/Loop 12 interchange. Future phases of construction on the Diamond Interchange project will depend on the timing of future phases of the SH 183 project. A best-case scenario for completing the Diamond Interchange is by 2020; most likely it will take longer. When the Diamond Interchange is complete, the freeways will be positioned to provide service well into the second half of the 21st century. And sometime, maybe around 2050, a football stadium in Arlington will be old and outdated, possibly facing an appointment with an implosion crew.

City of Irving

Eleven-year-old Terrell resident Casey Rogers won a nationwide contest to earn the privilege of pushing the button to launch the implosion. Corporate sponsor Kraft Foods used the implosion to promote its new macaroni and cheese product, Cheddar Explosion. Kraft donated $175,000 to local food banks as part of the sponsorship arrangement.

IMPLOSION
April 11, 2010

After the long formal farewell during the 2008 season and a year of anticipation during 2009, the implosion took place at 7 AM on Sunday morning April 11, 2010. Onlookers gathered throughout the night, reaching an estimated 20,000 before the moment when Casey Rogers pushed the button to bring an end to Texas Stadium.

A short fireworks display took place minutes before the implosion. The foreground of this photo shows construction in progress on Loop 12, part of the Diamond Interchange project which was underway.

City of Irving

Dallas Morning News

This aerial view looking north shows the implosion beginning at the southwest side of the stadium and proceeding to the north-east side. An explosive charge is visible at the right (east) side of the stadium at the moment of this photo. The smoke above the stadium was from the fireworks display which preceded the implosion.

Dallas Morning News

This crowd of explosion spectators was on the southwest side of the stadium along SH 183. The main viewing area was on the north side of the stadium alongside SH 114.

City of Irving

These views show the implosion from the main viewing area on the north side of the stadium along SH 114.

City of Irving

Dallas Morning News

This view looks southeast, a moment before the last standing structure crumbled.

When the dust cleared, all that remained standing were three buttresses on the northwest side of the stadium. The lore of Texas Stadium had become legendary over the years—such as the hole in the roof serving the purpose of allowing God to watch his favorite team—and the standing buttresses provided one last opportunity for embellishing the stadium's legend. One observer said they stood in honor of the three super bowls won under the ownership of Jerry Jones. Another said they symbolized the three most influential individuals in the design of the stadium—former team owner Clint Murchison, general manager Tex Schramm and coach Tom Landry. To others, the buttresses paid tribute to three heroes of the 1990s—Troy Aikman, Emmitt Smith and Michael Irvin. The buttresses were propped up by nearby debris and were easily knocked down the following week.

Dallas Morning News

City of Irving

Stadium is gone, freeways remain The Texas Stadium site was cleared by July 2010, leaving a large vacant area inside the freeway loop shown in this October 2010 photo looking northeast. On the left side along Loop 12 work was in progress on the first phase of the Diamond Interchange project, which will eventually rebuild and expand all the freeways at the Texas Stadium site. Phase one of the Diamond Interchange completed construction in summer 2012. In June 2012 a casting yard for prefabricated concrete beams to be used in the expansion of Interstate 635 (LBJ Freeway) was built across the site of the stadium structure.

Author, April 2011

A year later, when grass was growing on the cleared site of Texas Stadium (visible in the background), very little remained. This weathered sign still stood near the stadium's main entrance, and the large triangular billboards owned by the City of Irving still stood at the three freeway intersections surrounding the stadium site.

City of Irving

This view looks northwest along SH 114, showing the cleared stadium site in October 2010. Future phases of the Diamond Interchange project will remove the three loop connectors at SH 114 and Spur 482 in the foreground.

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DMN=*Dallas Morning News*; DTH=*Dallas Times Herald*

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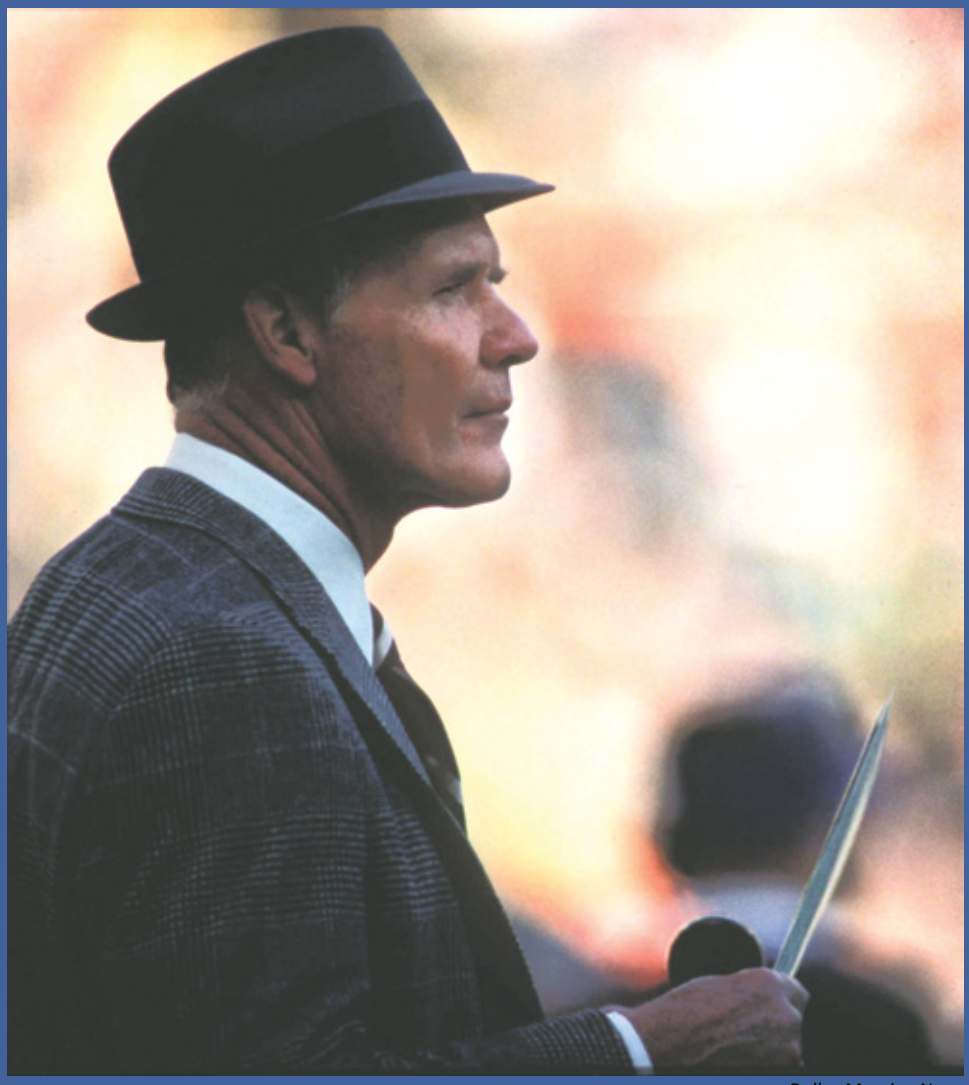
Tom Landry Highway



Dallas Morning News

CHAPTER 9

Tom Landry Highway

Interstate 30 between Downtown Dallas and Downtown Fort Worth

Originally the Dallas-Fort Worth Turnpike

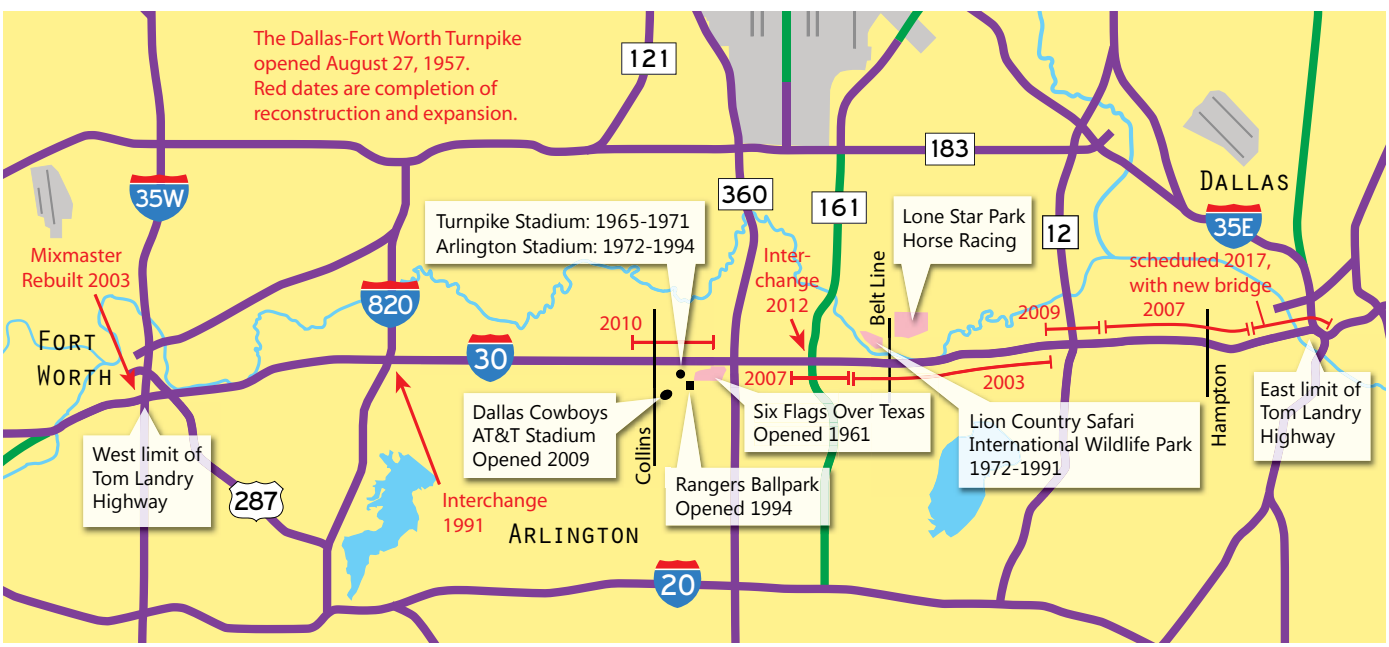
Home of North Texas Stadiums

Home of Six Flags Over Texas

Author, 2009

The Landry fedora is featured on structures in Dallas.

When it first opened as the Dallas-Fort Worth Turnpike in 1957, it brought hopes of bringing cooperation between Dallas and Fort Worth, cities which had historically been rivals and oftentimes enemies. While Dallas and Fort Worth still maintained some rivalry in 2001, there was one thing everyone agreed on: the freeway connecting the two cities should be named for legendary Cowboys coach Tom Landry. The formal designation took place on October 30, 2001, in a ceremony at Reunion Arena in Dallas which featured the unveiling of the official Tom Landry Highway sign. Landry's trademark fedora hat adorns the highway sign and is featured in architectural enhancements on the freeway structures in Dallas.[1]



Associated Press, 1978[24]

Tom Landry is carried off the field after the Cowboys won Superbowl XII at the Superdome in New Orleans on January 15, 1978. The Cowboys played in five Superbowls in the 1970s with Landry as head coach, winning in 1972 and 1978.

Tom Landry, 1924-2000

Tom Landry is among the most successful head coaches in the history of the NFL and is also among its most distinctive with his sideline demeanor, well-dressed appearance and trademark fedora hat.

Born in Mission, Texas, on September 11, 1924, Landry first showed his outstanding athletic skills at Mission High School. After starting studies at the University of Texas at Austin, Landry was called into World War II service in February 1943. Landry became a B-17 pilot and flew 30 missions over northern Europe including a crash landing in France where the crew escaped uninjured. Landry returned to Austin where he met his wife Alicia, captained the Longhorns to victory in the 1949 Orange Bowl and graduated with a business degree in 1949.

Landry had a successful NFL playing career as a defensive back with the New York Giants from 1950 to 1955, serving as a player-coach in 1954 and 1955. Landry became a full-time defensive assistant coach for the Giants from 1956 to 1959. The Cowboys were a new expansion franchise for 1960 and Landry was hired as head coach at the age of 35. Landry would serve as head coach for the next 29 seasons. After some difficult losing seasons in the early 1960s, the Cowboys went 7-7 in 1965 and then 10-3-1 in 1966. It was the start of a twenty-year streak of winning seasons under Landry, an NFL record. The Cowboys were a dominating presence in the NFL in the 1970s, appearing in five Superbowls and winning twice in 1972 and 1978. Landry's coaching career ended on February 25, 1989, the day the Cowboys were purchased by Jerry Jones who replaced Landry with Jimmy Johnson. Landry died February 12, 2000, of leukemia at age 75.[2]

In addition to the most consecutive winning seasons (20), Landry holds the record for the most playoff victories (20). Landry's 250 career wins is third on the all-time list, and he was inducted into the Pro Football Hall of Fame in 1990.

The Top Cowboy of All Time

The top ten Cowboys as ranked by the *Dallas Morning News*, November 29, 2009, with active seasons (not necessarily corresponding to arrival and departure years):

1. Tom Landry (1960-1988)
2. Roger Staubach (1969-1979)
3. Emmitt Smith (1990-2002)
4. Bob Lilly (1961-1974)
5. Troy Aikman (1989-2000)
6. Tony Dorsett (1977-1987)
7. Randy White (1975-1988)
8. Michael Irvin (1988-1999)
9. Mel Renfro (1964-1977)
10. Tex Schramm (1959-1989)

In commemoration of the Cowboys' 50th season in 2009, the *Dallas Morning News* published a list of the top 50 Cowboys. At the top of the list: legendary head coach Tom Landry, who led the team from 1960 to 1989.

Landry was inducted into the exclusive Cowboys Ring of Honor at a Texas Stadium ceremony on November 7, 1993. Standing to Landry's left is cheerleader Dorie Braddy and former players Mel Renfro, Roger Staubach and Lee Roy Jordan. At left is a photo of Landry on the Texas Stadium sideline wearing his signature fedora hat.

Dallas Morning News

Associated Press, 1993[25]

THE DALLAS-FORT WORTH TURNPIKE

August 27, 1957 - December 31, 1977

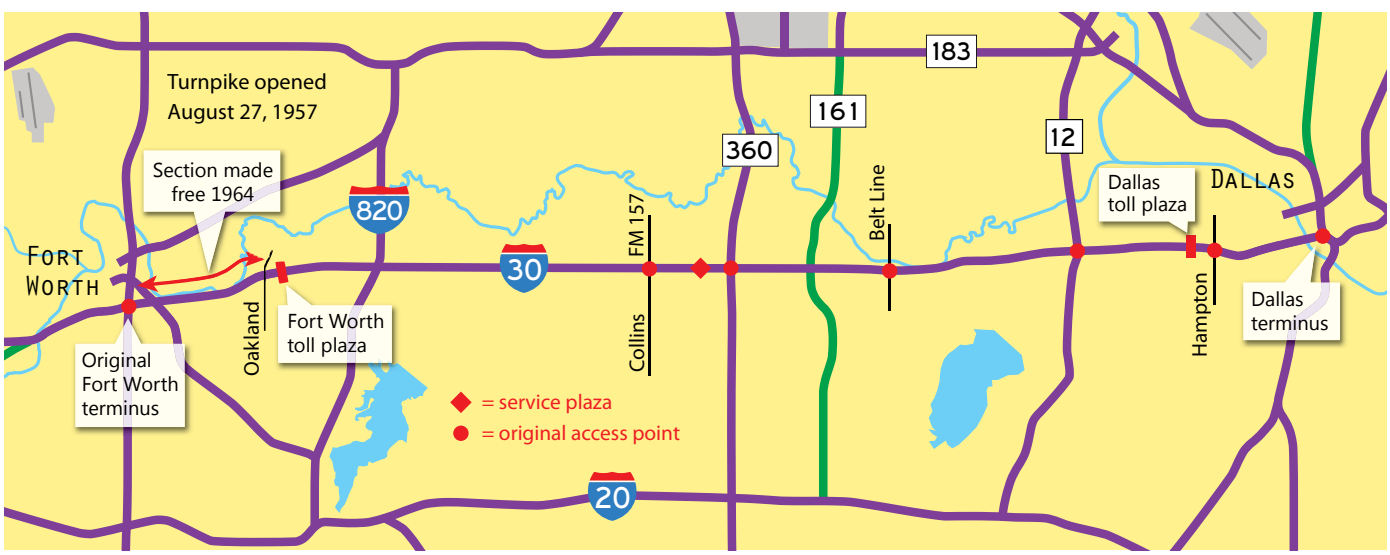
Amid the network of new freeways that was built during the 1960s freeway construction boom, there was one oddity—the freeway you had to pay to use, the Dallas-Fort Worth Turnpike. Opened in 1957, it was built unbelievably quickly by modern standards and was the first limited-access highway in North Texas to be built to modern design standards. While toll-paying motorists on the turnpike thought they were seeing a vision of the past, they were really seeing a vision of the future—a future that would start to take shape forty years later when virtually every new limited-access highway in North Texas would become a tollway. But before the toll juggernaut would seize control of North Texas, the Dallas-Fort Worth Turnpike distinguished itself as the only tolled facility to become free in the history of Texas.

UT-Arlington Special Collections[44]

Origins

The first comprehensive study for an east-west superhighway between Dallas and Fort Worth was prepared by Parsons Brinkerhoff engineers in 1944. The proposal for the 42.7-mile expressway started east of Dallas, continued to west of Fort Worth and carried a then eye-popping $61 million price tag ($807 million in 2013 dollars). In Dallas, however, the proposed alignment was deemed unsuitable and the Parsons Brinkerhoff plan did not serve as a basis for future highway construction. Dallas officials designated the section from downtown eastward as a separate, high-priority project and the section west of downtown received less attention for the moment.[11]

The Dallas and Fort Worth chambers of commerce continued to promote an expressway between Dallas and Fort Worth, and in 1952 Fort Worth was promoting a plan to



UT-Arlington Library Special Collections, 1957[45]

This photo shows construction of the downtown Dallas connections to the turnpike in February 1957, with the Trinity River bridge just ahead. The turnpike connections were the first part of the downtown Dallas Mixmaster to be built. In 2013 work began on the $798 million Horseshoe Project, which will build all-new, wider bridges over the Trinity on both Interstates 30 and 35E, and rebuild the downtown Mixmaster interchange connecting the two freeways, including the interchange shown above.

connect the cities as quickly as possible with a $31 million freeway even if it meant toll financing. By the end of 1952 both chambers of commerce decided to pursue toll financing if conventional financing was not available within five years. With the huge backlog of highway projects competing for limited funding and both Dallas and Fort Worth focusing on other freeways in their cities, toll financing appeared to be the only way to build the full length of the expressway quickly.[12]

New legislation to make toll financing legal was needed first, however, and getting the legislation passed became the top priority for 1953. After substantial legislative maneuvering, in June 1953 Governor Allan Shivers signed legislation creating the Texas Turnpike Authority (TTA) and made the authority's first task the construction of the Dallas to Fort Worth expressway. A study of the financial feasibility of the turnpike was underway in December 1953 and in May 1954 the project was determined to be feasible. In December 1954 the TTA gave final approval to issue $58.5 million in bonds to proceed with the project.[13]

The only opposition to the project arose in east Fort Worth where civic groups opposed building the turnpike on the alignment originally designated for a freeway. After substantial controversy in 1954 a compromise was reached in January 1955 in which officials promised to build a new freeway to serve east Fort Worth.[14]

In June 1955 the bonds were sold with a record-low interest rate for toll road bonds, 2.93%, reflecting strong investor confidence in the turnpike and breaking the previous record of 3.32% for the Florida Turnpike. With the funding in the bank, work could proceed at top speed. Right-of-way acquisition began in July 1955 and construction was underway in October with a groundbreaking ceremony in Arlington. The final cost to complete the project was $55.8 million ($462 million in 2013 dollars), $2.7 million below the estimate. On August 27, 1957, the Dallas-Fort Worth Turnpike opened to traffic and a formal dedication ceremony was held on September 5. It was an impressive achievement in project delivery, going from authorization to completion in four years, and preliminary design to opening in just 30 months. Of course, it was a different time with no environment impact statements, federal bureaucracy or formal public involvement. The only thing that mattered was getting the job done.[15]

Marketing for the turnpike emphasized the congestion and frustration of the existing route US 80 ...[46]

For a toll of 50 cents, a vehicle could drive the 30 miles between downtown Dallas and downtown Fort Worth in about 30 minutes. Tolls would be collected only as long as needed to pay off the $58.5 million in bonds, and then the highway would be turned over to TxDOT to become a toll-free facility.[16]

The turnpike opening was also a milestone in the relations between Dallas and Fort Worth, which historically had been characterized by feuding and rivalry. With the turnpike the two cities were united with an efficient expressway, providing new opportunities for cooperation and economic development. The opening of the turnpike coincided with a *Businessweek* magazine cover story on Dallas and Fort Worth in March 1957, with the special report proclaiming that "evidences of an abatement of the storm of bitterness have been piling up, and today the change is unmistakable."[17]

and the drive time of 30 minutes for the 30 miles on the new turnpike ...[47]

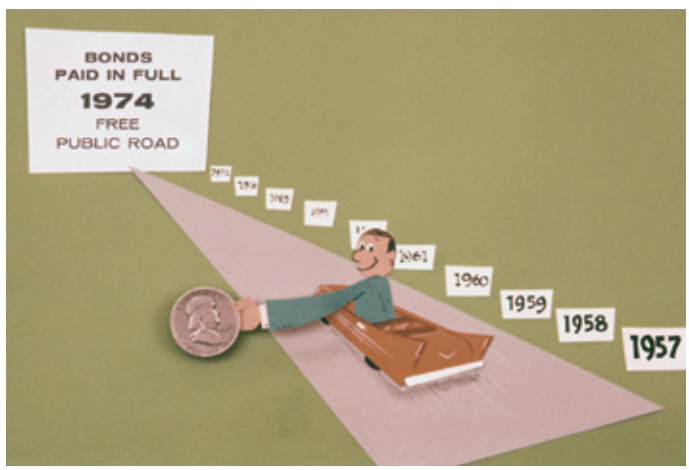
East Fort Worth Gets its Freeway

While local officials were pleased with their accomplishment, not everyone was happy. Even though the residents of east Fort Worth had obtained a promise of a new freeway for their area during negotiations to end their opposition to the turnpike in 1955, the turnpike became especially painful when the federal government's Federal-Aid Highway Act of 1956 became law, unleashing the highway construction boom which would build the Interstate Highway System. So while everyone else would be getting freeways, east Fort Worth was stuck with tolls. It soon became apparent that TxDOT's promise for an east Fort Worth freeway would be fulfilled with two new freeways, the US 287 freeway which served southeast Fort Worth and the SH 121 freeway which served northeast Fort Worth. Neither freeway provided toll relief for residents of east Fort Worth.[18]

As early as December 1957 there were proposals to make the westernmost section of the turnpike in Fort Worth a freeway. The turnpike and its toll remained a political issue in the following years and in 1964 an agreement was reached to make 3.5 miles of the turnpike, from Oakland Boulevard to downtown Fort Worth, toll-free. The city, county and state joined forces to pay the TTA $2.8 million ($21 million in 2013 dollars) in exchange for free use of the turnpike in Fort Worth. On December 30, 1964, the first vehicles used the turnpike toll free. The distaste for tolls in Fort Worth would later lead to another clash in the 1970s when the turnpike bonds were paid off.[19]

To Toll or Not to Toll

The original agreement to build the turnpike provided for the transfer of the turnpike to TxDOT for free use when the construction bonds were paid off. Even with the 3.5-mile free section at the west end, toll-averse Fort Worth eagerly awaited the day that the tolls would be lifted. Due to steady traffic growth throughout the 1960s, in 1971 it was announced that construction bonds would be retired in 1977, allowing the tolls to be lifted. Soon after the announcement of bond retirement the TTA was promoting the idea of maintaining tolls and using the revenue to finance the Trinity Turnpike, a proposed



and the plan to make the turnpike a freeway when the bonds were paid off, originally projected for 1974. Images: UT-Arlington Library Special Collections[48]

UT-Arlington Library Special Collections[49]

The photo above shows the turnpike terminus at downtown Dallas circa 1959. At this time downtown Dallas had only two modern-design skyscrapers, the Southland Life building opened in April 1959 and, immediately to its left, the Republic Bank tower, opened in 1954. The lower photo shows the approach to downtown Dallas circa 1960. The building under construction downtown is the Mayflower Building, home of the Mosaic residences in 2013. The turnpike lacked a median barrier which was added in 1972 to improve safety.[50]

UT-Arlington Library Special Collections[51]

UT-Arlington Library Special Collections[52]

These views show the Fort Worth toll plaza, located just east of Oakland Boulevard. The plaza was later expanded to ten collection lanes. Above, a yellow 1956 Cadillac drives through the plaza.

UT-Arlington Library Special Collections[53]

UT-Arlington Library Special Collections[54]

UT-Arlington Library Special Collections[55]

The turnpike used a ticket system to collect tolls. Motorists received a ticket when entering the turnpike and paid a toll when exiting for the distance traveled. The ticket shown at left, for an eastbound vehicle starting at Fort Worth, shows that there were originally only four eastbound exits between the main terminals in Fort Worth and Dallas.

new turnpike running alongside the Trinity River generally paralleling the existing turnpike. The idea was opposed by the Texas Transportation Commission and Governor Preston Smith, but had some support from business groups looking to get the Trinity Turnpike built. In March 1974 the Texas Transportation Commission killed the Trinity Turnpike and any potential extension of tolls on the Dallas-Fort Worth Turnpike to finance it.[20]

In 1974 TxDOT suggested that the tolls be retained to finance widening of the turnpike, and in 1975 the Texas Turnpike Authority proposed lowering and continuing the tolls. But by May 1975 the Texas Turnpike Authority had given up on extending the tolls and voted to remove the tolls when the bonds were retired, expected in 1977 or 1978. But then other groups were looking to extend the tolls. In 1976 the politically well-connected Dallas Chamber of Commerce stated its position in support of retaining tolls to finance $65 million in improvements and persuaded the TTA to authorize a $300,000 study of the toll extension.[21]

Although Dallas and Fort Worth had, for the most part, moved beyond the conflict which characterized their past relations, Fort Worth was not about to stand by and let Dallas interests keep the tolls in place after the bond retirement. It was time to bring in the lawyers. In August 1976 Fort Worth filed a lawsuit asking the court to permanently bar the TTA from studying the feasibility of continuing tolls to finance an expansion of the turnpike. In December the motion was granted, stopping the TTA's planned study and ordering the TTA to remove tolls when the last bond payment was made. The TTA appealed the ruling, but by March 1977 political opposition to continuing the tolls was too great and the TTA voted to remove the tolls. Any remaining uncertainty was removed in May 1977 when Governor Briscoe signed a law which called for the removal of tolls by the end of the year.[22]

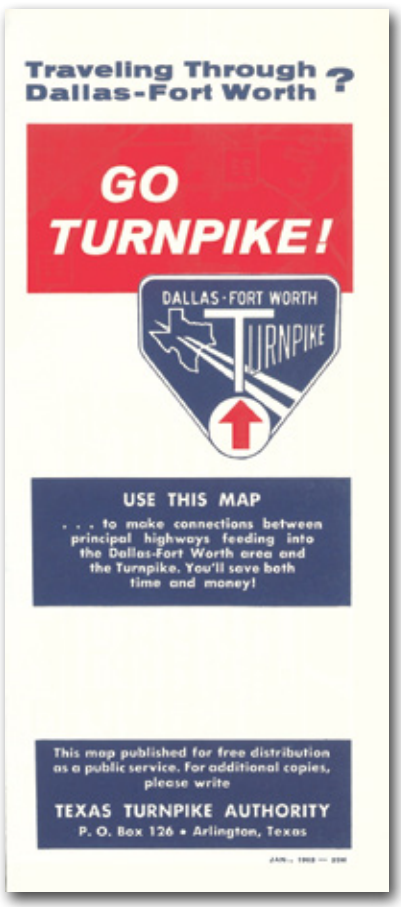
At 12:00 AM on January 1, 1978, the turnpike was turned over to TxDOT and toll collection ended. On January 4 workers began removing the toll booths. The removal of tolls was an event that would occur only once in Texas history and, in the prevailing political climate of 2013, seems destined to never occur again, even as toll roads proliferate in North Texas, Houston and Austin.[23]

Even though the toll booths were removed, the former Dallas-Fort Worth Turnpike remained in a time warp for decades, reminding drivers that it was once a toll road. The most obvious and annoying artifacts were the circuitous interchanges at freeway access points, particularly at the three freeways which intersected the turnpike. Slowly over the following three decades most turnpike artifacts were replaced with modern designs, but in 2013 the interchange at Loop 12 still retained its absolutely crazy connection patterns and the intersection with SH 360 still lacked an interchange, forcing drivers to exit and navigate streets to make the freeway-to-freeway connection. (On page 405 see the 1977 image of the turnpike connections at SH 360 which remain in service in 2013.) Someday the last traces of the turnpike will finally be erased, but it could very well be a lifetime after the first motorist drove on the turnpike on August 27, 1957. ■

The Texas Turnpike Authority relied on toll receipts to make payments on the $58.5 million in bonds that were sold for the project, and the authority regularly printed informational brochures to inform motorists of the turnpike's benefits. According to the turnpike authority, driving the turnpike was a pleasure, saving both time and money.

The toll for a passenger vehicle for driving the full length of the turnpike in 1957 was 50 cents, about $4 in 2013 dollars. Since inflation-adjusted 1957 average wages were only about 70% of 2013 wages, $5.70 is the comparative cost for a 2013 worker. In 1961 the toll for the full length was increased to 60 cents, and there were no further increases until the turnpike became a freeway on January 1, 1978.

Dallas Fort Worth Turnpike Toll Rates Actual 1957 Rate, Dollars (2013 Dollars)				
	Dallas Terminal	Loop 12	SH 360	Fort Worth Terminal
Dallas Terminal		**.15 (1.20)**	**.25 (2.00)**	**.50 (4.00)**
Loop 12	**.15 (1.20)**		**.15 (1.20)**	**.40 (3.20)**
SH 360	**.25 (2.00)**	**.15 (1.20)**		**.25 (2.00)**
Fort Worth Terminal	**.50 (4.00)**	**.40 (3.20)**	**.25 (2.00)**	



Dallas Morning News, 1959

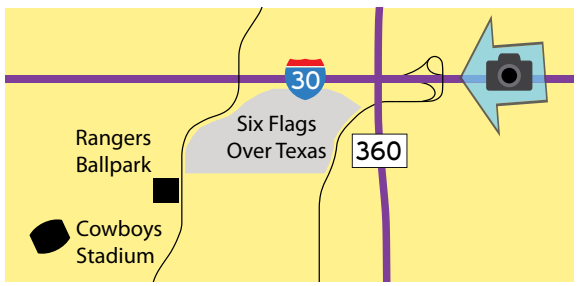
The Texas Turnpike Authority promoted the turnpike by advising motorists of what they faced if they chose to use US 80 to travel between Dallas and Fort Worth—a long series of traffic signals. The sign above, shown in a 1959 photo, was located in downtown Dallas on Commerce Street just west of Dealey Plaza. Motorists could veer left to take Business US 80 and its 53 traffic lights, or stay right to get on the turnpike. The turnpike authority continued to emphasize the opportunity to avoid traffic lights for the entire existence of the turnpike. The lower left photo in Fort Worth, taken on the day the turnpike became a freeway on January 1, 1978, shows a weathered sign advising motorists that they could avoid 63 stop lights by taking the turnpike. The turnpike authority also used roadside billboards to encourage turnpike use.

TxDOT Travel Information Division, undated (above and below)

UT Arlington Library Special Collections, 1978[56]

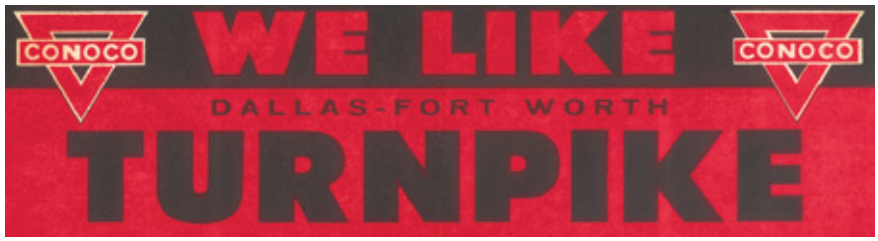
TxDOT Travel Information Division, 1957

This view looks west along the turnpike just before it opened in 1957 with the SH 360 intersection in the foreground. The landscape between Dallas and Fort Worth was mostly rural. Land on the left side of the turnpike just past SH 360 would soon be developed into Six Flags Over Texas, and later the stadiums of Arlington would be built slightly further west on the left. The building alongside the turnpike was a Texas Turnpike Authority administrative office which was demolished in 2011.



Dallas Public Library[58]

This undated photo from circa 1977 looks west along the turnpike at the intersection with SH 360. The connections remain in use in 2013, forcing vehicles to pass through a signalized intersection to connect between the freeways. Six Flags is visible on the left side. The land on the north side of the turnpike across from Six Flags was vacant at the time of this photo.



This undated photo from shortly after the turnpike opening in 1957 shows the exit to the Conoco service plaza which was located at present-day Ballpark Way. This view is on the eastbound side of the turnpike. A hotel was later built just to the right of the off-ramp to the service station; the hotel remains in place in 2013 as a Howard Johnson Inn. The price of 23 $^{9}/_{10}$ cents per gallon translates to about $2.00 per gallon in 2013 dollars. The turnpike and Conoco service center were promoted by the "We Like Dallas-Fort Worth Turnpike" bumper sticker, inspired by the "We Like Ike" slogan of the 1952 Dwight Eisenhower presidential campaign. Below is a view of the turnpike looking east, just east of Loop 820, with the Sandy Lane overpass just ahead. Photos and image: UT-Arlington Library Special Collections[57]

Dallas Morning News, 1978

UT-Arlington Library Special Collections, 1978[59]

Tolls were removed and the Dallas-Fort Worth Turnpike became a freeway at 12:00 AM on January 1, 1978. On January 4 crews began removing the toll booths. In the lower photo, the toll booths were equipped with signs saying "Don't stop toll free" until demolition was complete.

UT-Arlington Library Special Collections, 1969[60]

These views show the intersection at Interstate Loop 820 in Fort Worth in 1969 (top) and 2009. In 1969 there were no direct connections between the turnpike and Loop 820; motorists made the connection using Brentwood Stair Road along the bottom of the photo. The lower view shows the full freeway-to-freeway interchange which was completed in 1991. Of the three freeway-to-freeway intersections along the former turnpike, this is the only one which has been rebuilt to modern standards. The intersections at SH 360 and Loop 12 continue to use the turnpike connections in 2014.

Author, September 2009

Author, April 2011

Reconstruction and widening of Tom Landry Highway from east of Legends Way (first overcrossing) to west of Center Street in Arlington was completed on November 4, 2010. The Hurricane Harbor water amusement park is in the foreground. The widening project was accelerated to be completed in time for Super Bowl XLV at Cowboys Stadium (renamed AT&T Stadium in 2013), held on February 2, 2011. The reconstruction sunk the freeway below grade and is designed to handle heavy traffic going to or leaving AT&T Stadium events. Below, the view from Edgefield Avenue just west of downtown Dallas.

Author, May 2011

THE STADIUMS OF ARLINGTON

The stadium era in Arlington began on April 23, 1965, when the minor league Dallas-Fort Worth Spurs baseball team played the first game at the brand-new Turnpike Stadium. The 10,600-seat stadium was simple and basic, but was designed to be the core of a much larger stadium suitable for a Major League team.[3]

By 1970 there were a few financially ailing Major League teams and local officials sensed an opportunity to bring one to North Texas. In April 1970 Arlington voters approved expansion of Turnpike Stadium to meet Major League standards. The Washington Senators emerged as the leading candidate for relocation in the summer of 1971 and in September 1971 it became official—the Senators would relocate to Arlington for the 1972 season and become the Texas Rangers. In November 1971 Arlington City Council renamed the site Arlington Stadium. The first Rangers game at Arlington Stadium was April 21, 1972.[4]

The modern era for stadiums began in April 1989 when a group of investors led by George W. Bush purchased a controlling interest in the Rangers. The new ownership immediately began efforts for a new stadium and in October 1990 an agreement was reached with the City of Arlington for a January 1991 vote on a half-cent sales tax increase to back $135 million in city-issued bonds for the planned $165 million ballpark. Voters approved the stadium with 66% of the vote on January 19. The first game in Rangers Ballpark, with a final price tag of $189 million, took place April 11, 1994.[5]

The crown jewel of Arlington stadiums was yet to come. In the early 2000s Cowboys owner Jerry Jones was looking for a site for a new stadium with Dallas and Irving the leading contenders. When finance negotiations with Dallas County broke down in June 2004, Jones reached an agreement with the City of Arlington for a $325 million package financed by several tax increases including a half-cent sales tax increase. When voters approved the stadium finance package in November 2004 with 55% of the vote, Arlington's next stadium was ready to move forward.[6]

The new Cowboys stadium was initially projected to cost $650 million. But that budget wasn't enough to fulfill Jerry Jones' plan to build the best stadium in the NFL, and ultimately one of the most impressive in the United States and even the world. When the stadium had its first public event on June 6, 2009, the final cost came in at a stunning $1.2 billion. AT&T Stadium, originally named Cowboys Stadium until July 2013, is the crowning achievement in the Arlington stadium story, and a fitting monument to be in the corridor of the freeway named for North Texas sports legend Tom Landry.[7] ■

Author, April 2011

The $1.2 billion AT&T Stadium, opened in June 2009 as Cowboys Stadium, is about one mile south of Tom Landry Highway.

UT-Arlington Library Special Collections[27]

This view looks east across Arlington Stadium in an undated photo from the early 1980s. In the distance is Six Flags Over Texas with the Shock Wave double loop roller coaster, the first thrill coaster at the park, visible alongside the highway. Just to the left of the stadium is the failed marine-themed park Seven Seas which opened in 1972, was renamed and rethemed Hawaii Kai in May 1976 and permanently closed at the end of the 1976 season. The Seven Seas site was cleared in the early 1980s. The City of Arlington had invested heavily in the marine park, dedicating most of a 1970 $10 million bond issue to construct it and sustaining substantial additional costs for its operation in subsequent years. The park became a money pit with poor attendance and no hope of ever becoming profitable, and Arlington's investment was a total loss.[26]

This 1972 view shows the original Arlington Stadium scoreboard with its outline of Texas.

TxDOT Travel Information Division, 1972

Motorists driving Tom Landry Highway saw this sign for Arlington Stadium featuring the Marlboro Man, cigarette in mouth, in this undated photo. Arlington Stadium had sponsorship arrangements with cigarette manufacturers for the entire life of the stadium from 1972 to 1993. In fact, smoking was allowed in the stadium seating areas for its entire existence. Cigarette sponsorship ended with the opening of Rangers Ballpark in 1994 and smoking was also banned in the stadium seating areas.[28]

Dallas Morning News

This view looking east-northeast shows Arlington Stadium on July 1, 1986, with Tom Landry Highway in the upper part of the photo. The Arlington Convention Center opened just east of the stadium in 1985 and by this time the site of the former Seven Seas property was totally cleared.[29]

UT-Arlington Library Special Collections[30]

UT-Arlington Library Special Collections, 1991[31]

The most memorable event in Arlington Stadium history took place on May 1, 1991, when Nolan Ryan pitched his seventh career no-hitter in a game versus the Toronto Blue Jays. Ryan retired in 2003 with seven no-hitters, the Major League record for career no-hitters which will likely stand for a very long time.

Arlington Stadium was demolished in August and September 1994 after the Rangers moved to the new ballpark, visible in the background. This photo shows rubble where the right field stands once stood.[32]

Dallas Morning News, 1994

UT-Arlington Library Special Collections, 1991[34]

Rangers managing general partner George W. Bush leads a rally at Arlington Stadium on January 4, 1991, as part of the "Home Run Arlington" campaign to secure voter approval of financing for the planned new stadium. Voters approved the stadium with 66% of the vote, giving Bush his first taste of electoral victory.[33]

This view shows Rangers Ballpark on April 16, 2011. Tom Landry Highway is visible across the top of the photo.

Author, 2011

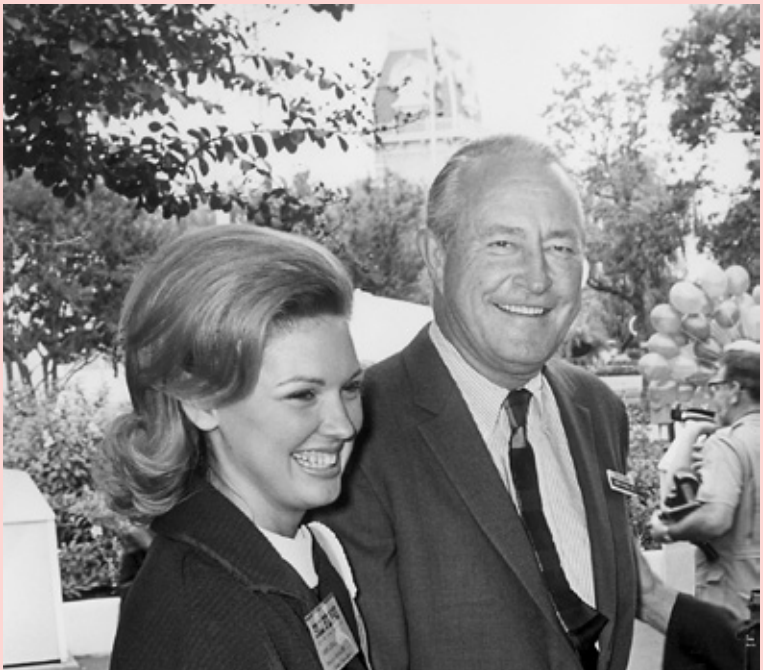
SIX FLAGS OVER TEXAS

UT-Arlington LIbrary Special Collections[35]

Angus Wynne Jr, facing the camera on the left, gives a tour of the early phase of construction of Six Flags in December 1960. The excavation would become the canal for the La Salle River Adventure.

This October 1968 photo at Six Flags shows Angus Wynne Jr with Miss Sharon Terrill, Miss California, who was visiting.

UT-Arlington Library Special Collections[36]



Tom Landry Highway originally opened as the Dallas-Fort Worth Turnpike in 1957, passing through a mostly rural landscape between Dallas and Fort Worth. But soon the turnpike would have its own destination near its midpoint. In the mid-1950s political officials in Arlington and Grand Prairie were looking to develop the area around the turnpike. Arlington Mayor Tom Vandergriff went to New York to make an investment proposal to the Rockefellers but came back empty handed. Then Dallas real estate developer Angus Wynne Jr became involved. He went to New York to make another proposal to the Rockefellers and this time came back with the money, announcing financial backing in July 1956 for the Great Southwest Corporation which would focus on industrial property. But Wynne had another idea for some of the prime land in his portfolio.[8]

Inspired by the success of Disneyland in Anaheim (Calif.), which was specifically located along Interstate 5 to achieve maximum accessibility, Wynne conceived the idea of a theme park unique to Texas. Sections of the park were themed with the six flags which have flown over Texas—Spain, France, Mexico, the Republic of Texas, the Confederacy and the United States. Planning was underway in early 1958 for Six Flags Over Texas and the amusement park officially opened on August 5, 1961. The early park was rather quaint and simple compared to today's emphasis on thrill rides. Original attractions included a horse-driven stagecoach, a boat ride around Skull Island, simulated wild west gun battles in the street and a petting zoo.[9]

Six Flags received national attention, becoming a big success and by 1965 was easily the number one tourist attraction in Texas. Six Flags would eventually expand to be immediately adjacent to Tom Landry Highway, with the double-loop Shock Wave roller coaster opening alongside the highway in 1978 and launching the era of thrill rides. The huge roller coasters and the Superman Tower of Power rapid vertical lift constructed in the 1990s and 2000s provide an impressive view for motorists on today's Tom Landry Highway.[10] ■

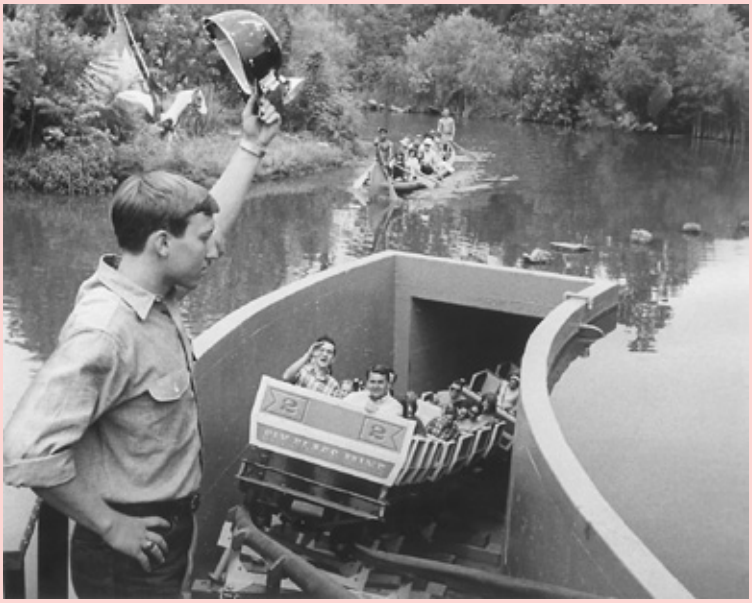
UT-Arlington Library Special Collections, 1961[37]

This aerial view from August 1961, the month the park opened, shows its original configuration. There were no roller coasters or thrill rides, only family-oriented attractions focused on the themes of the six flags which have flown over Texas. The undated aerial view below from the period 1972 to 1977 shows Six Flags in the foreground with the Dallas-Fort Worth Turnpike on the right and Arlington Stadium in the distance.

UT-Arlington Library Special Collections[42]

UT-Arlington Library Special Collections[38]

Wild west shoot-outs broke out regularly in the Republic of Texas section of Six Flags. The character on the left with the top hat is Judge Roy Bean.



UT-Arlington Library Special Collections[39]

UT-Arlington Library Special Collections[41]

The Sky Hook was introduced in 1963 and its 190-foot height made it the first high-rise attraction at the park. The Sky Hook was previously featured at the 1958 Brussels World Fair where it was a popular attraction. The Sky Hook remained in service until 1968.[40]

Opened in 1966, the Runaway Mine Train was Six Flags' first modern-design roller coaster on tubular steel tracks. The Runaway Mine Train remains in service in 2013 but is now dwarfed by the huge thrill coasters in the park. In the background the canoe ride passes by.

The French-themed area featured the La Salle River Adventure in recognition of French explorer Robert Cavelier de La Salle who founded an ill-fated colony and Fort Saint Louis near Lavaca Bay in 1685. La Salle died during an expedition near Navasota in 1687 and Fort Saint Louis was abandoned in 1688.

Dallas Morning News

Author, April 2011

This aerial view looks southwest across Six Flags with the intersection of SH 360 and Tom Landry Highway in the foreground. There are long-term plans to add a multilevel interchange at the freeway intersection. In the background Rangers Ballpark and Cowboys Stadium are visible. Motorists on Tom Landry Highway, which runs alongside the park, get a good view of the thrill rides.

Author, May 2011

International Wildlife Park, 1972-1991

Lion Country Safari opened on May 27, 1972, just northwest of the intersection of the Dallas-Fort Worth Turnpike and Belt Line Road. The 485-acre park allowed visitors to drive through areas with free-roaming African wildlife, including lions, cheetahs, white rhinos, hippos, giraffes, zebras, elephants, chimpanzees, ostriches and a wide variety of antelopes. After years of financial difficulty in the mid-1970s, the lions were confined in 1977 to allow motorists to open their windows and the attraction was later renamed International Wildlife Park. It operated successfully until 1989 and 1990, when Trinity River floods inundated the property which is located in the river flood plain. Repairs were made after the 1989 flood, but after the 1990 flood the park operated in a reduced capacity and was permanently closed in December 1991.[43]

TxDOT Travel Information Division

TxDOT Travel Information Division

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47. Jack White photograph collection, AR407-2-19-7 [slide 30]
48. Jack White photograph collection, AR407-2-19-7 [slide 5]
49. Squire Haskins photography collection, aerial AR447 Box 7 1960
50. "New median barrier OK'd for turnpike" DMN, 19701029
51. Jack White photograph collection, AR407-1-8-42
52. Jack White photograph collection, AR407-2-18-19 [slide 17]
53. Jack White photograph collection, AR407-2-18-19
54. Jack White photograph collection, AR407-2-18-14
55. *Fort Worth Star-Telegram* collection, AR406-1-37-40
56. *Fort Worth Star-Telegram* collection, AR406-6 #7025 (frame 8)
57. Jack White photograph collection, Conoco AR407-2-18-18, bumper sticker AR 407, highway view AR407-2-19-7 [slide 26]
58. PA83-29-360
59. *Fort Worth Star-Telegram* collection, AR406-1-37-41
60. *Fort Worth Star-Telegram* collection, AR406-6 #5904

CHAPTER

10 Mid-Cities Freeways

North Texas freeways have two obvious points of focus, Dallas and Fort Worth. But there is a third focus which has made the North Texas freeway grid one of the most extensive in the United States. The freeways converging on Dallas-Fort Worth International Airport and surrounding it make the Mid-Cities the third hub of North Texas freeways. Mid-Cities freeways have attracted leading entertainment venues, stadiums, huge commercial developments and affluent suburbs. The Mid-Cities became home of the widest section of freeway in North Texas when the DFW Connector project on the north side of the airport was completed in 2013, and work is underway on the North Tarrant Express, one of the first two public-private partnership freeway expansion projects in North Texas.

Also see: Bush Turnpike/SH 161 including the Grand Prairie controversies, page 261; Chapter 9, Tom Landry Highway, page 393; SH 121 in Fort Worth and Mid-Cities, page 511

SH 114, the John W. Carpenter Freeway Home of Las Colinas

SH 114 was first designated as a freeway in January 1953 with TxDOT's approval of the Dallas County highway master plan. SH 114 was envisioned to be along the alignment of the original highway, including present-day Northwest Highway (Spur 348). However, the eastern end of the freeway was soon placed on a new alignment further south—an alignment which would form the distinctive freeway loop which surrounded Texas Stadium.

The new alignment at the eastern end appears to have its roots in a proposed new thoroughfare called River View Road originally included in the 1950 county road bond plan. River View Road passed through the ranch of John W. Carpenter, who was among the most influential civic leaders in Dallas and served as president of the Dallas Chamber of Commerce in 1950 and 1951.[1]

In 1954 Dallas County began efforts to convince TxDOT to adopt the River View Road route into the state highway system with the ultimate goal of making it a freeway. In the following years Carpenter worked to secure land donations for 90% of the needed right-of-way for SH 114 and the section of SH 183 east of the intersection with SH 114. By July 1957 the new alignment with the freeway loop in Irving appeared on regional planning maps. Formal agreements for the construction of SH 114 were completed in 1958 and a public hearing for the new alignment was held in September 1959. In December 1959, six months after Carpenter's death, SH 114 and the adjacent section of SH 183 were named the John Carpenter Freeway in recognition of Carpenter's role in obtaining the right-of-way and TxDOT's approval for the freeway.[2]

Construction of SH 114 and Loop 12 at the site of the former Texas Stadium was underway in 1966 when Cowboys owner Clint Murchison began acquiring land within the freeway loop for his new stadium. The first section of the SH 114 freeway was completed in February 1971, ahead of the stadium opening in September.[3]

Also see: Texas Stadium freeways, page 370

Construction of the remaining unbuilt freeway in Dallas County was accelerated by plans for the Dallas-Fort Worth International Airport. In September 1967 local leaders unveiled a plan for a network of freeways to serve the airport, including the SH 114 freeway, and sought TxDOT's help in getting the freeways built in time for the airport opening. Construction of SH 114 to the north entrance of DFW Airport was complete in October 1973, just in time for the airport's opening in January 1974. The SH 114 freeway main lanes were gradually extended westward, reaching Southlake Boulevard in 1988 and SH 170 in 2014 (see map).[4]

Las Colinas

Texas Stadium, opened in 1971, was the most distinctive landmark along the freeway for 39 years until its implosion in April 2010. But another landmark with more longevity and more influence had also risen along the freeway. Las Colinas was launched in 1973 as one of the most ambitious and distinctive real estate developments in the United States. While the freeway was the product of the efforts of John Carpenter, Carpenter's son Ben would be the mastermind and visionary behind Las Colinas.

Las Colinas has its roots in the career of John Carpen-

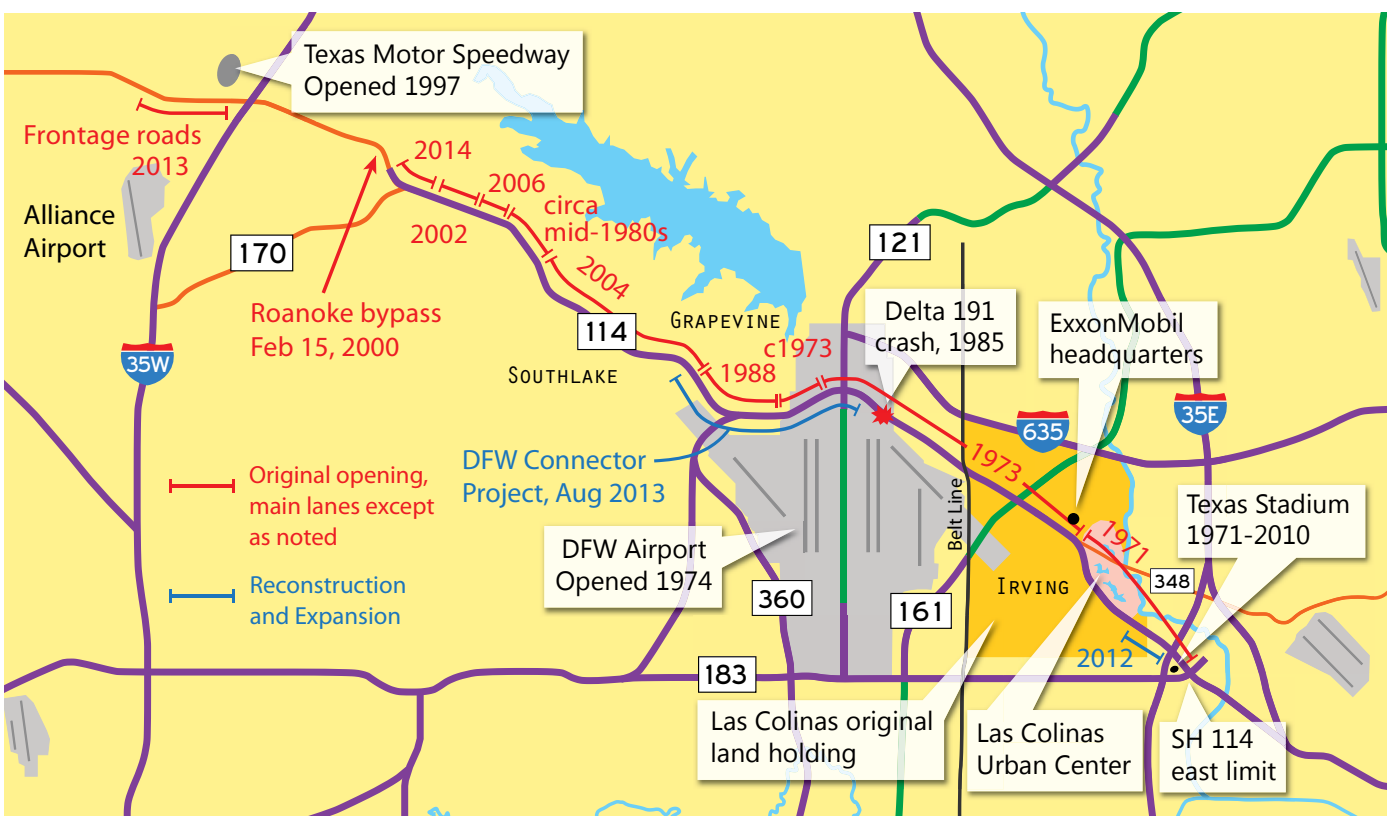
Dallas Public Library[47]

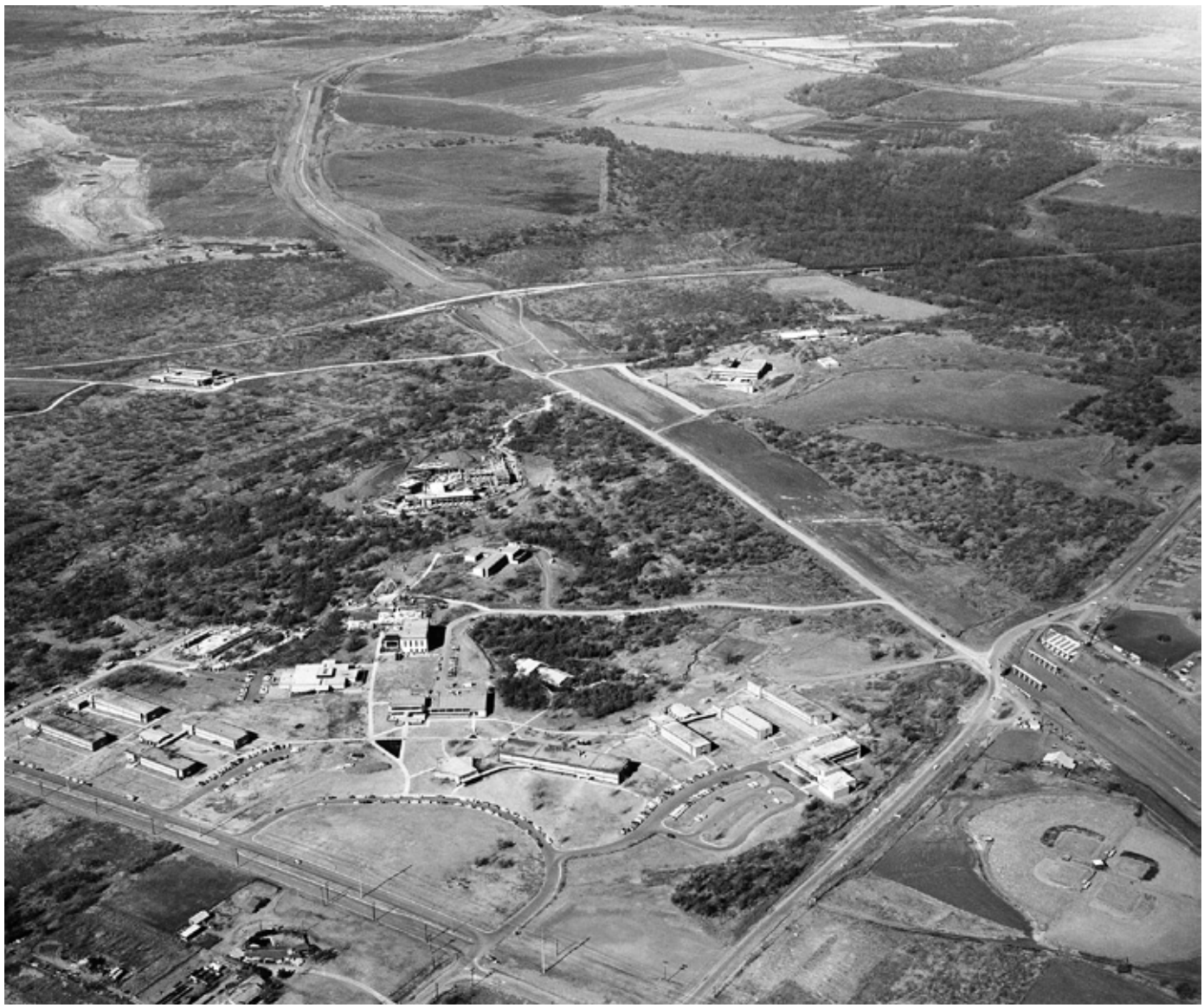
SH 114 in Irving and an adjacent section of SH 183 in Dallas are named for influential Dallas civic leader John W. Carpenter. Carpenter (1881-1959) was a successful executive and businessman, serving as president and chairman of the board of Texas Power and Light. In 1930 Carpenter founded Southland Life Insurance Company which became the vehicle for his son, Ben Carpenter, to finance the development of Las Colinas, which was built on the property of the Carpenter family ranch. Carpenter donated the right-of-way for the SH 114 and SH 183 freeways through his property, and persuaded other landowners to make donations so 90% of the needed right-of-way was donated.[48]

ter, who moved to Dallas from Corsicana in 1918 to become vice president and general manager of Dallas Power and Light Company. Around 1928 Carpenter established a ranch northwest of Dallas near the confluence of Hackberry and Cottonwood Creeks, formally naming it the Hackberry Creek Ranch but informally adopting the name "El Ranchito de Las Colinas", the little ranch of the hills, as suggested by his wife. After World War II the ranch was managed by son Ben Carpenter and son-in-law Dan Williams. Ben Carpenter and Williams expanded the ranch to 6000 acres by the time John Carpenter died in 1959. Around that time Ben Carpenter and Williams began their 15-year effort to plan their new real-estate development, with Carpenter taking the lead.[5]

Increasing property taxes in the 1950s made development of the land inevitable. Selling off the ranch parcel by parcel to developers would have been the easy way to make a quick buck, but Carpenter's appreciation for the land inspired him to ensure that only the best possible development would be built on his ranch. And to achieve that goal, he needed to be in control.[6]

In the 1950s it was expected that the property would be almost entirely residential and new subdivisions including Northgate were built on the southern edge of the ranch. But with the announcement of the location of DFW Airport in 1965 the ranch was ideally positioned for commercial and office development, and Carpenter updated his vision for the property. In 1970 Carpenter created the Southland Financial Corporation which absorbed the family's life insurance firm Southland Life, founded by John Carpenter in 1930. The financial structure was in place for the big investment needed





Dallas Public Library[49]

This undated view from circa 1970 looking northwest shows the path of SH 114 at the University of Dallas just west of Loop 12. Work was underway on the Tom Braniff Drive overpass in the foreground. Further west, at present-day Las Colinas, the path for the freeway is visible as ground clearing was just underway.

to launch his vision.[7]

In September 1973 plans were revealed for the 3500-acre development and its official name, Las Colinas. The crown jewel was the 960-acre Las Colinas Urban Center located alongside the freeway, featuring the 125-acre Lake Carolyn and canals to create a Venice-like atmosphere for the planned concentration of office towers. For Carpenter, Las Colinas wasn't just about building a first-class development, it was raising the bar to a new level of planning and high-quality, distinctive design.

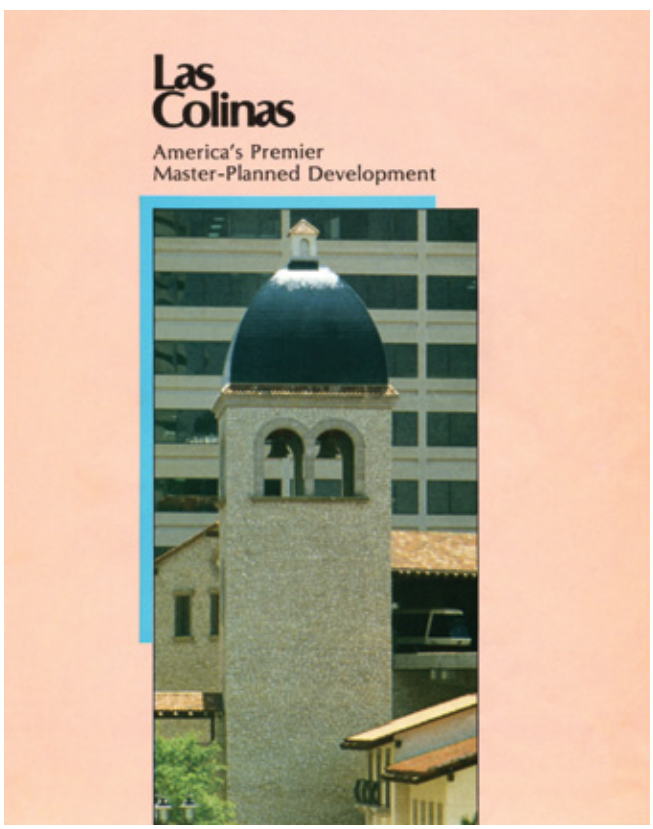
By 1974 motorists on Carpenter Freeway saw giant earth-moving machines digging Lake Carolyn and preparing the site for development. The construction boom which defined Las Colinas took place in the early 1980s, and by the ten-year anniversary in 1983 a stunning new city had risen from the Trinity River bottomland. Las Colinas had become everything Carpenter had planned it to be—distinctive, upscale and increasingly a magnet for large and prestigious businesses looking for office space. The total acreage of Las Colinas had reached over 12,000 acres after a 1980 acquisition of adjacent property, but the crown jewel of the development remained the Urban Center along Carpenter Freeway.[8]

But there was trouble ahead. Bringing Carpenter's vision to reality had been expensive, and the office construction boom in the early 1980s had saddled Southland Financial with $700 million in high-interest, short-term debt. The life insurance division of Southland Financial was sold for $352 million in January 1984 to improve the balance sheet, but the financial situation continued to de-

Las Colinas Association

This circa 1975 view looks southeast along SH 114 at Las Colinas with the excavation of Lake Carolyn complete and site preparation around the lake in progress. The October 1987 promotional brochure at lower right proclaimed Las Colinas to be “America’s Premier Master-Planned Development”. Ben Carpenter (1924-2006), son of the freeway namesake John Carpenter, was the visionary and mastermind driving Las Colinas to realization. It turned out that Ben Carpenter dreamed too big as the project experienced financial difficulty in the late 1980s and the Carpenter family lost control of the project to creditors in 1992.

Las Colinas Association



Dallas Public Library[60]

Author, April 2011

This April 2011 view looks northwest along SH 114 at Rochelle Blvd-Riverside Drive, showing Las Colinas with the Urban Center and Lake Carolyn on the right. The freeway alongside Las Colinas remains in its originally built configuration with only four main lanes, but in the lower part of the photo work can be seen on the first expansion project, completed in July 2012. There are long-term plans to expand the freeway to eight main lanes and four toll lanes, and in 2013 TxDOT was attempting to advance the expansion project to construction with a public-private partnership.

teriorate since the firm had minimal earning power and its value was based on its real estate holdings which consisted mainly of land and office buildings in Las Colinas. By the end of 1986 debt had climbed to $968 million ($2.1 billion in 2013 dollars) with annual interest payments of $82.5 million. In the meantime, revenue was declining, leading to a loss of $16.3 million in 1986, and the commercial real estate market was in a severe downturn. The day of reckoning was coming, and the Carpenter family was facing a tremendous challenge to retain control of Southland Financial and Las Colinas. Ben Carpenter's health issues forced him to step down and son John Carpenter III took over as chief executive officer in late 1986.[9]

It was initiation by fire for the new 38-year-old CEO as the following years became a daunting struggle for survival. Southland posted a $94 million loss in 1987 and the stock price dropped to $2 a share, down from $28.50 in the fall of 1986 and its earlier peak near $40. Southland's workforce was slashed. Remaining executives tried to juggle demands from creditors, particularly Drexel Burnham Lambert* which had financed Southland with $350 million in junk bonds. Negotiations with Drexel and other creditors continued and finally after a marathon session a restructuring deal was reached in June 1989. The real estate assets of Southland, consisting mainly of Las Colinas, were sold for $290 million in cash to a partnership which included the Carpenter family. Although the Carpenter family became a minority ownership partner, John Carpenter III remained in charge of the development.[10]

In spite of all the financial difficulty, Las Colinas remained a unique asset which could not be duplicated and the new ownership was committed to retaining the project's high standards. In October 1989 good news arrived when Exxon, then the third-largest U.S. corporation and the world's largest oil company, announced it would move its corporate headquarters to Las Colinas from New York.[11]

But turning Las Colinas into a profitable operation was a huge challenge in the still-ailing real estate market. The majority owners forced out the Carpenters and their management firms in June 1992, effectively ending the role of the Carpenter family in Las Colinas. In 1997 Ben Carpenter sold the land that was the first property of the original ranch purchased by his father in 1928—the heart of "El Ranchito de Las Colinas" which was the site of the family home. It was the end of an era for Las Colinas and the Carpenter family, but even with the remarkable transformation of the Trinity River bottomland into a sparkling

* Drexel Burnham Lambert was best known for junk bond trader Michael Milken. The firm went bankrupt in 1990 due to its involvement in illegal activity in the junk bond market. Milken spent 22 months in prison.

Author, April 2005

Corporate mecca This April 2005 photo looks southeast along Carpenter Freeway just east of SH 161, the Bush Turnpike. The Las Colinas Urban Center is visible in the distance on the right. The wooded area along the left side of the freeway is the property of the headquarters of ExxonMobil, typically listed among the world's largest five corporations in terms of sales and market value. The April 2011 view below shows the ExxonMobil headquarters building. Two other corporate headquarters along the SH 114 corridor are consumer products manufacturer Kimberly-Clark and construction giant Fluor. Communications firms Verizon and Nokia have large offices in the corridor.

Author, April 2011

UT -Arlington Library Special Collections[61]

Southlake, before the money arrived This 1965 aerial view at SH 114 and Carroll Road looking southeast shows the original two-lane highway crossing through a rural landscape. The location of Dallas-Fort Worth International Airport was announced in 1965, launching the growth that would occur in the adjacent areas. Southlake would go on to become a highly affluent suburb with a semi-rural atmosphere. SH 114 was improved to become a four-lane divided highway, but by the late 1990s traffic had overwhelmed the highway and local interests lobbied hard to get the section upgraded to a freeway. On February 7, 2004, a dedication ceremony was held for the opening of the freeway from Park Boulevard at the Southlake-Grapevine border to Kirkwood Boulevard at the Southlake-Westlake border. In addition to the ribbon cutting below, a second ceremonial ribbon was broken by a NASCAR racecar traveling at 150 miles per hour on the freeway (see page 35).

Mike Lewis Photography

Author, October 2011

This October 2011 view looks northwest along SH 114 at Kirkwood Boulevard in Southlake. This office development began in the 1980s and the Kirkwood overpass was built at that time, well before the adjacent sections of the SH 114 freeway which were opened in the 2000s.

office district, there was much to be done to complete the development.[12]

By 1996 a recovery was underway and Las Colinas was finally back in the growth mode. Building occupancy was high, the first new office construction in about ten years was underway and the Urban Center transit system, idled in 1993, was restarted in 1997. The surge in new construction was focused further west along Carpenter Freeway near the intersection with the Bush Turnpike (SH 161), and the Urban Center remained in somewhat of a 1980s time warp with ample vacant land around Lake Carolyn and aging roads which were becoming rough and bumpy. The Mandalay Canal through the center of the development, which had been active with shops and visitors in the 1980s, was largely vacant and deserted by the late 1990s and the signature water taxi service was terminated in 1999. The Urban Center was in a special tax district, the Dallas County Utility and Reclamation District, established in the 1980s to build roads, waterways and flood control to enable development, but its $240 million debt burden in 1998 necessitated a sky-high property tax rate which frightened away new development. In December 1998 the City of Irving established a new tax district to attempt to reduce and stabilize the tax rate, but by the mid-2000s the district's debt climbed to $300 million and the high tax rate still stifled new development.[13]

It became increasingly apparent that the way forward for the Las Colinas Urban Center was with conventional low-rise apartment complexes and homes, not gleaming office towers and distinctive architectural designs. In December 2005 the remaining 600 acres of undeveloped land were sold to Houston developer Hines for around $100 million, with Hines indicating it would shift planned office development to become residential. By 2010 Las Colinas was in the growth mode again, with a wave of new housing construction and planning underway for a new Las Colinas entertainment center. Irving's new convention center opened in Las Colinas in January 2011 and officials also expected renewed interest with the arrival of the Dallas Area Rapid Transit Orange Line light rail in July 2012. After years of delays and controversy, in July 2013 Irving City Council voted to provide public funding, the amount later determined to be $26 million, for a $149 million entertainment center including a concert hall and restaurant complex, with opening planned for 2016.[14]

As it reached its fortieth birthday in 2013, Las Colinas was a mature development, mostly built-out but still with available land for growth to write the final chapters of its story. It was a roller coaster of booms and busts along the way. But even though it didn't become everything Ben Carpenter envisioned, it remains a one-of-kind, distinctive community—all made possible by SH 114, the Carpenter Freeway. ■

Texas Department of Transportation

The DFW Connector Political leaders and transportation officials celebrated the opening of all regular traffic lanes of the $1.1 billion DFW Connector project on August 21, 2013. Cutting the ceremonial banner with the scissors is Victor Vandergriff, member of the Texas Transportation Commission. To the left of Vandergriff, also holding the scissors, is Victor Mendez, administrative head of the Federal Highway Administration (FHWA). The October 2013 view below looks east from Texan Trail in Grapevine, with the central managed lanes not yet open to traffic. The DFW Connector project, originally called "The Funnel" since it is the traffic artery between Grapevine Lake and DFW Airport, transformed this section of freeway into the widest in North Texas, with 22 lanes at with widest point (including frontage road lanes, managed lanes and regular lanes).

Author, October 2013

SH 114 and the Delta 191 Crash

Dallas Morning News

Above, emergency personnel load William Mayberry's body onto the gurney after his vehicle was struck by Delta 191. Mayberry's Toyota Celica became a mangled chunk of metal after the impact by the aircraft's left engine.

William Mayberry was a new arrival to North Texas in early August 1985, relocating from Vicksburg (Miss.) just a week earlier and starting a new job as a mechanic at Toyota of Irving. After work on Friday, August 2, 28-year-old Mayberry started his drive home, going westbound on SH 114 to Grapevine. Thunderstorms were brewing that afternoon, including a particularly nasty cell along SH 114 just north of DFW Airport.

The trip did not turn out well. At 6:05 PM, while driving on SH 114 north of the airport, he was decapitated and instantly killed when the left engine of Delta Flight 191, a Lockheed L-1011 jet, struck his car. The top half of the car was sheared off, leaving behind a mangled clump of steel on the highway.[15]

The aircraft bounced off the highway and then veered to the left, plowing through a field and then striking a water tank which caused most of the aircraft to disintegrate as it was engulfed in a fireball. In addition to Mayberry, the immediate death toll of the crash included 134 of the 163 passengers and crew, with two survivors dying more than 30 days later bringing the total death toll to 137. In its aftermath, Delta Flight 191 became one of the more influential disasters in airline flight safety, galvanizing the industry to develop and implement new technology to detect and avoid windshear.[16]

Associated Press[62]

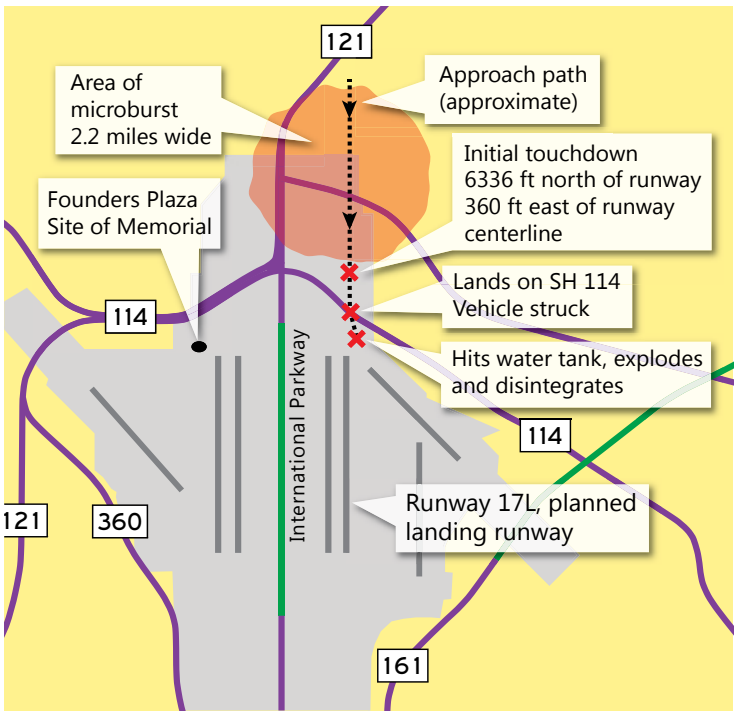
Private Collection

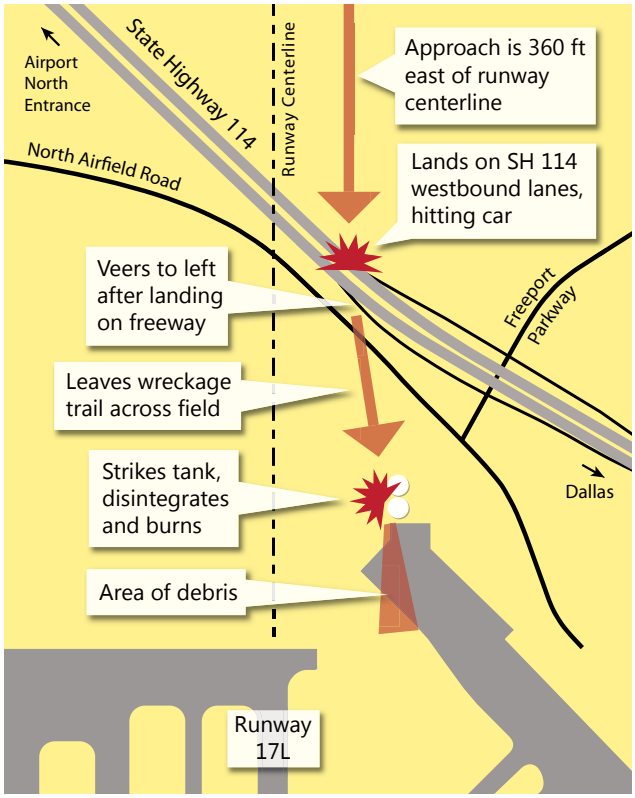
This view of the burning wreckage of Delta 191 was captured by a passenger in an aircraft taxiing nearby.

Associated Press[63]

This view looks south from SH 114 and shows the trail of debris from the freeway to the water tank where the impact occurred. The wreckage was still smoldering at the time of this photo. The street in the foreground is North Airfield Road, which is just south of the freeway.

For motorists on SH 114 the descent of the jet onto the freeway in the rainstorm was a surreal and frightening experience. One other car was grazed by the aircraft, with the driver sustaining only minor injuries. The drivers of two cars and a tractor-trailer saw the scene developing just ahead of them and slammed on their brakes to avoid the jet. The three vehicles collided with each other, causing vehicle damage but no injuries. Motorists crawling in the rush-hour traffic immediately after the accident saw the twisted metal of the remains of Mayberry's Toyota Celica on the interior shoulder of the westbound lanes.[20]





The maps and aerial view show the path of Delta 191 as it landed on SH 114, crossed the open field while shedding debris and struck the water tank, causing the aircraft to explode and disintegrate. The freeway intersection to the right of the crash scene is Freeport Parkway.

UT-Arlington Library Special Collections[64]

Findings from the official National Transportation Safety Board (NTSB) report

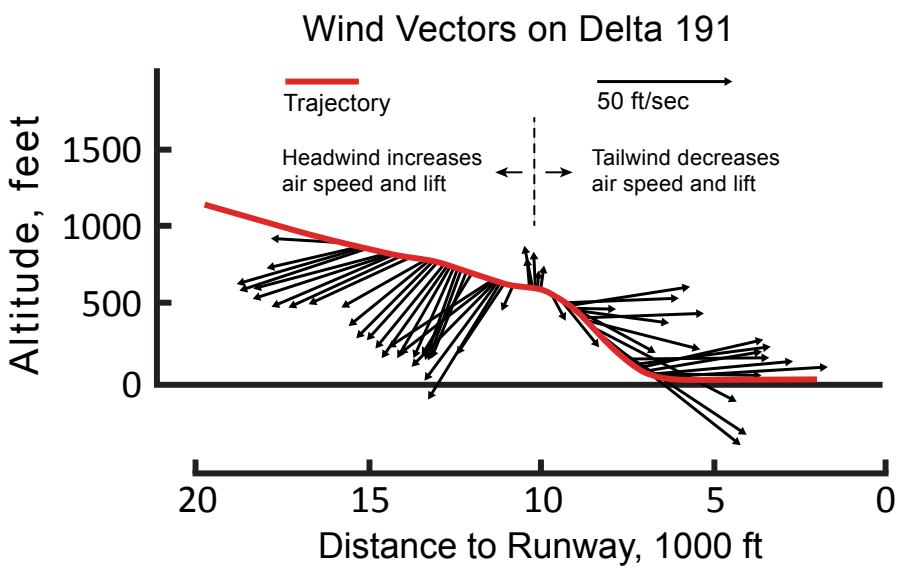
"The National Transportation Safety Board determines that the probable causes of the accident were the flightcrew's decision to initiate and continue the approach into a cumulonimbus cloud which they observed to contain visible lightning; the lack of specific guidelines, procedures, and training for avoiding and escaping from low-altitude windshear; and the lack of definitive, real-time windshear hazard information. This resulted in the aircraft's encounter at low altitude with a microburst-induced, severe windshear from a rapidly developing thunderstorm located on the final approach course."

Summary of Sequence of Events

Delta Flight 191 initially touched down in a field 6336 feet north of the runway threshold and 1500 feet north of SH 114. Only the rear landing gear touched the ground, leaving tracks which extended for 240 feet. There was another brief touchdown, and then the aircraft landed just before the north edge of SH 114 with the front landing gear reaching the ground on the westbound lanes of the freeway. The aircraft's left engine slammed into William Mayberry's car which was traveling in the westbound lanes. Three light fixtures along SH 114 were knocked down, one on the north side and two on the south side of the freeway. After the impact the aircraft's direction was turned toward its left, sending it away from the runway approach centerline and toward two water tanks located 1700 feet beyond the highway. The first debris coming off the aircraft were found just south of the eastbound SH 114 main lanes. The breakup of the plane was underway as it proceeded south of the highway. Seven hundred feet south of SH 114 the left engine created a 2.5-foot-deep crater measuring 45 by 12 feet at the surface. The aircraft grazed the north water tank and then impacted the south water tank about 3195 feet after the initial touchdown, causing the complete disintegration of the aircraft except for the rear section which remained intact. The rear section was the only part of the aircraft recognizable to non-specialist observers, and was where 20 of the 29 survivors were seated.[16]

Windshear is a change in wind speed and direction over a relatively short distance in the atmosphere. It is commonly observed near downbursts, which are strong downdrafts of rain-cooled air occurring in thunderstorms. As the downward-flowing column of air hits the ground, it spreads out in all directions creating brief but strong straight-line winds which often cause damage on the ground. As the air flows outwards it often curls back upward creating a circular swirl of air called a vortex which can cause an aircraft to experience rapidly changing winds and turbulence.

In 1985 windshear was known to be a significant risk to aircraft during takeoff and landing. However, understanding of the phenomenon was still in the research stage, training of pilots and flight controllers was minimal and radar to detect windshear was still being developed.



Graphic adapted from reference 17, wind vector sizes are approximate

The thunderstorm which caused the crash of Delta 191 developed between 5:52 and 6:00 PM, reaching a classification of very strong, a rating of 4 on a scale of 1 to 6. The maximum width of the downburst was approximately 2.2 miles (3.4 km), classifying it as a microburst, which has a maximum diameter of 2.5 miles (4.0 km). The maximum downdraft airspeed at the center of the storm was 49 feet/second (33 mph) and the windshear across the storm was at least 84 miles/hour (73 knots). Analysis of the Delta 191 flight recorder data revealed that the aircraft sustained a horizontal windshear, the change from headwind to tailwind, of approximately 68 mph and a maximum downward

UT-Arlington Library Special Collections[65]

Emergency personnel retrieve bodies from the wreckage of Delta 191. The tail section was the only part of the aircraft to survive substantially intact.

wind of about 40 ft/second (27 mph). For reference, an aircraft on approach typically flies around 160 mph and the normal altitude of Delta 191 should have been 318 feet above SH 114.[17]

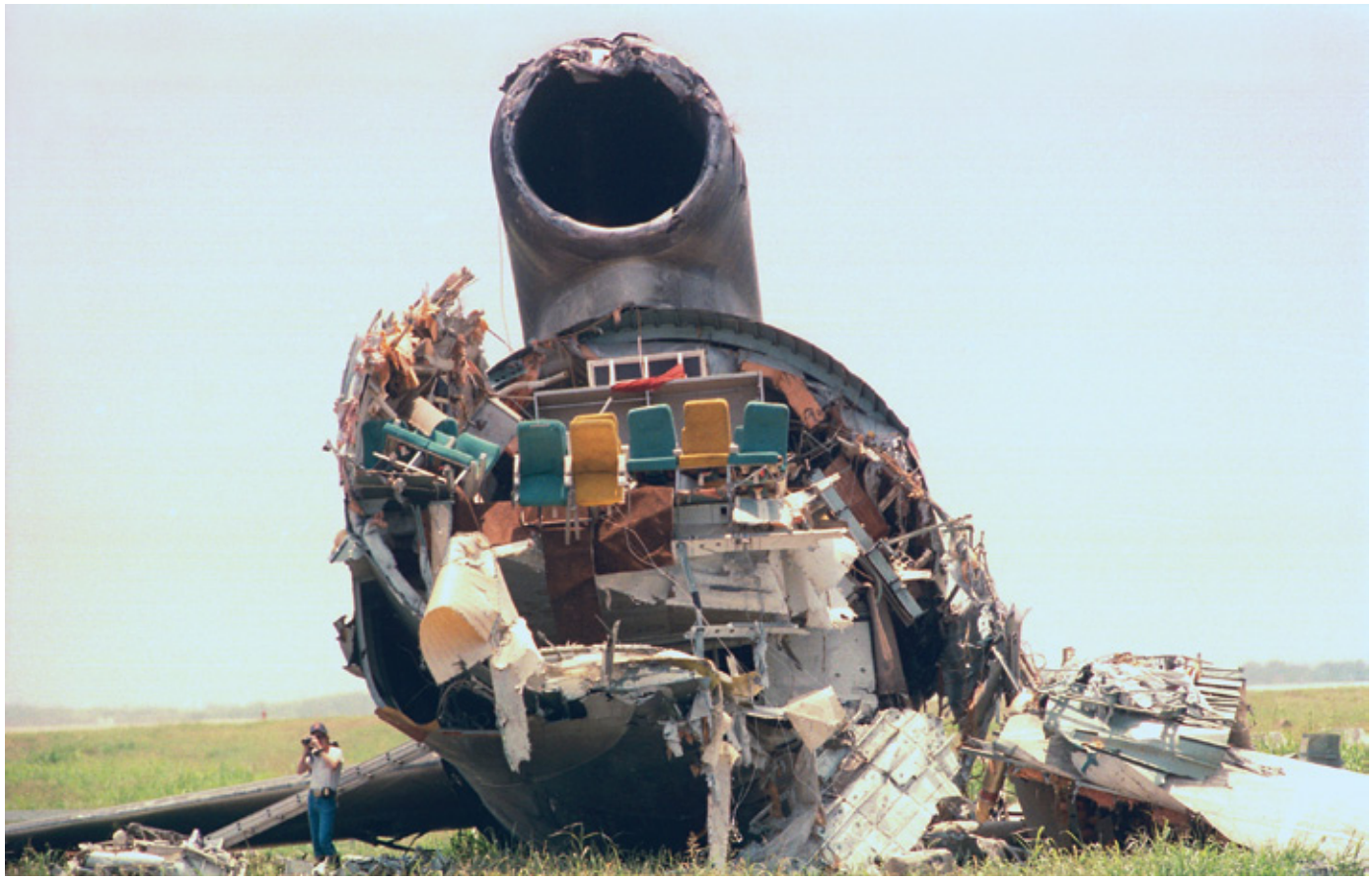
Downbursts are particularly dangerous for an aircraft on final approach for landing. As the aircraft approaches the downburst it flies into the winds which are directed outwards from the center of the downburst. This headwind increases the airspeed of the aircraft which increases the lift of the wings, tending to send the aircraft above its planned trajectory toward the runway. The pilot may react to this deviation by reducing engine power or making other flight control adjustments. As the aircraft passes the center of the downburst it receives a tailwind, reducing the airspeed and lift, causing the aircraft to drop below its planned trajectory.

The loss of lift caused by the airspeed change, about 68 mph for Delta 191, sent the aircraft below its planned trajectory, on a collision course with the ground well short of the runway. The captain applied full power to the engines in the attempt to recover, but the effort fell short as the aircraft touched down about 1500 feet north of SH 114 and then made the full-impact landing on SH 114.

Prior to the Delta 191 crash, downbursts had long been known to be a hazard to aircraft operations and two major commercial aircraft accidents in the United States had been attributed to microbursts. On June 24, 1975, an Eastern Airlines Boeing 727 approaching John F. Kennedy Airport in New York City experienced severe windshear associated with a thunderstorm, causing the aircraft to land 2400 feet short of the runway and subsequently crash, killing 113 of 124 on board. On July 9, 1982, a Pan American World Airways Boeing 727 flew into a microburst shortly after takeoff from New Orleans airport causing a crash which killed all 145 persons on board and eight on the ground.[16]

However, in the 1970s and early 1980s there was only a limited understanding of the meteorological aspects of downbursts, contributing to inadequate procedures for aircraft operations in the presence of downbursts. The subject was an active area of research in the early 1980s, with major research efforts taking place at Stapleton Airport in Denver in 1982 and 1984. The crash of Delta 191 at DFW is generally regarded as the event which galvanized the FAA and airline industry to implement a broad range of safety improvements relating to downbursts and windshear.[18]

In 1986 NASA and the Federal Aviation Administration (FAA) began working together to develop methods of detecting and avoiding hazardous windshear. The research, which involved flight tests in a specially modified Boeing



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Twenty of the 29 survivors were in the rear section of the aircraft, which included the smoking area where the highest survival rate occurred. The aircraft originated in Ft. Lauderdale, Florida, and was stopping in Dallas on its way to Los Angeles. Below, a Lockheed L-1011 aircraft approaches for landing just above the wreckage. The L-1011 was a three-engine, wide-body aircraft similar to the McDonnell Douglas DC-10. The L-1011 first flew in 1970 and entered commercial service in 1972. Production ended in 1984 with the 250th aircraft. Lockheed exited the commercial aircraft manufacturing business in 1984 due to the losses it sustained on the L-1011 program, mainly due to low sales.

UT-Arlington Library Special Collections[67]

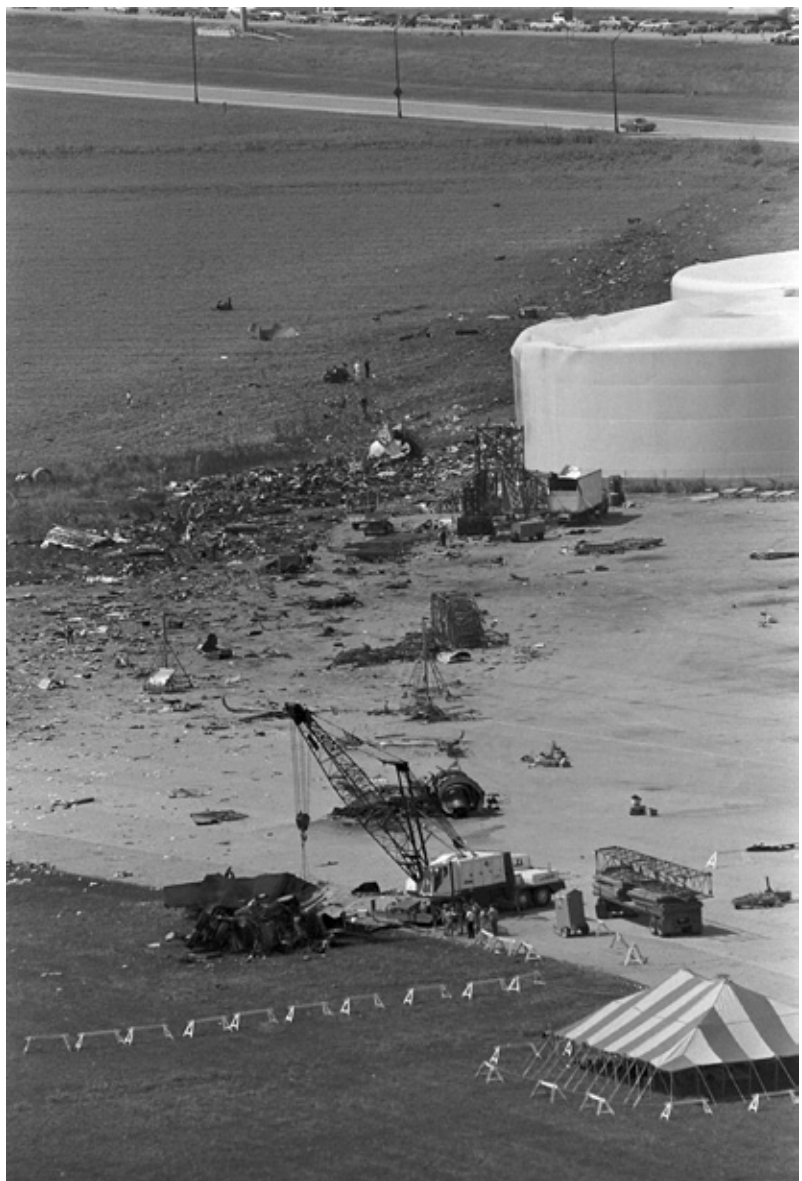
UT-Arlington Library Special Collections[68]

These views show the debris field near the point of impact at the water tank. In the above view, the SH 114 overpass at Freeport Parkway is visible in the background. The damaged water tank was repaired and remains in service in 2013.

737 test aircraft in 1991 and 1992, led to the development of new windshear detection technology, and the first aircraft-based windshear-detection radar was certified for use in 1994. The technology was widely installed in commercial aircraft in the mid-to-late 1990s.[19]

For ground-based radar, the FAA accelerated the development and installation of the next generation of airport radar, Terminal Doppler Weather Radar. The radar identifies and warns air traffic controllers of windshear and microbursts, in addition to providing the traditional radar reporting of precipitation. After numerous delays in the early-to-mid 1990s, the first system became operational in 1994 in Houston. DFW Airport's system was dedicated in October 1995.

Delta Flight 191 initiated improvements in pilot training and cockpit procedures for handling microburst windshear. The situation encountered by Delta 191 is now standard in pilot flight simulator training. Guidelines for pilot cockpit communication were revised as a result of the Delta 191 crash investigation. For ground response, standards for procedures and equipment of accident emergency responders were revised based on the events of Delta 191. ■



UT-Arlington Library Special Collections[69]

UT-Arlington Library Special Collections[70]

This piece of wreckage, with a rear landing gear assembly, was one of the larger items of debris remaining after the crash. Below, a small memorial and descriptive plaque is located at Founder's Plaza on the northwest side of the airport.

Author, May 2011

SH 183, Airport Freeway and Carpenter Freeway
Home of the Original North Texas Freeway Tunnel

UT-Arlington Library Special Collections[71]

An American Airlines Boeing 707 taxis over SH 183 in this undated photo from circa 1970. The tunnel opened in 1964 for the extension of the runway at Greater Southwest International Airport and was demolished in 1988, 14 years after the closure of the airport. American Airlines used the airport for training 707 pilots, and the 707 shown in the photo was almost certainly on a training mission.

SH 183 has nothing distinctive along its length today, but that wasn't always the case. Until 2010 Texas Stadium stood near its eastern end, and from 1964 to 1988 it was the home of the original North Texas freeway tunnel which went underneath a runway of the Greater Southwest International Airport. In 2010 much of the freeway seemed to be in a time warp, in its originally-constructed configuration lined with 1960s- and 1970s-era commercial establishments. But change is coming. A massive rebuild of the west end of the corridor using a public-private partnership began in 2011, and work was proceeding in 2013 toward a similar public-private partnership to add toll lanes to the east end of the corridor through Irving. In the future SH 183 may still be just a way to get from point A to point B, but the freeway corridor itself will be impressive and, for drivers on the toll lanes, very expensive.

Also see: Texas Stadium Freeways page 370; John Carpenter biographical information and photo page 422

Origins

Construction on State Highway 15, the original highway on the SH 183 alignment, began in the late 1930s but was not completed before World War II. With the suspension of noncritical highway construction due to the war effort, the highway remained unfinished in the early 1940s. Local efforts to complete the highway in 1943 were unsuccessful when the War Production Board did not view the project as a military necessity. Construction was approved after a second request in March 1944 and work was soon underway to complete the highway. A ribbon-cutting ceremony for the final link was held on September 30, 1944, to

UT-Arlington Library Special Collections[72]

The ceremony for the completion of the original two-lane SH 183 highway took place on September 30, 1944, at Belt Line Road. Dallas Mayor J. Woodall Rodgers is second from the right. Also shown, from left to right, are J. J. Hurley, Ft. Worth; Dallas County Judge Templeton; Major Gen. Richard K. Donovan, commanding general of the 8th Service Command; Tarrant County Judge Kraft; Rodgers; and State Highway Commissioner Reuben Williams.

This September 1960 view shows construction of SH 183 at its eastern terminus at Interstate 35E Stemmons Freeway in Dallas. The land along Stemmons and SH 183 was mostly vacant, but it wouldn't stay that way for long. The Stemmons Freeway corridor became the corporate power corridor of the 1960s, while the SH 183 corridor was developed with warehouses and light industrial structures.

TxDOT Travel Information Division

City of Irving archives

This undated view from the mid-1950s looks northwest across the original two-lane SH 183 in Irving at Britain Road. In the foreground is the Highway 183 Drive-in cinema, which operated from the 1950s until around 1983.

open the two-lane highway. In Dallas County the highway followed the alignment of present-day Spur 482 (Storey Lane) between the location of the former Texas Stadium and the Field Traffic Circle, which was at the intersection of Northwest Highway and Harry Hines Boulevard (see photo page 184).[22]

The planned opening of the new Amon Carter Field airport in April 1953 at SH 183 and SH 360 spurred efforts to improve the highway. In 1952 Dallas County officials began efforts to build a more direct route to the highway from downtown Dallas, promoting a new link called Hi-Line Road on the general location of the present-day freeway between IH 35E and the former Texas Stadium. Civic leader John Carpenter was instrumental in securing right-of-way donations for approximately 90% of the eastern section of the freeway, allowing construction to begin in 1958. The eastern section of freeway, from SH 114 to IH 35E, was named the John Carpenter Freeway in 1959 in recognition of his efforts.[23]

By 1955 SH 183 had four lanes from Fort Worth to Belt Line Road in Irving, and in 1956 work began to upgrade the two-lane highway from Belt Line to Loop 12. The site for Dallas-Fort Worth International Airport was designated in 1965 and SH 183 became the primary access route to the airport from both Dallas and Fort Worth. In 1967 leaders unveiled plans for transportation improvements to serve the airport, and upgrading the entire length of SH 183 to freeway standards was a top priority. In 1973 work was complete on the full length of the freeway.[24]

The Original North Texas Freeway Tunnel

Before DFW International Airport, there was the Greater Southwest International Airport (GSIA). Never heard of it? Before it was named GSIA, it was Fort Worth Amon Carter Field, in honor of Fort Worth civic leader Amon Carter Jr who pushed the airport project forward. Still never heard of it? Well, the airport was a commercial failure from its beginning since it was never able to compete with Love Field in Dallas. Dallas officials made sure Love Field remained the preferred airport in North Texas by continuously improving it in the 1950s and 1960s. But from the perspective of freeways, GSIA was the location of one of the more

UT-Arlington Library Special Collections[73]

The above July 1956 view shows Amon Carter Field, looking due south, with the original SH 183, then a four-lane divided highway, crossing from left to right across the lower part of the photo. In 1960 plans were prepared to lengthen the north-south runway, extending it northward into the path of SH 183. SH 183 was aligned underneath the runway with the tunnel, which is shown below on the day it opened on July 14, 1964.

Dallas Public Library

Dolph Briscoe Center for American History, the University of Texas at Austin[74]

This view shows the intersection of SH 183 and SH 360 in 1958, with the vehicle proceeding eastbound on SH 183. In the background a sign pointing to Fort Worth Amon Carter Field is visible. When Dallas and Fort Worth were negotiating an agreement for the airport, a location exactly halfway between the two cities was necessary in order not to favor either city. SH 360 was exactly halfway, 19 miles to each city center. However, when Dallas officials discovered that the terminal location had quietly been moved to the west side of the property in the airport plans, they immediately ended their participation and proceeded to improve Love Field, which went on to dominate regional air travel until the opening of DFW Airport in January 1974.

UT-Arlington Library Special Collections[75]

This was the main terminal of Amon Carter Field, renamed Greater Southwest International Airport in 1962, shown in an undated 1960s photo. Due to the lack of scheduled air service at the airport, the terminal was a sleepy, peaceful place for most of its existence until regular activity ended with the last commercial flight in 1968.

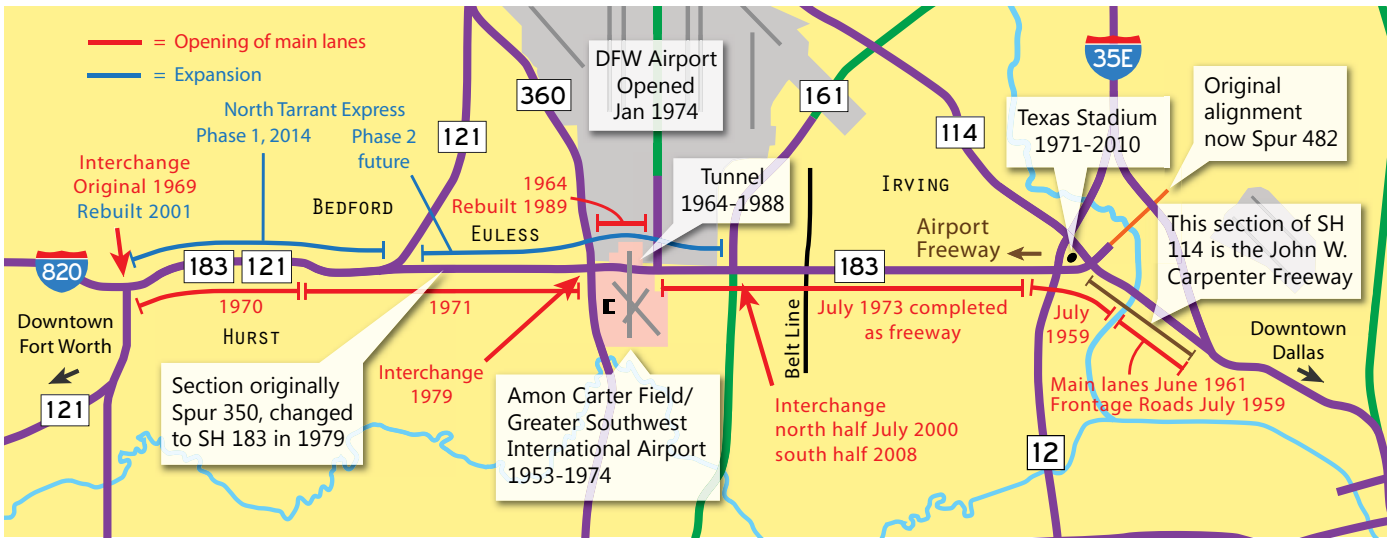
Dallas Morning News

UT-Arlington Library Special Collections[76]

GSIA airport closed to all aircraft operations when DFW Airport opened in January 1974, but it took some time to clear away the abandoned airport. Demolition of the terminal building took place in August 1980. The SH 183 tunnel increasingly became a hazard and traffic bottleneck in the 1980s, and in May 1988 it was finally removed with an explosive demolition. The main airport runway south of SH 183 was converted into Amon Carter Boulevard, which is main street serving the office complex on the property today.

distinctive features on North Texas freeways from 1964 to 1988—the SH 183 tunnel underneath the main runway of GSIA.

The idea of an airport midway between Dallas and Fort Worth can be traced back to the late 1920s when Curtis-Wright aircraft set up a plant and airfield in Grand Prairie right on the Dallas-Tarrant county line. In the 1930s Arlington considered the idea of a "midway airport" but gave up due to lack of financing. In the 1930s and 1940s the cities of Dallas and Fort Worth attempted to put their differences aside to settle on a location and design for an airport, but pride and emotion on both sides of the negotiating table were just too much to overcome. It didn't help that the negotiators were Fort Worth's Amon Carter, legendary in his dislike for Dallas, and Dallas Mayor J. Woodall Rodgers, staunch supporter and promoter of Dallas. The location of the terminal and administration building, toward the east side (favoring Dallas) or west side (favoring Fort Worth) of the property was an issue which had caused discussions to break down. Tentative plans placed the terminal on the north side of the property along SH 183 without favoring Dallas or Fort Worth. While planning was in progress during Mayor Rodgers' tenure from 1939 to 1947, Rodgers sought to review the plans. Unsuccessful in viewing the



Author, 2011

This view shows the site of the SH 183 tunnel in June 2011. Amon Carter Boulevard was built on the alignment of the runway and now crosses over SH 183.

Author, 2011

Once upon a time, this was the main runway for Greater Southwest International Airport. Today it is Amon Carter Boulevard. American Airlines headquarters is located along the road on the right. American Airlines became the largest airline in the world after the December 2013 merger with US Airways, completing a long and often controversial reorganization since declaring chapter 11 bankruptcy in November 2011.

UT-Arlington Library Special Collections[77]

This undated view from the late 1960s looking west at Central Drive in Bedford shows construction underway on SH 183.

plans at the regional Federal Aviation Administration office, he traveled to Washington DC to see them. He discovered that the terminal had quietly been moved to the west side of the property along SH 360. Infuriated Dallas leaders immediately ended their participation in the airport and proceeded with plans to upgrade Love Field.[25]

Fort Worth decided to proceed with the airport on its own with federal assistance and Fort Worth Amon Carter Field opened in April 1953. Six airlines operated 83 daily flights just after the opening, and that was as good as business would ever be. Patronage of the airport declined steadily as Dallas Love Field continued to expand and attract regional airline growth.[26]

As the jet age began in the 1950s, Carter Field needed a longer runway to accommodate newly introduced jet aircraft. On March 5, 1960, US Representative Jim Wright announced funding to lengthen the runway to 9000 feet, extending it onto the alignment of SH 183 which ran just north of the end of the runway. A southward extension of the runway was not feasible due to the Rock Island Railroad just south of the runway.[27]

The solution for SH 183 was to build a tunnel underneath the runway and adjacent taxiway. Describing the structure as a tunnel is somewhat of a stretch—at 900 feet long, it could almost be classified as a long underpass. But in North Texas it was the only structure resembling a tunnel, and after its opening on July 14, 1964, it reigned as the only vehicular tunnel in the region for its entire existence.

The airport was renamed Greater Southwest International Airport in November 1962 in hopes of gaining more Dallas participation, but Dallas still had no interest as it continued to improve Love Field and expand its operations. In July 1963 commercial flight volume at Carter Field had dwindled to 30 flights per day. But the airport had become a busy training center for American Airlines, which opened a stewardess training center just west of the airport in

UT-Arlington Library Special Collections[78]

The above undated view from the late 1960s looking east shows construction underway on SH 183 at Central Drive in Bedford. The stub-out for the future SH 121 freeway can be seen on the left. Below, work is underway on the connections to SH 121 in December 1979.

UT-Arlington Library Special Collections[79]

TxDOT Travel Information Division

This early 1960s view looks west along SH 183 at the site of the former Texas Stadium, which was built in the foreground area on the right side. Construction began in 1969 and the stadium opened in 1971. The stadium was imploded in April 2010 and the property has subsequently been used by TxDOT as a construction staging area.

Also see: Texas Stadium Freeways page 370

1957 and in 1962 made the airport its exclusive training center for Boeing 707 pilots.[28]

In September 1965, just a year after the freeway tunnel opened, the site of the planned Dallas-Fort Worth International Airport immediately north of GSIA airport was announced. The end of commercial flights in 1968 was anticlimactic since each of the seven airlines still serving the airport offered no more than two incoming and two outgoing flights per day. From that point on it was only a matter of time until GSIA would close, and flight operations ended when DFW Airport opened in January 1974.[29]

The airport was abandoned and the tunnel was obsolete, but there were no immediate plans to demolish them. The airport terminal building was demolished in 1980. The runway which crossed over SH 183 became the main boulevard of the new development on the property, CentrePoint Business Park. Although the tunnel wasn't a detriment to the light traffic of its early days, by the 1980s it had become a nuisance, maintenance hassle and traffic flow bottleneck, particularly when drivers slowed to adjust to changing lighting conditions. Its planned demolition couldn't come soon enough for local officials. Finally in May 1988 the remaining tunnel was wired with explosives and came crumbling down in a pile of rubble. North Texas freeways would remain tunnel-free until the construction of the deck over Woodall Rodgers Freeway (Spur 366) in Dallas in 2012. The Addison Airport Tunnel, a 3700-foot-long tunnel underneath the airport runway opened in 1999, is the only bored tunnel in North Texas but it is not a freeway facility.[30]

Author, April 2008

Texas Stadium, shown in April 2008, was the most distinctive landmark along SH 183 from the stadium opening in 1971 until its implosion in April 2010. In January 2014 the City of Irving began negotiations with a real estate developer to redevelop the site.

Modernization and the Era of Tolls

The entire length of SH 183 between Dallas and Fort Worth had attained freeway status by 1973, just in time for the opening of DFW Airport in January 1974. But most of the freeway was built to minimum standards with only six main lanes and a narrow right-of-way in many sections.

Modernization of the west section of SH 183, through Hurst, Euless and Bedford, proceeded first. Plans for widening SH 183 and an adjacent east-west section of Interstate Loop 820 from SH 183 to IH 35W were proceeding independently until 2003 when new state legislation authorized private investment in highway facilities. In Texas the arrangements with private investors are called comprehensive development agreements (CDAs), while elsewhere they are typically called public-private partnerships (PPPs). In 2004 a proposal was received for new tolled lanes along most of the entire length of SH 183 and TxDOT launched a formal procurement process in compliance with the governing legislation. Around that time, the west section of SH 183 was split from the east section for the rebuilding process.

The complicated project remained in the study and proposal phase for the next two years until December 2006 when TxDOT unveiled a new plan for a comprehensive system of managed toll lanes on IH 35W north, the north section of Loop 820 and the west section of SH 183. The plan was officially named the North Tarrant Express. But more difficulties and complications would delay the project. Although the project was exempted from new legislation in 2007 which placed limits on privately funded toll roads, the project's cost and complexity slowed progress in 2008. In January 2009 the process finally reached the point of selecting a private developer, with a team called NTE Mobility Partners, led by Spanish toll road operator Cintra, the winner. The 13.5-mile-long first phase of the project, with an initial construction cost of $1.15 billion and a 52-year life-cycle cost of $2.5 billion, included the north section of Loop 820, east of IH 35W, and SH 183 from Loop 820 to the SH 121 split. On SH 183 the project will rebuild the existing six main lanes and add four new tolled lanes. NTE Mobility Partners will collect tolls on the new lanes for 52 years. Construction was underway in 2011 with completion scheduled for late 2014.[31]

Widening the freeway through Irving would be even

Author, November 2013

This November 2013 view looking west toward Hurstview Drive shows the North Tarrant Express construction in progress and nearing completion on this particular section. The lanes in the middle, used by eastbound traffic at the time of this photo, will be tolled managed lanes.

more challenging due to the narrow right-of-way and high impacts on adjacent commercial and residential areas. In 1984 Irving officials first began lobbying for improvements and in 1987 officials proposed 6.9-mile-long elevated structures to add extra lanes through Irving. But it would be a long, long process before plans would be approved and construction could begin.[32]

TxDOT conducted a formal study of the east section of SH 183, from IH 35E in Dallas to SH 360 southwest of DFW airport, from March 1998 to April 2000. The study recommended expanding the freeway to have eight regular main lanes and three reversible tolled managed lanes. The design details of the expansion were defined by a preliminary engineering study from 2001 to 2004. After both elevated and below-grade options were considered, the final recommendation set the expansion to occur at ground level, necessitating a major right-of-way clearance affecting mostly lower-tier commercial properties which lined the frontage roads.[33]

Financing the project was the next challenge. A 2003 study found that tolls collected on the central managed lanes would pay for only about one-fourth of the overall project cost. New state legislation in 2003 introduced the possibility of private financing for the project via a CDA. The unsolicited CDA proposal received in March 2004 spurred an official request for proposals which resulted in a total of four proposals. Review of the CDA proposals in 2005 resulted in a design change, converting the three reversible managed lanes to four lanes, two each way, for a main lane configuration of 4-2-2-4.[34]

The CDA process was canceled in 2006, but TxDOT and the City of Irving proceeded with preliminary work relating to right-of-way. Revised schematics were completed in August 2006. The section of freeway with the most lanes is planned to be the far eastern end between IH 35E and SH 114 typically with ten regular lanes and six managed lanes.[35]

Right-of-way acquisition and clearance proceeded, gaining momentum in 2009. A total of 342 parcels of property were needed for the east section, and 65 buildings faced demolition. As of February 2011, 221 parcels (65%) were acquired and 33 buildings were demolished. In June 2011 Governor Perry signed legislation authorizing TxDOT to enter into a CDA for the east section. The private partner will collect tolls on the managed lanes for up to 52 years. In August 2012 TxDOT solicited proposals for a three-phase construction plan with an estimated total cost of $1.8 billion, but lack of interest from private developers prompted TxDOT in January 2013 to expand the project limits to SH 121 in Bedford in hopes of attracting more private-sector proposals.[36] ■

SH 360, the Angus Wynne Freeway

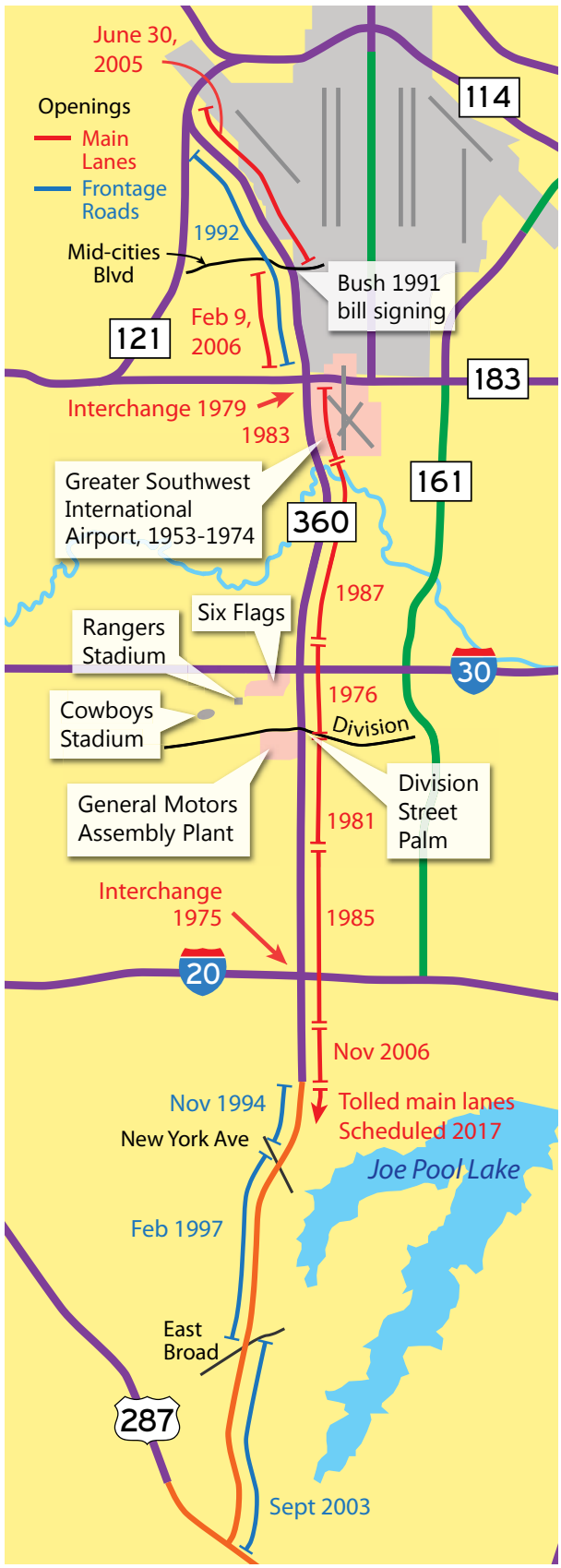
General Motors announced the acquisition of 255 acres for a potential future manufacturing or assembly operation in August 1951. It wasn't clear at the time if the site was envisioned for an automobile or defense-related operation, but at the groundbreaking ceremony on May 27, 1952, the plant was touted as GM's first dual-purpose plant, designed to be capable of producing military equipment, civilian automobiles, or a combination of both. Plans for aircraft production were abandoned in October 1952 and the plant has been used exclusively for automobile production. The first vehicle, a black Pontiac Chieftan, rolled off the assembly line on January 6, 1954, and the plant was formally dedicated with an open house in June 1954. The plant has survived wave after wave of General Motors plant closings, including the 2009 bankruptcy, and in 2014 produces GM's largest sport utility vehicles.[37]

The General Motors plant site selection was influenced by the need to be on a railroad corridor, and at the time the eastern boundary of the plant property was Watson School Road. In 1955 the new regional freeway plan proposed to convert Watson School Road into a freeway with a northward extension across the Trinity River to SH 183 and the new Amon Carter Field airport (see pages 440-447). There was little progress toward actual construction of the freeway in the following ten years, but the designation of the site of DFW Airport in 1965 revived planning for the freeway

Also see: Six Flags Over Texas, pages 415-418; Greater Southwest International Airport (Amon Carter Field), pages 440-447

Dallas Public Library[80]

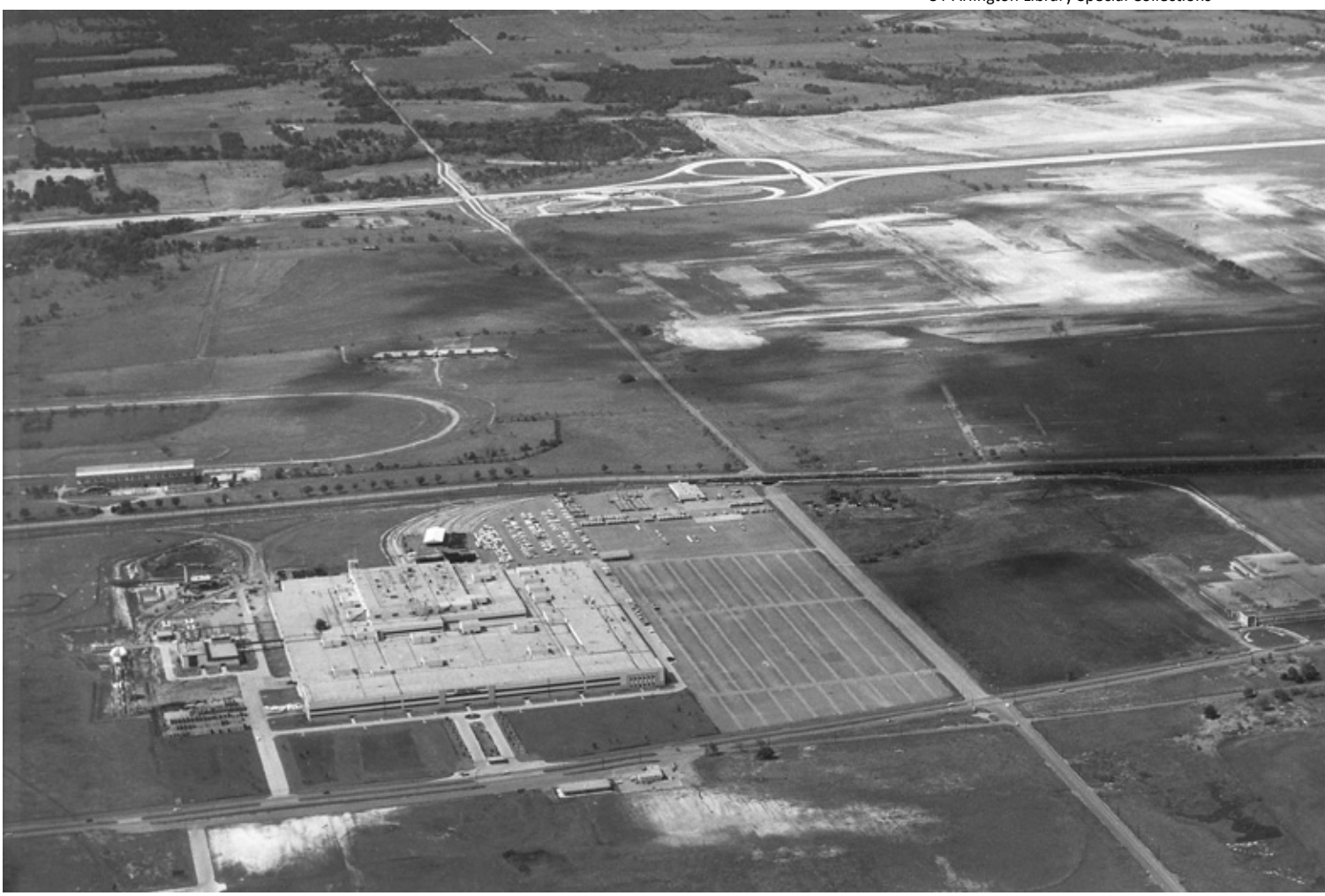
In 1997 SH 360 was named for Angus G. Wynne Jr, real estate developer who conceived and built Six Flags Over Texas, which opened in August 1961. Prior to Six Flags, Wynne developed the Wynnewood residential development in Dallas' South Oak Cliff, which broke ground in February 1946, and its highly successful Wynnewood Village Shopping Center which first opened in December 1949. Wynne also developed the Great Southwest Industrial District in the area around SH 360 and Interstate 30. Wynne (1914-1979), shown in a 1952 photo, came from a prominent family originally from Kaufman County, just southeast of Dallas County. In 2013, however, the freeway is rarely referred to as the Wynne Freeway. See page 415 for an additional photo of Wynne.[81]



UT-Arlington Library Special Collections[82]

The first vehicle produced at the General Motors Arlington Assembly Plant, a Pontiac Chieftan, rolled off the assembly line on January 6, 1954. Shown in the photo from left to right are J.L. Conlon of Detroit, general manager of the Buick-Oldsmobile-Pontiac assembly division, Arlington Mayor Tom Vandergriff and plant manager E.C. Klotzburger. Below is a May 1957 view of the assembly plant looking north with the original two-lane Watson School Road along the east side of the plant. Also visible in this photo is the Arlington Downs horse racetrack just north of the plant.

UT-Arlington Library Special Collections[83]



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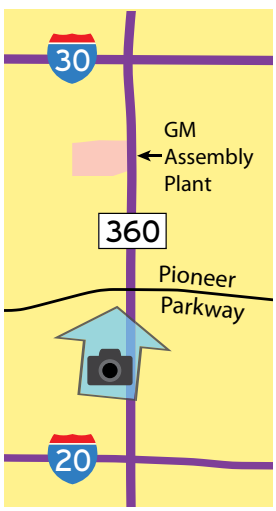


This 1968 view looks north along SH 360 at Pioneer Parkway, which crosses left-to-right across the lower part of the photo. SH 360 stopped at Pioneer Parkway at that time and was a minimal facility.

construction. In 1966 TxDOT officially designated SH 360 as a freeway from SH 183 to US 287 in Mansfield, and in 1969 the north section from SH 183 to SH 121 in Grapevine received freeway status. In 1967 political leaders unveiled a plan for a network of freeways to serve the planned Dallas-Fort Worth International Airport by its scheduled opening in 1972 (which was delayed to January 1974), including construction of SH 360 between SH 183 and IH 20. But other freeways serving DFW Airport were designated as higher priority, and progress on SH 360 remained slow with no main lanes open or under construction in January 1974 when the airport began operations.[38]

Efforts to begin construction were complicated by the 1973 energy crisis and rampant inflation. The first contract for main lanes was scheduled to be awarded in December 1973, but all contract bidding was canceled due to uncertainties over future supplies of fuel and construction material. The project went to bid in January 1974, and the lowest bid was 37% above the estimate. Still, the project moved forward and the first main lanes opened in 1976. Over the next eleven years sections opened to complete the originally planned freeway between SH 183 and IH 20 in 1987.[39]

In 1984 Arlington and Grand Prairie political leaders began efforts to build SH 360 south of IH 20. However, TxDOT's lack of funds made competition for project funding intense and local governments were expected to make increasingly large contributions. In August 1984 TxDOT agreed to build the freeway if most of the right-of-way was donated, and officials in nearby cities began efforts to secure the land, estimated to cost $18 million, with Arlington and Grand Prairie taking the lead. But obtaining land donations proved to be more difficult than expected. When other freeways received large donations of land it was typically by a few wealthy landowners or develop-

UT-Arlington Library Special Collections[85]

Pre-freeway SH 360 The above August 1965 view looks southbound along the original two-lane SH 360 near Brown Boulevard. The lower view from June 1973 shows the frontage roads at present-day Interstate 30, the Tom Landry Highway, which was then the Dallas-Fort Worth Turnpike. The first main lanes of SH 360 were built at this location. Work was underway in 1974 after a short delay in 1973 caused by the oil embargo and associated rampant inflation.

UT-Arlington Library Special Collections[86]

The Heartwarming Story of the Division Street Palm

Photos courtesy Richard McMullen

It was a very peculiar and unusual instance of freeway landscaping–a palm tree growing and thriving on the embankment of the Division Street overpass. Palm trees in North Texas, along a freeway?

It was certainly not the most hospitable spot for a palm tree with its poor soil, North Texas winters and exhaust-laden air. The tree was a specimen of Washingtonia filifera, commonly called the California Fan Palm, native to spring-fed oases in the desert southwest, primarily in southern California. But this palm tree knew how to survive and grow, becoming a large and prominent tree alongside the roadway. The palm tree was certainly the gem of an otherwise harsh landscape of concrete and nearby industrial structures, including the adjacent General Motors assembly plant.

How did the palm tree take root alongside the freeway? Several family members of a former Arlington resident reported a well-established family story (not independently verified) that in 1995 their relative, a musician from Mexico no longer in Texas, was cycling across the Division Street bridge when he saw a nursery-size palm fall from a truck into the roadway. With no way to carry it, he scrabbled a hole next to the road and planted the little tree on the spot.

Richard McMullen, a research engineer, took notice of the tree while driving on SH 360 one day. Fascinated by it, he adopted it as his own and called it the Division Street Palm, keeping watch over it and informing others of its remarkable story. But in 2009 it appeared that the hardy palm tree would meet its end as work was underway on reconstruction and expansion of SH 360, necessitating the removal of the tree. McMullen resolved to do whatever he could to save the tree. He contacted a *Dallas Morning News* columnist who featured the story of the tree in the paper in October 2009. Once the story was out, the tree had a future. TxDOT provided equipment and logistical support for the tree removal and a local tree contractor donated labor and transport for the relocation. The chosen destination was a city recreation center near McMullen's home in Carrollton. In December 2009 the Division Palm was relocated to its new home where it has been doing well.[57]

ers who owned very large tracts in the freeway corridor and would benefit from the freeway. However, the path of SH 360 south of IH 20 generally had a large number of landowners with small tracts of property, and the corridor was not a short-term high-growth area. In July 1986, with a deadline rapidly approaching, Arlington and Grand Prairie disbanded efforts to secure right-of-way donations due to lack of success. The project appeared dead.[40]

But all was not lost. Local officials managed to secure some land donations and the projected traffic on the corridor was revised upward due to the opening of Joe Pool Lake, improving the cost-effectiveness of the project and making it viable. In November 1986 TxDOT approved funding for construction of frontage roads. The first section of frontage roads opened in 1994 and they were completed to US 287 in 2003. A short section of main lanes was completed near IH 20 in 2006, but the remaining 9.7 miles of main lanes will be tolled. In January 2013 TxDOT and the NTTA reached an agreement for construction of the tolled main lanes, with construction expected between 2015 and 2017.[41]

The northern section of SH 360, along the west side of DFW Airport between SH 183 and SH 121, was also a long-delayed project. After approval by TxDOT in 1969 and a public hearing in 1972, little progress was made until 1984 when TxDOT approved funds for right-of-way acquisition. Construction of the frontage roads moved forward in the early 1990s. On December 18, 1991, the construction zone at the Mid Cities Boulevard overpass served as the backdrop for President George H.W. Bush and a delegation of political leaders as Bush signed the $151 billion Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), financing highway and mass transit construction for the following six years (see photos pages 16 and 17). The frontage roads were completed in 1992 and the main lanes in 2006.[42] ■

Author, November 2013

This November 2013 view looks north along SH 360 from the Glade Road overpass on the west side of DFW Airport.

Interstate 20 Mid-Cities

Discussion of a freeway between Dallas and Fort Worth on the south edge of the urbanized region began around the time of the construction the Dallas-Fort Worth Turnpike in the mid-1950s when toll-averse interests wanted to secure a non-tolled freeway route connecting Dallas and Fort Worth. The Federal-Aid Highway Act of 1956 launched the full-scale construction of the Interstate Highway System, but present-day IH 20 connecting Dallas and Fort Worth was not included in the original interstate route plan. Most of Interstate Loop 820 in Fort Worth was in the original Interstate Highway System plan as was IH 635 in Dallas, which began at IH 35E and proceeded eastward. The missing Mid-Cities link was between the southeast corner of IH 820 in Fort Worth and IH 35E in south Dallas.

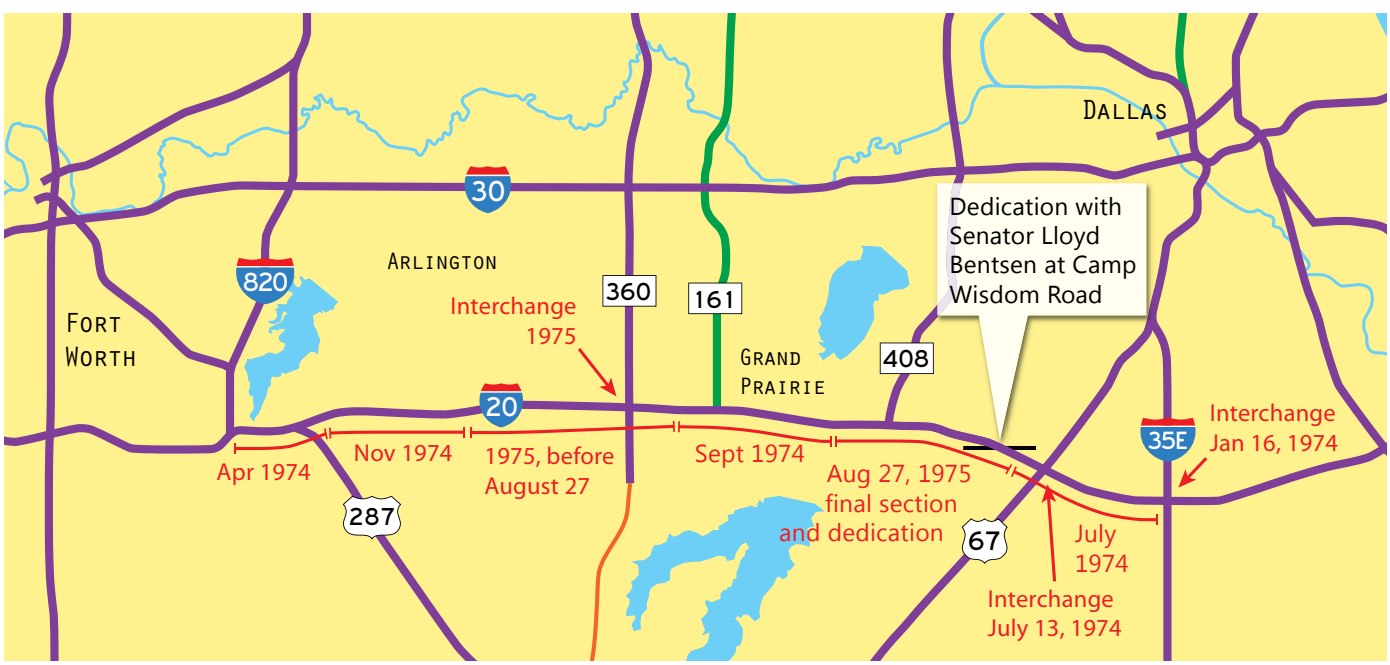
In 1957 the immediate task for political leaders was to prevent the designation of the Dallas-Fort Worth Turnpike as IH 20 since that would preclude the possibility of making the proposed southern freeway an interstate highway with highly desired 90% federal funding. In March 1957 Congressman Jim Wright of Fort Worth, who served on the House Committee on Public Works, worked to promote the "Southern Expressway" in the US House and local interests made presentations to the US Bureau of Public Roads in April and May 1957 in support of the interstate designation.[43]

The bureau's decision on this section of IH 20 in August 1957 was both good news and bad news. On the plus side, the bureau ruled that the Dallas-Fort Worth Turnpike would not be designated as IH 20, and the southern freeway remained the logical alignment for IH 20. On the down side, the bureau did not add the link as part of the Interstate Highway System.[44]

Also see: Interstate 20 in Fort Worth, pages 503-510; Interstate 20 in Dallas, page 317; Senator Lloyd Bentsen cutting the ribbon for the final section to open, page 19

The decision was certainly good news for the Dallas-Worth Turnpike since a competing toll-free route would have cost the turnpike authority revenue and possibly compromised its ability to meet its financial obligations. There are no official reports that the federal decision was influenced by the turnpike, but it most likely was a factor. Local officials continued to promote the freeway as a state highway project for the following seven years until 1964 when TxDOT and Washington were ready to take action.[45]

In January 1964 a North Texas delegation made a presentation to the Texas Transportation Commission urging official designation of the freeway. In April 1964 the commission officially added the missing link of IH 20, from the southeast corner of Loop 820 in Fort Worth to IH 35E south of Dallas, to the state highway system, with an estimated cost of $34 million. Only one task remained—obtaining interstate highway status from Washington. In October 1964 the Mid-Cities link was officially made part of the Interstate Highway System. The delay in obtaining approval would ultimately be beneficial since freeway design standards had improved in the previous years, resulting in a higher quality and wider design. Construction began in 1971 and the final section of the Mid-Cities link was dedicated on August 27, 1975, with the ceremonial ribbon cut by Senator Lloyd Bentsen and his wife underneath the Camp Wisdom Road overpass (see photo page 19).[46]



TxDOT Travel Information Division

From the DFW Airport Runways to Interstate 20 This December 1974 photo shows paving in progress on IH 20 at Hill City Drive in Duncanville. The contractor, Zachry Construction, brought the paving machine from DFW Airport where it was used to build the airport runways and taxiways. The machine was described as the world's largest slip-form paving machine, capable of paving a mile of 48-foot-wide concrete in a single day. However, the concrete plant and dump trucks couldn't supply concrete fast enough to keep up with the paver, so 2200 to 3000 feet per day were normally paved. Slip-form paving, which became widely used in the 1960s, uses a stiff concrete mixture which holds its shape when poured in position. The May 2005 view below looks east with the Mountain Creek Parkway intersection in the foreground and a wide split in the highway just ahead as IH 20 traverses the steepest freeway grade in North Texas, rising up from the low-lying area of Mountain Creek.[58]

Author, May 2005

Since its original completion, improvements to IH 20 in the Mid-Cities have mostly been at intersections to accommodate the traffic generated by steady development in the corridor. Frontage roads were mostly omitted from the original construction and sections have been added. Interstate 20 from Grand Prairie westward to the Tarrant/Parker county line was designated as the Ronald Reagan Memorial Highway by state legislation in 2005, one year after Reagan's death. In 2006 signage recognizing the designation was installed near Park Springs Road in Arlington. ■

Author, 2011

Associated Press[87]

Interstate 20 from Grand Prairie westward through Tarrant County to the Parker County line was designated as the Ronald Reagan Memorial Highway by state legislation in 2005, one year after Reagan's death in 2004. Signs recognizing the designation were installed along IH 20 in Arlington in 2006. Above, Cowboy legends Tom Landry and Roger Staubach joined Reagan at an August 22, 1984, rally in Dallas held in conjunction with the Republican National Convention at Reunion Arena in Dallas. In 1979 Arlington considered naming the section of freeway within its city limits the John Wayne Memorial Highway to give the area a new image.[59]

International Parkway

The idea of a central north-south spine highway for the airport was part of the original concept for the airport developed in 1967 and was retained when the terminal design was substantially altered in 1968. In October 1968 plans to toll the main airport road were revealed, both to raise revenue and discourage use of the highway by non-airport traffic. The highway was called the spine road in most published reports until 1972 when the name International Parkway appeared. Construction was substantially complete by June 1973 and the highway was fully opened to traffic on September 21, 1973, when the connections to SH 183 were opened. Dedication weekend with an open house and air show featuring the first appearance of the Concorde in the United States took place September 22 and 23, 1973. Airport operations began with the arrival

UT-Arlington Library Special Collections[88]

The Original Plan This model shows the original plan for DFW Airport terminals and International Parkway. The spine corridor was narrow and International Parkway is shown passing underneath the terminal buildings. The architect, New York City-based Tippetts-Abbett-McCarthy and Stratton, developed the concept in 1967 and the model was unveiled in August.[50]

By July 1968 the DFW Regional Airport Board began to have concerns about the design, particularly the flow of traffic on the spine highway, and two additional architects were hired to review the design and make changes. Two months later in September the new team unveiled the revised design with semicircular terminals which would become the basis for the final design. The semicircle terminal design isolated the terminal passenger departure and arrival loading zones from the spine highway and opened up a large area of land within the semicircle for parking. The initial plan for semicircular terminals showed International Parkway as a conventional freeway with a narrow median, but in the final design the northbound and southbound lanes were separated by a wide median which accommodated buildings and the control tower.[51]

UT-Arlington Library Special Collections[89]

The Concorde supersonic passenger jet crosses International Parkway on January 13, 1979, when regularly scheduled Concorde service was launched. Dallas-Fort Worth was one of only four U.S. airports to have regularly scheduled Concorde service.

The *Concorde* and DFW Airport

The British-French Concorde is among the most historic aircraft in commercial aviation, and Dallas-Fort Worth International Airport played a part in the United States connection. The first Concorde to land in the United States touched down at DFW Airport on September 20, 1973, for the airport open house and dedication ceremony. The Concorde arrived from Caracas, Venezuela, with a delegation of reporters and dignitaries after setting a speed record on the Paris-to-Caracas route the day before. The Concorde became the highlight of the opening weekend festivities.[52]

The first Concorde commercial service began in 1976 from Washington DC to London and Paris. Service to New York City followed in 1977. Only two other airports in the United States had scheduled Concorde service—Miami and Dallas-Fort Worth. North Texas political and business leaders began lobbying for service in 1975, emphasizing the big welcome the service would receive rather than the opposition and controversy that was raging in New York. By September 1975 Dallas-based Braniff Airlines and British Airways were discussing a joint venture to bring Concorde service to DFW airport and an agreement was reached in February 1977. Final plans included agreements with both British Airways and Air France. The first flight with a Braniff crew landed on December 10, 1978, in preparation for the January 13, 1979, launch of service featuring five flights per week, three to London and two to Paris, which connected through Washington DC with a subsonic flight at mach 0.95, about 100 miles per hour faster than a regular aircraft.[53]

One day before the official launch of service thousands of spectators gathered along SH 114 and airport access roads to view the near-simultaneous arrival of two Concordes, one each from British Airways and Air France. Hundreds of dignitaries and spectators greeted the two Concordes at the service kickoff party at the terminal. After all the celebration, Braniff Airlines faced the task of making the service economically viable with rising fuel prices resulting from the Iranian Revolution underway that same month and the associated panic in the energy market.[54]

By April 1980 jet fuel prices had risen 121% since the start of the service and Braniff could no longer keep the fuel-gulping Concorde flying to Dallas. The Concorde, optimized for supersonic flight, was particularly inefficient during its subsonic flight between Dallas and Washington. In

UT-Dallas Library[90]

The first Concorde in the United States The Concorde arrived on September 20, 1973, to participate in the official opening ceremonies of DFW Airport. The jet was painted with British Airways livery on one side and Air France livery on the other. The Concorde parked next to a Braniff Airlines 747 at present-day terminal B. While the Concorde was an outstanding technical achievement, it was a market disaster as fuel prices rose and environmental concerns mounted in the 1970s. The Boeing 747, with its high-volume economic advantage, would go on to dominate long-haul travel. Dallas-based Braniff Airlines was best known for its artistic and colorful aircraft exterior designs, many by artist Alexander Calder, and its flight attendant uniforms by fashion designer Emilio Pucci. Braniff terminated operations in May 1982 due to bankruptcy.

its official statements Braniff did not disclose load factors or the losses incurred, but a *Dallas-Time Herald* article reported that an average of only 33 of the 100 seats on the jet were filled. The final Concorde flight from Dallas-Fort Worth was on May 31, 1980. The high cost of operating the Concorde relegated it to a small niche connecting New York and Washington to London and Paris. During its trans-Atlantic flight at supersonic speed, the Concorde was reported to use four times as much fuel per passenger as a Boeing 747. No numbers were reported for sub-sonic flight on the Dallas-to-Washington segment. While a Concorde had 100 seats, a 747 could carry between 350 and 500 passengers depending on its configuration.[55]

The Concorde had a short encore performance at DFW Airport. Between June 16 and August 25, 1988, British Airways provided twice-a-week service to London with a stop in Washington DC while the regular aircraft on the route, a DC-10, was out of service for refurbishment. The return of the DC-10 marked the end of regular Concorde service at DFW Airport, but there would be other visits for charters until the Concorde was retired from service in 2003.[56]

For those two windows of time when the Concorde served DFW, motorists cruising on the freeways around DFW Airport could get the rare treat of spotting the sleek jet coming or going. The general public will probably never again be able to fly at supersonic speeds, but in 2013 Fort Worth billionaire Robert Bass (see photo page 496) is financing a venture attempting to bring a supersonic business jet to the market. Other aircraft manufacturers are also studying supersonic jets for the business market.

UT-Arlington Library Special Collections[91]

This undated view from circa 1971-1972 shows the massive construction zone of DFW Airport with International Parkway in the foreground.

The only traffic jam in the history of International Parkway? Maybe. This view shows traffic entering the airport for the official opening and air show during the weekend of September 22, 1973. Since International Parkway is controlled at both entry points to the airport and tolled, traffic is normally limited to airport traffic only, keeping International Parkway traffic smooth-flowing at all times.

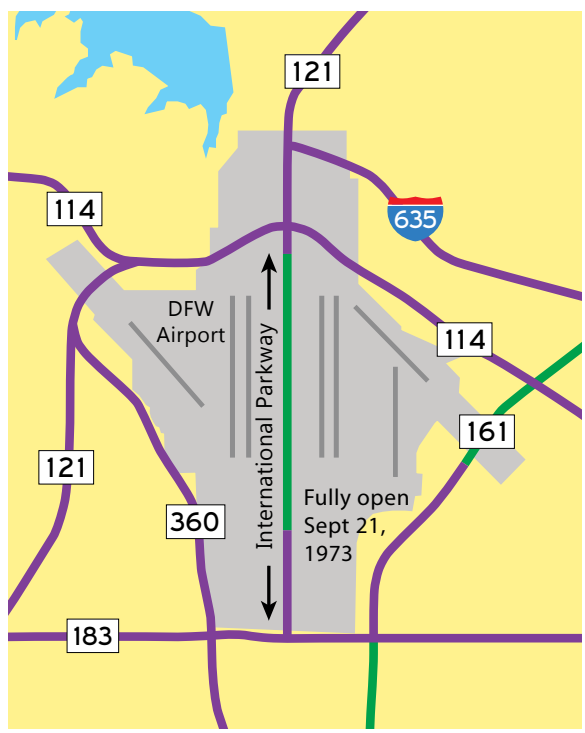
DFW Airport

UT-Arlington Library Special Collections[92]

This undated view shows International Parkway shortly after the airport opening in January 1974. The high-rise structure along the highway is the Airport Marina Hotel, which later became a Hyatt. The hotel was imploded in October 2001 to make way for the Grand Hyatt DFW and Terminal D which were built in the area behind the hotel and opened in 2005.

of the first scheduled commercial flight at 12:07 AM on January 12, 1974. The section of International Parkway between the south airport entrance and SH 183 is officially designated by TxDOT as state highway Spur 97, but is rarely referred to by its official designation.[21]

While the airfield and terminals have seen tremendous growth since the airport opening, International Parkway has changed very little since its capacity is easily sufficient to meet the needs of airport-related traffic. ■



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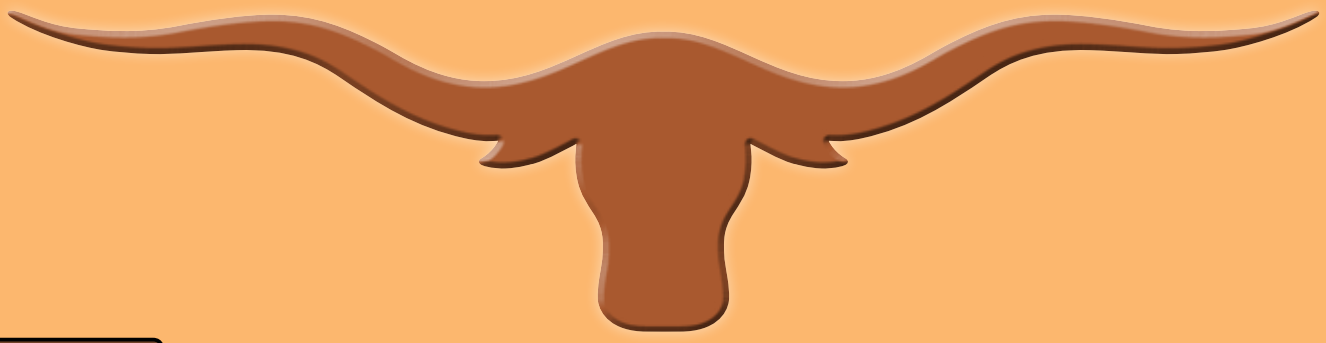
FORT WORTH STOCK YARDS
35W



CHAPTER 11

Fort Worth Freeways

Fort Worth and Dallas have always been rivals and opposites. And to see how opposite they can be, just take a look at the role and influence of their freeways. In Dallas and adjacent cities, nearly everything of interest is along or very close to a freeway. The arts district. The stadiums and arenas. The zoo. Dealey Plaza. SMU and the Bush Library. The Galleria and Northpark shopping malls. The Telecom Corridor. Las Colinas. Addison Town Center. Legacy in Plano. The list goes on. But in Fort Worth, virtually nothing of interest is along or near a freeway.

Does that make Fort Worth any less of a freeway city? Well, yes. But still, Fort Worth is no slouch when it comes to freeways due to the diligence of its leaders in the 1940s and 1950s who had the foresight to place a good system on the map.

Like Dallas and Houston, Fort Worth planned its first freeways before and during World War II and was ready to start building as soon as the war ended. In fact, Fort Worth was even somewhat ahead of Dallas since it had two freeways poised to begin construction, the present-day South and West Freeways, while Dallas initially focused only on North Central Expressway. In 1951 Fort Worth had 7.4 miles of freeway open to traffic, more than any other city in Texas. In 1953 a delegation from Houston visited and reported that Houston and Fort Worth were "neck and neck" in freeway construction, and in 1954 highway experts from Chicago praised Fort Worth, saying "Fort Worth is doing one of the best jobs" they had seen in their nationwide freeway tour.[1]

The key to Fort Worth's early success was the willingness and ability of the city to acquire needed right-of-way for the freeways. Prior to 1956 local governments were responsible for 100% of the cost of right-of-way acquisition for freeways. Once the right-of-way was available, TxDOT was typically able to begin construction immediately. The West Freeway, present-day IH 30, was aligned through commercial districts as it approached downtown, making property acquisition costly and time-consuming. However, property in the right-of-way for the South Freeway, then US 81 and now IH 35W, consisted mostly of homes so acquisition was able to proceed relatively quickly, allowing the South Freeway to become Fort Worth's first freeway in 1949 (see opening photo page 3).[2]

Fort Worth vs. Dallas

Fort Worth and Dallas have historically been rivals and opposites, and the same is true for freeways

Fort Worth	Dallas
Virtually nothing of interest is located alongside or close to a freeway	Almost everything of interest is located alongside or close to a freeway
Top civic leader Amon Carter had little or nothing to do with freeways	Top civic leader Robert L. Thornton was a big advocate of freeways and was actively involved in projects
Freeway opening celebrations were rare and usually small	Celebrated freeway openings with huge events, crazy stunts and political appearances
Anti-toll	Pro-toll
Only two freeways are named for a person, most others for compass direction or destination	Nearly all freeways and tollways are named for a person
No freeway loop around downtown	Downtown has a freeway loop
Freeway through downtown (IH 30) was moved south of downtown.	Freeway through downtown (Woodall Rodgers Freeway) was transformed into the centerpiece of downtown.

Suburbia Booms, and Freeways Follow

Like everywhere else in the United States, suburban housing construction expanded rapidly in Fort Worth in the 1950s, prompting the subsequent freeway construction boom to get all the new suburbanites to their jobs which were then mostly downtown and at the aircraft factory adjacent to the present-day Joint Reserve Base. Fort Worth freeway construction was strong and steady from the late 1950s to the late 1960s, with a peak occurring in the early 1960s.

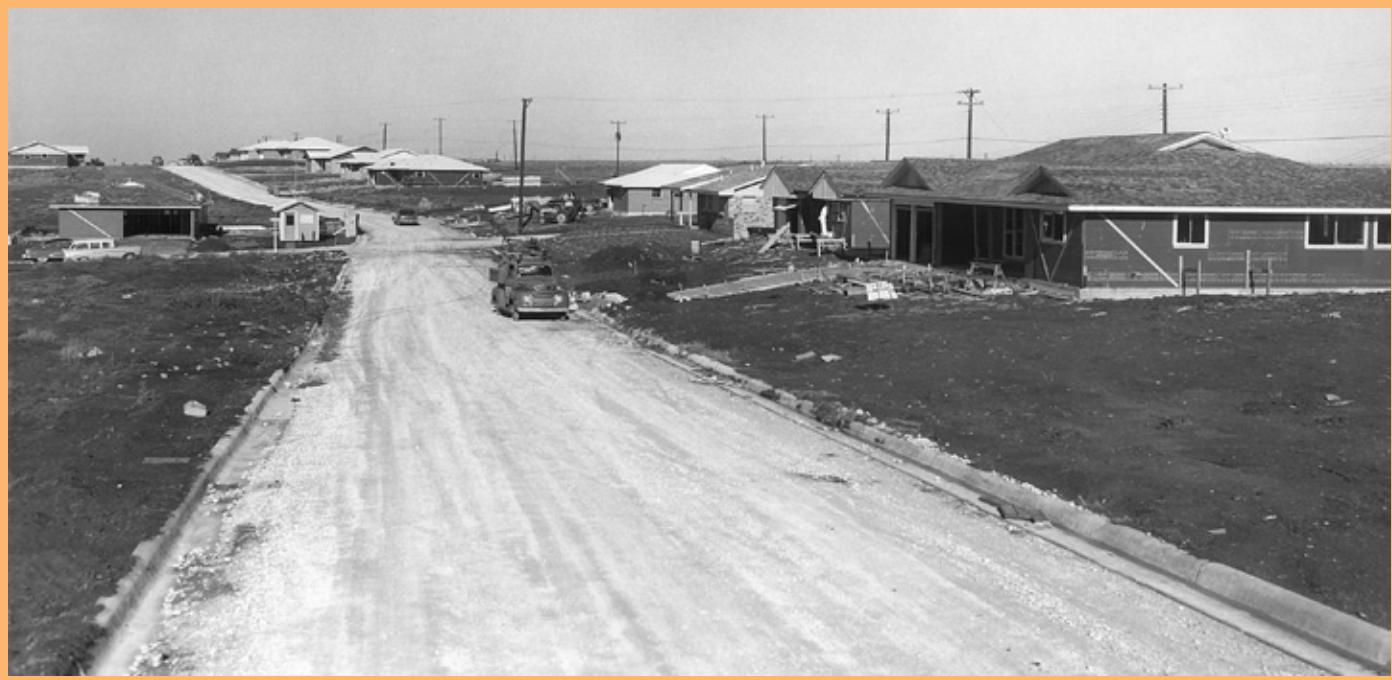
International Center of Photography, 1956[81]

Prospective homebuyers eagerly inspect the housing opportunities in 1955 at a new Fort Worth development.

Of course, acquiring the right-of-way took money, and Fort Worth voters supported critical propositions to keep freeway construction at full speed. An October 1945 bond issue provided funds for right-of-way acquisition and another issue in 1951 included $8.65 million ($78 million in 2013 dollars) targeted for right-of-way, at the time a very large amount of money. In 1953 Tarrant County voters approved a property tax surcharge for a five-year period to raise funds for highway right-of-way acquisition. Local political leaders and the chamber of commerce stood firm in their support of the expressway construction program when opposition arose due to its high cost. TxDOT officials reported the estimated savings provided to the public by the 7.4 miles of freeways in Fort Worth. Reduced travel time, lowered fuel consumption and less vehicle wear saved motorists $1.9 million in 1952—about $17 million in 2013 dollars.[3]

Right-of-way costs continued to expand as the planned freeway system grew in the 1950s. In 1955 TxDOT unveiled a new plan for Tarrant County, dubbed the "Dream" freeway plan, which added new freeways and most of Loop 820 (see map page 50). The right-of-way costs for the new plan were estimated to require an additional $25 million (about $217 million in 2013 dollars), and the City of Fort Worth did not have the financial strength to provide the funds. Officials began discussing new approaches to right-of-way funding, including having Tarrant County take over the responsibility and shifting more of the cost to TxDOT. Fort Worth was not the only city facing a daunting challenge to provide right-of-way funds for freeway construction. It was a statewide and national problem, with Dallas and Houston also overwhelmed with the financial burden.[4]

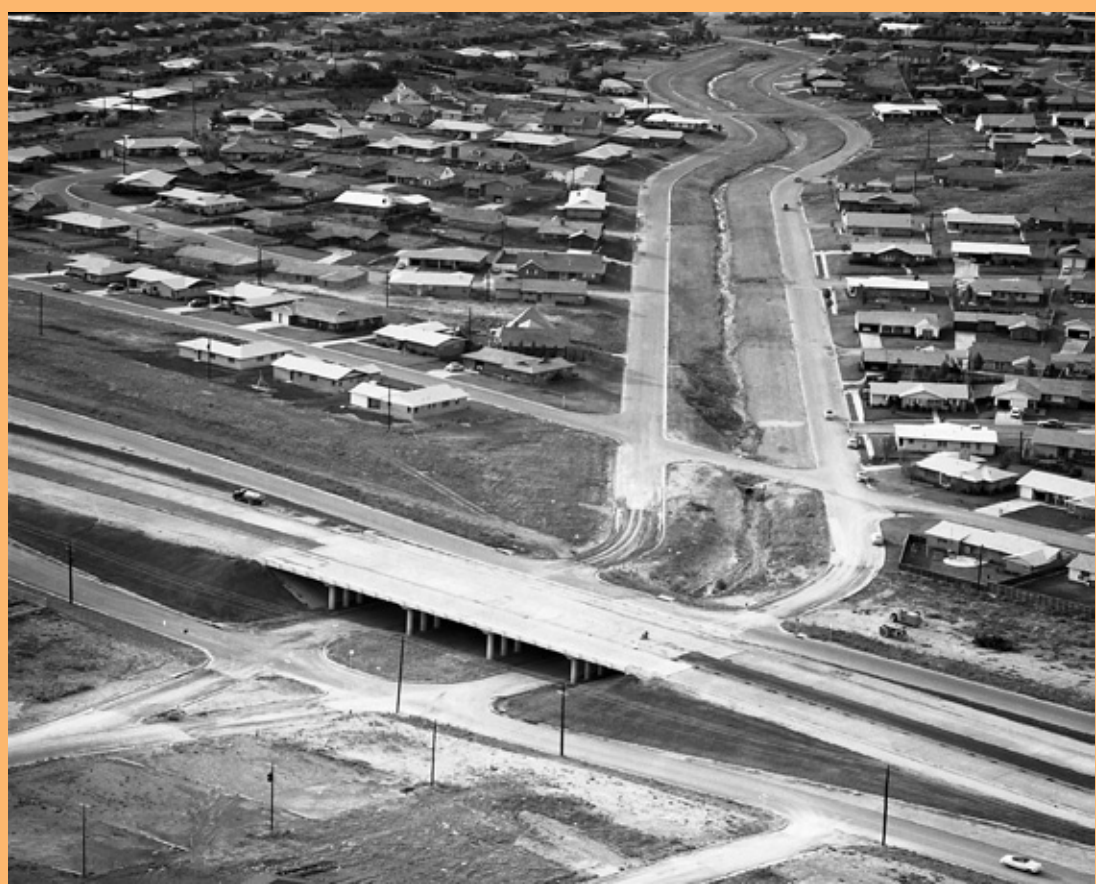
Fortunately for Fort Worth and cities everywhere,



UT-Arlington Library Special Collections[82]

Above, new homes sprout on the Fort Worth prairie in this undated photo from circa the early 1960s.

This 1958 view shows present-day Interstate 20 nearing completion at Westcreek Drive in south Fort Worth. New homes had already filled the land along the north side of the freeway. At the time of this photo the freeway was designated as Loop 217. The Loop 217 designation was removed in 1963 when the freeway became part of Interstate Loop 820 and in 1971 this section of Loop 820 became Interstate 20. The freeway at this location was widened and modernized in 1995.



TxDOT Travel Information Division, 1958

TCU Library Special Collections[83]

Amon G. Carter, 1879–1955

TCU Library Special Collections[84]

James Claude "Jim" Wright, born 1922
Speaker of the House 1987-1989

Two Influential Leaders One Freeway Advocate

Amon Carter was a huge champion of Fort Worth, particularly in the 1920s through 1940s, and is the city's top civic leader. Although he was involved in a wide range of activities including publishing, oil, aviation, the arts and philanthropy, he was not an advocate of freeways and appears to have had no role in the early development of the freeway system. Jim Wright, first elected to office as US Representative in 1954, became a top political leader in Washington DC and used his influence to benefit Fort Worth, including strong support for freeways.

help was on the way. The Federal-Aid Highway Act of 1956 shifted 100% of the cost for right-of-way and construction of the Interstate Highway System to federal and state governments, with the federal government covering 90%. In 1957 the State of Texas approved legislation requiring TxDOT to pay for at least 50% of the cost of right-of-way on non-interstate highways. The new legislation greatly reduced the local financial burden, with US 287 and SH 121 the only remaining projects requiring a large local funding contribution. In November 1957 Tarrant County voters approved an extension of the property tax surcharge for freeway right-of-way by a four-to-one margin. By 1957 the plan for the Fort Worth freeway system had been finalized. With the new federal, state and local funding, right-of-way acquisition proceeded quickly and the stage was set for the golden age of freeway construction from the late 1950s to the mid-1960s.[5]

As construction on the original Fort Worth freeway plan proceeded at full speed in the 1960s, the plan was updated to meet anticipated future needs. A transportation plan prepared for the City of Fort Worth in 1964 reaffirmed the need for the downtown freeway loop and other planned freeways. Freeway planning for the immediate Fort Worth area inside Loop 820 reached its peak with the 1967 plan which showed an east-west freeway along Rosedale Street, a two-pronged freeway in southwest Fort Worth, the SH 199 freeway inside Loop 820 and the previously planned north and west sections of the downtown loop (see maps pages 52, 54 and 56). The Rosedale Street freeway was canceled in 1974, but the downtown loop and SH 199 freeway remained in the official plan until their cancellation in 2000. The western fork in the southwest Fort Worth freeway was removed in 1974 and the corridor ultimately became the Chisholm Trail Parkway toll road which opened in 2014.[6]

Also see: Map and listing of canceled Fort Worth Freeways, pages 70-75

While the inner-city freeways were canceled, new freeways were added in outlying areas where construction was less costly and the political environment more friendly. New facilities included SH 170, the upgrading of SH 114 to a freeway and the planned Loop 9.

It is perhaps unexpected that one name is absent from the civic leaders who were influential in the early development and implementation of the Fort Worth freeway system: Amon Carter. Carter was just about Mr Everything to Fort Worth—the publisher of the *Star-Telegram* newspaper, responsible for attracting leading businesses to Fort Worth, proponent of the aviation industry, leading civic booster focusing on the arts and culture, and philanthropist. But Carter had no public role in efforts to build the freeway system. His name does not appear even once in all historical highway reports which were reviewed for this book. It is possible that he trusted others with the responsibility of highway construction, or perhaps his advancing age in the 1940s forced him to focus on his main areas of interest. Or, maybe he had no interest in highways at all. Nevertheless, the Fort Worth freeway system was in good hands with committed leaders in the City of Fort Worth and at TxDOT. It is probably safe to say that the Fort Worth freeway system would be no different than it is today had Carter been more involved.

In 1955 a new person entered the political scene who would become the most influential individual in the construction and expansion of the Fort Worth freeway system: Congressman Jim Wright. Wright was a leader of the efforts to secure the approval of IH 20 between Fort Worth and

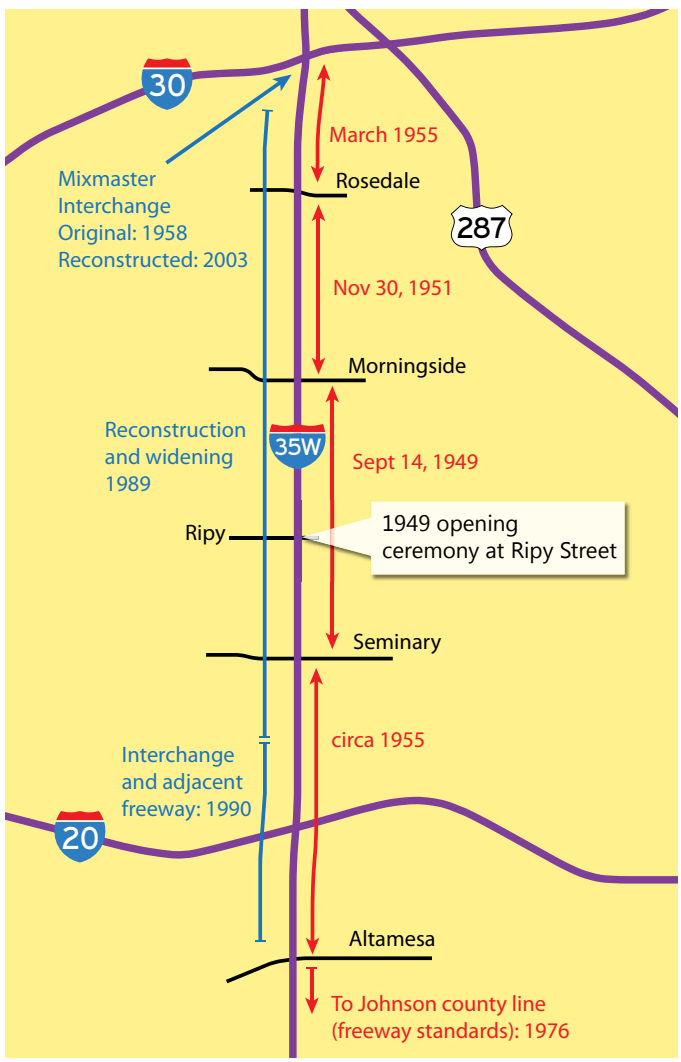
Dallas, with advocacy beginning in 1957 and succeeding in 1964. The northwest section of Loop 820 was an ongoing pet project for Wright, with the 1968 interstate designation and 1970s construction requiring all of Wright's political skills and connections. Wright was influential in obtaining funding for improvements to aging and inadequate parts of Fort Worth freeways, including the interchange at IH 30 and IH 820 in east Fort Worth which still remains the only modern freeway-to-freeway interchange to be constructed on the former Dallas-Fort Worth Turnpike.

Interstate 35W South
The South Freeway

The construction of IH 35W south of downtown, then US 81, was one of the top two priorities of the early planning for the Fort Worth freeway system, along with IH 30 west of downtown. The City of Fort Worth was responsible for 100% of the right-of-way acquisition cost, and the city provided the resources to acquire and clear the right-of-way through several residential areas to speed the freeway toward construction. Preparation of construction plans was underway in May 1946 and a groundbreaking ceremony for the first freeway in Fort Worth, the section from Seminary Drive (then Kellis Street) to Morningside Drive, was held on April 7, 1947.[7]

On September 14, 1949, several thousand people gathered at the Ripy Street overpass for the official opening of the first freeway in Fort Worth. After a concert by the Carswell Air Force Base Band and a B-36 flyover, officials cut the ribbon to open the freeway. It turned out to be the largest event ever held for a new freeway opening in Fort Worth, and one of only a few with substantial participation of the general public. Although many future openings would be observed, they were typically small or informal with ribbon cuttings attended mainly by political officials. The opening of the first section of Central Expressway in Dallas a few months earlier had been an even larger celebration than the Fort Worth event, and Dallas would continue to celebrate its freeway openings throughout the 1950s and 1960s with large ceremonies and creative stunts.[8]

Also see: Photograph of 1949 opening, page 3

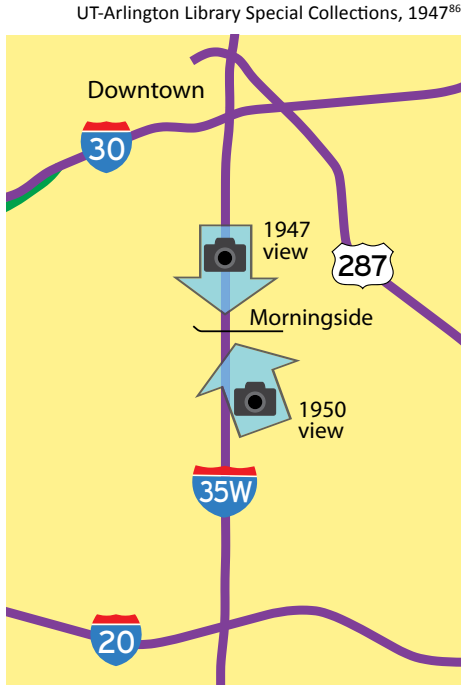


Widening

IH 35W may have been modern when it opened in 1949, but its mid-1940s design soon became obsolete due to increasing traffic and improving standards. A center guardrail barrier was not included in the original design and was added in 1960. Reconstruction and widening from the downtown Mixmaster interchange to IH 20 was under study in the 1970s and in 1974 there was discussion of adding lanes on elevated structures, although it isn't clear exactly what was envisioned since there was sufficient right-of-way available for widening without elevated structures. New standards for noise impacts eliminated the elevated structures from consideration, and in 1977 officials were preparing options for a ground-level widening. Preliminary work began in May 1980 south of IH 30, but most

UT-Arlington Library Special Collections, 1947[86]

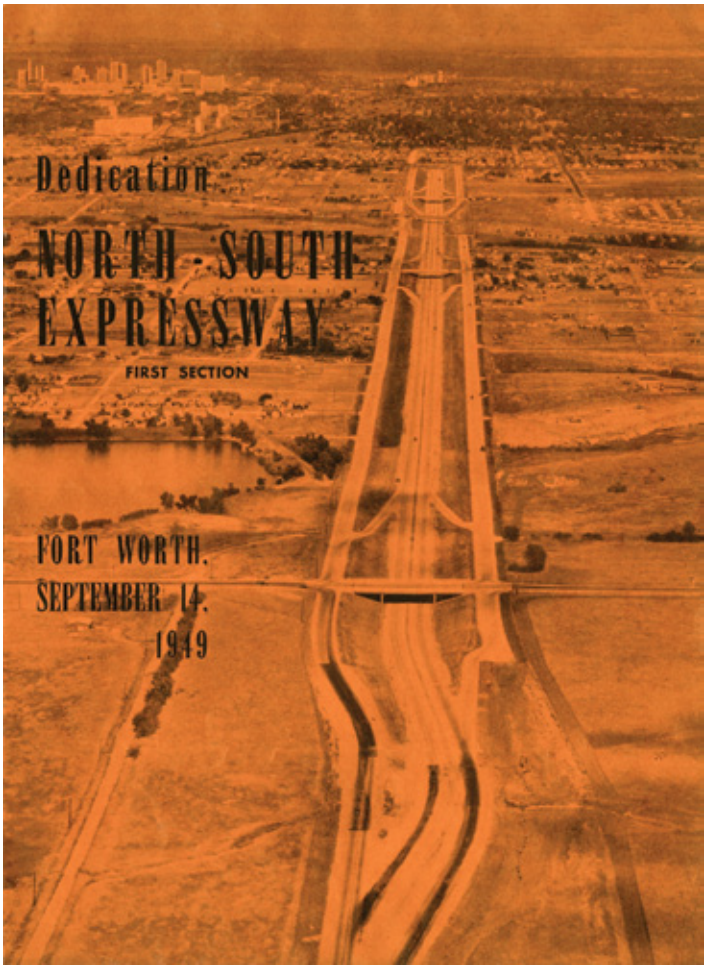
Freeway coming through This December 1947 view looking south at Morningside Drive shows construction underway on the first section of present-day IH 35W. The homes in the foreground were living on borrowed time since work would soon be underway to extend the freeway northward to downtown. The right-of-way clearance was coincidentally connected to one of the more influential figures in the development and construction of the Interstate Highway System, Dallas native and Texas A&M graduate Francis Turner (1908-1999), who served as Federal Highway Administrator, the top federal highway position, from 1969 to 1972. Turner's parents' home was in the path of the freeway and was slated for clearance. "They said, 'Son, can't you do anything?'" Mr Turner told a reporter later. "And of course I couldn't. Well, they didn't want to leave the old place, but when they got settled into the new house, all brick, they were happy."[85]



of the section slated for widening was part of a larger project which included rebuilding the Mixmaster interchange in downtown Fort Worth at IH 30. Construction was delayed by litigation involving the Lancaster Elevated (see pages 491-502). In 1984 the IH 35W expansion was split into a separate project, allowing it to proceed separately from the controversial Lancaster Elevated project. Work was underway in August 1984 and main lane construction was substantially complete in 1989, with a large new interchange at IH 20 open in 1990. However, the largest project remained—reconstruction of the downtown Fort Worth Mixmaster. The controversy and litigation engulfing the IH 30 Lancaster Elevated was finally settled in 1989. Construction was underway in fall 1993 and the interchange was completed in 2003.[9] ■

UT-Arlington Library Special Collections, 1950[87]

This aerial view from circa 1950 looks north at Morningside Drive with the freeway construction proceeding northward from the first section which opened in 1949. The homes shown in the freeway path on the previous page were in the cleared area just above the cross street in the foreground.



PROGRAM

Presiding: T. C. Jones
Chairman General Arrangements Committee

CONCERT — Carswell Air Force Base Band, Vernon W. Marston, Director

OPENING REMARKS AND INTRODUCTION OF DISTINGUISHED VISITORS — T. C. Jones

INTRODUCTION OF SPEAKERS — T. C. Jones

Honorable Edgar Deen, *Mayor, City of Fort Worth*
Honorable Web Maddox, *President, Fort Worth Chamber of Commerce*
Honorable J. A. Elliott, *Division Engineer, Division 6, Bureau of Public Roads*
Honorable A. F. Mitchell, *Member, State Highway Commission*
Honorable R. J. Potts, *Member, State Highway Commission*
Honorable Fred A. Wemple, *Chairman, State Highway Commission*
Honorable DeWitt C. Greer, *State Highway Engineer*

DEDICATION OF EXPRESSWAY — J. A. Elliott, Fred A. Wemple, Edgar Deen, Web Maddox

RIBBON CUTTING AND FORMAL OPENING — Mayor Edgar Deen

AERIAL SALUTE, CONVAIR B-36
8th Air Force, Carswell Air Force Base

INAUGURAL PARADE — STREET DANCING

Texas State Library and Archives Commission

These views show pages from the orange-colored brochure which was distributed at the opening event for the first section of IH 35W South, then called the North-South Expressway and signed as US 81, on September 14, 1949. Speakers included Mayor Edgar Deen and State Highway Engineer D.C. Greer, who is regarded as the father of the modern Texas highway system. The brochure also indicates a parade and street dancing after the formal ceremonies. See page 3 for a photo of the ribbon-cutting.

This undated view from the early-to-mid 1950s shows the freeway looking north from the Morningside Drive overpass. The original freeway had four main lanes and lacked a median barrier.

TxDOT Travel Information Division

TxDOT Travel Information Division

Originally US 81, the freeway was absorbed into the federal Interstate Highway System in 1956. Above, an undated view from the early-to-mid 1950s shows a low-to-the-ground US 81 highway shield along the roadside looking north just south of Berry Street. The freeway was signed as IH 35W starting in 1959, and the May 1959 photo on the right looking north at Ripy Street shows one of the first signs to be installed. The original shield design placed a small "W" beneath the route number. Since the 1960s the "W" has been placed to the right of the route number in the same font and size as the route number.

UT-Arlington Library Special Collections, 1959[88]

UT-Arlington Library Special Collections, 1961[89]

This 1961 view looks south at Berry Street. The median barrier was installed in 1960.

UT-Arlington Library Special Collections, 1973[90]

This 1973 view looks north from the Ripy Street overpass.

UT-Arlington Library Special Collections, 1987[91]

This June 1987 view looks north along IH 35W just south of downtown with the Vickery Boulevard exit ahead. The full length of the original substandard freeway, from IH 30 to IH 20, was widened to eight main lanes with the work completed in 1989 except for the section at the IH 20 interchange which was completed in 1990. The lower view looks northeast across the interchange at IH 35W and IH 20. The interchange originally opened in 1957 with a cloverleaf design (see photo page 505).

Author, 2009

Author, 2011

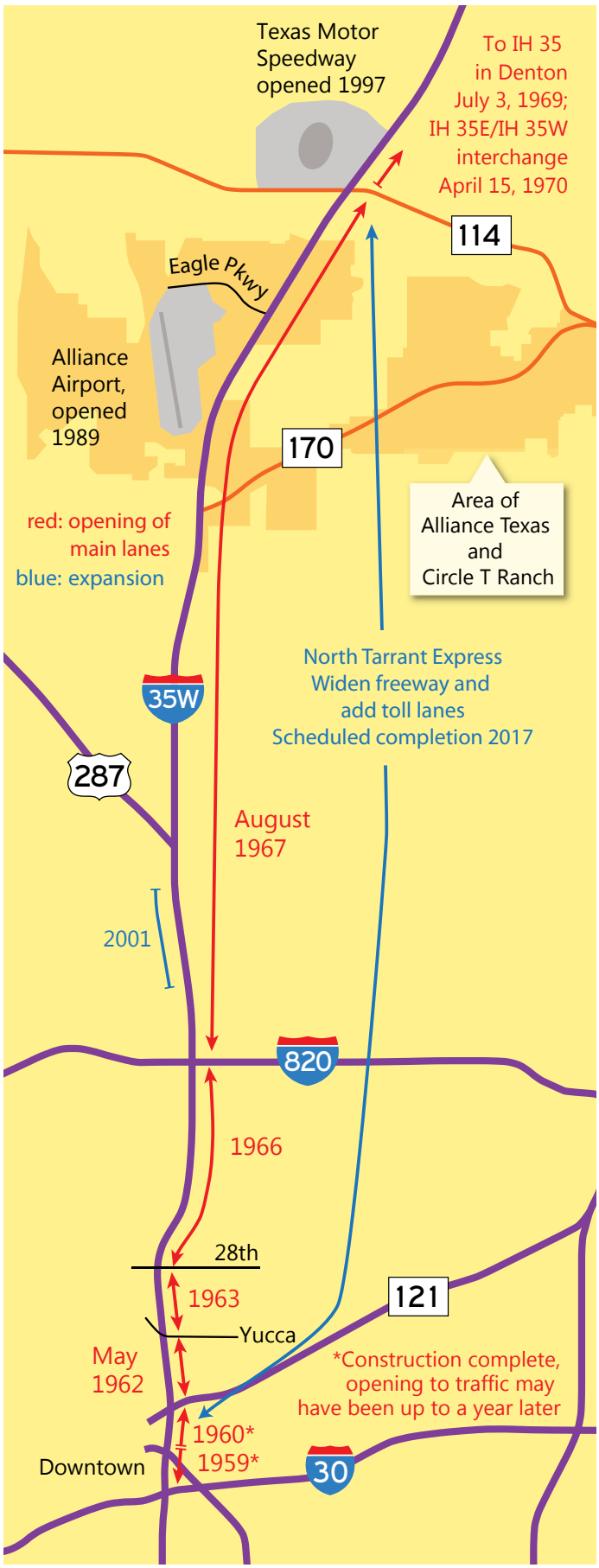
This October 2011 view looks northbound along IH 35W at Morningside Drive with downtown Fort Worth visible on the left in the distance.

Interstate 35W North
The North Freeway

The south leg of IH 35W in Fort Worth was the focus of attention in the first wave of Fort Worth freeway construction in the late 1940s and early 1950s. IH 35W south was complete to downtown in 1955, and attention then turned toward IH 35W north. Work immediately north of IH 30 began in 1958 but difficulties were encountered north of downtown, slowing progress. A large gravel pit had been excavated along the freeway path north of Belknap and the right-of-way was tied up in litigation in March 1960. The issue was resolved resulting in a one-year delay, and the section of freeway opened in May 1962. Additional sections opened regularly in the 1960s and the freeway was complete to Denton in July 1969, with the final original construction, the interchange at IH 35E, dedicated on April 15, 1970. The freeway benefited from improved design standards in comparison to IH 35W south of downtown, but IH 35W north was still a minimal freeway by modern standards, ensuring it was only a matter of time before the freeway would be inadequate to meet demand.[10]

The North Freeway corridor remained mostly vacant land in the 1970s, but in the 1980s it became the focus of huge investments and real estate developments. The Perot family and their real estate firm Hillwood began accumulating land around 1985, and by December 1986 the Perots had assembled 16,300 acres sprawling along the IH 35W and Highway 377 corridors in northern Tarrant and southern Denton Counties. The centerpiece of their real estate plans was Alliance Airport, the brainchild of Ross Perot Jr and the nation's first industrial airport, designed for cargo and maintenance operations. Groundbreaking took place on July 9, 1988, and the airport opened just eighteen months later on December 14, 1989. In 2013 the Alliance Texas and adjacent Circle T Ranch developments, both by Hillwood, comprise 17,000 acres.[11]

The 1990s brought the second major development along the North Freeway, Texas Motor Speedway. The



speedway was first announced in 1991 and opened for its first NASCAR event on April 6, 1997. The North Freeway corridor had left behind its image as a rural outpost of Fort Worth and was positioned to achieve the kind of growth that had been seen north of Dallas for decades.[12]

While all the development and suburbanization progressed, IH 35W remained in its originally constructed configuration with only four main traffic lanes for most of its length north of downtown Fort Worth. The need for more capacity was growing each year, but no funding was available for improvements. In April 2003 developer Ross Perot Jr and other Alliance-area leaders asked the North Texas Turnpike Authority (NTTA) to build express toll lanes on IH 35W from Fort Worth to Denton. Just months later new state legislation promoting greater use of tolls and private investment became law, and planning began for funding the expansion via privately-financed toll lanes rather than by the NTTA. Local interests formed a coalition in 2004 to lobby elected officials to speed the project, but the construction of privately financed toll lanes was an uncharted process, and the myriad of regulations, legal issues and public concerns slowed the process. Frustration in the local business community was reaching a boiling point when TxDOT finally solicited proposals for the toll lanes in December 2006, combining the project with another toll lane project on SH 183 and northeast IH 820, and naming the project the North Tarrant Express.[13]

The project remained intact after the 2007 state legislative session, which banned privately financed toll roads but exempted several projects already being planned, including the North Tarrant Express. There were still more delays, but finally in March 2008 federal approval was received and TxDOT solicited proposals from four consortiums interested in the project. Final bidding was for a public-private partnership, with both TxDOT and the private partner contributing funds. In January 2009 TxDOT selected the winner, a consortium led by Spanish toll road operator Cintra, and there was more bad news. The first phase of the project included only the part of the North Tarrant Express on Loop 820 and SH 183, with work on IH 35W planned for a future second phase, expected to be complete after 2018. Local officials continued efforts to accelerate the IH 35W project, especially the interchange at IH 35W and Loop 820. In October 2010 TxDOT allocated an additional $135 million to the project, allowing the expansion of IH 35W from downtown to near SH 114 to proceed with a planned completion of 2017. The modernized and expanded North Freeway will ultimately have eight regular lanes and a minimum of four managed toll lanes from downtown to US 287, six regular lanes and four managed lanes from US 287 to Eagle Parkway on the north side of Alliance Airport, and six regular lanes from Eagle Parkway to SH 114. However, the initial phase of the project will not include new regular lanes.[14] ■

UT-Arlington Library Special Collections, 1959[92]

This June 1959 view looking south shows work underway on IH 35W east of downtown Fort Worth.

This October 2007 view looks south along IH 35W at the original interchange with Loop 820. In 2013 work was in progress to build a modern-design four-level interchange.

North Central Texas Council of Governments, 2007

Author, October 2011

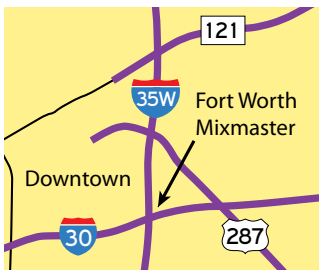
These October 2011 views show Texas Motor Speedway along IH 35W. In the top photo, IH 35W runs across the lower part of the photo. The bottom photo is a closer view looking north showing the 1.5-mile quad-oval track, which features 24-degree banked curves to allow higher speeds.

Author, October 2011

Author, October 2011

This October 2011 view looks north along IH 35W with the SH 170 intersection ahead and Alliance Airport in the background. The North Tarrant Express project will expand this section of freeway to six regular main lanes and four toll lanes.

The Fort Worth Mixmaster

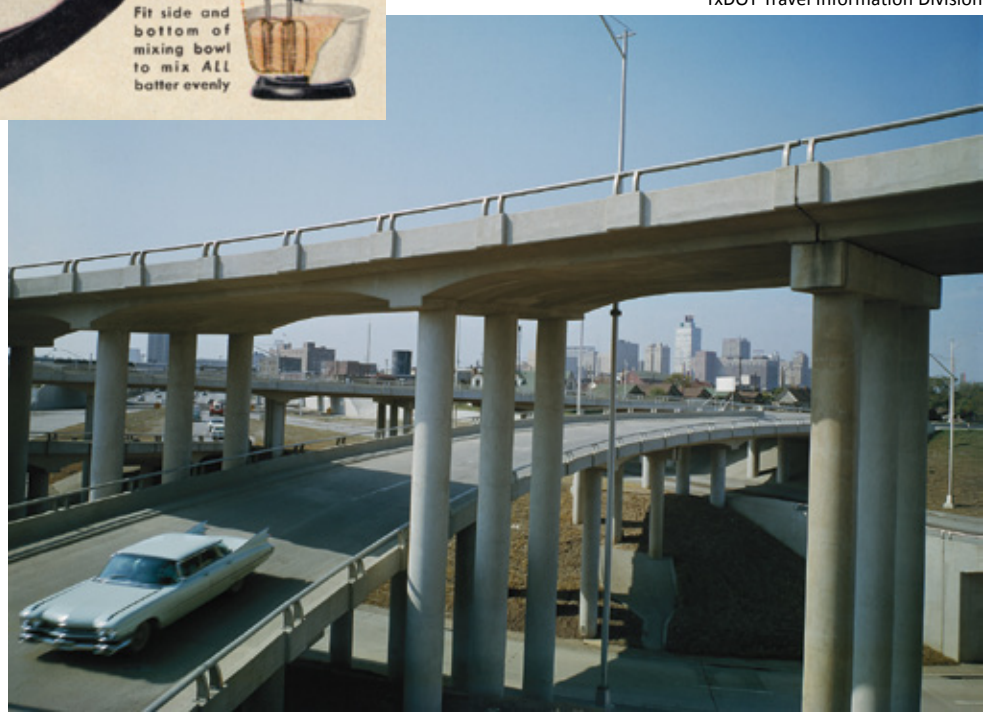


The downtown interchanges in both Dallas and Fort Worth are named the Mixmaster, and the name originated with the Fort Worth Mixmaster which was substantially completed and open to traffic in March 1958, and fully complete in 1960. It was the first four-level interchange in Texas. The present-day interchange was completed in 2003.[93]

The term "Mixmaster" was first reported to be a widely used nickname in February 1958 when the Texas Turnpike Authority used it in their monthly audit report. The *Fort Worth Star-Telegram* article reported that "the name was derived from the fact the interchange, at first glance, appears to be some kind of monster gadget designed for the purpose of hopelessly confusing motorists."[94]

In the world of household consumer goods, the Mixmaster was a market-leading kitchen mixer produced by Sunbeam and the tangle of freeway ramps at the interchange, not previously seen in Texas, looked like the result of a mixing operation. The advertisement comes from the March 1958 issue of *Good Housekeeping* magazine.

TxDOT Travel Information Division



The age of fins This undated view from circa the early 1960s shows the ramp structures of the original Mixmaster interchange with a 1959 Cadillac sedan passing through. Featuring long and prominent fins, the 1959 family of Cadillacs was arguably the greatest achievement in automotive fin design.

TxDOT Travel Information Division

These views look north along IH 35W at the Mixmaster. The upper photo showing the original Mixmaster is undated from circa the early 1960s The modern structure shown below in September 2009 was completed in 2003.

Author, September 2009

Interstate 30 West
The West Freeway

Planning for an east-west freeway across Fort Worth began with a 1944 design study prepared by Parsons Brinkerhoff engineers for a freeway across the Dallas-Fort Worth region. In the downtown area the 1944 plan aligned the freeway along the north side of Lancaster Avenue, requiring a major right-of-way clearance. In 1946 the planned freeway ignited the first anti-freeway protest in North Texas when local officials tried to begin construction on the project. While the downtown freeway was temporarily on hold in the 1940s due to the controversy, work proceeded west of downtown, closely following the alignment proposed in the 1944 plan.[15]

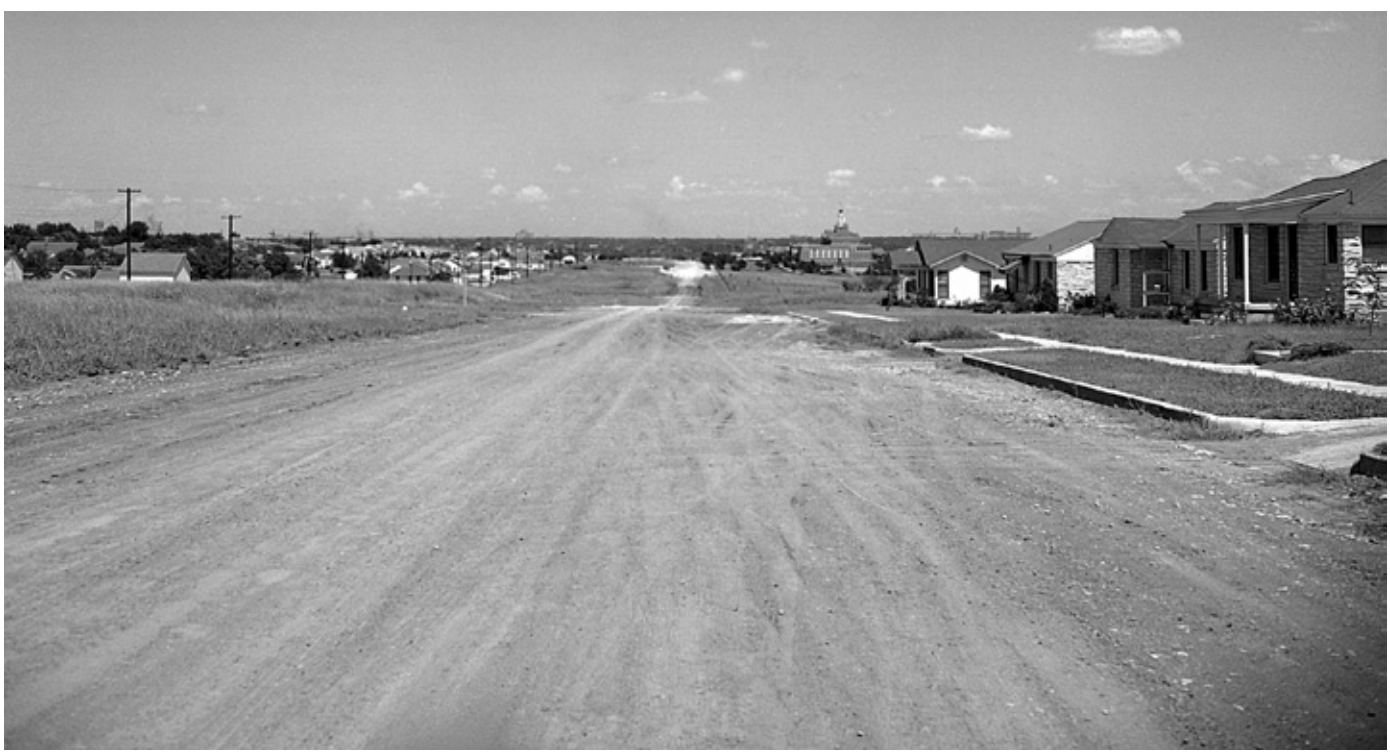
Prior to 1956 local governments were responsible for 100% of the right-of-way cost for new freeways. In heavily developed urban areas right-of-way was a very substantial cost, typically comparable to construction costs and sometimes higher. The section west of downtown required the most difficult and costly right-of-way clearance in the Fort Worth freeway system, and the city's willingness and ability to finance the right-of-way acquisition kept the project on a fast track.

The project was called the East-West Expressway and was signed as US 80. Artist depictions of the planned freeway in west Fort Worth were released in June 1945 and appeared with press reports in the *Fort Worth Star-Telegram*. Preparation of construction plans for the freeway from downtown to Camp Bowie Boulevard were underway in 1946 and the first construction contracts for drainage work were awarded April 1948. The first main lanes opened on September 3, 1951, and the freeway was complete from present-day SH 183 in west Fort Worth to the edge of downtown in June 1954.[16]

Also see: Lancaster Elevated controversy, pages 491-502; chapter 4, the Tom Landry Highway, starting on page 393 for Interstate 30 in east Fort Worth

After years of controversy and inaction the plan for elevating the freeway through downtown was approved by Fort Worth City Council in May 1952. Work was underway in 1958 and the Lancaster Elevated section of the freeway opened in March 1960. For complete details of the controversy of the downtown section, see pages 491-502. The freeway was absorbed into the Interstate Highway System and in 1959 was designated as Interstate 20. It was renumbered to be Interstate 30 in 1971 when Interstate 20 was shifted to its current location in south Fort Worth.[17]

This July 1948 view shows the right-of-way for the first section of the West Freeway with work just underway in the foreground.



UT-Arlington Library Special Collections, 1948[95]

TxDOT Travel Information Division

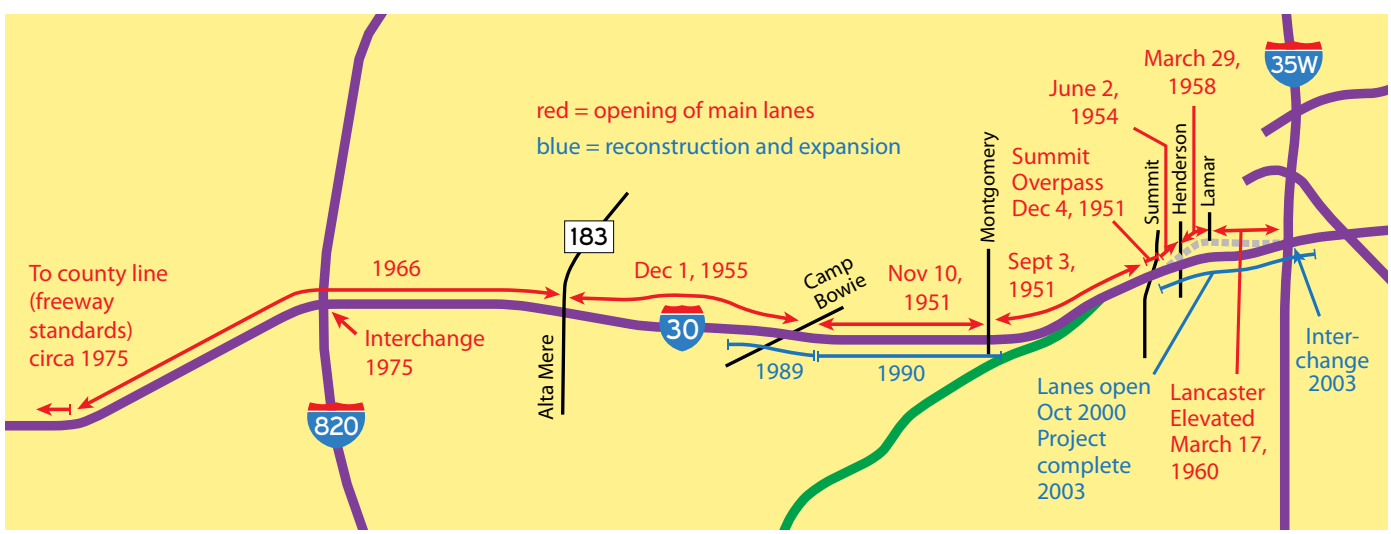
This undated early 1950s view shows the freeway at Camp Bowie Boulevard with a sign in place announcing plans for the freeway: "Future Route US 80 East West Expressway, a Controlled Access Highway". Prior to its designation as IH 20 (and subsequent designation as IH 30), the freeway was US 80.

Reconstruction

The 1940s design of IH 30 became obsolete as traffic volumes increased and design standards improved. By the 1970s it became necessary to modernize Fort Worth's most outdated freeways, including IH 30 west, IH 35W south and IH 20 on the south edge of Fort Worth.

Early concepts in 1974 included elevated structures to add new lanes in the sections with narrow right-of-way in the Arlington Heights area of west Fort Worth. New standards for freeway noise eliminated consideration of the elevated lanes, and by 1977 three options without elevated lanes were being studied, all requiring substantial right-of-way acquisition in the Arlington Heights neighborhood.[18]

In 1979 a compromise plan emerged to acquire new right-of-way on the south side of the freeway, displacing about 123 homes and 123 businesses. The design included space in the median for a future "commuterway" bus and carpool lane. Construction between Merrick and Montgomery Streets was underway in October 1987 and complete in 1990, replacing the antiquated original freeway with a



TxDOT Travel Information Division

The above undated photo likely from the late 1950s looks east along the freeway at Hulen Street with Arlington Heights High School visible on the right. The lower view, looking east near Montgomery Street, shows original overpasses with an arch design using cast-in-place concrete—similar to the arched overpasses of the original Central Expressway in Dallas. The freeway in these views was reconstructed and expanded to its present-day configuration in 1990.

TxDOT Travel Information Division

UT-Arlington Library Special Collections, 1953[96]

This September 1953 view shows the freeway ending at Summit Avenue in the foreground with work in progress on the section from Summit to Henderson. Continuation of the freeway into downtown was delayed due to the controversy over the design along Lancaster Avenue in downtown, and work on the final section did not begin until 1958. The building at Summit Avenue which reaches nearly to the edge of the freeway is the Mrs Bairds Bakery (see photo page 497 and related story page 498).

A typical Fort Worth freeway opening This view shows the opening ceremony for Interstate 30 from Camp Bowie Boulevard to Alta Mere Drive on December 1, 1955. It was a brief and simple ceremony with the motorcycle escort leading the first vehicles onto the new freeway. This small and basic opening observance was typical for Fort Worth. Dallas, in contrast, held large ceremonies and often huge celebrations for important freeway openings.

UT-Arlington Library Special Collections, 1955[97]

UT-Arlington Library Special Collections[98]

The undated view above from circa the mid-1950s shows the downtown approach to Fort Worth just west of Henderson Street. Like IH 35W south, the West Freeway was originally constructed without a median barrier and had only a narrow grassy median. The 1951 view below looks east near Forest Park Boulevard.

UT-Arlington Library Special Collections, 1951[99]

UT-Arlington Library Special Collections, 1987[100]

This December 1987 view looking west at Montgomery Street shows work underway on the freeway expansion. A wide strip of right-of-way on the south side of the freeway was cleared for the project. Below is a September 2009 view of the freeway looking east at Hulen Boulevard.

Author, September 2009

Author, September 2009

UT-Arlington Library Special Collections, 1973[101]

The first modern-design four-level interchange in Fort Worth was completed at IH 30 west and IH 820 in 1975. The four-level downtown Mixmaster had opened in 1958, but it featured left-side exits, sharp curves and poor geometrics. The September 2009 aerial view looks east across the interchange. The construction photo shows a beam about to be lifted into position in April 1973.

roomy and modern design. The oldest and most inadequate section of freeway had been improved, but older sections of freeway still remained both to the east and west. Initial work on replacement of the downtown Lancaster Elevated was underway in 1993 and the new freeway, realigned south of downtown, opened in 2001. The entire project, including reconstruction of the downtown Mixmaster, was completed in 2003.[19] ■

The Lancaster Elevated 1960-2001

UT-Arlington Library Special Collections, 1989[106]

This April 1989 view looks west along the Lancaster Elevated.

Interstate 30 through downtown Fort Worth ranks as the number one controversy in the history of North Texas freeways (see page 64 for rankings). But the 1980s battle was not the first time the freeway was the focus of civic dispute. In 1945, four years before the first freeway opened in Fort Worth, it sparked the first freeway-related public protest in North Texas. The compromise solution in response to the protests that began in 1945—the construction of elevated main lanes along Lancaster Avenue, informally called the Lancaster Elevated—set the stage for the much larger controversy in the 1980s. The plan to widen the Lancaster Elevated became a hugely contentious and divisive issue in Fort Worth. A key court ruling in 1985 set the wheels in motion for a 1989 compromise which relocated the freeway south to a new alignment. The long drama of the Lancaster Elevated came to an end in 2001 when it was demolished, clearing the corridor for the new ground-level boulevard.

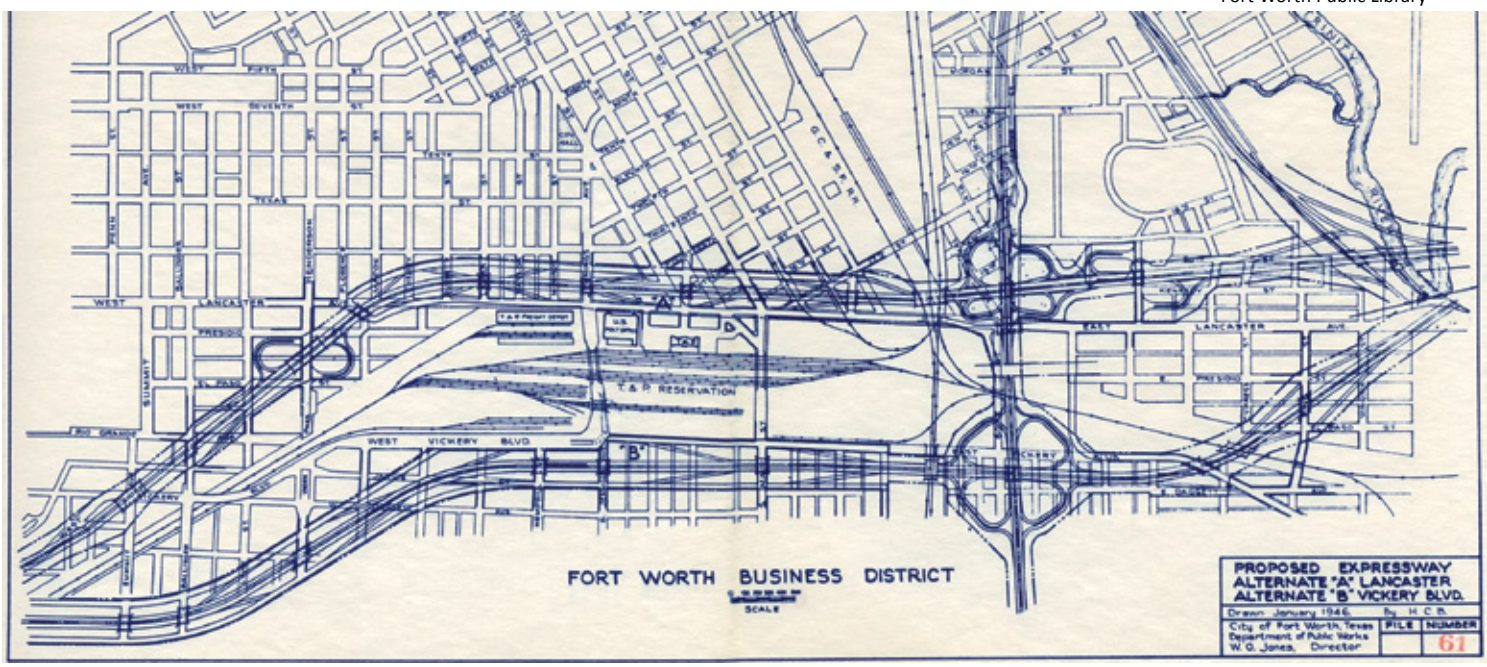
Origins of the Lancaster Elevated

The first plan for an east-west freeway through Fort Worth was the comprehensive report for an expressway across the Dallas-Fort Worth region prepared for TxDOT by Parsons Brinkerhoff engineers in October 1944. The report's recommended alignment for the expressway west of present-day IH 35W was very close to the as-built align-

Fort Worth Public Library

The above 1946 depiction of the east-west freeway through downtown shows the proposed design with the freeway in a trench. The corridor width required a large number of displacements, prompting a swift and well-organized public protest which temporarily killed the planned freeway. The January 1946 map below shows an alternate alignment south of downtown, avoiding Lancaster Avenue entirely. Ironically, opponents of the plan to widen the elevated structure in the 1980s advocated sinking the freeway into a trench, and the ultimate compromise approved in 1989 moved the freeway south of downtown to an alignment similar to the January 1946 map.

Fort Worth Public Library



ment of the original IH 30. The report showed the expressway in a trench on the north side of Lancaster through downtown, with a large area of displacements required for the project.[56]

In October 1945 detailed plans for the downtown freeway were released, showing a 369-foot-wide corridor along the north side of Lancaster with the main lanes sunk into a trench. The wide corridor required a large number of displacements, sparking a swift and well-organized protest from businesses in the proposed path. The opposition placed a full-page advertisement in the *Fort Worth Star-Telegram* comparing the loss of property to the result of an atomic bomb blast (see image page 493). The cost of acquiring the property would be very high and was entirely the responsibility of the City of Fort Worth, so city officials were hesitant to endorse the wide corridor.[57]

In March 1946 Fort Worth developed a new plan which reduced the corridor width to 110 feet and downgraded the facility from a freeway to a surface street with underpasses at busy cross streets. TxDOT was unwilling

HE FORT WORTH SHOPPER, Sunday, Nov. 11, 1945 PHONE EARLY SUNDAY (Before 12:30 P.M.) 2nd Section—Page

SHOULD AN ATOMIC BOMB HIT FORT WORTH

you would read headlines something like these!

66 Business Buildings and Bus Terminal Destroyed!

OVER $15,000,000 A YEAR BUSINESS VOLUME DESTROYED!

$6,000,000 IN PROPERTY WIPED OUT!

Blow Spells "Finis" to Fort Worth's Aspirations As Wholesale Center!

CENTER OF WHOLESALE DISTRICT DEVASTATED!

Fort Worth Set Back Years In Business Progress!

1,165,000 SQUARE FEET OF FLOOR SPACE LOST TO FORT WORTH INDUSTRY!

Area 3-4 Mile By 369 Feet Razed to the Ground!

SCORE OF HOMES DESTROYED!

Many Firms to Leave City Owing to Impossibility of Locating New Quarters!

$40,000 ANNUAL TAXES LOST TO CITY!

—AND DAMAGE TO TRACKAGE-PROPERTY AND UTILITY LINES NOT YET ESTIMATED!

ARROWS INDICATE JUST A FEW OF THE 66 BUSINESS BUILDINGS WHICH WOULD BE COMPLETELY DESTROYED

And this is exactly what will happen to Fort Worth

If the proposed Express Highway follows Lancaster.

FORT WORTH DOES NOT WANT THIS EXPRESS HIGHWAY

(1) The official bond ballot did not specifically separate it and many voters had no chance to vote directly for or against it.

(2) No sound preliminary estimates or plans were available at the time of the bond election and no one realized the magnitude or cost of the project.

(3) It is unduly extravagant and the cost will greatly exceed preliminary estimates. The cost is over a million dollars a mile—probably nearer $2,000,000.00.

(4) The huge elevated or depressed sections of the highway would be a blot on the landscape in many places. It would constitute a dead-end to the metropolitan district and close a number of streets.

(5) It is part of a major plan by which the federal government interferes with urban highways. Other cities are recognizing this. Some San Antonio citizens have sued to set aside their bond issue (passed by a very narrow majority). The Dallas December bond election of $40,000,000.00 has sidestepped the issue and fails to include anything for the express highway.

(6) If built in the near future under inflationary costs, the public will get the least for its money.

(7) To build it soon, as contemplated, will compete with private business at a very time when labor and materials are short and the government should stay out of large public works.

(8) It will damage the whole city commercially through the destruction of wholesaling and warehousing properties which are irreplaceable under present circumstances.

(9) It will destroy many buildings and homes at a time when it is almost impossible to rebuild on any comparable scale.

HIDDEN COSTS AND RECKLESS DESTRUCTION

(1) The strip through the central business district alone will destroy 66 buildings on the tax rolls for $1,170,000.00. Probably over $1,500,000.00 of property would come off the tax rolls, representing a loss of taxes to the city of over $60,000.00 a year.

(2) Over 1,165,000 square feet of floor space critically needed by Fort Worth will be destroyed. This is as much space as the office space in the 15 principal office buildings in Fort Worth. It is more space than all of the larger department stores in Fort Worth occupy. Its loss would be a civic blow.

(3) Many of the companies disturbed will be unable to find similarly advantageous locations and may suspend business temporarily or permanently. It will be almost impossible for the Bowen Bus Terminal to duplicate its present convenient location for the traveling public.

(4) Some of the businesses interrupted may move to other towns. This especially applies to the Bowen Shops, with over 400 employees.

(5) About 2000 employees will be badly dislocated and payrolls disturbed.

(6) Over half a mile of spur tracks will be removed and much trackage property not taken rendered useless.

(7) Water, sewer, gas, light and electric lines will be disturbed at great costs not yet reckoned.

(8) We are bound to pay in taxes whatever the express highway costs. If Fort Worth's direct contribution for right-of-way is five million dollars, it will cost us $250,000.00 per year for approximately twenty-five years.

HIGHWAY INFORMATION COMMITTEE

Wm. Monnig, Chairman
Ben E. Keith, Vice-Chairman
Oscar E. Monnig, Secretary

FORT WORTH DOES NOT NEED THIS EXPRESS HIGHWAY

(1) The scheme originated as a military highway, which the atomic bomb has made obsolete. Even a military highway does not have to go through the center of town.

(2) As part of an inter-regional highway, it will serve to carry through traffic just as well or better if run through the edge of Fort Worth.

(3) U. S. 80 to Dallas is practically a double highway and 183 has just been opened. We do not now need another new highway to join the two cities.

(4) It was not originated or planned by Fort Worth people or Fort Worth Engineers. Fort Worth itself has never felt a need for any such monumental project.

(5) It originated with and was planned by outside engineers who had in mind concentrated eastern metropolitan centers. Fort Worth will not reach that stage for many years.

(6) It was never presented to the voters of Fort Worth as a separate issue and they never realized its cost or destructive effects.

(7) It will do Fort Worth absolutely no good and will only serve to increase the concentration of up-town traffic near the restricted number of inlets and outlets of the highway. It is an experiment of doubtful civic value.

(8) Fort Worth could spend its share of the project's cost to better advantage in a number of moderate street widenings or the purchase of up-town parking lots.

(9) It is a single enormous over-rated project which would be of no service at all to many parts of the city, such as the North Side.

Interests opposing a freeway along Lancaster Avenue and the displacements it would require published this full-page advertisement in the November 11, 1945, *Fort Worth Star-Telegram*, comparing the impact of the right-of-way clearance to the destruction of an atomic bomb blast. The opposition succeeded in stopping the freeway temporarily, but the need for the freeway and opposition to right-of-way acquisition led to the construction of the Lancaster Elevated.

TxDOT Travel Information Division

This undated aerial view looking west from circa the early 1960s shows the original Fort Worth Mixmaster interchange in the foreground and the Lancaster Elevated, then signed as Interstate 20, in the background.

TxDOT Travel Information Division

This undated 1990s-era view shows the Lancaster elevated, looking north-northwest along Throckmorton Street with downtown Fort Worth in the background.

to agree to the surface street plan, so the issue remained unresolved. In the meantime, work continued to build the east-west freeway west of downtown.[58]

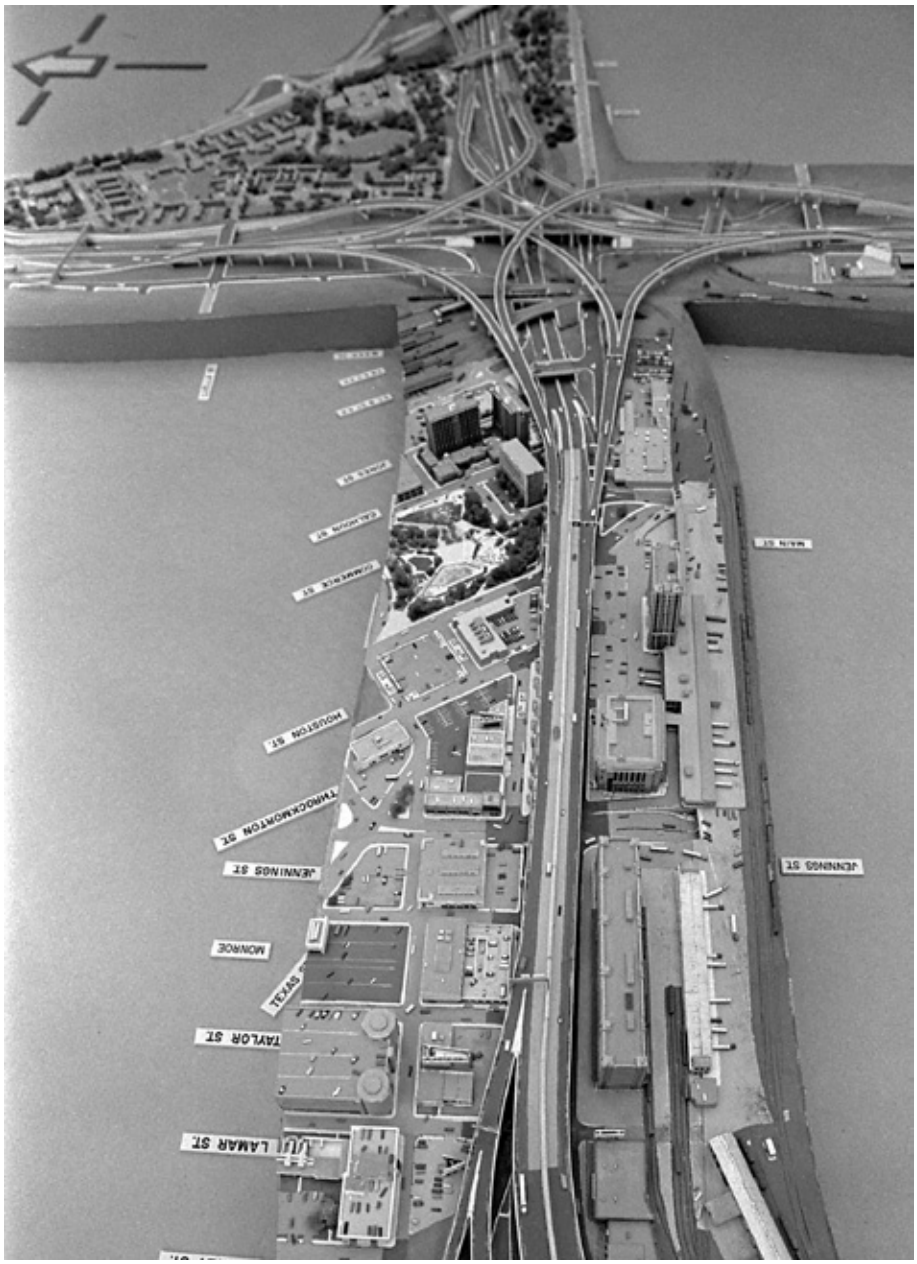
In 1951 the issue of the downtown freeway along Lancaster was revived with a new plan from TxDOT. The right-of-way would be expanded to 200 feet, wide enough to provide frontage roads and space for an elevated structure with main lanes. The opposition once again became vocal since the widening of the corridor would displace more businesses than the surface street plan. But Fort Worth City Council viewed the new proposal as an acceptable compromise and approved the new plan on May 21, 1952, setting the process in motion to build the Lancaster Elevated. It was ironic that the original 1945 plan placed the freeway in a trench, and opposition to right-of-way acquisition resulted in the compromise design with an elevated structure. Efforts to eliminate the elevated structure in the 1980s once again advocated a trenched design.[59]

The freeway approaching downtown from west Fort Worth reached Henderson Street in June 1954 and the Dallas Fort Worth Turnpike was slated to open in 1957, so completion of the downtown section became a priority. TxDOT took over right-of-way acquisition in 1956, and construction contracts were awarded in 1958. The Lancaster Elevated freeway opened on March 17, 1960, with four traffic lanes (two each way). The minimal design ensured that it was only a matter of time before the freeway would need to be expanded.[60]

The Battle

TxDOT began planning to widen the Lancaster Elevated in 1977 and preliminary plans were unveiled in 1979. The proposed design widened the elevated structure to nine traffic lanes and totally rebuilt the Mixmaster interchange at the intersection with IH 35W at the east end of the elevated structure. By 1981 substantial opposition had developed and it became clear the project would be controversial. In June 1981 Fort Worth City Council refused to endorse the preliminary plan. By 1983 the controversy over how to expand the freeway had mushroomed into a raging dispute involving political officials, civic leaders, downtown business organizations, prominent citizens and the general public.[61]

Opposition to the elevated structure was led by the group Interstate 30 Citizen Advocates for Responsible Expansion, or I-CARE. I-CARE was backed by some of the

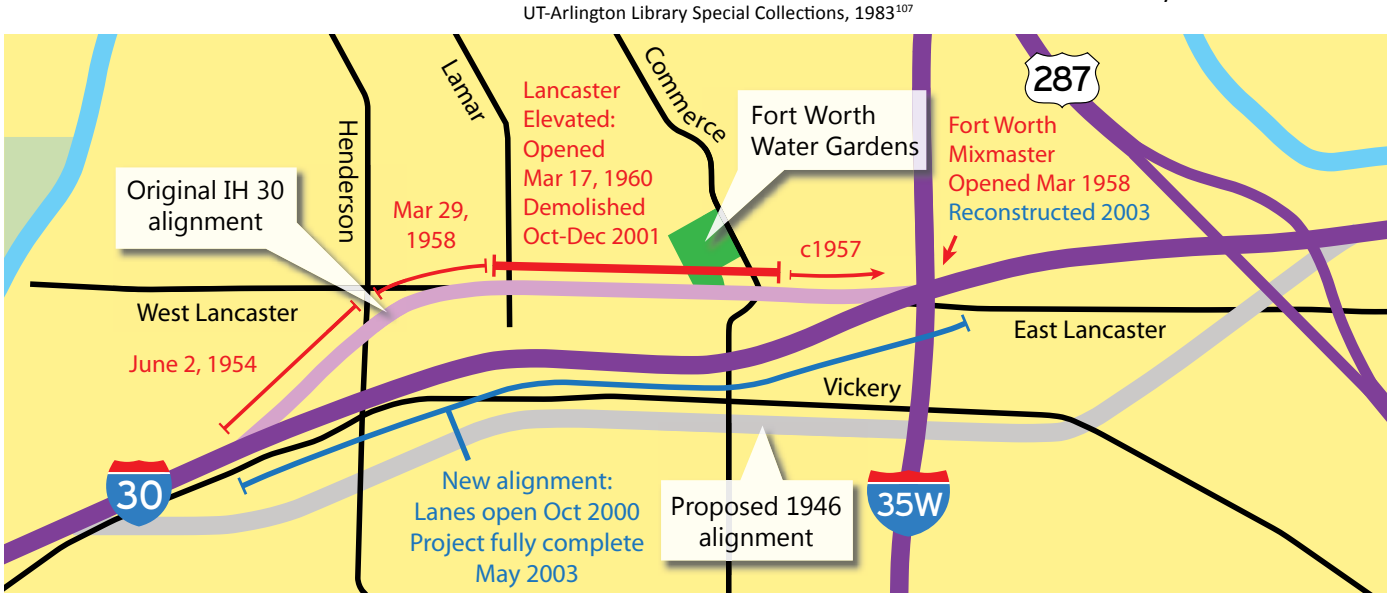


UT-Arlington Library Special Collections, 1983[107]

TxDOT Travel Information Division

This is a rare photograph of reclusive billionaire Robert Bass, part of the prominent Bass family of Fort Worth. Bass was appointed member of the Texas Transportation Commission in 1986 as the controversy was raging and is shown in this official photo from his tenure, which ended in 1987. Publicly, Bass did not play an active role in the controversy. However, Bass's wife Anne (known as Anne T. Bass) was a leader of the opposition to the elevated structure.

This model shows the proposed widened Lancaster Elevated and the new multilevel interchange at IH 35W in the upper part of the photo. Lancaster's ground-level traffic lanes, which were not covered by the original elevated freeway, would be entirely covered by the widened freeway deck.



UT-Arlington Library Special Collections, 1988[108]

The Mrs Baird's Bread bakery along the south side of IH 30 was the last issue to be resolved before the realignment of the freeway could move forward. The Texas Historical Commission viewed the 1938 structure as historic, citing its prominent location and aroma, and in July 1987 opposed its demolition. The historical commission later allowed the demolition to move forward, perhaps realizing that a smell can't be historic.

most influential and wealthy residents of Fort Worth, including Ruth Carter Stevenson, daughter of Fort Worth civic legend Amon Carter, and the husband-wife team of Robert and Anne T. Bass of the wealthy Bass family.* Both I-CARE and the Fort Worth Central Business District Association, led by Robert Bass, advocated the demolition of the elevated structure and the placement of the freeway main lanes in a trench below ground level.[62]

Supporters of widening the existing elevated structure maintained that it would be the fastest, least expensive and least disruptive way to add the needed highway capacity. Texas Rangers owner H.E. "Eddie" Chiles (1910-1993) was the best-known advocate of the elevated plan, which was supported by other prominent citizens.

Behind-the-scenes efforts by key players in 1982 and 1983 to reach a compromise were unsuccessful, and in March 1983 I-CARE filed a lawsuit in federal district court, contending that TxDOT failed to comply with federal laws mandating environmental reviews and public hearings, as well as violation of laws protecting park land and historic sites. Further efforts to reach an out-of-court settlement failed, and the case went to trial in September. On October 2, 1983, the *Fort Worth Star-Telegram* published a special 8-page section titled "Dividing a City – The Interstate 30 Standoff", stating that "…the brawl over widening the Interstate 30 overhead through downtown has shaken the city's leadership like no other issue in recent years."[64]

The trial continued into late October, lasting about five weeks. While awaiting a ruling from the court, I-CARE modified its case to exclude adjacent sections of IH 30 and IH 35W, leaving the Lancaster Elevated as the only issue in the case. On February 2, 1984, the court returned its decision, ruling that TxDOT had been in compliance with all laws in planning the project and could proceed with widening the elevated structure.[65]

The battle was far from over, however. Just days later I-CARE announced it would file an appeal with the Fifth U.S. Circuit Court of Appeals. Arguments were heard in May 1985 and on August 23, 1985, the appeals court ruled in favor of I-CARE, overturning the lower court ruling. The appeals court found that TxDOT had not properly studied the impact of the planned expansion on the adjacent Fort Worth Water Garden. The ruling became legally binding in November 1985 when the court refused TxDOT's request

* *Forbes* magazine listed Robert Bass's net worth at $4.0 billion in 2009.[63]

UT-Arlington Library Special Collections, 1990[109]

This April 1990 view shows the path of the realigned freeway prior to its construction. The new alignment displaced several warehouses and crossed the busy Tower 55 railroad junction in the foreground.

to rehear the case.[66]

From that point on, negotiation and the public participation process would shape the final outcome of the dispute. A mediation consultant called Conflict Clinic was brought into the process in 1986 to attempt to bring all interests to an acceptable compromise. In April 1986 Governor Mark White appointed Robert Bass to the Texas Transportation Commission. As TxDOT's final decision-making authority, the commission was in a position to be very influential in the Lancaster Elevated controversy, and now there was a strong advocate for a non-elevated option in the three-person commission. However, Bass appears to have let the process move forward with little interference from the commission.[67]

In August 1986 the mediation team unveiled 11 options for freeway expansion. As public meetings continued into 1987, the option which gained the most support was neither an elevated structure nor the trench design which had been advocated by I-CARE. Instead, IH 30 would be realigned south of downtown to be just north of Vickery Boulevard, removing it entirely from Lancaster Avenue. The route, called the Vickery Alternative, received the endorsement of the mediation team in December 1987 and appeared to be the long-sought solution to the controversy. The only downside was cost—at an estimated $138 million, it was $35 million more than an elevated option and $11 million more than a trench design on Lancaster Avenue.

There was one more complication before the Vickery Alternative was a done deal. A new path would need to be cleared for the freeway and in July 1988 the Texas Historical Commission issued a letter stating that one large building, the Mrs Baird's Bakery, and three railroad bridges in the new right-of-way qualified as historic structures. The historical commission later agreed to allow the demolition of the structures and in April 1989 TxDOT officially approved the plan to relocate the freeway and ultimately demolish the Lancaster Elevated. Legal proceedings concluded in June 1991 when the original I-CARE lawsuit was dismissed. The ten-year ordeal of controversy and conflict had mirrored Dallas's epic twelve-year battle over the reconstruction of Central Expressway. In the end a better result was achieved in both cases, and everyone was happy. It was time to move forward to construction.[68]

Construction, Destruction and the Future

The project included both the relocation of IH 30 to its new alignment and complete reconstruction of the downtown

Fort Worth Star-Telegram

This October 2000 photo looking west captures a period in time during construction when westbound traffic used the Lancaster Elevated (on the right side) and eastbound traffic used the new freeway alignment. All traffic was shifted to the new lanes by the end of October 2000 and the Lancaster Elevated was retired from service.

After traffic switched to the new alignment in October 2000, the Lancaster Elevated stood derelict for about a year. This August 2001 view looks west along the abandoned freeway just before demolition began.

Author, August 2001

A large celebration was held in August 2001 to launch the demolition of the Lancaster Elevated. The banner hanging from the freeway depicted the vision for a revitalized Lancaster Avenue, which is still a work in progress in 2013. The main event of the celebration was a pyrotechnic display as jackhammers broke out the first pieces of pavement from the freeway deck. See photo page 24.

TxDOT Travel Information Division

Author, December 2001

This view shows demolition of the Lancaster Elevated nearing completion in December 2001.

Fort Worth Mixmaster interchange, originally opened in 1958. To further complicate the task, the construction zone was above heavily trafficked railroads and the Tower 55 junction, one of the busiest railroad crossings in the United States with about 90 trains passing through the location daily. The first contracts were awarded in 1993 for the complicated seven-phase job. Additional delays occurred in 1994 due to a dispute with a railroad, but the project was finally able to move at full speed after an agreement was reached in November 1995. On October 12, 2000, eastbound traffic was shifted from the Lancaster Elevated to the new freeway, and westbound traffic was shifted later that month. The derelict Lancaster Elevated became a temporary monument to a past era of freeway building. It was time to tear it down.[69]

On August 17, 2001, a crowd of 350 gathered for breakfast and a round of congratulatory speeches. Outside the weather was stormy, but the main event was able to proceed. Amid a display of pyrotechnics two jackhammers aimed at the bridge deck and broke out a slab of concrete which fell to the ground. Demolition was complete in December 2001. The Lancaster Elevated, 1960-2001. May it rest in peace.

Also see: Pyrotechnic event to celebrate the August 2001 start of the elevated structure demolition, page 24

Officials gathered one more time for a ceremony on May 12, 2003, for the final completion of the entire $173 million freeway reconstruction project. It was more than a quarter-century after the first plans for the freeway expansion were developed in the late 1970s. There was hardly a dull moment during the entire process, from the controversies and legal battles to the huge and complex construction zone. Just like the freeway project, the planned revitalization of Lancaster Avenue has taken much longer than expected. Reconstruction of Lancaster was completed in 2008 after years of delay, and six distinctive new sculptures in the median were added in May 2009. Lancaster Avenue is finally ready for its next life as a pedestrian-friendly boulevard.[70] ■

Author, September 2009

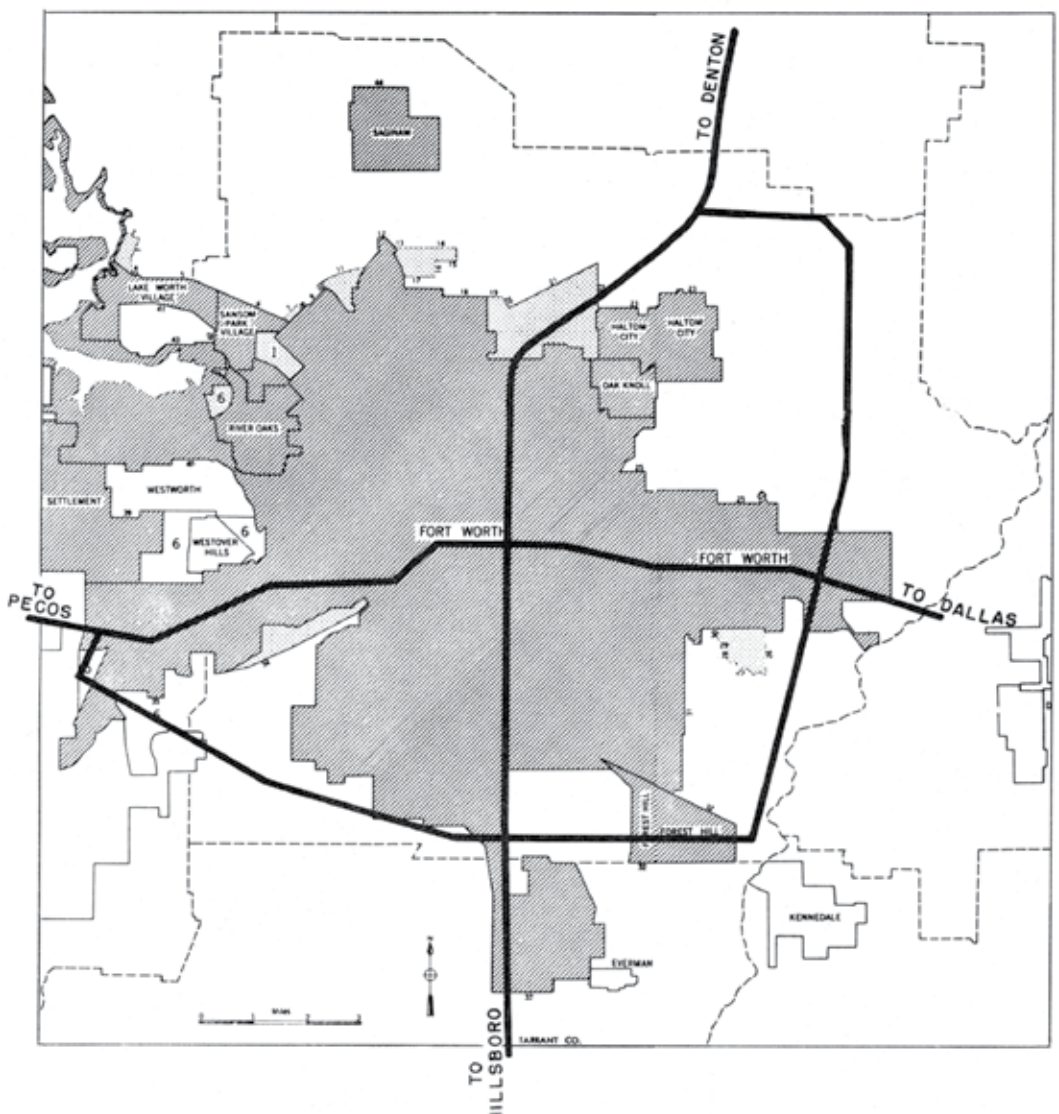
The above September 2009 view looks east, showing Lancaster Avenue on the left and the realigned IH 30 on the right. Improvements to Lancaster Avenue to bring it to its current configuration were completed in 2009 after numerous delays. The 2011 ground-level view below is positioned where the elevated structure once stood. Metal artwork has been installed in the median.

Author, July 2011

Interstates 20 and 820 including the Jim Wright Freeway

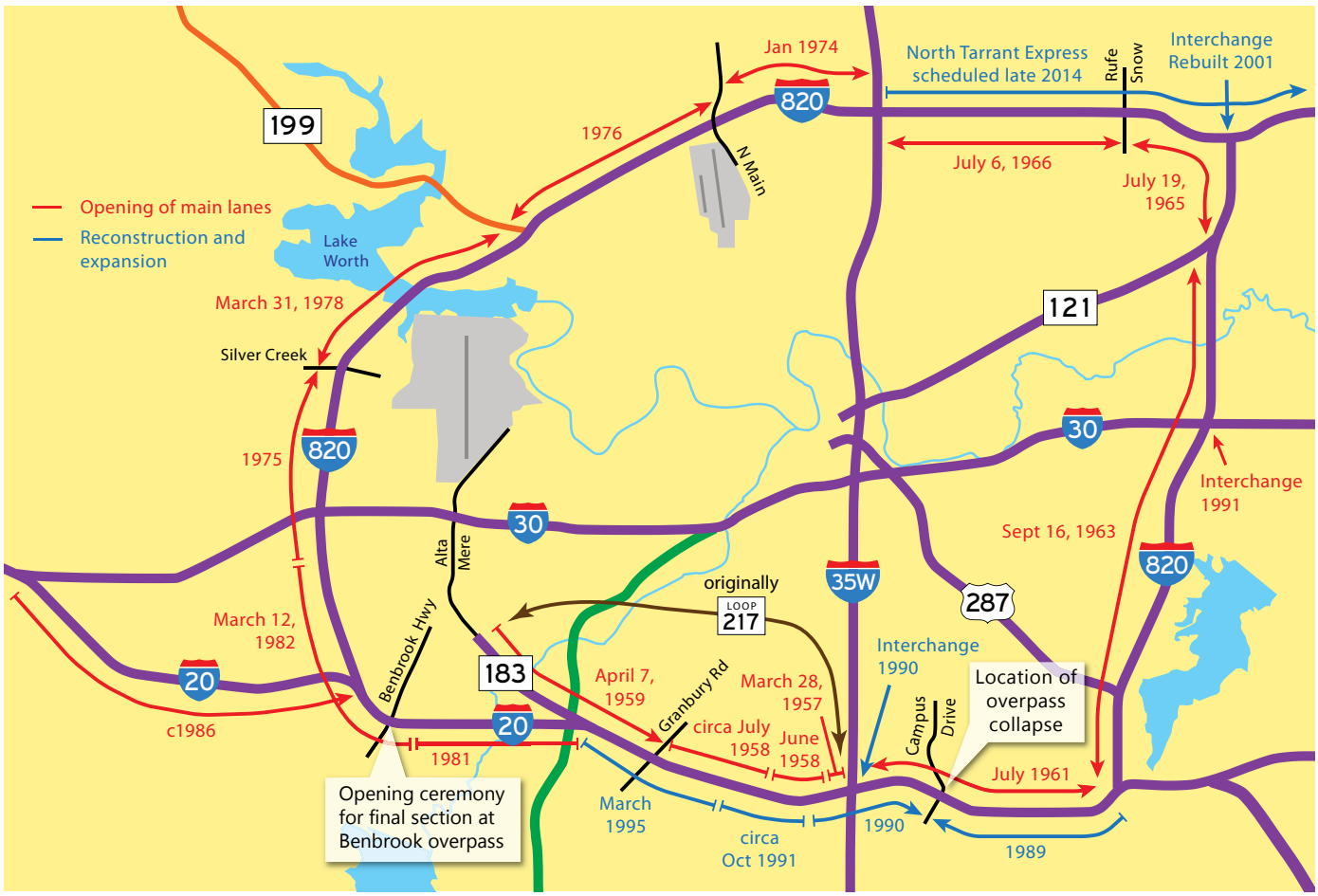
Planning for the first highway which ultimately became part of the Fort Worth freeway loop began in 1935 when county commissioners identified a need for a road link between the Waco and Weatherford highways, now IH 35W south and IH 30 west. Planners defined an alignment but the project did not move forward to construction. In 1951 TxDOT designated the southwest section of the loop as a freeway and officially named it Loop 217. After years of delay due to right-of-way acquisition difficulties, construction was underway in 1956 from present-day IH 35W to Vickery Boulevard. The first section opened in March 1957 and the entire originally planned freeway section was complete in April 1959.[20]

Efforts to secure approval of the eastern half of the loop, from IH 35W south to IH 35W north, were underway in 1952 and nearby cities rallied around the plan. In 1955 the U.S. Bureau of Public Roads published *General Location of National System of Interstate Highways*, commonly known as the "Yellow Book". The Yellow Book included about two-thirds of the loop, extending from near present-day IH 30 in west Fort Worth to US 377 (Denton Highway) on the north side, excluding the northwest section (see map). When the Federal-Aid Highway Act of 1956 became law, the Yellow Book section became part of the Interstate



This is the original conceptual interstate highway plan for Fort Worth as shown in the 1955 Bureau of Public Roads publication *General Location of National System of Interstate Highways*, commonly known as the "Yellow Book" due to its yellow cover. The Yellow Book showed interstate plans for all major cities in the United States and was used to help build support for funding the planned Interstate Highway System, which was approved by Congress one year later with the Federal-Aid Highway Act of 1956.

The part of Loop 820 shown on this map was in the original interstate highway plan approved in 1956. Adding the northwest section of the loop required a substantial effort, with Congressman Jim Wright leading the way to secure federal approval in 1968.



Highway System and was on the fast track to construction with 90% federal funding. In 1966 the east half of the loop, from IH 35W north to IH 35W south, was complete, as well as the section of Loop 217 in southwest Fort Worth completed in 1959.[21]

The first plan to swing the loop further west of Fort Worth than present-day SH 183 (Alta Mere Drive) was made public in October 1957. It branched the loop away from the original Loop 217 in south Fort Worth at the present-day split of SH 183 and IH 20, and looped around the west side of Fort Worth to a terminus at SH 199 west of Lake Worth with no lake crossing. The plan also included the cancellation of a proposed north-south freeway in west Fort Worth (see map page 50).[22]

Securing interstate highway status for the northwest section and getting it built turned out to be a difficult and time-consuming task. Fortunately for Fort Worth, it became a pet project of Congressman Jim Wright who worked tirelessly to bring the complete loop to reality. The alignment of the northwest section was approved by TxDOT in April 1965, and in 1968 the link was designated as part of the federal Interstate Highway System. The project was ready to begin construction in the early 1970s but problems were encountered obtaining environmental clearance for the Lake Worth bridge. Jim Wright was in regular communication with Secretary of Transportation Claude Brinegar, working to obtain final clearance for construction. Finally in October 1974 Wright secured approval. At the groundbreaking ceremony for the Lake Worth bridge on January 4, 1975, Wright read a humorous poem reflecting on the struggle with the federal bureaucracy.[23]

> It takes nine months to make a child,
> And three weeks for a chicken,
> But weeks on months on years are piled…
> When a bridge goes politickin'.
>
> And Brinegar says, "I'm simply amazed
> That the bridge has not already been raised
> To move traffic across that lake
> And give northwest Tarrant County a break,
> And in spite of the way you portray it,
> It was never our purpose to delay it."
>
> So the ground is broken with flags unfurled
> To connect northwest Tarrant with the rest of the world,
> And here in Tarrant there's rejoicing aplenty
> From I-35 all the way to I-20.
>
> But the moral of this tale is, plainly,
> In persuading the government don't try to talk sanely,
> The only sure cure for the long hesitation
> Is a threat to cut off their appropriation.

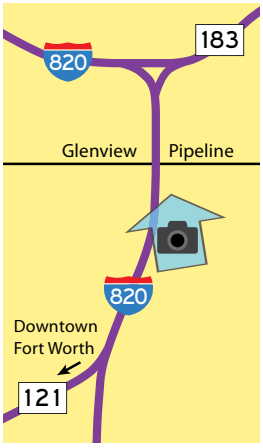
The bridge opened on March 31, 1978, with Wright

TxDOT Travel Information Division

This view looks west along the newly-completed Loop 217 freeway at IH 35W south circa 1958, with IH 35W running from left to right across the lower part of the photo. The Kimbell Grocery Company warehouse is on the right side. At the time of this photo the freeway stopped at IH 35W. The original cloverleaf interchange was replaced by a modern interchange in 1990 (see photo page 476). Originally constructed as Loop 217, the freeway was officially renamed Interstate 820 in 1963 and Interstate 20 in 1971.

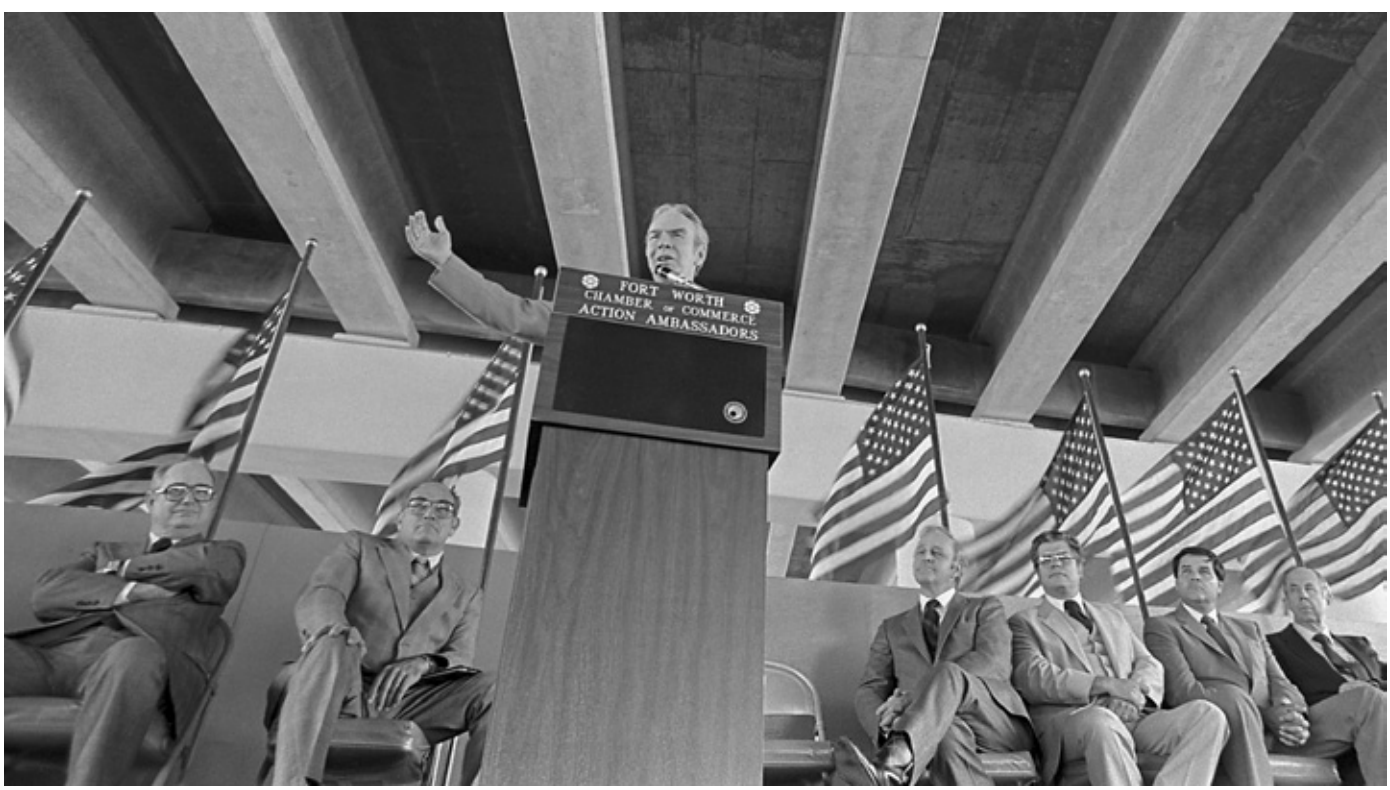
TxDOT Travel Information Division

This circa 1963 view shows work just underway on the northeast corner of Loop 820, looking north.



UT-Arlington Library Special Collections, 1976[102]

This April 1976 view shows construction of the Lake Worth bridge. With the implementation of new environmental regulations in the early 1970s and uncertainty in their interpretation, the bridge project was at risk for lengthy delays. Congressman Jim Wright used his influence to move the project through the federal bureaucracy, allowing construction to begin in 1975.



UT-Arlington Library Special Collections, 1982[103]

Jim Wright, at the podium, was the featured speaker at the dedication of the final section of Loop 820 on March 12, 1982, which took place underneath the US 377 (Benbrook Highway) overpass. Since he first took office as a congressman representing Fort Worth in 1955, Jim Wright had worked to obtain approvals and funding to complete the loop. The final section of freeway to be built was a four-mile segment from Winscott Road to Camp Bowie Blvd.

Dallas Morning News

Too close for comfort This photo at IH 20 and Campus Drive is perhaps the most amazing photo in the history of North Texas freeways. The driver of the vehicle walked away from the incident with minor injuries when the bridge deck landed on her vehicle just inches behind the front seat, crushing the rear half of the car but leaving the front half mostly intact. The incident occurred on July 11, 1984, when a 75,000-pound water tank trailer broke loose from its tractor and struck one or both of the bridge supports, causing the bridge deck to collapse.[104]

cutting the ceremonial ribbon (see photo page 21). The final link of Loop 820 was dedicated on March 12, 1982, in southwest Fort Worth. Jim Wright was the man of the hour. He had spent most of his career in the House of Representatives, starting in 1955, working to get the loop built, and although it had been a long and difficult quest the final completion was definitely a moment to savor.[24]

The final sections of IH 20, connecting IH 30 west of Fort Worth and the southwest corner of Loop 820, were completed in 1985 and 1986. This part of IH 20 remains mostly rural in 2013.

Improvement

The newer west half of the loop was constructed to modern standards, including the first modern-design four-level interchange in Fort Worth at Loop 820 west and IH 30, which opened in 1975. However, the rest of the loop was built in the 1950s and 1960s, and by the time the loop was complete in 1982 much of it was in need of expansion and improvement. Since the south leg of the loop was absorbed into IH 20, it became the first priority for modernization and expansion. Construction took place in the 1980s and 1990s, including the impressive interchange at IH 35W which opened in 1990. A modern interchange was added on east Loop 820 at IH 30, the former Dallas-Fort Worth Turnpike, in 1991. In 2013 it remains the only freeway-to-freeway interchange on the former turnpike which has been upgraded to modern standards. In 2001 the sprawling interchange with SH 121 at the northeast corner of the loop was modernized after an eight-year construction

Author, September 2009

This September 2009 aerial view looks east along IH 20 at Trail Lake Drive in south Fort Worth. This section of freeway originally opened as Loop 217 in 1958 and was rebuilt to its current configuration with eight main lanes in 1995.

effort.[25]

But the most troublesome bottleneck still remained: the four-lane section of Loop 820 in northeast Fort Worth between IH 35W and SH 121/SH 183. In 2001 TxDOT was finalizing plans to expand the freeway to ten main lanes, and funding was reported to be allocated for construction. But nothing happens quickly in the world of highway construction funding, and while the project was in the waiting phase the state legislature approved new legislation in 2003 authorizing private investment in toll road projects and requiring TxDOT to consider unsolicited proposals from private industry.[26]

In 2004 Kiewit construction submitted a proposal for a 27-mile, four-lane toll road between Dallas and Fort Worth, generally along SH 183 and including the northeast section of Loop 820. In August 2004 the regional planning council, NCTCOG, unveiled a plan to add tolled express lanes to several Tarrant County freeways, including north Loop 820. In October 2004 TxDOT formally solicited proposals for privately financed toll lanes on Loop 820 and SH 183, and it was a virtual certainty that Loop 820 would get toll lanes if an acceptable private-industry proposal would be received. Under the toll lane plan, northeast Loop 820 would be expanded to six regular main lanes and four tolled lanes.[27]

The complicated project remained under study for the next two years until December 2006 when TxDOT unveiled a new plan for a comprehensive system of managed toll lanes on IH 35W, Loop 820 northeast and SH 183. The plan was officially named the North Tarrant Express. Although the project was exempted from new legislation in 2007 which placed limits on privately funded toll roads, the project's cost and complexity slowed progress in 2007 and 2008. In January 2009 the process finally reached the point of selecting a private developer, with a team led by Spanish toll road operator Cintra the winner. The first phase of construction of the North Tarrant Express, the 13.5-mile section including north Loop 820 from IH 35W eastward to SH 183 and continuing east on SH 183 to the split with SH 121, was underway in 2011. The project had an initial construction cost of $1.15 billion and a 52-year life-cycle cost of $2.5 billion.

Future plans include the expansion of east Loop 820, although there is no funding or schedule in place as of 2013. The north half of the east section, north of IH 30 to the northeast corner of the loop, is higher priority than the south section.[28] ■

This view shows the northeast corner of Loop 820 in 2007, looking southeast. In the foreground the freeway is in its originally constructed configuration with only four main lanes. In the distance is the interchange with SH 183 and SH 121, which was expanded and modernized in 2001. In 2011 work was underway to widen the northeast section of Loop 820 as part of the North Tarrant Express project, which will add two toll lanes in each direction. Construction is scheduled to be complete in late 2014.

North Central Texas Council of Governments, 2007

North Central Texas Council of Governments, 2007

The above view looks west along the north Loop 820 at Denton Highway in October 2007. The freeway had only four main lanes and was one of the most congested freeways in North Texas. This section of freeway became part of the North Tarrant Express, a public-private partnership to widen freeways and add tolled managed lanes. Construction was underway in 2011 with completion scheduled for late 2014. This section of Loop 820 will have six regular traffic lanes and four tolled lanes. The view below looks east along the section of IH 20 southwest of Fort Worth which connects between IH 30 and Loop 820. This section was opened in 1986 and remains mostly rural in 2013.

Author, June 2011

State Highway 121 East
The Airport Freeway

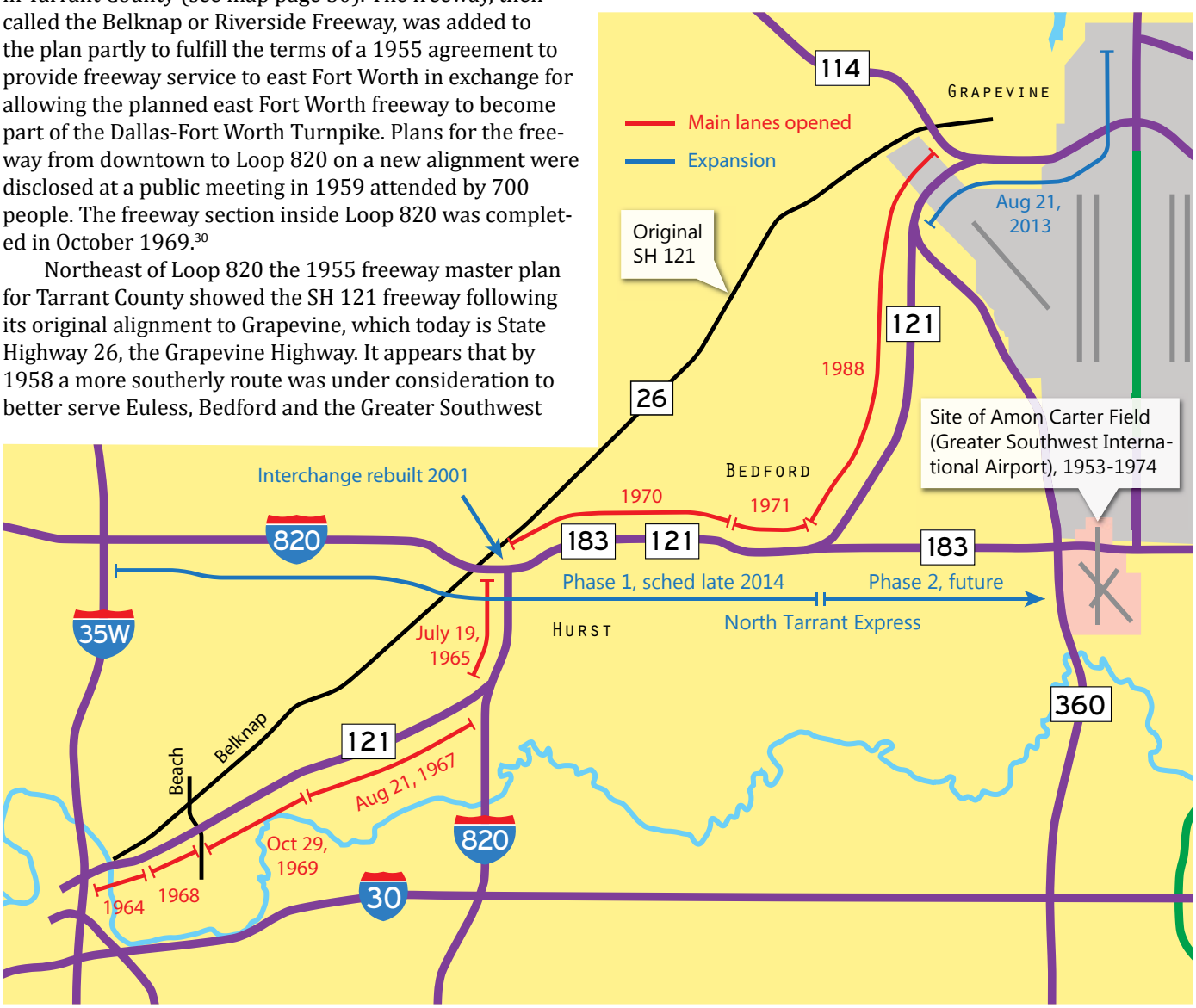
Efforts to build the original SH 121 began in 1928 when Fort Worth voters approved a bond issue including funds for the construction of the highway in Tarrant County and TxDOT agreed to extend the highway eastward to McKinney. The highway in Tarrant County was complete in 1930 and around 1940 the east end was extended to reach the Dallas-to-Denton highway in Lewisville, close to present-day IH 35E. TxDOT finally began its share of work in 1949 and the highway was complete to McKinney in 1951.[29]

The SH 121 freeway first appeared on planning maps in 1955 with the release of an updated plan for freeways in Tarrant County (see map page 50). The freeway, then called the Belknap or Riverside Freeway, was added to the plan partly to fulfill the terms of a 1955 agreement to provide freeway service to east Fort Worth in exchange for allowing the planned east Fort Worth freeway to become part of the Dallas-Fort Worth Turnpike. Plans for the freeway from downtown to Loop 820 on a new alignment were disclosed at a public meeting in 1959 attended by 700 people. The freeway section inside Loop 820 was completed in October 1969.[30]

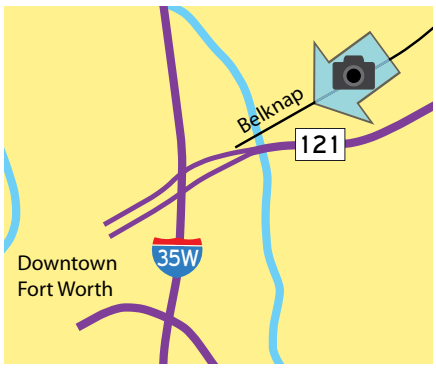
Northeast of Loop 820 the 1955 freeway master plan for Tarrant County showed the SH 121 freeway following its original alignment to Grapevine, which today is State Highway 26, the Grapevine Highway. It appears that by 1958 a more southerly route was under consideration to better serve Euless, Bedford and the Greater Southwest International Airport.

In February 1958 local officials began efforts to obtain TxDOT approval of SH 121 outside Loop 820, then calling it 121-A. The route was designated as a freeway by TxDOT in August 1962 using the southern alignment. Construction of the freeway east of Loop 820 was expedited by the designation of the site for DFW Airport in 1965, and the freeway to the south entrance of DFW Airport, consisting of both SH 121 and SH 183, was complete by 1972.[31]

The section of SH 121 on the west side of DFW Airport was the last to be built in east Tarrant County. A public



hearing was held in May 1970. Work was underway in the late 1970s on the frontage roads and the SH 121 freeway from downtown Fort Worth to the north entrance of DFW Airport was complete in 1988. Expansion of SH 121 from SH 360 to north of DFW airport was completed in 2013 as part of the $1.1 billion DFW Connector project. The section of SH 121 which is co-signed with SH 183 is part of the North Tarrant Express project which will rebuild the freeway and add four tolled lanes. For details on the North Tarrant Express see pages 478 and 508.[32] ■



This 1961 view looks southwest along Belknap Street just before the SH 121 Freeway was built to the south (left) of the street. The freeway at this location was completed in 1964. The interchange with IH 35W is in the distance.

UT-Arlington Library Special Collections, 1961[105]

Plans for the Downtown Fort Worth Freeway Loop, 1956-2000

Why doesn't Fort Worth have a downtown freeway loop? It's not due to lack of effort. For over 40 years local officials tried to build a freeway across the north and west sides of downtown to complete the loop. As recently as 1997 planning was still alive and well. But in December 1998 Fort Worth City Council unexpectedly ended its support for the missing link of the loop. Just over a year later, in January 2000, the downtown loop was officially removed from the region's long-term transportation plan. Fort Worth's hopes of having a downtown loop were dead.[71]

Efforts to build a freeway loop around downtown began in 1956 with the Gruen Plan for Fort Worth. Victor Gruen (1903-1980) was an architect best known for being a pioneer in suburban shopping mall development, and the City of Fort Worth contracted with Gruen's firm to develop a new master plan for downtown Fort Worth. The 1956 plan envisioned a freeway loop surrounding the core of downtown with large parking garages along the loop. Most vehicles would be banned from the core of downtown, and motorists would leave their cars in the garages and proceed on foot to their destinations on streets which were converted to pedestrian malls. It was a bold concept, and one which would have likely been doomed to failure had it actually been built. The most critical element in the plan was the downtown loop highway—without it, little or none of the Gruen plan could move forward.[72]

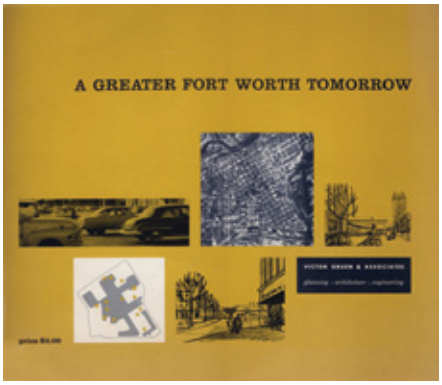
In September 1956 Fort Worth officials asked TxDOT to participate in the construction of the Gruen Plan freeway loop. Two weeks later the response arrived: TxDOT would not become involved in the Gruen loop, but would continue its efforts to complete IH 30 through downtown. By 1958 the Gruen loop was dead and local officials had a new plan for a downtown loop, this time using the already-approved IH 30 and IH 35W freeways on the south and east sides of downtown. A new freeway was proposed to complete the loop, following Henderson on the west side and the Trinity River on the north side of downtown. Local officials made a proposal to the Texas Transportation Commission in April 1958, offering to pay half the cost of right-of-way for the project. In July 1958 the City of Dallas presented its plan to the Commission to complete the downtown Dallas freeway loop with the construction of Spur 366, the Woodall

Victor Gruen Fort Worth Public Library

The Gruen Plan

Austria-born Victor Gruen (1903-1980) was one of the most influential architects of the post-World War II era in the United States, pioneering the rise of suburban shopping centers. He is credited with the design of the first regional shopping center, the originally open-air Northland Center opened in 1954 in Southfield Township, Michigan near Detroit, and the first fully enclosed mall, Southland Center opened in 1956 in Edina, Minnesota near Minneapolis. While Gruen achieved great success with his suburban projects, he was particularly interested in urban planning and revitalization. Gruen's firm was hired to develop the Fort Worth downtown renewal plan because of the efforts of J.B. Thomas, president of Fort Worth-based Texas Electric Company.[110]

Announced to the public in March 1956, the Fort Worth plan was among the most ambitious urban renewal plans ever devised for an American city. It sought to banish virtually all vehicles from downtown streets and convert the streets to pedestrian malls, plazas and parks. The plan received extensive national publicity after its release, with *Businessweek*, *Time*, *Newsweek* and the *New Yorker* running articles spotlighting it.[111]



This view from the publication *A Greater Fort Worth Tomorrow* shows the six large parking garages, colored gray with white cross-hatching, along the Belt Line Highway. Motorists would use the Belt Line Highway to reach the most convenient parking garage for their destination, parking their cars and making downtown streets automobile-free. Most streets would have been converted to parks, plazas or pedestrian malls. The Gruen Plan proposed a network of underground tunnels for trucks to make deliveries to downtown buildings.

Fort Worth Public Library

This artist's depiction looking north-northeast with IH 30 across the lower part of the photo shows the ultimate buildout of the Gruen Plan, with the Belt Line Highway enclosing a fully redeveloped downtown Fort Worth. This view suggests that nearly all existing structures in the loop would be cleared to make way for new development and parking garages.

Essential to the plan were the Belt Line Highway around the periphery of downtown and the large parking garages connected to the highway, allowing motorists to park their vehicles and continue to downtown destinations on foot. So when TxDOT announced in October 1956 that it would not participate in the construction of the Belt Line Highway, it was a huge blow to the Gruen Plan. The originally conceived Gruen Plan was dead, but there was a chance certain elements could move forward if state-level legislation could be passed.[112]

Two key pieces of legislation dubbed the Gruen bills were considered in the 1957 session. One bill allowed cities to condemn and clear blighted areas for new development and the second allowed cities to build and operate parking garages. Neither bill became law, with the condemnation bill failing due to the property rights concerns and the parking bill falling to opposition from private parking firms. With the demise of the legislation, the Fort Worth Gruen Plan was dead and nothing in the plan would be realized.[113]

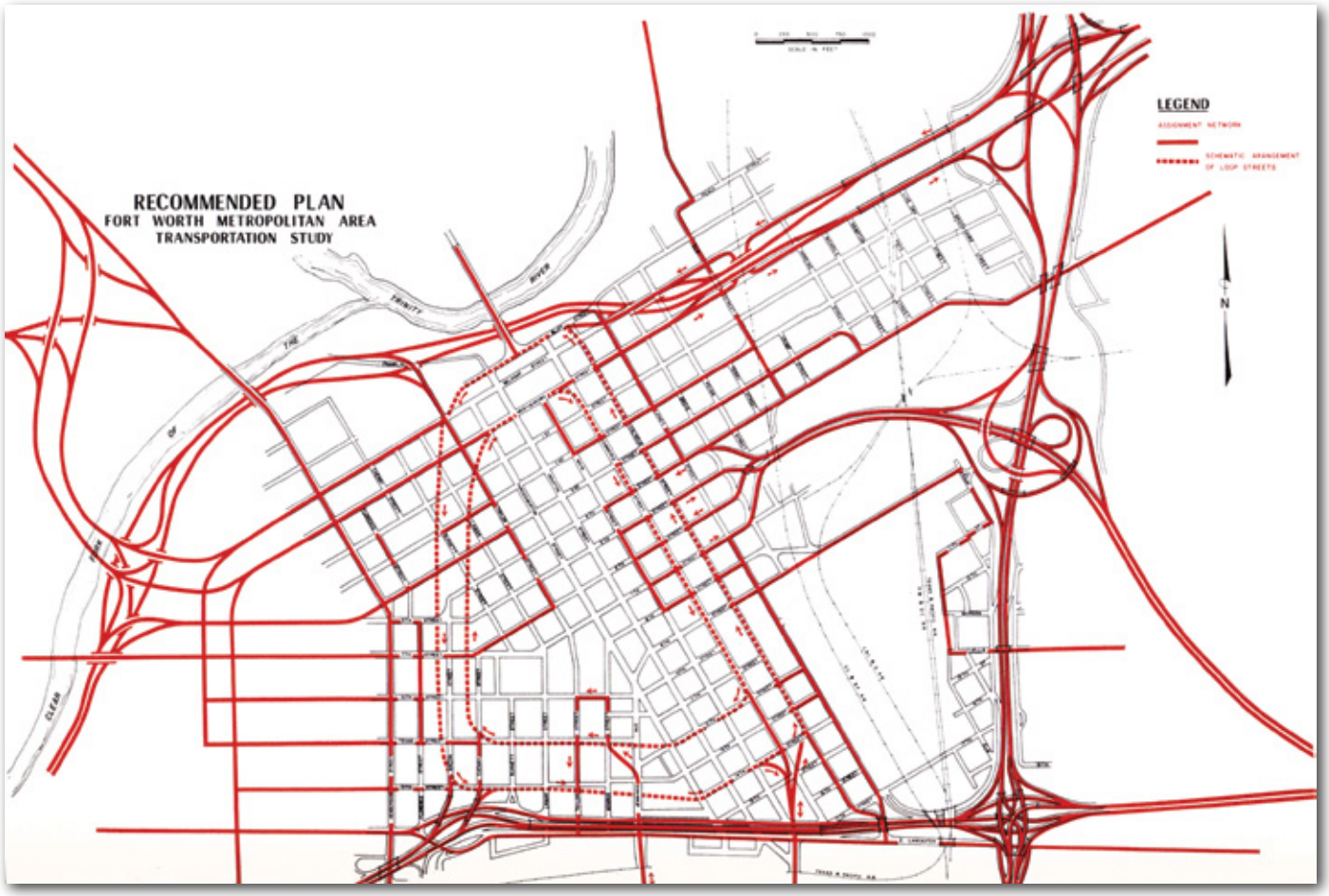
In retrospect, the demise of the Gruen Plan was fortuitous for Fort Worth. The plan's philosophy is entirely at odds with modern views on the subject of downtown revitalization. If fully realized, the plan would have wiped out many existing buildings, including historic structures and older properties which give downtown its character. The idea of pedestrian malls, implemented with some limited success in a few other cities, was found not to be the key to downtown renewal. It's safe to say that virtually no one in Fort Worth would want to trade today's downtown for something that looks like the Gruen Plan.

Rodgers Freeway. Dallas offered to pay 100% of the cost of right-of-way. In August TxDOT made its decision. It would build the Dallas freeway link, but would not commit to participation in the Fort Worth project. By the late 1960s Dallas may have suffered a case of winner's lament when right-of-way costs for the Woodall Rodgers Freeway far exceeded estimates and a nasty dispute ensued between the City of Dallas and Dallas County over who would cover the cost overrun (see page 248).[73]

The setback to the downtown loop was a disappointment, but local officials remained optimistic. More money was needed to cover right-of-way costs, and a future city bond issue was expected to fill the gap. But in the short term, local officials focused their efforts on building other freeways which were approved, including SH 121 (the Airport Freeway), US 287 (the Martin Luther King Jr Freeway), and east Loop 820. In May 1964 a new transportation plan for Fort Worth included the downtown freeway loop and listed it as a top priority. The alignment of the north leg of the loop remained along Belknap, but the western leg was shown to be along Forest Park Boulevard and the Clear Fork of the Trinity River. The freeway loop was included in the comprehensive 1967 mobility plan for Dallas-Fort Worth with an alignment further to the west. In 1970 TxDOT approved the route for inclusion in the state highway system and authorized environmental and alignment studies. In 1969 and 1970 TxDOT approved numerous large and ambitious freeway projects for inclusion into the state highway system, and it turned out to be a bad time to make expensive promises. With the 1970s came public opposition to freeways, rampant inflation in highway construction costs and stagnant revenue from gasoline taxes.[74]

One thing was certain about completing the downtown loop—it would be expensive and controversial. In 1969 opposition had already developed due to the potential impact on Trinity Park and the Botanic Garden. TxDOT's finances were in steep decline in the 1970s and by 1975 TxDOT was in a severe financial crisis, leaving all new highway construction in doubt. The downtown Fort Worth freeway loop was under review for cancellation.[75]

The downtown freeway loop survived, but building it would become increasingly difficult as the years passed. In 1984 the Texas Transportation Commission declined to



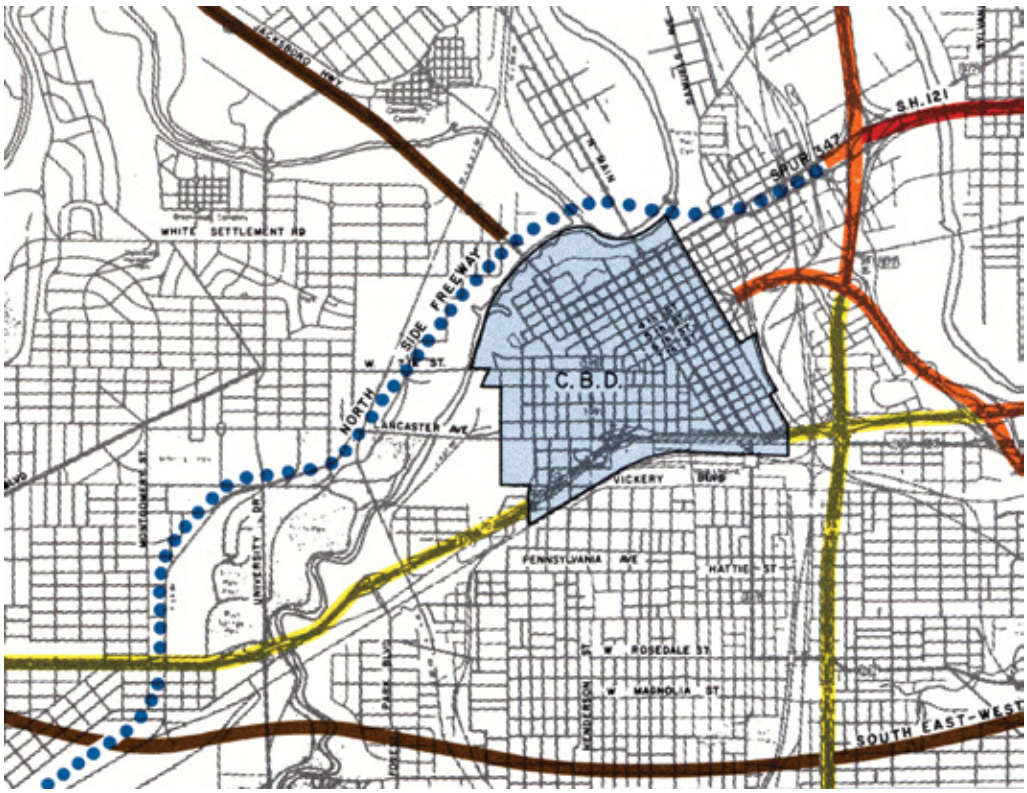
This view shows a map included in the 1964 publication *Fort Worth, Texas Transportation-Planning Survey*. The report recommended that the downtown loop be made the top priority in Fort Worth freeway construction. An article in the May 6, 1964, *Fort Worth Star-Telegram* was headlined "Downtown fringe loop called must". Compared to the 1958 alignment, the new recommended alignment took the freeway off Henderson Street and aligned it along Forest Park Boulevard.

include the loop in TxDOT's 10-year construction plan. In 1985 the City of Fort Worth paid for a new study to identify an alignment which minimized the impact of the freeway on the Botanic Garden and the Cultural District. The Texas Transportation Commission was impressed with the new alignment and the substantial local funding contribution, and the project appeared to be back on track for inclusion in TxDOT's construction plans.[76]

But by 1989 there was more trouble. TxDOT was seeking to adjust the alignment to avoid a hazardous waste site on North Main Street and also wanted to elevate the freeway at three locations. The idea of an elevated freeway was an explosive issue, since a long and contentious battle about the IH 30 Lancaster Elevated had raged for most the 1980s and had just recently been settled with a plan to remove the structure.[77]

In 1992 TxDOT changed the status of the project from active to pending, indicating construction was no longer imminent, due to impacts on historic homes. The downtown loop appeared to be on the verge of cancellation once again. In addition, new guidelines for selection of transportation projects emphasized cost-effectiveness, and the expensive downtown loop ranked poorly. Downtown business interests rallied to persuade local officials to save the project. In 1994 there was some good news when the downtown loop was included in the National Highway System with funding earmarked for future planning. The first discussion of turning the project into a toll road also occurred in 1994, and a formal study for toll feasibility was underway in 1995. There was renewed hope in 1997 when US Representative Kay Granger expressed optimism that federal funding could be secured to move the project forward. Local officials looking to build a new minor league baseball stadium at LaGrave Field in 1997 were forced to look elsewhere because the site was in the path of the planned downtown loop.[78]

Then, suddenly and unexpectedly, a mortal blow was dealt to the downtown loop. On December 8, 1998, Fort Worth City Council was set to consider the SH 121 Southwest Parkway toll road project which included the downtown loop. It was a controversial and emotional issue, with a crowd of 300 filling city council chambers to capacity for



This view from the 1971 *Dallas-Fort Worth Regional Transportation Study* shows the alignment which was adopted in 1967. Labeled the "North Side Freeway", the alignment was moved north and west of the Trinity River, taking it much closer to the Cultural District and skirting the north and west sides of the Fort Worth Botanic Garden. This alignment remained intact until 1985 when a new alignment was developed to minimize impacts to the Botanic Garden. This map also shows two other freeways which were canceled, the SH 199 freeway, labeled as the Jacksboro Highway, and the South East-West Freeway along the bottom edge of the view.

the vote. Before the vote, council asked to have the downtown loop removed from the plan. With the downtown loop removed, council proceeded to vote 7-2 to endorse the project. After decades of support, the City of Fort Worth had given up on the downtown loop. It was perhaps a realization of the futility of trying to build the loop, and a recognition that another worthy but difficult project, the Southwest Parkway south of IH 30 (renamed the Chisholm Trail Parkway in 2011), could be built only if unencumbered by the controversy and cost of the downtown loop.[79]

In April 1999 officials resumed plans to build a new baseball stadium on the LaGrave Field site since the freeway was no longer coming through. In January 2000 the death of the downtown freeway loop became official when the regional planning council approved a new long-term plan without the loop. Joining the downtown loop in the freeway graveyard was the SH 199 freeway inside Loop 820, which was planned to connect with the downtown loop. The demise of the downtown freeway loop certainly wasn't due to a lack of effort. It just couldn't be done, no matter how hard local officials tried.[80] ■

The Chisholm Trail Parkway
Originally State Highway 121 South

The 1955 freeway master plan for Fort Worth showed a freeway in the southwest area, but it served west Fort Worth along a north-south axis roughly halfway between Horne and Hulen streets (see map page 50). The north-south freeway was removed from plans in October 1957.

The original proposal for a freeway extending southwest from the downtown area appears to have been the 1960 City of Fort Worth thoroughfare plan. In 1962 Fort Worth formally asked TxDOT to begin planning the freeway. A 1964 transportation study reaffirmed the need for the Southwest Freeway and recommended it be given a high priority. Since its inception, the Southwest Freeway was planned to begin at IH 35W on the northeast side of downtown, forming the north and west sides of a downtown freeway loop and then continuing south of IH 30. Completion of the downtown loop was a high priority for local officials, but it was also expensive, controversial and

Also see: Photographs of demolition event on Dec 7, 2006, page 27; opening celebration on May 10, 2014, page 12

difficult to move forward due to the potential impact to parks and historic structures. The issues and efforts associated with the downtown section of the Southwest Freeway are detailed on pages 513-518.[37]

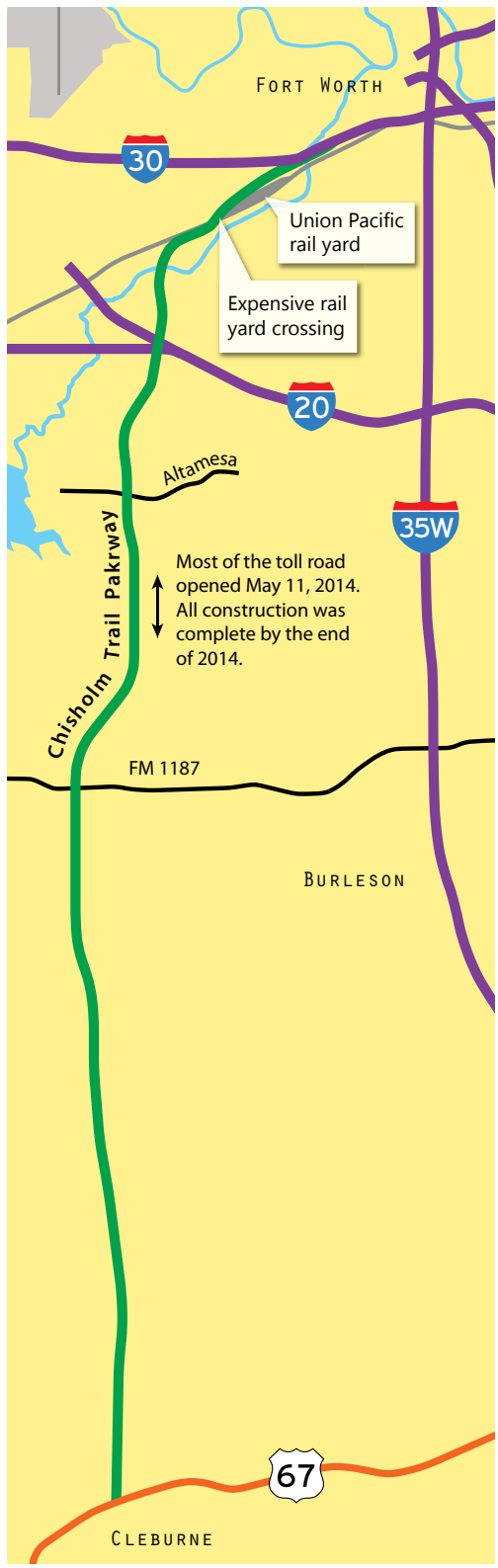
The Southwest Freeway was included in the comprehensive 1967 regional plan and remained in the plan for all updates in the following decades while the project was unable to move forward to construction. In 1969 TxDOT authorized a route study to determine the feasibility of the Southwest Freeway. Hearings and studies continued into the early 1970s and the Texas Transportation Commission approved an alignment in 1974. The 1970s was a bad time to launch new freeway projects. TxDOT's financial position was in steep decline as rampant inflation escalated construction costs while revenue from the fuel tax was stagnant. By 1975 TxDOT had descended into a financial crisis, with drastically reduced funding for new construction and virtually no chance for all-new projects like the Southwest Freeway to receive funding. It was up to local officials to save the freeway from cancellation so it could perhaps come back to life in the future.[38]

In 1978 Fort Worth officials asked TxDOT to revive the project and TxDOT proceeded to prepare new estimates of the cost of right-of-way. Fort Worth City Council continued its efforts to preserve right-of-way in 1983 and 1984 by directing city staff to work with land developers south of IH 20 to keep a corridor clear for the freeway. But the biggest challenge for the Southwest Freeway would be the downtown section, from IH 35W north of downtown to IH 30 west of downtown. The planned alignment would impact the cultural district and the Fort Worth Botanic Garden, so in 1984 Fort Worth City Council contracted with a consultant to develop a new alignment for the downtown section to minimize impacts. The report was delivered in June 1985.[39]

The Southwest Freeway south of IH 30 was not embroiled in controversy. But since the south section was part of the overall project, it remained on hold as officials tried to solve the problems of the downtown section. By 1992 the entire Southwest Freeway appeared to be at risk for cancellation as the cost and impacts of the downtown section lowered TxDOT's priority of the project. In 1994 the project gained new life when it was designated as part of the National Highway System, making new planning funding available. Also in 1994 the regional planning agency (NCTCOG) first proposed turning the project into a toll road. The project was renamed the Southwest Parkway since it was no longer expected to be a freeway.[40]

On December 8, 1998, the project reached a critical point when Fort Worth City Council voted on its future. With a crowd of 300 filling city council chambers for the vote on the controversial project, city council stripped the downtown section from the project, effectively killing the downtown Fort Worth freeway loop, and then voted 7-2 to endorse the Southwest Parkway south of IH 30. Later that month the North Texas Turnpike Authority (NTTA) voted to proceed with detailed financial and engineering studies. Section one of the project, an 8.2-mile stretch from IH 30 near downtown to Altamesa Boulevard south of IH 20, was estimated to cost about $180 million and a second phase, from Altamesa to Farm Road 1187, about $60 million for a total of $240 million. In 2000 the City of Fort Worth, TxDOT and NTTA signed a formal agreement for funding the project. The Southwest Parkway had strong political support and some momentum, but there was a long struggle ahead before construction could begin.[41]

In 1999 the Southwest Parkway Citizens Advisory Committee was formed to act as a liaison between nearby neighborhoods and planning authorities. The committee unveiled its preferred design in October 1999, emphasizing visually pleasing designs, landscaping and minimal impact by keeping the freeway at or below ground level. Opposition from nearby neighborhoods lingered, however, and in 1999 authorities brought in seven nationally



City of Fort Worth, December 2011 (above and below)

Political leaders and transportation officials gathered on December 20, 2011, to launch the construction of the Chisholm Trail Parkway with a groundbreaking ceremony. Mike Moncrief, shown holding two shovels, served as Fort Worth mayor from 2003 to July 2011 and provided leadership to help the project overcome the numerous challenges it faced during his mayoral tenure. The billboard below along West Vickery Boulevard, photographed in October 2013, announces the 2014 completion of the tollway and the traffic relief it will provide.

Author, October 2013

Author, October 2013

This view looks north at the construction zone for the interchange with Interstate 20 in October 2013.

known planning experts to review the design and make recommendations to minimize the impact on the inner city. Ongoing vocal opposition and a cost increase to $275 million in 2002 combined to make the future of the project uncertain, prompting the *Fort Worth Star-Telegram* to publish an editorial in November 2002 headlined "Southwest Parkway: not dead yet" citing strong political support and transportation demand as reasons the project was needed and still viable.[42]

In 2003 the draft environmental impact statement for the project was released. Its conclusion that the project would have no significant environmental impact prompted further criticism from project opponents and the concerns of political leaders, including Congresswoman Kay Granger and Fort Worth Mayor Mike Moncrief. Granger, Moncrief and other political leaders urged more study and additional public input. By the end of 2004 Fort Worth City Council was satisfied with the environmental document and in December it voted unanimously to endorse the final environmental impact statement. By 2005 environmental concerns had been addressed and public opposition was no longer a threat to stop the project.[43]

Then a new bombshell hit. The cost of section one of the project, which had previously been revised upward to $320 million, was now estimated at $825 million. Project backers scrambled to explain the massive cost increase and maintain political support. The original cost estimate was for construction only of a four-lane toll road, and the new estimate was for a six-lane toll road and included all other associated costs of utility relocation, right-of-way, engineering, project management, toll collection, landscaping and a contingency fund. The increased cost was primarily the responsibility of the NTTA, which initially stood firm in its commitment to build the project after the cost increase was disclosed. But by August 2005 the NTTA board was considering withdrawing from the 2000 funding agreement so it could focus its resources on projects which were more financially attractive, particularly the Bush Turnpike in Dallas County. When NTTA agreed to maintain its role in the project, a new dispute erupted over the toll rate for the Southwest Parkway, with Dallas County interests urging higher toll rates to offset the higher project cost. In November 2005 it was first reported that the NTTA was considering building the entire parkway, both the 8-mile section one in the north and the south section, an additional 20 miles to Cleburne. In February 2006 the NTTA was once again firmly committed to the Southwest Parkway and stating that construction could begin in 2008.[44]

Cost increases were also straining the City of Fort Worth, which was responsible for utility relocation, right-of-way acquisition and the cost of architectural enhancements. In 2003 Fort Worth's share of the cost was estimat-

Author, November 2013

This view looks toward downtown from the West Rosedale Street overpass in November 2013 .

ed at $95 million, and after spending $30 million officials were looking for ways to reduce the cost of the remaining $65 million. However, with the massive cost increase in 2005 and additional unexpected expenses, the price tag for Fort Worth would only go up. In 2005 the architectural and landscaping enhancement costs escalated to $60 million from the original estimate of $8 to $16 million. In July 2007 it was reported that the cost for section one had risen to $944 million with the City of Fort Worth's share ballooning to $144 million.[45]

The Southwest Parkway had survived the cost increase, at least for the moment. But then in 2007, just when it appeared construction could actually begin, a new crisis developed. The tollway's path took it over the large Union Pacific Davidson rail yard south of West Vickery Boulevard and Union Pacific's approval for the overpass was needed before construction could begin. Union Pacific wanted to ensure there would be no disruption to operations, which sorted rail cars for twelve incoming and twelve outgoing trains per day. Preventing any disruption would require construction of new tracks and reconfiguration of the track incline which allows rail cars to coast through the yard. It was potentially very expensive, up to $150 million. Negotiations continued through 2008 to find an affordable solution which would not hamper the rail yard's operations and would not bust the already-stretched budget. A preliminary agreement was reached in January 2009 with final approval by Fort Worth in September. The cost of $95 million for the rail yard bridge pushed the estimated cost of section one to $1.2 billion and the full length of the toll road to Cleburne to $2 billion.[46]

There was one remaining challenge which was yet another potential show-stopper: finding the money to build the project. By 2008 efforts focused on building the entire 28-mile project from Fort Worth to Cleburne, rather than just phase one. As of November 2009, only about $1 billion in funding was available for the estimated $2 billion project. Reducing the southern 13 miles of the tollway to only two lanes and delaying construction of some connection ramps at the IH 20 interchange provided some savings, and $144 million from the 2009 American Recovery and Reinvestment Act covered some expenses. In early 2010 TxDOT and the NTTA entered into a complicated financial arrangement in which the Southwest Parkway was combined into a single financial entity with the Grand Prairie section of the Bush Turnpike, SH 161. TxDOT agreed to use its gasoline tax revenue to back the bonds issued for the combined entity, lowering interest rates and allowing an additional $400 million to be borrowed, closing the funding gap. NTTA gave final approval in August 2010 for the project, which had a final price tag of $1.62 billion. Construction contracts were awarded in 2010 and 2011. The parkway was dedicated with Fort Worth's largest-ever freeway opening celebration, the Chisholm Trail Parkway Run & Ride on May 10, 2014, with running and bicycling events on the main lanes (see photos page 12). Most of the toll road opened to traffic the following day, with all construction complete by the end of 2014.[47]

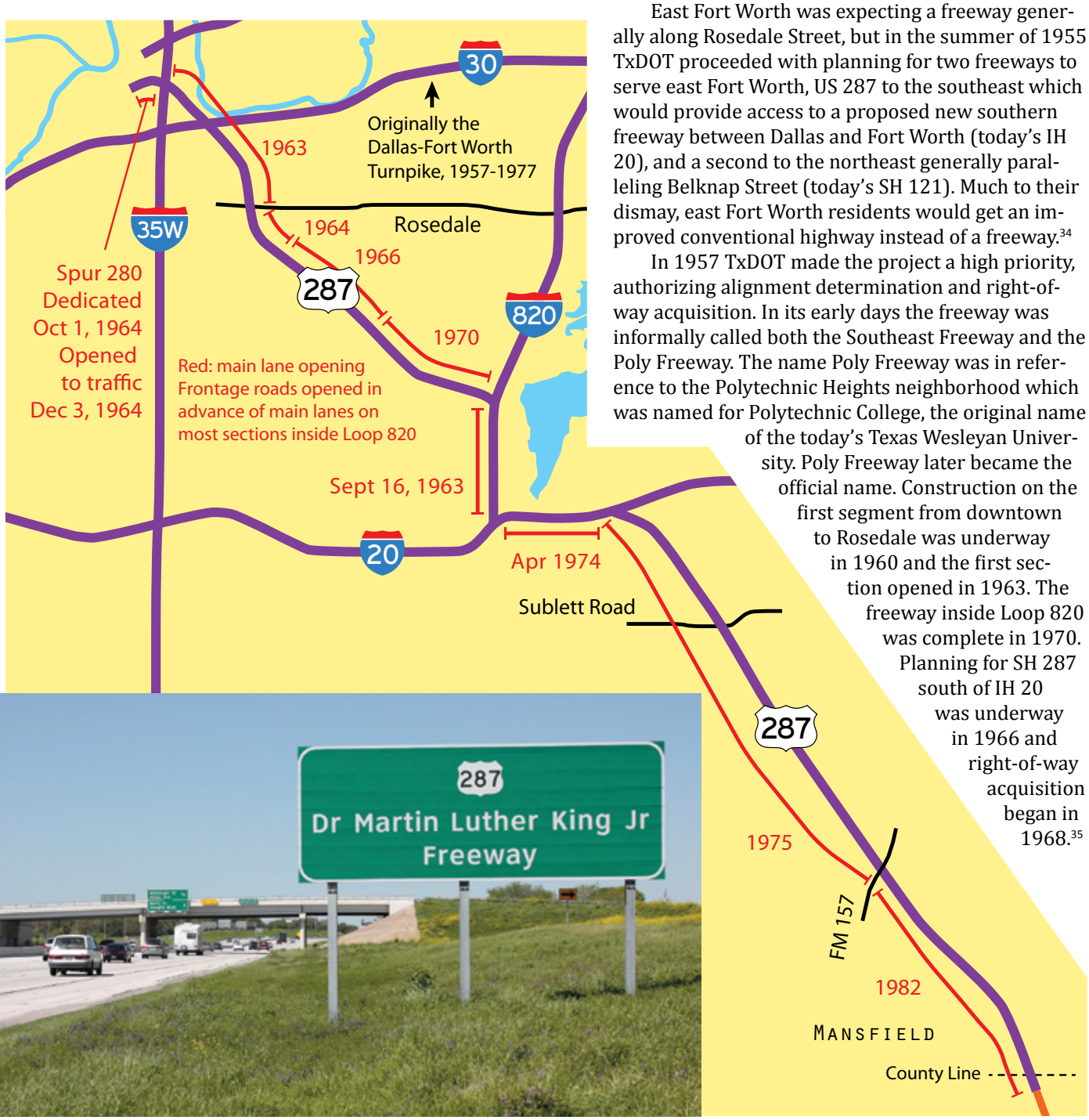
Since the mid-2000s the southern section of the project had been called the Chisholm Trail Parkway, in recognition of the Chisholm Trail cattle drive route which was used to move cattle from Texas to Oklahoma and railroads in Kansas, mainly during the period from 1867 to 1884. The Chisholm Trail passed through Fort Worth and was a well-received name due to the city's cattle heritage. In 2011 state legislation designated the full 28-mile length of the tollway as the Chisholm Trail Parkway, officially retiring the name Southwest Parkway and its predecessor names which had been in use since the 1960s.[48] ■

US 287 Southeast
The Martin Luther King Jr Freeway

The US 287 freeway originated as a result of east Fort Worth's opposition to the construction of the Dallas-Fort Worth Turnpike. The turnpike alignment had been designated to become a freeway, and east Fort Worth interests were upset that they would be stuck paying tolls while everyone else would get freeways. In January 1955 the opposition agreed to end their protest in exchange for a promise that east Fort Worth would receive a freeway.[33]

East Fort Worth was expecting a freeway generally along Rosedale Street, but in the summer of 1955 TxDOT proceeded with planning for two freeways to serve east Fort Worth, US 287 to the southeast which would provide access to a proposed new southern freeway between Dallas and Fort Worth (today's IH 20), and a second to the northeast generally paralleling Belknap Street (today's SH 121). Much to their dismay, east Fort Worth residents would get an improved conventional highway instead of a freeway.[34]

In 1957 TxDOT made the project a high priority, authorizing alignment determination and right-of-way acquisition. In its early days the freeway was informally called both the Southeast Freeway and the Poly Freeway. The name Poly Freeway was in reference to the Polytechnic Heights neighborhood which was named for Polytechnic College, the original name of the today's Texas Wesleyan University. Poly Freeway later became the official name. Construction on the first segment from downtown to Rosedale was underway in 1960 and the first section opened in 1963. The freeway inside Loop 820 was complete in 1970. Planning for SH 287 south of IH 20 was underway in 1966 and right-of-way acquisition began in 1968.[35]



Fort Worth City Council renamed the freeway the Martin Luther King Jr Freeway in November 1981 in response to a campaign by the alumnae of Delta Sigma Theta, an African-American collegiate sorority with branches at local universities. However, private funds were required to pay for official signs to designate the freeway name, and in 2006 signs still had not been erected due to lack of funds. After privately funded signs announcing the Ronald Reagan Memorial Highway were erected in Arlington soon after its designation in 2005 (see photo page 458), local activists began a fund-raising campaign and funded the installation of large signs at the ends of the designated freeway section between IH 30 and Loop 820.[36] ■

Author, September 2009

This September 2009 view looks northwest along US 287 with the Erath Street overpass in the foreground.

The view below looks northbound along US 287 just north of Sublett Road in Arlington on April 3, 2012, as a tornado passed by. The storm caused an outbreak of around 12 tornadoes in North Texas with $300 million in damage in Arlington, Lancaster and surrounding areas but no fatalities or serious injuries.

Other Freeways
SH 170, SH 183, US 287, SH 199

SH 170

Around 1985 the Perot family, through their Hillwood real estate development firm managed by chairman Ross Perot Jr, began making large land acquisitions north of Fort Worth along the IH 35W and Highway 377 corridors in northern Tarrant and southern Denton Counties. By December 1986 Hillwood had assembled 16,300 acres. Of course, land needs to be conveniently accessible to be valuable, so Perot, other landowners and the City of Fort Worth formed a partnership to bring transportation improvements to the area. In July 1987 a coalition led by Fort Worth Mayor Bob Bolen traveled to Austin to present their proposal to the Texas Transportation Commission. Perot, Hunt Investments and IBM offered to donate 450 acres, virtually all of the right-of-way needed for SH 170 and the widening of an adjacent section of SH 114, and also pay for engineering and environmental study costs of $4 million.[49]

In December 1988 political leaders rallied around the proposed highway, favoring the northern route of two potential alignments. In March 1990 the project was cleared for construction to begin when Ross Perot Jr presented Texas Transportation Commission chairman Robert Dedman a deed for 430 acres of donated right-of-way and TxDOT appropriated $41 million for construction of the frontage roads. It was believed to be the fastest highway construction project in modern Texas history, moving from conception to construction in just 32 months. A dedication ceremony for the completed frontage roads was held on April 20, 1992.[50]

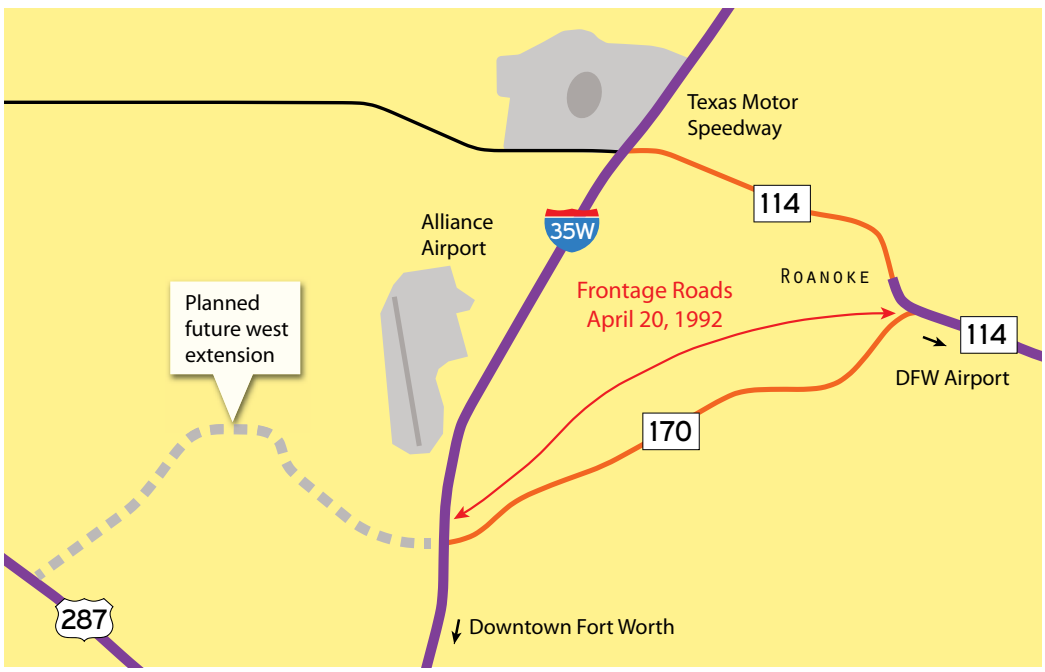
Perot had big plans for his approximate 17,000 acres, which included Alliance Airport opened in 1989 just west of IH 35W near its intersection with SH 170 (see photo

Hillwood Development Company, April 1992

The opening ceremony for SH 170 took place on April 20, 1992. Seated on the right side of the photo are Fort Worth Mayor Kay Granger and Ross Perot Jr, the driving force behind Alliance Airport and the construction of SH 170. At the podium is Arnold Oliver, executive director of the Texas Department of Transportation.

Author, October 2011

This view looks west along SH 170 near Alta Vista Road. In 2013 SH 170 remains in its originally constructed configuration with frontage roads only, with construction of the $365 million tolled main lanes scheduled to begin in 2015.



page 481). As property development proceeded and the Alliance Airport area became an employment hub, traffic steadily increased. However, construction of the main lanes was not funded and not planned for the indefinite future. In 2003 the first discussions arose for building the main lanes as a tolled facility, with Perot actively supporting the toll lanes on SH 170 and providing funding for toll studies on both SH 170 and IH 35W north. The extension of SH 170 westward from IH 35W had been contemplated in the late 1980s and was revived for further study around this time. In 2006 regional authorities asked the North Texas Turnpike Authority (NTTA) to study the feasibility of tolled main lanes on SH 170, and in 2008 and 2009 TxDOT transferred responsibility for planning the tolled main lanes to the NTTA. A 2009 retrospective in recognition of the twentieth anniversary of the opening of Alliance Airport reported that $7.2 billion had been invested in the the airport and its associated real estate development, with 290 companies employing 28,000 workers.[51]

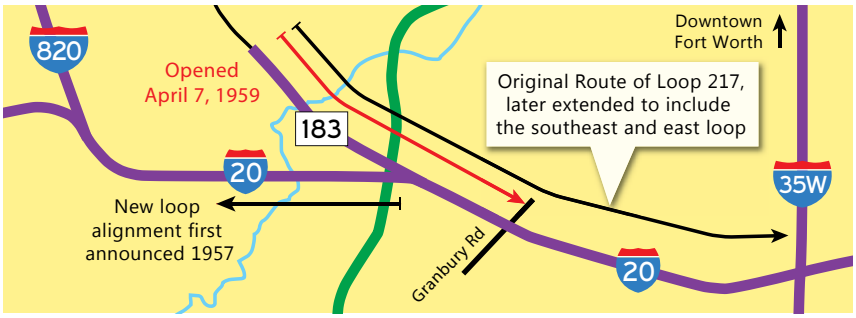
In 2013 preliminary work is proceeding for construction of the tolled main lanes between IH 35W and SH 114, and construction is expected to be completed before 2020. The extension west of IH 35W is included in the regional long-term plan but construction of main lanes is not planned prior to 2035.

SH 183

The short section of the SH 183 freeway in southwest Fort Worth is a relic of the original Loop 217, also known as the Southwest Loop. Efforts to build Loop 217 began in 1949 and the first section opened in 1957. The west section of Loop 217, which would become SH 183, was opened on April 7, 1959. Plans for the present-day alignment of southwest Loop 820, which later became IH 20, were revealed in 1957. Most of Loop 217 was absorbed into Loop 820, but a short section at the west end became an orphan when the new alignment branched away from Loop 217. The orphan section was renumbered as State Loop 820 in 1963 and was designated as SH 183 in 1977.[52]

TxDOT Travel Information Division

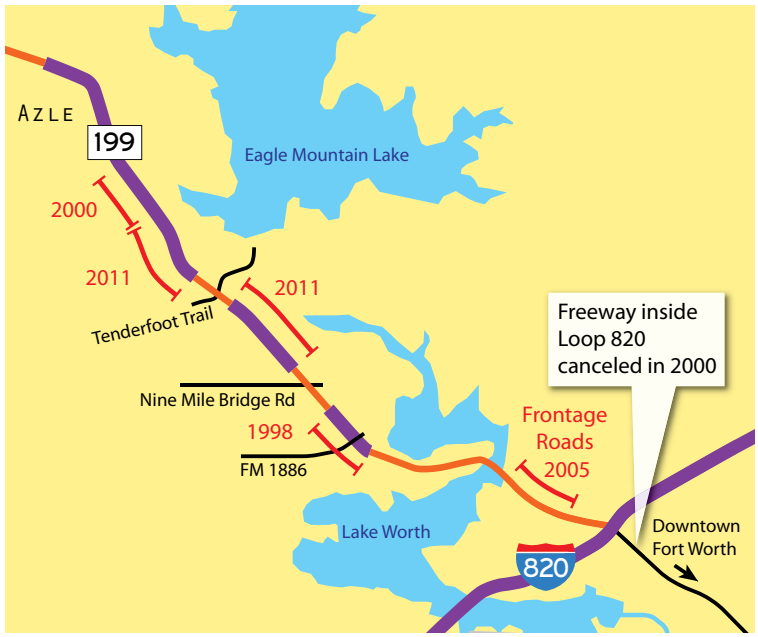
This view looks southeast along the original Loop 217 at West Vickery Boulevard just prior to the opening of the freeway on April 7, 1959. This section of Loop 217 became SH 183. The freeway remains in its originally constructed configuration but has been brought up to modern standards



This view looks northwest along the corridor of SH 183 in September 2009. In the lower part of the photo, IH 20 branches away from the alignment of the original Loop 217, creating the short orphaned length of Loop 217 which became today's SH 183. In 2011 the area in the foreground became a major construction zone as work began on the interchange for the Chisholm Trail Parkway toll road, which opened in 2014. See page 521 for a view of the construction.

Author, September 2009

SH 199



The 1955 map of the proposed Fort Worth freeway system (see page 50) shows SH 199 as a freeway, starting near the intersection with SH 183 and proceeding northwest toward Azle. The first major improvements to SH 199 were completed in 1956 on a 7.3-mile section from the Lake Worth crossing to the south side of Azle. Although the improved section had frontage roads and main lanes, it was not a true limited-access facility since there were at-grade intersections with both the frontage roads and main lanes, making the highway hazardous, especially as traffic increased in the following decades. A true limited-access freeway was completed through Azle in the early-to-mid 1960s, featuring a left-side exit to Main Street for northbound traffic which was called the "ski jump" interchange. The ski jump was replaced in 1968 with a safer, conventional design.[53]

In the city of Fort Worth, the SH 199 freeway was a lower priority than other planned freeways so there was little or no progress toward its construction. In 1964 the city released a new transportation plan which recommended new freeways but did not recommend full freeway standards for SH 199 in Fort Worth, instead recommending a high-capacity arterial with some grade separations at busy intersections. The ambitious 1967 freeway plan for the North Texas region (see page 51) designated the full length of SH 199 as a freeway from downtown Fort Worth to the north side of Azle and in August 1969 TxDOT announced its intent to proceed with planning for its construction. However, TxDOT's financial crisis of the 1970s drastically reduced new freeway construction and scarce

This view looks northwest along SH 199 at Telephone Road, just north of IH 820. This section of SH 199 was upgraded to a frontage road configuration in 2005, awaiting construction of the main lanes in the wide median.

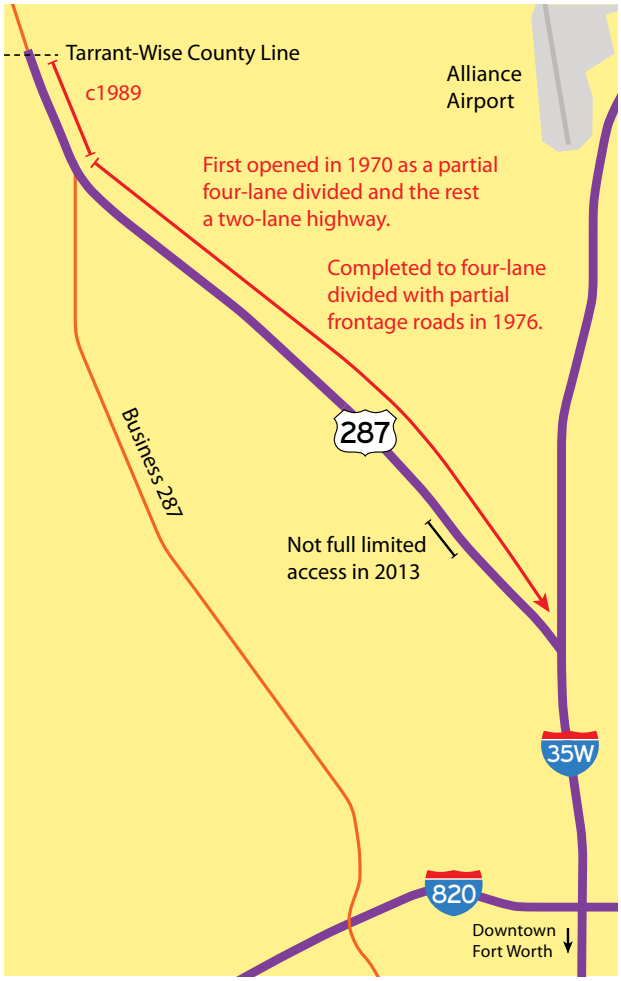
Author, October 2011

funding was directed to completing partially built freeways like Loop 820, not building expensive all-new freeways like SH 199. The SH 199 freeway survived the 1970s without being canceled and remained in the regional plan as a freeway from downtown Fort Worth to Azle. However, there was minimal progress toward construction of the freeway during the 1980s and 1990s as other higher-priority projects received funding in the Fort Worth district. Inside Loop 820 SH 199 remained a regular arterial street with no planning for the freeway. North of Lake Worth to Azle, SH 199 remained in its hazardous configuration with frontage roads and main lanes having at-grade intersections.[54]

On December 8, 1998, Fort Worth City Council voted to end its support for the SH 121 freeway on the north and west sides of downtown. The SH 121 freeway would have connected to SH 199, so the rationale for SH 199 inside Loop 820 was diminished. In January 2000 the downtown section of SH 121 and SH 199 inside Loop 820 were both officially removed from the regional transportation plan. Plans for the SH 199 freeway outside Loop 820 remained intact, and in the late 1990s work was finally underway on two short sections of new freeway. In the 2000-2012 period the hazardous section was upgraded to have frontage roads meeting modern standards. Two new sections of freeway opened in 2011. In 2013 SH 199 remains a mishmash of varying designs along its eleven miles to Azle, including frontage roads, four-lane divided highway and freeway. As of 2013 there are no near- or intermediate-term plans to complete the freeway. The facility has not been designated as a toll road by regional planning authorities, so most likely it will be completed as a freeway in the next 20 years.[55]

US 287

US 287 north of Fort Worth, which also carries US 81, branches away from IH 35W three miles north of Loop 820. No information about the origins and planning for US 287 north was found. The present-day alignment from IH 35W to near the Tarrant-Wise county line, where the freeway rejoins the original alignment of US 287, was opened around 1970. In 1976 the full length in Tarrant County was a four-lane divided highway with overpasses at major intersections, not a limited-access freeway. The highway in Tarrant County was gradually improved during the following decades, upgrading it to freeway standards along nearly all of its length. All crossovers at the level of the main lanes have been closed, but in 2013 some direct access to property along the right side of the main lanes is allowed.



This view looks northwest along US 287 with the FM 156 intersection ahead. The US 287 corridor in northwest Tarrant County remains only partially developed in 2013, and the lack of development has minimized pressure on the freeway, contributing to the slow addition of improvements since its original opening in 1970.

Author, October 2011

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About the Author

A native of Houston, Oscar Slotboom first moved to North Texas as a college student in 1987, working as an intern at Texas Instruments in Dallas. After receiving a BSME from Texas A&M and MSME from the University of Texas at Austin, he held a position at MCI (now Verizon) in Richardson before returning to Houston in 1991 to work as a project engineer in the energy industry. In 1998 he began working in web and software development, and he continues to work in the information technology industry as a software developer in 2014.

Oscar's efforts to document the history of Texas highways began in 2000 when he launched the web site TexasFreeway.com. In 2003 he published *Houston Freeways, a Historical and Visual Journey* covering the history of Houston's freeways. Oscar moved back to North Texas in 2004 and began efforts to document the history of North Texas freeways. In 2006 he launched the web site DFWFreeways.info (now DFWFreeways.com) and in 2012 released the digital book *Dallas-Fort Worth Freeways, Texas-Sized Ambition*.

Interstate 35E at SH 121, January 2012

Index

D

E

F

G

H

I

J

K

L

M

N

O

P

R

S

T

U

V

W

X

Y

Z

Dallas-Fort Worth has one of the world's most extensive urban freeway systems. It is the product of the pro-growth ambition of political and business leaders, and has empowered the ambition of real estate developers, big business, the technology industry and entrepreneurs. The North Texas cultural spirit to think big and build big has guided the ongoing growth and expansion of Dallas-Fort Worth freeways, a transportation system which has propelled North Texas to be among the most economically successful regions in the United States in the post-World War II era. *Dallas-Fort Worth Freeways* documents the origins, politics, influence and resulting urban landscape of North Texas freeways.

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